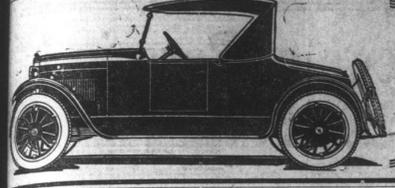


The Evening Telegram

ST. JOHN'S, NEWFOUNDLAND, SATURDAY, MARCH 21, 1925. PRICE: TWO CENTS.

FOURTEEN PAGES. WEATHER FORECAST. TORONTO (noon)—Fresh N.W. clearing. Sunday—Fair and clear. PROPER & THOMPSON—Bar 30.18; Therm. 45. VOLUME XLVII. \$6.00 PER YEAR.

FOURTEEN PAGES. SUBSCRIPTION RATES: Local and Canadian, \$6.00 per year. Great Britain and U.S.A. (including postage) \$12.00 per year. "Increase your profits by advertising in The Evening Telegram." NUMBER 65.



AUTOMOBILE INSURANCE

When considering the placing of Insurance on Your Car, it will be to your advantage to interview an Agency that Knows its business thoroughly. We write the regular coverages at Tariff Rates, viz: Public Liability, Property Damage, Collision, Fire and Transportation, and Theft. The benefit of our long experience in this class of underwriting is Yours for the Asking.

Tessier's Insurance Agencies, Box 994.

Auction Sales!

THE PEOPLES AUCTIONEERS

Customs Auction

Tuesday, 24th Inst., at 10.30 a.m.

THE EXAMINING WAREHOUSE, Duckworth St. (Edens' Bldg.)

- 1 Box Tar, no mark.
- 1 Bunch Elbows, E. T. Wright & Co.
- 1 Bunch Elbows, E. T. Wright & Co.
- 1 Bunch Buckets, E. T. Wright & Co.
- 1 Camp Stoves, no mark.
- 1 Tin Pails, E. T. Wright & Co.
- 1 Crate, 6 tin Boilers, E. T. Wright & Co.
- 1 Carton Tinware, E. T. Wright & Co.
- 1 Bunch Bucket Clips, E. T. Wright & Co.
- 1 Box Bread Pans, E. T. Wright & Co.
- 1 Tin Silco, Silbermann Co.
- 1 Tin Pepper, 1 Tub Sheep Cases, Silbermann Co.
- 1 Case Large Cans, Electric Meat Mincer, Silbermann Co.
- 1 Case Pipe Packing, W. J. Ryan.
- 1 Bath Fixtures, W. J. Ryan.
- 1 Crate, Drinking Fountain, W. Ryan.
- 1 Crate, Wash Basin and Fixtures, E. & O. G.
- 1 Box Advertising Matter, Commercial Agencies.
- 1 Lawn Mower, R. Callahan.
- 1 Box Soap—Barns, J. B. & Co.
- 1 Box Floor Polish, R. & Sons.
- 1 Box Ginger Ale, Dr. T. Mitchell.
- 1 Box Gas Fittings, Acadia Gas Engine.
- 1 Bundle Paper, no mark.
- 1 Box Edison Records, J. G. Crawford.
- 1 Case Chocolate Bars, P. F. Hilly.
- 1 Part Furnace, Home Estate.
- 1 Case Bread Improver, Wallace & Martin.
- 1 Case Advertising, T. MacNab.
- 1 Case Part Furnace, Jno. Clouston.
- 1 Case Medicine, Geo. Grandy.
- 1 Box Lard, L. G. & S.
- 1 Box Perfume, B. T. 1029, St. John's.
- 1 Box Coopers' Adzes, Redmond Bros.
- 1 Bale Salmon Nets (5), Courtney Bros., Rose Blanche.
- 1 Box Drugs, M. P. Wadden.
- 1 Cartons Jams, Mark Pike & Sons.
- 1 Case Medicine, Geo. Grandy.
- 1 Box Cocoa, no mark.
- 1 Box Calendars, W. H. D.
- 1 Box Books, F. A. Mews.
- 1 Box Mustard Dressing, J. B. Orr.
- 1 Bale Mats, T. E. I., St. John's.
- 1 Case Advertising Matter, C. B. 318,482, St. John's.
- 1 Mahogany Centre Table (1 crate), N. P. Trading Co.
- 1 Case Drugs, etc., T. J. M. 307.
- 1 Case Labels, B. A. W. Co.
- 1 Case Labels, B. A. W. Co.
- 1 Box Icing Sugar, J. Rosseter.
- 1 Box Bottle Openers, no mark.
- 1 Box Dates, T. G. & Co.
- 1 Drum Weed Killer, no mark.
- 1 Box Vulcan Cement, P. Chesman.
- 1 Box Machinery, W.N.P. Co.
- 1 Case Crown Stoppers, B.A.W. Co.
- 1 Box Bolts, W. Heap & Co.
- 1 Box Bolts, W. Heap & Co.
- 1 Case Extracts, Job Stores.
- 1 Box Lard, E. S. & Co.
- 1 Case Stationery, S. E. Garland.
- 1 Case Rubber Goods, Soper & Moore.
- 1 Box Long Rubbers, 5 pairs, no mark.
- 1 Box Samples, Strong & Murrell.
- 1 Roll Wire Netting, no mark.
- 1 Bria. Bottlers Alkali, F. B. W.
- 1 Case Alabasterine, J. F. Ross.
- 1 Box Hydrated Lime, J. F. Ross.
- 1 Box Advertising, J. F. Ross.
- 1 Case Large Steel Blades, no mark.
- 1 Case Battery, Commercial Cable.
- 1 Case Buttons, B.B. Co.
- 1 Case Buttons, B.B. Co.
- 1 Case Chocolates, G. G. Phillips.
- 1 Case Chewing Gum, W. E. Beane.
- 1 Case Chewing Gum, W. E. Beane.

POPULAR DOWDEN AND EDWARDS AUCTIONEERS

AUCTION.

