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 CALIFORNIA RASPBERRIES, 2's Tins—
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 class only, no slop work. Mail orders
 receive careful attention.
 'Phone 1992.
 June 6, 1923.

MINARD'S LIMENT
 FOR NEURALGIA.

National Biscuit Company Reaping Remarkable Sales

In speaking with the company's
 local representative today the "Tele-
 gram" ascertained from Leo A. Duffy
 an exact report of their past weeks
 business and was informed that since
 Monday a most remarkable increase
 has been noticed in national sales
 here. Local grocers in every sec-
 tion, Water Street, New Gower Street
 and the Higher Levels are all well
 pleased to testify to this glowing re-
 port and it is with confidence we state
 that "every day in every way, the de-
 mand for Unaeda Biscuits is growing
 greater and greater. Of course it
 would be merely doing Unaeda Bis-
 cuits the merit that is justly theirs
 to say that they are certainly the
 most delightful varieties that have
 ever been sold in this dominion. The
 stores that prominently display
 Unaeda Products are highly depend-
 able. Confine your dealings to these
 up-to-date houses and realize what
 satisfaction means to you.
 "YOU NEED A BISCUIT."

WEEK-END NOTES.

(L. C. MORRIS.)

RAILWAY MATTERS—PROSPECTIVE.

In continuing our railway notes it
 will be quite in order to accord a word
 of congratulation to Mr. Russell, the
 newly appointed manager. Mr. Russell
 has richly earned his promotion,
 and he brings to the position an all-
 round experience in railway work,
 which fits him for the duties of the
 post, and which marks him as the
 right man in the right place, and at
 the right time.

Much will depend upon the new
 management; but if the faithful ser-
 vices of the past may be taken as a
 criterion for the future, it is very rea-
 sonable to expect efficient service. That
 there will be draw-backs is certain—
 one of which is the fundamental draw-
 back, of our narrow gauge line. The
 history of the railway presents many
 blunders, but among the lot none
 were greater, and none more to be de-
 plored, than that of the narrow gauge.
 The narrow gauge line was the one
 weak point in the pioneering of our
 railway work, and because of that, the
 task of fighting our snow drifts has
 been greatly intensified; and during
 the twenty five years of our cross-
 country traffic, the amount of money
 spent on clearing the track, and the
 amount of business lost, would at
 least have paid the interest upon the
 extra cost of a wide gauge railway. The
 obstacles thus caused still remain, and
 will mean many a worry for our rail-
 way staff; and if the cause is to be
 averted, there is one economic and
 business-like way to do it, and that is
 to shut out the cross-country trains in
 the vicinity of the Gulf Topsails, for
 at least ten weeks of the winter. The
 amount of suffering and toll, and finan-
 cial loss, endured by the Messrs.
 Reid and their staff for the past twenty
 five years, should be sufficient reason
 for the new management to adopt a
 different policy, and to introduce a
 better way.

There is nothing to be lost by such
 a step, but rather there much to be
 gained, and what is better it would be
 a more business-like practice to shut
 down for a while, than to continue the
 waste, which mid-winter running en-
 tails. Not only would it prevent many
 losses, but it should also prevent dis-
 appointment and unnecessary delay.
 Perhaps it took us twenty five years
 to learn this lesson; but it is about
 time we learned it. There are some
 who never learn, and who will not
 learn; but ours should be a better
 policy. The prospects of the railway
 for the immediate future are certain-
 ly favorable. In addition to the regu-
 lar traffic of the country, there will be
 the increased traffic, and additional
 transportation, in connection with
 the Humber development. To expect too
 much from the Humber, or from any
 one particular new industry, is one of
 the mistakes into which we have fall-
 en, and by which our people are too
 easily misled.

By making a moderate estimate of
 the situation as based upon the pre-
 sent outlook, there is every indication
 of increased traffic, and therefore of
 increased earnings. This is what our
 railway really requires, because part
 of the loss which has hitherto been
 sustained has been from want of busi-
 ness. Increased freight traffic in a
 general sense, means increased pas-
 senger traffic also, and these imply the
 circulation of more money, all which
 goes to build up communities. The en-
 terprise of the Humber will mean a
 busy centre at the other end of the
 line, and this must certainly result in
 busy transport at both ends. Looking
 thus ahead, the railway seems to have
 in its favor a chance of paying its
 way. The pioneer railway operators
 paid a big price in experience, worry,
 and criticism, and the lessons which
 they learned should be beneficial to
 their successors. From their experi-
 ence they learned the weak points, and
 the danger spots of railway life. With
 these experiences to guide, and with
 increased traffic at hand, and with a
 better feeling amongst our people, it is
 not too much to expect that greater
 returns are due from the railway, and
 that the new management will prove
 worthy of their trust, and make a good
 showing.

