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Newfoundland as a Great Exporting Country.

(By FRANK WALL.)

Everybody is talking export trade nowadays. The terrible cost of this Made in Germany war has made it incumbent upon the nations to double their earning capacity and the best way, the only way, to do this is by exploiting the natural resources which they possess in varying degrees.

Consider the bearing of this big, outstanding fact that pro rata to its population Newfoundland possesses a larger share of the world's stock of natural resources than any other country. That stock is limited. The world has just so much iron and coal and copper and mineral wealth and water power and all the other potentialities of trade, and in proportion to its population Newfoundland is, in these vital respects, the richest country in the world.

A large proportion of the raw materials upon which all domestic and export trade rests is located in more or less inaccessible countries, such as Central Africa or the hinterland of South America. Newfoundland is one of the most accessible countries in the world, having excellent rail and sea transportation services all around the island and down to Halifax and New York, and a direct service to Europe. Its "trans-continental" railway traverses the country from coast to coast, running from St. John's to Port aux Basques in the west, where the Reid-Newfoundland Co.'s steamers meet the Canadian Government railways at North Sydney, N.S., and connect with Montreal and New York.

What Newfoundland Has for Export.
The present exports of Newfoundland are principally minerals and other raw materials, fish products, and pulp and paper products. In St. John's and other centres there is considerable manufacturing, but this is mostly taken up by the home market, and the same remark applies to the agricultural and live stock activities of the country.

I had an occasion a few months ago to make an extended visit to Newfoundland, travelling right across the island and investigating its principal centres of industry, the location and extent of its natural resources, and its geographical potentialities as a great trade and shipping centre. My investigation was made on behalf of the Great Canada's Aid to the Allies Edition of the Montreal Standard, and I returned with this conviction: that Newfoundland has tremendous export possibilities.

To support that statement it is

only necessary to point out that the island possesses more raw materials and natural wealth in proportion to its population than any other country in the world. It has vast deposits of iron ores, copper, chromite, nickels (associated with copper), cloanthite and nickel pyrites, and also antimony, lead ores, manganese, and even gold and silver; and even while I was there a company was formed to develop extensive coal deposits in the St. George's Bay district. Among the non-metallic substances are asbestos, barytes, feldspar, graphite, grindstones, gypsum, kaolin, lithographic stones, mica, petroleum, salt, slate, talc and various clays.

Building and ornamental stones are plentiful—granites of the finest quality, porphyries, sandstones, freestones, limestones and marbles—and pipe, brick, fire, terracotta, china and other clays are also abundant. The quality of the Newfoundland slate is no higher than that of the other deposits, but I was informed that the slates exported to England and elsewhere compete on level terms with the best standards of Welsh slates, hitherto supposed to be unequalled.

The same high standard of quality is shown in the copper exported, concerning which the following extract from a report by Professor Stuart, the well-known American expert, may be worth quoting:

"The copper ore of Newfoundland free from arsenic or other undesirable ingredient, with a little iron, and containing from eight to twelve per cent. of copper. Finer copper is nowhere to be found, and the character of the rocks in which it occurs gives an absolute assurance of perpetuity in the workings."

One Newfoundland company, mining copper for export, has paid dividends of twenty per cent. for many years past. Think of the possibilities of such a trade in these days when all the world is demanding minerals and metals and raw materials of every description! Think of the huge export trade potentialities of this country of all the minerals!

Iron Ores of Newfoundland.
The iron ores of Newfoundland are world-famous. From Bell Island alone the Dominion Coal and Iron Company and the Nova Scotia Steel and Coal Company export more than a million tons of red hematite ores annually and the deposits have scarcely been scratched yet. One of the companies has tunnelled far under the sea and there is no sign of failure. Nor is Bell Island the only location in the island where iron

ores can be mined. As a matter of fact, no one knows the mineral wealth of Newfoundland because the country has never yet been properly explored or surveyed.

The two companies mentioned realized the possibilities of export trade in Newfoundland's minerals and by jumping in on the ground floor they won a magnificent return for their enterprise. The iron ores are taken to their smelters at Sydney and New Glasgow and the steel products manufactured therefrom are re-exported to all parts of the world.

Canada has recently inaugurated a big steel shipbuilding programme and was at first content to import the necessary steel from the United States. The Government has recently made terms with the Dominion Coal and Iron Company for the erection of a \$5,000,000 steel plate rolling mill at Sydney, N.S., to satisfy the national demand that not only must the new mercantile marine be built in Canada but the steel plates also must be rolled here. But those who take this stand ignore the fact that Canada's merchant marine is being built with steel plates rolled from iron ores exported from Newfoundland.

When will the Newfoundland Government realize the importance of insisting that the natural resources of the country shall only be exported in a manufactured state in order to secure for the country the full profit on the exploitation of its own inheritance?

When, also, will more of the world's "big men" realize, like Lord Northcliffe and the Albert Reed Company and others, that it is more economical to export finished products than raw materials? These organizations are users of newsprint on an immense scale and they realized the value of the inexhaustible spruce and fir forests of Newfoundland. Faced with the alternative of exporting their requirements either as lumber or newsprint they quickly decided in favor of the latter and have now extensive plants in the island. Wages are much lower in Newfoundland than elsewhere and the rail and sea haulage on newsprint is, I suppose, lower than on lumber. It is a question of bulk.

There may be other reasons that influenced the decision but these two will serve. They bear out my contention that it is more economical to export finished products than raw materials.