AT THE EMPIRE HALL, Corner King's Road and Gower Street, **Tuesday, March 25th, at 11 a.m.**

- 1 Round Mission Oak Extension Table, 6 Mission Oak D.R. Chairs, 1 Oak Hall Stand, 100 ft. W.B. Hose, 1 Lounges, 1 Pile Rug, 1 Tilting Mirror, 1 Work Basket, 1 Square Extension Table, 2 Bureaus, 1 Patent Hair Cloth Rocker, 1 Settee, 1 Kitchen Table, 1 Acme Kitchen Stove, 2 W.E. Bedsteads, 3 Door Mats, 1 Occasional Chair, 1 Cheese Cutter, 1 Chest Drawers, 1 Collapsible Sully, 1 W. E. Bath Room Cabinet, 5 Motor Dust Rugs (new), Pictures, Baby Carriage, 2 Baseball Mitts, 1 Pair Football Boots, etc., etc.

Dowden & Edwards, Auctioneers.

FOR SALE.

That desirable Freehold Dwelling House with Garage attached, No. 298 (formerly 250), Duckworth Street. Particulars on application to JOHN FENELON, Bank of Montreal Bldg., St. John's. mar21,10,11

KILBRIDE SWEEPSTAKE.

(Things to remember about it):

- 1—Total Prizes \$7,300. First Arrival \$750.00.
- 2—Tickets bearing the names of the steamers: Neptune, Thetis, Terra Nova, Eagle, Ranger, Viking, Seal, Sagona are good for Arrival Prizes only. Other tickets are good for prizes under the heading of Catches.
- 3—Should any person hold a Catch Ticket (that is a ticket without a steamer's name) corresponding with the catch of either of the steamers mentioned above, such ticket will be entitled to a "Come and See Me" Prize of \$200.00.
- 4—Total catch to include catches of all steamers (clearing from Nfld. ports) prosecuting the sealfishery, and landing and tallying their seals in any Nfld. ports—Prize \$2500.00.

Lucky Numbers—\$100 Weekly.

To meet popular request Two Lucky Numbers of \$50.00 each will be drawn and published weekly. First set of numbers to be announced Thursday next.

Committee in charge:

F. DENSMORE.
CHAS. MYLER.
MICHAEL TRACEY.
THOS. J. ROLLS.

mar21,24,28

(By permission and under auspices N.A.A.A.)

C. L. B. Championship Boxing and Wrestling, April 23rd, ST. GEORGE'S NIGHT, IN ARMOURY, HARVEY ROAD.

For the benefit of prospective competitors we publish the Championship Weights, as follows:—

- Fly—112 lbs. and under.
- Bantam—118 lbs. and under.
- Feather—126 lbs. and under.
- Light—135 lbs. and under.
- Welter—147 lbs. and under.
- Middle—160 lbs. and under.
- Light-Heavy—175 lbs. and under.
- Heavy—Any weight.

QUEEN'S COLLEGE ENTERTAINMENT

IN THE CANON WOOD HALL, ON MONDAY, APRIL 20th, will be the event of the Easter Festivities. AGAIN WE WARN YOU NOT TO MISS IT. mar21,11

PRELIMINARY NOTICE.

(Under the auspices of The Felicia Ladies' Association.)

AN AFTERNOON SALE

with Musical Programme, will be held on Thursday, April 23rd, in Bishop Spencer College Hall. ADMISSION 50c, INCLUDING TEA. mar21,11

Monday at the Nickel!

THE CATHOLIC ART ASSOCIATION offers "The Transgressor"

A POWERFUL LENTEN ATTRACTION Showing the famous SHRINE OF LOURDES. A RELIGIOUS MASTERPIECE. 9—WONDERFUL ACTS—9

OPENING ANNOUNCEMENT

— OF — COLLETT'S MARKET 194 NEW GOWER STREET.

On Monday, 23rd inst., we are opening with a full line of LOCAL PRODUCE, including Vegetables, Milk, Cream; Fresh, Salt and Canned Fish. Our line will also include Local Made Biscuits, Candies, Bread, Cake and Pastry.

WE AIM TO PLEASE!

Open on Saturday for the purchase of Local Produce of all kinds.

COLLETT'S MARKET

3 Doors East Springdale St. 194 New Gower St. mar20,21

STOP! LOOK! LISTEN!

DYEING SAVES BUYING DO YOU WANT TO SAVE MONEY?

Why go to unnecessary expense of buying new clothes when we can make your old ones to look like new, and at very reasonable price?

Costumes, Coats, Suits, Raglans, Curtains and Garments of all descriptions Dyed and Cleaned at shortest notice. Outport work promptly attended to. WE SPECIALIZE IN FRENCH DRY CLEANING.

The Avalon Dye Works

Corner King's Beach and Duckworth Street. Phone: 80 P.O. Box E5143 mar16,17

WANTED

TWO EXPERIENCED SALESLADIES apply by letter, stating experience, to The Royal Stores, Ltd. mar21,21

WANTED.

Immediately Experienced COOKS and WAITRESSES apply at once. Sterling Restaurant. mar21,11

WANTED TO RENT.

A FURNISHED FLAT — OR — Small Furnished House, by two adults, no children; apply P.O. Box 2043. mar20,11

Newfoundland Poultry Association.

Enquiries for Hatching Eggs, Breeding Stock or advice on Poultry Culture, should be addressed to the Secretary, Stewart Dewling, P. O. Box 609, St. John's. N.B.—Detail list of Hatching Eggs available will be published weekly from April 2nd. mar21,11

The Western Marine Railway, Ltd., of Burin

Docking facilities: Large cradle, 1,000 tons dead weight; small cradle, 500 tons dead weight; depth of water, 18 ft.; hauling, 50c. per gross ton; lay day, 35c. per gross ton; cargo, 30c. per gross ton; steamers, 40c. per gross ton hauling. We aim to please with service. C. F. DODMAN, Eng. W. L. BROWN, Supt. mar21,3,mo,s,m,w

NOTICE.

BE SOBER AND WATCH.

The Postponed Quarterly Meeting of the St. John's T. A. & B. Society will be held on Sunday next, the 22nd inst., at 2.30 o'clock. A large attendance is particularly requested. By order GEO. J. COUGHLAN, Secretary. mar20,21

H. N. S.

The Regular Monthly Meeting of the Holy Name Society will be held on Sunday 22nd. J. J. SINNOTT, Secretary. mar20,21

REAL ESTATE.