As our readers are aware, the rail-
 way is now owned, controlled, and op-
 erated by the Government. How long
 this will continue is not easy of dis-
 cernment; but it is quite within the
 limits of logic to surmise, that in due
 time the railway will pass into other
 hands, and thus become more of a
 private speculation than government
 ownership implies. As to who the
 likely purchasers will be is a doubtful
 problem; but it may be safe to
 suppose that the company would con-
 sist of people and corporations now
 operating within the country; or who
 are directly interested in the develop-
 ment. This suggestion brings with it,
 its own interpretation, for it is known
 that the concerns now directly inter-
 ested in what may be called "the new-
 er development of Newfoundland," are
 the Harmsworth Co., the Armstrong-
 Whitworth Co., the Bell Island peo-
 ple, and Mr. Hy. Crowe. If there is to
 be any internal development worth
 while in Newfoundland, then these are
 the agencies into whose hands the
 work will fall. If these people fail to
 make a success of their enterprise, it
 will be just as well to make up our
 minds that Newfoundland is destined
 for a fading country and nothing else.
 The second quarter of the century
 should tell a lot in this direction;
 however, it looks at present as if the
 enterprise of these companies will
 prove their worth, and that a better
 day is in store for Newfoundland. This
 better day cannot come by fishing
 only. We have tried this one industry
 long enough. Our people are not go-
 ing to fish as did their fathers. The
 change is rapidly setting in; hence, we
 look ahead, and in doing so we are con-
 fronted with the problem, of who will
 own, control, and operate our rail-
 way? There may be various answers
 suggested; but it does not need a vi-
 sion to see, where, when, and by
 whom, the problem is to be solved.

Frost-Proof Flowers.

Now is the Time for Bulb-Growing—
 Ash-Bed Devices Which is Well
 Worth While.

(By the Editor of "The Smallholder.")

What is the secret that enables the
 market-gardener to fill the florists'
 shops with tulips, daffodils and snow-
 drops, in full bloom, round about
 Christmas-time, and through the
 darkest, driest days of winter?
 The ordinary amateur gardener, of
 course, seldom even expects his bulbs
 to bloom before March at the earliest.
 The secret, which is really no secret
 at all, is this: The professional be-
 gins to think about bulbs in August
 and September; the amateur only
 bothers about them in November; the
 professional starts his bulbs a good
 two months ahead of the amateur,
 and because those two months are
 months of good growing weather he
 gets his flowers three months earlier.
 There is no difficulty in buying bulbs
 thus early in the season; they are
 now being sold everywhere. They
 may be a little dearer than they would
 be later on in the autumn, but they
 are of much better quality. Only the
 remnants and left-overs, many of
 them too far gone to do themselves
 justice, are sold cheaply in Novem-
 ber and December. Of course, bulbs

cannot be planted in the open to
 bloom in the depth of winter. They
 have to be grown in pots or in box-
 es, but that is no disadvantage. They
 are only wanted for brightening the
 greenhouse or parlour wherein grow-
 ing flowers last twice as long as out
 flowers. There is another item in
 bulb-growing, besides early Septem-
 ber planting, which goes a long way
 towards bringing them quickly into
 flower. The bulb should be forced
 to make roots before it starts to
 shoot its leaves. This is done by
 keeping it in darkness for a time
 after it is planted. Here is the pro-
 fessional plan in a nutshell, a plan
 which the amateur can adopt with
 equal success: The pots or boxes
 are three-parts filled with a soil
 mixture made up of five parts of the
 best mould from the garden, well
 sifted, with one part of decayed man-
 ure and half a part of sand. Then
 the bulbs are spaced out in them,
 three inches apart in the case of big
 sorts, two inches apart when small
 sorts, like crocuses and snowdrops,
 are being planted. The bulbs should
 be lightly pressed into the soil just
 so that they stand upright, flat and
 down, of course. They should be
 covered in by adding more soil, which,
 when pressed down fairly firmly, will
 should just obscure their tips. A
 good soaking with water completes

Look! Look! CRESCENT THEATRE Look! Look!

PAT HARRINGTON in Novelty Songs.
 HAROLD LLOYD in "GRANDMA'S BOY."
 "THE DYING DETECTIVE," one of the adventures of SHERLOCK HOLMES
 JACK CRONAN, Ball Soloist.

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 Amateur Show commences at 9.15. Amateurs may leave names at the Box Office.
 THIS IS A GREAT BIG SNAPPY UP-TO-THE-MINUTE SHOW