Think of the immense quantities of copper that are exported annually from Newfoundland. I believe I am right in saying that it is one of the largest copper-exporting countries in the world but all of it leaves the country as raw material. When will some of the people in various parts of the world who buy Newfoundland's copper and pay freightage on it to their factory, a hundred or a thousand or several thousand miles away, and then pay another freightage when the copper manufactured goods are re-exported? When will these people realize that they can cut their costs of production by manufacturing right where they mine their copper, thus eliminating one set of freight charges. And there would no doubt be other economies possible by locating a factory in Newfoundland: cheaper labor and abundant water-power, etc.

I have mentioned spruce and copper but the argument applies to all the raw materials and minerals and everything exported from Newfoundland in an unmanufactured state. It is a bad system and while there is every excuse for the Government permitting it, because they are anxious to advertise the country's huge mineral wealth, there is no excuse whatever for manufacturers abroad who follow the extravagant system of exporting their raw materials from Newfoundland and re-exporting the finished products, thus doubling their freight charges.

There are cases where this practice is unavoidable, but, speaking generally, the world is coming to recognize, as one of the fundamental principles of manufacturing, that all the operations of production from mining or growing the raw material to packing the finished product for export should be centralized. The world-wide acceptance of that principle is Newfoundland's greatest asset in building up a big export trade.

The Harmsworth organization has built a \$5,000,000 paper mill at Grand Falls, Newfoundland. The Albert Reed Company has followed their example and one of the leading American publishers is preparing to do the same; not because of any particular fondness for Newfoundland but simply as a business proposition—because, and only because, it pays them to do so. Would it not be well for other large organizations, who are using or purposes to use the raw materials of Newfoundland, to consider whether it would not pay better to export them as finished products?

Trade in Export Fish.
The Newfoundland and Labrador coast—better known as the Grand Banks—have been world-famous fishing centres for hundreds of years past, but in the big, modern sense their success dates only from a year or two ago. That was when the Newfoundland-Atlantic Fisheries Ltd. was organized by Messrs. H. D. and R. G. Reid, who erected a magnificent cold storage plant at St. John's and modernized the whole industry. I went over this plant from base-

ment to roof when I was in Newfoundland recently and I can only say that in this respect the fish export trade of Newfoundland is well organized for all probable developments.

The plant holds in cold storage no less than 5,000,000 lbs. of fish, halibut, cod, salmon haddock, eels, wolf-fish, turbot and caplin; all gutted, cleaned and frozen on the most modern scientific methods and ready for immediate export. What profitable opportunity for foreign importers in countries where fish is not so plentiful!

I have purposely left the question of transportation to the end of this article. It is a very important point because cheap and efficient transportation is the vital link between the exporter in Newfoundland and the importer abroad.

In this respect Newfoundland of to-day is well equipped. Until about thirty years ago the country was merely a collection of fishing villages scattered around the coast, and practically unconnected with each other or with the outside world. The turning point came when the late Sir Robert G. Reid—a world-famous railway builder—was induced to come to Newfoundland.

Within a few years he and his three sons had linked up the capital city on the east coast with Port aux Basques on the west, and had linked up Port aux Basques with North Sydney; and in another few years they had a steamship service all around the coast, operating in connection with the railway.

That put Newfoundland on the map as a great exporting country. It opened up a new and inexhaustible source of supply to manufacturers all over the world. It made possible the Harmsworth and Albert Reed and other plants built in Newfoundland by firms who realized the truth of the old slogan. "It is more economical to export finished products than raw materials."

It is no exaggeration to say that it was the Reid railways and steamships—built by Sir Robert Reid and now directed by his three sons, Sir William, Mr. H. D. and Mr. R. G. Reid—that started all the present and future prosperity of Newfoundland and opened up its export potentialities to the world.

Penalty of Not Marrying.

(By Rev. Charles Stelzie in Vancouver Daily Sun.)

Way back in Genesis, very early in the history of the race, God said: "It is not good that man should be alone; I will make him a helpmeet for him." And Adam's life was made richer when Eve was given to him. It is true that Adam spoke to God rather bitterly of her when he fell, charging it up to "the woman whom Thou gavest me," but Eve undoubtedly helped make more of a man of him.

Anyway, "it is not good that man should be alone." This is the judgment of the Almighty, who created him.

This is the strongest argument for marriage—it is the will of God.

And any man who doesn't marry—when he can—and any man who prevents another from marrying by paying him less than a living wage or in any other way, is going contrary to the wishes of the Almighty—to Whom he'll have to give an account some day.

It's popular and rather "clever" to have added that they are repented in hell, but it's a pretty safe guess to say that there are more "unmarried" than

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married patients in hell, because to sneer at this statement that "marriages are made in heaven," and some remain single when there's a chance to get married, is simply adding just that much more to the sins that send a man to hell.

When making baking-powder biscuit roll the dough rather thin and use two cuts for one biscuit. Lay one on top of the other.

TO CORRESPONDENTS!

Correspondents are requested to accompany contributions with their real names, not necessarily for publication but as a guarantee of good faith. In future no correspondence will be considered unless this rule is adhered to.

THE OIL CURE.

John D. Rockefeller says he expects to live to be 100 years. He is now eighty, and he attributes his good health to golf and a tablespoonful of olive oil daily. But Standard Oil, we fancy, is still his main prop.

Sift powdered sugar over meringue before placing in the oven, which should be cool. This will produce a sugar crust.