For Sale or Lease, Sites for Factories, Industrials, Hotels; Resorts, Homes, etc. City or Rural; apply to ROLAND C. MORRIS, Morris Building, St. John's, Nfld. feb25,1mo,eod

HOUSES WANTED.

We have a number of prospective PURCHASERS, listed on our books with 1/4 to 1/2 of the Purchase money to pay on HOUSES suitable for their requirements, to which we are prepared to loan them the balance of the purchase price; thereby assuring parties having HOUSES FOR SALE, when doing business through us of a CASH transaction. NOW is the time to give us full particulars, as most of our clients are desirous of getting occupation this Spring. Prices ranging from \$1,000.00 to \$4,000.00. FRED J. ROIL & CO., Real Estate & Insurance Agents. Smallwood Bldg. Duckworth St. 7730

Write Your Own Winning Ticket!

Radio "Listening In" Set Free! Hear all the latest concerts, dances, operas, Church music, hockey news, baseball news, stock exchange quotations, etc., etc., from Boston, New York, Schenectady, Moncton, London, England and other places. The Feildan Athletic Grounds Association have imported one of the finest "Listening In" sets manufactured and offer same as a prize for THE NEAREST CORRECT FORECAST OF THE TOTAL CATCH OF THIS YEAR'S SEALFISHERY. All you have to do is to buy a "Forecast Postcard" for twenty cents, fill in what you think will be the total catch and mail the postcard. You can have as many chances as you like provided each forecast is sent in on a separate "Forecast Postcard." Forecasts received written on anything but the special "Forecast Postcard" will not be considered in the competition. "Forecast Postcards" may be bought for 20c. each at Gray & Goodland's, J. Cash, E. S. Wadden's, Peter O. Mar's, Ken Ruby's, Stafford's Drug Store and Harry Pedigrew's. Persons residing in the Outports may obtain Five "Forecast Postcards," postage free, by sending \$1.00 to the Secretary "Forecast Competition," P.O. Box E 5017, St. John's. The competition will close at midnight on March 31st. mar4,23,1

PICKED UP — A Pair of Gold Rimmed Spectacles in case. Owner can have same by paying cost of advt.; apply this office. mar21,11

MOTOR CAR BARGAINS

— 1 Chalmers 6-Cylinder, \$275.00; 1 Ford, \$250.00; 1 Chevrolet, \$225.00; all in good running order; apply W. E. PERCIVAL, Auctioneer, Adelaide St. Phone 1960. mar21,31

Postage Stamps for Collections

— Stamps bought, exchanged, sold; Stamps sold as low as 1/20 catalogue price. Breaking up a 14,000 collection. Bargains galore. Room 15, Gear Building. jan20,tu,s,3m

Painters, Householders, Carpenters and Shopkeepers—Here's the biggest bargain yet: 150 gallons Ready Mixed Paint in 1 pint, 1 quart and 1/2 gallon cans. I will sell any quantity or special price per case of 6 gallons. W. E. PERCIVAL, Auctioneer, Adelaide St. Phone 1960. mar21,31

Required One 5-Passenger Second-Hand Cart

running condition at price more attractive than other appearance; apply by letter to "MOTOR," c/o this office. mar20,21

FOR SALE—A Farm

situated on the Torbay Road, it contains 6 acres of highly cultivated land, also a large double dwelling house with large front porch and water, also two poultry houses and barn, pigs house and garage. This property adjoins Mount Cashin and is in close proximity to the Golf Links. For further particulars apply to JOHN O'LEARY, 5 York Street, City. mar16,eod

FOR SALE—Carrots, Parsnips, Beet and Cabbage

at \$4.00 per 100 lbs.; smaller quantities 5 cents per pound; 2 400-Egg Incubators, \$35.00 each. ALTADENA POULTRY FARM, Logy Bay Road. mar21,31,eod

FOR SALE—A Buggy and a Set of Pony Cart Harness

all in excellent condition; apply E. VOISY, East End Taxi. mar19,21

FOR SALE—Building Lots,

fronting on Blackman Road, Pearson Avenue, Mundy Pond Road and proposed road running from Mundy Pond to Blackman Road; apply W. H. ESSARY, Mundy Pond and water opposite Wm. Duff's Garage. mar16,10

FOR SALE—On LeMarchant Road, a Very Desirable Residence

all modern improvements and a garage in the rear thereof. Quick possession. For further particulars apply to WOOD & KELLY, Temple Bldg., Duckworth Street. mar14,11

FOR SALE—That Freehold Property

situate Water Street West; immediately opposite Royal Bank of Canada. For particulars apply to WOOD & KELLY, Temple Bldg., Duckworth Street. mar14,11

FOR SALE—A Small Hand-pumped Elevator

capable of lifting 5 or 6 hundred pounds; in good condition; apply Telegram Office. jan19,11

FOR SALE—One Covered Delivery Slide

in perfect condition. For further particulars apply to this office. nov1,11

HOUSE TO LET—Superior dwelling

East End of the city, 11 rooms, modern conveniences, good locality; prefer to sell, terms to suit purchaser; apply by letter to Box 33, Telegram Office. feb19,tu,s,4f

TO LET—3 Rooms, Water and sewerage

apply 16 McDougall St. mar20,21

Window and Carpet Cleaning

— Carpets called for and delivered; satisfaction guaranteed. J. J. CLARK, Phone 1784J. mar3,2mo,s

MURPHY'S LINIMENT FOR ACHES AND PAINS.

WANTED.

For Customs Tailoring Dept. **Pants & Vest Makers** constant employment, highest wages; apply The Royal Stores, Ltd., Cutting Room, Gent's Furnishing, Water Street. mar2,3

WANTED

A Thoroughly Experienced Window Dresser and Show Card Writer for Men's and Ladies' Store. Good salary to start and chance for rapid advancement. All applications will be strictly confidential; apply by letter to P.O. Box 2128. mar16,11

WANTED—At Once by two young gentlemen, Board and Lodging

to include one bedroom and sitting room, willing to furnish this room themselves if necessary; must be centrally located and must be very respectable family; willing to pay liberally; apply by letter, c/o P.O. Box 1912. mar20,11

WANTED—Whiskey, Syrup and Beer Bottles

Phone cooking, reference will call. T. J. KENNEDY, 15 Williams' Lane. mar6,1mo

HELP WANTED.