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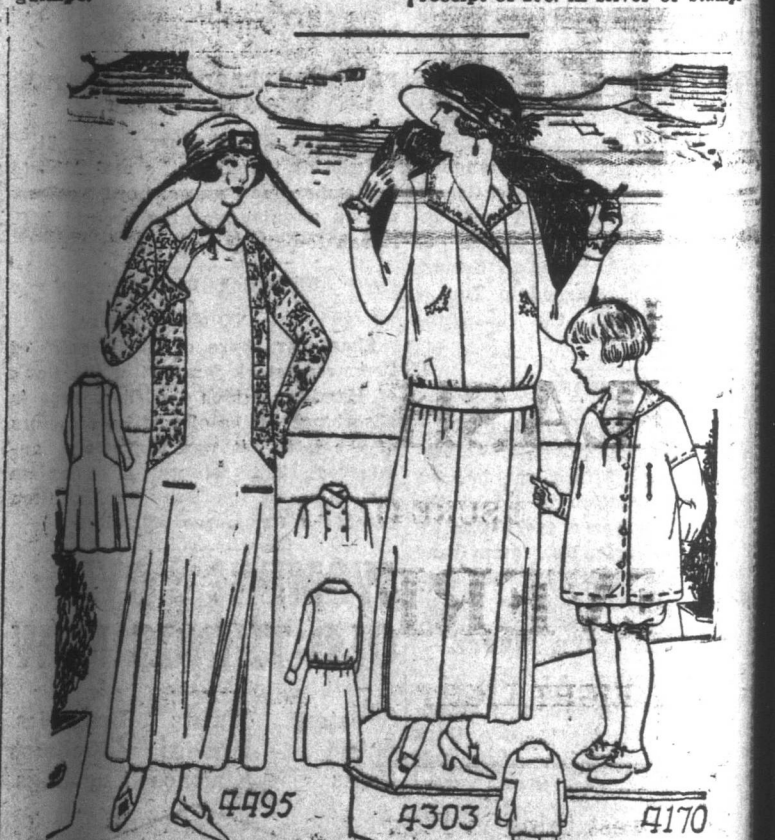
The Home Dressmaker should keep a Catalogue Gown Book of our
 latest fashions. These will be found very useful to refer to from time to time.



A POPULAR STYLE FOR THE "LITTLE MAN."
 4506. One could have this in jersey
 weaves, in flannel or serge. It is also
 a good model for linen, seersucker and
 gingham.
 The Pattern is cut in 3 Sizes: 2, 4
 and 6 years. A 4 year size requires 2 1/2
 yards of 36 inch material.
 Pattern mailed to any address on
 receipt of 10c. in silver or stamps.

A BECOMING FROCK FOR THE SHOWING GIRL.
 4517. Percale was used for the dress,
 and linen for the gumples. Skirt and
 blouse may be attached, or finished
 separately. The gumples likewise. This
 is a good model for cretonne, or linen,
 or for serge, with silk or crepe for the
 gumples.
 The Pattern is cut in 4 Sizes: 1, 2, 3
 and 4 years. A 4 year size requires 2 1/2
 yards of 36 inch material.
 Pattern mailed to any address on
 receipt of 10c. in silver or stamps.

A FROCK TO PLEASE THE LITTLE MISS.
 4513. Picture pockets have long been
 a popular feature of children's dress-
 es. This model is especially attractive
 as it also shows the new broad collar.
 The Pattern is cut in 4 Sizes: 1, 2, 3
 and 4 years. A 4 year size requires
 3 1/2 yards of 32 inch material. To be
 as illustrated, requires 1/2 yard of 1/2
 inch contrasting material.
 Pattern mailed to any address on
 receipt of 10c. in silver or stamps.



A STYLISH ONE PIECE DRESS.
 4495. This model has youthful lines,
 and new style features. It portrays
 an attractive combination of plain and
 striped material. One could use braided
 or embroidered fabric for waist
 and sleeve, and taffeta, satin or kasha
 for the panel and skirt portions and
 for the collar.
 The Pattern is cut in 3 Sizes: 16, 18
 and 20 years. An 18 year size requires
 3 1/2 yards of 40 inch material. To make
 sleeves and waist portions of con-
 trasting material as illustrated re-
 quires 1 1/2 yards. The width at the foot
 is 25 inches.
 Pattern mailed to any address on
 receipt of 10c. in silver or stamps.

A NATTY SUIT FOR THE LITTLE MAN.
 4170. This is a comfortable suit
 with new and pleasing features. The
 inserted pockets in the smock, or
 please the "little fellow." The "kicker"
 trousers boast of pockets that are large
 enough to hold the many things boys
 like to keep with them.
 The Pattern is cut in 4 Sizes: 1, 2, 3
 and 4 years. To make the suit re-
 quires 8 year size, will require 3 1/2 yards of
 32 inch material. For knickers add
 1 1/2 yards is required.
 Pattern mailed to any address on
 receipt of 10c. in silver or stamps.

A STYLISH DRESS IN ONE PIECE STYLE.
 4303. Taffeta, satin, serge or linen
 could be used for this model. The vest
 portions are crossed in double breast
 ed style. The collar may be rolled
 high, or turned low.
 The Pattern is cut in 3 Sizes: 16, 18
 and 20 years. An 18 year size requires
 5 1/2 yards of 40 inch material. The
 width at the foot is 2 1/2 yards, with
 platts extended.

Next comes the Polyanthus variety of
 narcissus, commonly known as paper
 white, followed by the Duc Van Thiel
 varieties of tulips—those small red or
 white or yellow flowers the florists
 sell by the box—and a whole crowd
 of daffodils. There are also special
 early varieties of ordinary hyacinths,
 crocuses, and snowdrops, and, of
 course, snowdrops should never be
 missed out.

MINARD'S LIMENT FOR NEURALGIA.