DOMESTIC HELP.

WANTED — A Girl

for small family, light housework; apply 56 Fleming Street. mar21,11

WANTED—Immediately, a Girl

one who understands plain cooking; apply to the SALVATION ARMY HOTEL, 13 Georges Street. mar19,31,eod

WANTED — A Good Girl

for general housework; apply 48 Monro Street, City. mar19,21,11,s

WANTED — A Maid

who understands plain cooking, reference required; washing out; apply MRS. H. A. HERDER, Forest Road. mar19,11

WANTED—A Good General Servant

references required; apply between 7 and 9 p.m. to MRS. T. P. HALLEY, 417 Hamilton Street. mar12,11

WANTED — A Maid, who understands plain cooking

and other maid work; apply between 7 and 9 p.m. to MRS. T. P. HALLEY, 417 Hamilton Street. mar12,11

WANTED — A Smart Young Girl

to learn housework and help with children; good home, outport girl preferred. Write R. O., c/o Telegram Office. mar12,11

WANTED — A Maid, who understands plain cooking

and other maid work; apply between 7 and 9 p.m. to MRS. T. P. HALLEY, 417 Hamilton Street. mar12,11

WANTED — An Experienced Book-keeper

must have reference; apply, stating salary expected, to E. PIKE LTD., Channel. feb16,11

MALE HELP

WANTED — A First-Class Salesman

for Boot and Shoe business; apply in writing only to P. O. BOX 481, St. John's. mar21,11

MEN WANTED — Earn while learning

following: greatest paying trades: Automobile, Engineering, Electrical, Batteries, Welding, Chauffeur, Bricklaying, Plastering, Barbering, Mechanical, Dentistry, Catalogue free. Write Hemphill Government Chartered Schools, King Street, Toronto. mar19,21,25,28

WANTED — Immediately middle aged packing house Salesman

experienced in the West Coast trade, from Port aux Basques to Grand Falls, must be temperate refined and able to furnish best references; apply the WM. DAVIES CO., LTD., Corner Brook. mar14,81

WANTED — A Boy with some knowledge of the bakery business

apply to MOORE'S BAKERY, 13 Brine Street. mar20,11

WANTED—Capable Salesman and Collector for the city

Energetic and wide-awake young man desirous of securing permanent position may apply in own handwriting only to P.O. Box 2128. mar19,31

Byno's Hypophosphites A General Tonic

An excellent tonic which quickly restores strength and energy to the system when run down, or suffering from the after effects of illness. It stimulates the digestion and enables those who suffer from loss of appetite to enjoy their meals thoroughly and derive full benefit from them. When feeling weak or easily becoming tired after slight exertion, "Byno's Hypophosphites" is invaluable.



Obtainable from all Chemists, Stores, etc. throughout the B.W.I.
Allen & Hanburs Ltd., London.
H. S. HALSALL, Special Representative for the B.W.I.
P.O. Box 57, BRIDGETOWN, BARBADOS.

Nova Scotian Strike Leads to Differences With Provincial Government

Prairie Provinces Experiencing Unprecedented Weather Conditions--Free for all Fist Fights in French Chamber.

DEVELOPMENTS IN COAL STRIKE.
HALIFAX, Mar. 20. The complete dislocation of the industry in the Nova Scotia coal fields entered the third week to-night with the prospects of an early settlement somewhat clouded by a series of events beginning with a debate in the House of Government relief in the affected areas, and culminating in the publication of unauthorized statements purporting to indicate what had transpired at a conference yesterday between members of the Government and representatives of District 26 Executive of the United Mine Workers of America. In the course of his speech on the motion of D. G. MacKenzie, M.P., Leader of the Opposition, a certain sum of money should be set aside for the relief of distress. Premier Armstrong was thus reported: "The Government was being fully informed as to conditions, and as regards the findings of the Minister of Highways, Hon. A. MacMillan, who had gone to Cape Breton to investigate the situation for the Government, as reported. The Premier said it was not a matter of immediate public concern but would be helpful only in the Government setting the real facts, and the Government at the proper time, and when it had the whole facts, would take proper action with the consent of the Legislature." The legislative adjournment this afternoon until Tuesday. This afternoon the Relief Committee of Glace Bay addressed a message to the Premier over the signatures of Rev. Father M. A. Macatam, as chairman, and Rev. A. M. MacLeod, Secretary, detailing the operations of the Minister of Highways in the district as vouched for by Councillor Campbell and the Rev. A. J. McDonald, and stating that with receipts from public subscriptions totaling \$13,676.36, the estimated balance to hand to-morrow night would be \$17,565; the statement covering only requirements for basic food stuffs giving nine cents per day per person. Heigh the Minister of Highways on being questioned regarding the Relief Committee's message to the Premier gave out the following statement: "With reference to the press dispatch, I wish to say that on my return to the city I discussed fully what I saw and heard with the Government and do not now intend to make any further comment on the report. Personally I may say that the remarks attributed to me are only partially true, and taken from their context give a wrong impression of what was actually said."

You can have the new fashionably smooth arrangement for the fluffiest hair

THE newest hair arrangements—whether for long or for bobbed hair—are severely smooth. The hair may be waved, but it must follow closely the outlines of the head. The difficulties of giving this fashionably smooth appearance to unruly hair are easily overcome with Stacomb.

Just a touch of this delicate cream MAKES THE HAIR STAY COMBED

At all Drug and Department Stores.
GERALD S. DOYLE, Sales Agent

was announced at Sydney that J. E. McLure, Vice-President of the British Empire Steel Corporation, left to-night for Halifax.

BESCO'S BAD YEAR.
MONTREAL, Mar. 20. In its annual report for the 13 months ended December 31, 1924, the British Empire Steel Corporation makes the poorest showing in its history, the total operating income falling short by more than 50 per cent. of bond interest requirements. Other charges, such as depreciation, sinking fund, bond discount and preferred dividends paid during the year created a profit and loss deficit of nearly two and half millions and reduced the surplus as at date of organization, heretofore carried forward intact, by \$1,326,588. The Corporation was able to "weather the storm" only by liquidation of approximately three and a half millions of its inventories. The total earnings for the year after all manufacturing, selling and administration expenses had been deducted, amounted to \$923,774, as compared with \$4,444,346 the previous year.

WEST SWEEP BY ANOTHER BLIZZARD.
WINNIPEG, March 20.

The Prairie Provinces to-day are battling with a blinding blizzard rivaling in intensity the storm which griped the West last week. Many points in Manitoba and Saskatchewan report the blizzard as the worst in many years. The railways are faced with the herculean task of keeping their lines open while wheel traffic in the prairie cities has been seriously hampered.

FREE FIGHT IN FRENCH CHAMBER.
PARIS, March 20. Free for all fist fights, such as probably had never been seen in the Chamber of Deputies, broke up this afternoon's session, after Premier Herriot, in defending the Government's policy in religious matters, had said, "We accept and welcome Christianity in its pure form, but not the Christianity of Bankers."

NOT CONFIRMED.
HALIFAX, March 20. No confirmation could be obtained to-day of the report published this morning that District President John W. MacLeod, of the United Mine Workers of America, returned to Cape Breton last night with a definite proposition for settlement which they will submit to their unions. The only development in the situation this morning was a statement given out by J. E. McLure, Vice-President of the British Empire Steel Corporation, that, so far as the Company was concerned, no negotiations for settlement would be entered into pending return of the maintenance men to the mines under the direction of corporation officials.

INCIDENT HAPPILY CLOSED.
GENEVA, March 20. Lithuania's Foreign Minister notified the League of Nations that the Poles had released the prisoners taken in the recent clash and that the incident had been happily closed. The settlement is attributed to the good offices of Austen Chamberlain, President of the Nations' Council, and pacific counsels given by Premier Herriot to Foreign Minister Skrynski, of Poland, during the latter's recent visit to Paris.

WILL HAVE NO POLITICAL EFFECT.
LONDON, March 20. Marquis Curzon's death is not likely to have any marked effect politically, for while his advice as Lord President of the Council was welcomed in Cabinet discussions, he no longer held the commanding position in British politics which was his as Foreign Minister during the latter years in the Coalition Government, in Bonar Law's ministry and Stanley Baldwin's first cabinet. Almost to the end, however, his influence was felt in the Baldwin Government.

SWEDISH STEAMER SUNK.
PHILADELPHIA, Pa., March 20. The Swedish steamer Thira, from Calbarren, Cuba, for New York, with sugar, was sunk yesterday in collision with the United States tank steamer Ardmore, New York, for Tampora, 45 miles north east of the Delaware breakwater, and her crew was headed here to-day by the Norwegian steamer Gacco, from Manzanillo. The Thira sank 30 minutes after the crash which occurred in a fog. The crew of the Thira were taken off by the schr.

Never Let a Cold Get a Start

Vapors Check a Cold Overnight

There are many ways to treat a cold but only one DIRECT way—with vapors that can be inhaled. Vapors penetrate immediately into every corner of the air passages and lungs, soothing and healing with every breath. Vicks' is so remarkably successful in treating cold troubles because it acts like "a vapor lamp in salve form." When rubbed over throat and chest the body heat releases vapors of Menthol, Camphor, Eucalyptus, Thyme and Turpentine. At the same time Vicks' is absorbed through and stimulates the skin like a polioe or plaster. This simple, direct action often checks the worst cold overnight.



Over 17 Million Jars Used Yearly

Irma, Charleston, S.C., for New York, and later transferred to the Gacco.

EARTHQUAKE IN CHINA.
SHANGHAI, March 20. The China Inland Mission, Reuter's Agency says, has received a telegram dated March 19th, stating that an earthquake had destroyed Taifu, a town in western Yun-nan Province. A disastrous fire followed and help was urgently needed, the message stated. The foreigners in the neighborhood are safe.

CHURCH UNION VOTE.
TORONTO, March 20. The summary issued to-day by the Church Union Bureau of Information, shows that 1,447 Presbyterian congregations have voted in favor of the Union Church and 537 against.

NO SPECIFIC PROPOSAL.
HALIFAX, March 20. Referring to a news story in the Halifax Chronicle this morning, stating that the delegates of the United Mine Workers of America, District 26, after a conference with the Nova Scotia Government yesterday, had returned to Nova Scotia with a definite proposal looking towards a resumption of work, Premier E. H. Armstrong stated in the Legislative Assembly this afternoon that the story was not given out by any person participating in the conference and was unauthorized. Furthermore, the Premier stated, the story was not correct, wherein it stated that the miners had taken back "a definite proposition for settlement of the strike which they will submit to their Unions." "There was no specific proposal," said the Premier.

PIRE PREPARED.
OTTAWA, March 20. Reprieve until June 18th, has been granted by the Governor-General in Council to John Buchanan Pirie, sentenced to be hung on March 24th, for the murder of his wife and two children here, on October 1st, last, it was officially announced early this afternoon.

"Cascarets" 10c if Constipated, Dizzy, Bilious

Feel fine! Let "Cascarets" clean your bowels and stimulate your liver. No griping or overacting. Millions of men, women, and children take this harmless laxative—Cathartic. It doesn't sicken you like pills, oils, calomel and salts. Tastes nice—acts wonderful. 10c, 25c and 50c boxes—any drugstore.

Line sherbet glasses with halved lady fingers, pour in a custard, and all center with diced oranges.

The Royal Yacht

(By Commander R.N.)

To-day the royal yacht, the Victoria and Albert, leaves Portsmouth for the Mediterranean. Where, later on, the King will board her for the cruise which he is to make for the benefit of his health. Of late years cruises in the yacht have been somewhat rare, and the crew look back with regret to the days before the war when she was a frequent visitor to foreign waters. The Victoria and Albert, known in the service as the "V. and A.," is a magnificent vessel, noticeable for the smart rake of her masts and bell-topped funnels, her old-fashioned anchors, and the gold scrollwork carrying the coat-of-arms on the bows.

She was built 23 years ago at Pembroke, fortunately in a dry-dock. Instead of on the more usual building-slip, for when the dock was flooded to float her she fell over on her side. At the time rumour had it that the constructor, in making his calculations for stability, had added the date of the year in with the rest of his figures. Extra ballast and a reduction in top-hammer were necessary to make her seaworthy. Most of the royal apartments are on the top deck and are beautifully fitted. The Queen's bedroom, with its hand-painted panelling, is particularly fine.

The King's bedroom (in which the bed is slung so as to keep upright when the ship rolls) and dressing-room are furnished in a more simple style; hung on the walls are many portraits of royalties and a fine picture of Lord Nelson.

The drawing-room, with its beautiful inlaid panelling, and the King's personal apartments complete the which excellent accommodation for guests and the royal suite is also situated.

The ship is manned entirely by officers and men of the Royal Navy. The officers serve a normal period in the yacht and return to the Fleet; the men used to remain on as pensioners until too old to go to sea, but now all active-service ratings, leaving the yacht when they take their pensions.

The yachtsmen are distinguished from the general service by white badges; instead of the usual red or gold. On board they wear black shoes with smart black bows, rather like pumps. The origin of this custom is obscure, but old prints of Nelson's time sometimes show sailors wearing just this sort of shoe. Service in the yacht is keenly sought after in the Navy, in spite of the cramped quarters, which are uncomfortably crowded at sea, for the men enjoy many privileges and are very proud to be in the personal service of their King.

"Blue Bird Tea Brings Happiness."

Cardinal Wolsey's Huge Residence
All Crumbled Into Past Except Vast Cellars

Hands that are careful of history are removing the white from all that is left of the White Hall which gave its name to our Grove of Government. Cardinal Wolsey's vast palace, that housed 300 domestics and armies of Church and State officials, has crumbled into the past, leaving only the great cellars where lay ready for the prime's table the finest stock of wines in England. While it is strange that so little evidence of Wolsey's occupation should have remained in brick and stone, the archaeologist who showed me these things was more astonished at the official disregard of the history of that splendid time.

Where Shakespeare Produced. Standing in the garden on the south side of Horse Guards' Avenue—I wrote "West" at first, forgetting Father Thames's little joke—we were on the date of the mighty banqueting hall that in the joyous days and nights of King Hal stretched right across the avenue. As we faced the War Office, on our right was the site of another vast hall, and occupying a nearby space in the avenue was the fine chapel in which Purcell, Gibbons, and Bull in turn acted as organist. In the banqueting hall itself, the

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building which gives its name to Whitehall, Shakespeare produced two of his plays for the first time in London. Several royal marriages were solemnized in the chapel. "And yet," sighed my friend, "the best they can do with these historic acres is to run a street through their romantic associations and call it, not Cardinal Street, not Shakespeare Grove, not even Banquet Road, but—

SNOODLES
Troubles Travel On Tandem Tracks.
By CY HUNGERFORD

WHAT?
I BIN IN A FIGHT—POPPY

AW HAH! AND HE WALLOWED YOU?
BACK THERE!

BOTH UV HIM LICKED ME!

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Proceedings at the Legislative Council

(Continued.)

Caution and concentration dictate the initiation of sufficient only of the scheme to prove to us that, in the first place, we can actually secure a big tourist traffic for Newfoundland and that, in the next place, that traffic is actually as lucrative as we have been given to understand. Obviously, the way to proceed is to make available to tourists such large sections of the country as are already, for the most part, fairly accessible. Such a section is the Peninsula of Avalon, with its great network of roads, most of them now in excellent condition for motor traffic and practically all of them quite as good as are country roads so used in Canada. There is no doubt whatever, about the scenic attractions of these sections or about their outstanding sporting facilities. The Honourable member himself has made that fact plain beyond all peradventure. Such a policy of experimental development would entail the improvement of existing roads and the construction of new ones to make readily accessible, within the very near future, all the outstanding natural attractions of the Southern Shore; of Placentia Bay; of the Salmonier, Colinet and Whitbourne sections; and of beautiful and extensive Conception Bay. I am not persuaded that very many tourist visitors will come here with the idea of undertaking extensive motoring trips. Most of them will make the trip for rest cures at some of our quiet beauty spots or to avail of our unrivalled sporting facilities. Neither class will be keen on long jaunts from the headquarters hotel at St. John's, but will, rather, be anxious to proceed thence to residence for the allotted holiday at some convenient and comfortable country inn or log cabin. My point is that with comparatively little outlay on tourist roads, we can have our house very quickly and very cheaply in order for a large influx of this class of traffic and can take the minimum rather than the maximum of financial risk in satisfying ourselves as to the profit, or otherwise, of continuing to spend on the programme sums of money very large in the aggregate. Hundreds of thousands of tourists visit Canada annually. But then, Canada is next door to the United States. The trip northward can be made by motor car and costs only running expenses and the price of hotel accommodation en route. Will these same tourists, or any considerable percentage thereof, involve themselves in the risk and in the added expense of shipping motor cars from Canada or the United States for personal use here? And if motorist tourists do not come to any great extent, what class can we expect? What will be the value of their visits to Newfoundland and of their sojourn here? Once these questions have been answered, we have a business basis for our undertaking and for our expenditures. Until they are answered every move we make is simply a leap in the dark—a financial speculation to an extent that our position and our resources do not justify. I have suggested the Peninsula of Avalon as an experimental centre for tourist traffic, because of the existing and extensive road system; because of the variety of its natural attractions; because it can give satisfactory service to tourist motorists and because St. John's City offers such obvious advantages for the establishment of a headquarters hotel to function as a clearing-house for any considerable number of visitors that may come to our shores for the holiday season.

There is nothing in my plan to prevent an alternative start being made on such an experimental tourist road system in the St. George's section. The attractions of that section for holiday makers are numerous and outstanding. The scenery is delightful and the sporting resorts are not only many and varied, but are easily accessible. I understand that, to open up this section satisfactorily to motor traffic would necessitate the expenditure of an even smaller sum than would have to be expended for the same purpose on the Peninsula of Avalon. Moreover, at the main sporting centres there are already established excellent hostels for the accommodation of tourists, something that, for the most part, the Peninsula of Avalon does not possess. Then, too, to transport tourists and their automobiles from Canada to Port aux Basques, the gateway to this section, involves a sea voyage of a little over a hundred miles, whereas a similar trip to St. John's is over three hundred miles in extent. The new steamer for the Cabot Strait, too, I believe, is to be constructed so that she can take automobiles through her hatchways and so obviate the necessity of the risky proceedings of carrying these vehicles on deck. On the other hand, this section possesses no headquarters hotel and the provision thereof would be more difficult at Port aux Basques than at St. John's. Not does the St. George's section provide facilities for the various supplies and repairs such as are essential to motoring tourists. But, after all, it is up to the Government to decide as between the relative merits of the two sections I have mentioned. Whichever section is chosen for the experimental purpose should be that and that only which is best calculated to give us, at the least possible cost, the business and financial advantages of attracting a large or considerable tourist traffic hitherward. If these advantages are not material and if those profits are not satisfactory, then the highroads scheme has no real justification, nor can we afford to saddle ourselves with the heavy carrying costs of such an undertaking, changes which, as I have already stated, will cost the country at least three hundred thousand dollars annually.

Before we leave this subject of road routing, it will be well to note carefully the lessons taught us by our experience with railroad operation. While the eastern and western sections of the railway earn satisfactorily, the central section does not, and keeping open this non-productive portion eats up the profits earned by the other two. The same remarks apply to certain of the branch railroads, some of which are dividend-producers, while others have constantly sunk money on operation ever since their first opening to traffic. This is a fact so well recognized that, in respect to the trunk line, it has been suggested that the central section be cut out, particularly during the winter season. I am not here concerned with possible remedies for an actual railroad condition, but with the lessons such a condition has for the present generation of ambitious highroad builders.

A cross-country road can never be an absolutely profitable asset to Newfoundland, until a great deal more than mere roadbuilding has been undertaken. The traveller who undertakes an extensive motor car tour first assures himself that, along his route, he is sure of facilities for obtaining rest and food for his party, and repairs and supplies for his conveyance when they become necessary. In Newfoundland these conditions can be met only by the provision, de novo, of expensive hotel and garage equipment and during the long period of preparation the highroad cannot be expected to attract to itself sufficient paying traffic to affect its financial position materially. This also is a consideration that should induce the framers of the government's highroads policy to concede the correctness of my contention that, during the experimental period construction to encourage tourist traffic should concentrate on the eastern and western sections of the country—on the east mainly, because that section is already possessed of many of the necessary facilities.

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MISS ARLIE MARKS.

I am not urging that any section should be more favored than others only in so far as the section or sections championed promise to attract and cater to tourist traffic more readily, cheaply and effectively than others. As soon as the value to Newfoundland of the tourist traffic is established, work can proceed in full swing in less favorably situated sections and costs of outlay and of maintenance there can be helped out from the earnings of sections in which tourist traffic exploitation was originally commenced.

On broad general principles, therefore, I have endeavored to show that:

- (1) Only profit-producing roads can justify the proposed expenditure of two million dollars on construction and reconstruction work.
- (2) That that undertaking call for the provision of at least three hundred thousand dollars per year, to meet interest charges and cost of operation and upkeep.
- (3) That if the roads cannot be made to pay their own way, the total annual charges must be met out of current revenue and the undertaking will thus constitute a burden on the people, rather than a remedy and a relief.
- (4) That traffic of local origin cannot afford sufficient financial returns.
- (5) That the only traffic of outside origin available is the tourist traffic and that we are by no means certain that sufficient of that traffic of a paying nature can be ensured this country to meet the financial needs of the proposed new highroads system.
- (6) That the whole field should be explored and financed cautiously by experimenting with the returns from tourist roads, mainly on the Peninsula of Avalon.
- (7) That, from time to time, as the government satisfies itself as to the profitable desirability of continuing the application of this policy, it should be influenced in its section of road routes and scenes of construction only as developments prove that the sections of country so served will readily and immediately constitute themselves dividend-earners.

(3) That less-favorably situated areas be served last and that the costs and charges of their facilities be met from the proceeds of profitable sections, where and when these proceeds constitute a surplus over their own costs.

Before concluding my discussion of this highroads policy, I beg to call the attention of honorable members of the House to that portion of the speech of the honorable, the Leader of the Government, in which the broad general principle of the measure is outlined. The honorable gentleman spoke to this effect:

"It is intended . . . to lift the construction of highroads out of the arena of politics, in the narrow sense of the word, into the atmosphere of non-partisanship; out of parochialism into Nationalism; and to expend money for the construction and maintenance of highroads upon the principle that the aim is to build and repair public utilities, not to divide public money as graft for partisan supporters; and, furthermore, to do this with regard to the needs of the Colony as a whole, not dividing the money by districts, as local improvements, or pro rata of the population without regard to the relative importance of the roads themselves."

That is an ideal to which every honorable gentleman will readily and eagerly say: Amen! It is a most worthy ambition and, if it can be speedily realized, the highest interests of our people will be advanced by leaps and bounds. So desirable is the state of affairs advocated by the honorable, the Leader of the Government that every honorable gentleman will examine the enacting measure with the utmost care, contrasting the probable effect of its provisions with the high standard that the honorable gentleman has himself set up for his own attainment, and rejecting or amending sections that appear to menace the success of the whole traffic program.

Still keeping in mind the standard that the honorable the Leader of the Government has set up for attainment in the initiation and completion of this ambitious highroads scheme, I venture the opinion that the very opening sections of the Highroads

Commission Act are so framed as to nullify the whole effect and intention of the Bill as they have been stated to us by the honorable gentleman. I note that the measure provides for a Commission of four members, headed by the Government Engineer. As now constituted, that clause is extremely objectionable. It makes no provision for the inclusion in the Commission of persons certain to have knowledge of consequence and of benefit in connection with the construction, operation and maintenance of the proposed new high roads or reconstructed highways. I make that observation with deliberation.

It is true that the provision is made that the chairman of the Commission shall vest in the Government Engineer. Under all the circumstances, it is doubtful if his position will be more than that of a mere figure-head. How can it be otherwise? The government engineer is at present charged with a multitude of duties in connection with public works. It is difficult to conceive how he can conscientiously assume responsibility for this additional and great undertaking, involving such a large expenditure of the public funds. Moreover, I have yet to learn where and when the Government Engineer has proven himself an expert road builder. I venture the observation that there are numbers of unofficial citizens in Newfoundland who have as good a working knowledge of road construction materials and conditions as he. My point is that the undertaking is so big and so expensive that Newfoundland should obtain a man who, in the first place, can devote all his time to this great public duty and who, in the next place, knows the subject of road building from Alpha to Omega—through wide and general experience, particularly under climatic and other conditions such as prevail in Newfoundland.

The Commission provided for in the Bill before us, is, quite conceivably could only be, in practice, a glorified road board. Now, we have heard a great deal of hostile criticism hurled at such bodies in the past. Possibly, if our road boards had had the encouragement of good salaries, such as are to attach to the job of Commissioners under the Act, they could have obtained and would have obtained better results from their expenditures. And, even then, we could scarcely expect perfection from the undertakings of men without engineering knowledge or experience; gentlemen of acquaintance with either the relative value of road construction materials or modern methods of road building or improvement. The job to be shouldered on the new Commission is one for experts and for experts only. The Commission should consist of qualified engineers and experts. At its head should be a man of proven ability as road construction engineer and capable of assuming the chief brunt of the administrative work. With him should be associated another engineer for continual oversight of construction operations, the two constituting an active and advisory board on the practical end of construction

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work. A third member of the Commission should possess a knowledge of tourist movements and demands and be capable of taking care of the Government's publicity requirements, when construction has been mostly supervised by administration. He should, indeed, be on the job in that respect from the time of his appointment, seeking especially to secure the interest of hotel concerns in the undertaking, both to ensure satisfactory operation of resorts and to induce certain big hotel companies to direct much of their tourist traffic to these shores. The fourth member of the Commission should be a Newfoundland engineer who has a complete knowledge of engineering conditions in this country, both as to road construction and other undertakings.

Such a Commission should be allowed greater freedom of action than is provided for in the measure before us. As the bill now reads they are to function only as civil servants, to take their instructions from the Governor-in-Council and to be appointed for a period of two years only. That strikes me as objectionable. Such a

body, charged with such high and onerous duties, should have a longer and firmer tenure of office. They should have more independence of action. They should be something more than "a glorified road board."

One danger to be most sedulously avoided is that of allowing any character of the scheme, or any considerable (Continued on page 5.)

CROSS WORD CHARLIE

SHOES? - NOPE!

SOCKS? NIX!

TROUSERS - CAN'T BE!

SUIT? NAW

HAT - NO

MAN'S WEARING APPAREL IN SEVEN LETTERS - WONDER WHAT IT CAN BE?

CROSS-WORD CRACKS WHAT'S A WORD IN THREE LETTERS MEANING A SQUEALER? ANSWER - FIG

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Proceedings at the
Legislative Co...
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Proceedings at the Legislative Council

(Continued from page 4)

thereof, being used for such political exploitation purposes as have been so many of our road-building and repairing projects in the past. But even the most ardent supporters of such undertakings in this country, who are immune from political pressure, certainly no body of civil servants set to discharge their duties under an Act such as that before us can hope to escape the embarrassment of, sooner or later, having to deal with the importunities of legislators regarding their projects or their constituents. Make the Commission only of men whose mission is to build, operate and maintain the road system well and make it serve only localities that are situated to bring the maximum of benefit to this country and to avoid chosen portions thereof, and political exploitation make will be seen scotched, if not killed.

I trust I am not being interpreted as charging that this section of the Act or any other to which I have made reference or will presently so refer, has been purposely constructed so as to provide opportunities for partisan operations or for what is known as "padding" of the road system. I have no such intention. I simply aim to indicate what I regard as the weak points of the measure through which abuses can quite creep in and stultify the benefits that measure could otherwise confer on this country. I prefer to be the framers of this bill credit for the utmost integrity of purpose and the most unimpeachable of motives. But even the best disposed can make mistakes. The section to which I have had reference is, in my opinion, a mistake. It would be a grave mistake still to refuse its amendment in a manner calculated to state apprehended abuses and ensure the maximum of practical benefit to the expenditure of this two million dollars on behalf of those who are actually part of the main artery arteries, but subsidiaries thereto, too, the element of chance added into the scheme is far too great. The intentions of the framers of the measure are, doubtless, good, but, like all good politicians are far too well intentioned and to turn their backs on the possibility of partisan operations. Frankly, I think the door is here wide open to the diversion of large portions of the highroads appropriation from the main object to immediate material advantage of localities which may at any time be "most favored" politically.

Sections 22 and 23 provide for appropriation along the line of the proposed highroad and purchase of woods and groves that may be necessary to the further supply of such trees for planting purposes. The word "afforestation" is a nice, high-sounding one,

but in practice afforestation is practically an unknown quantity in Newfoundland, and it is very doubtful if it would achieve very much good were it adopted here. Any experiment at afforestation along the line of a public highroad is bound to be the most expensive one of very doubtful value, indeed. Unsightliness, rather than sightliness, is likely to result in summer when the roads are being most used. In winter the shelter of these trees will be no more essential or indispensable to what will be mainly local traffic than has been the case for the many generations during which our roads have been built and traversed. Besides which, it is a policy of doubtful value or expediency to provide a motor highroad with masses of trees obstructing clear vision. As a rule, it is usual to clear away such obstructions where and when nature has set them up along the side of our roads. Then, too, this contemplated highroad landscape gardening undertaking leaves loopholes for the encroachment of political abuses such as those to which I have already had reference. Many a tree torn from its local health to put upon a road a sum plus a doubtful value is likely to find its way into the possession of the Commission, more to oblige the forester or the landowner than to become a valuable asset to the Commission or its construction work. In my opinion it is better far to forget these fads and trills, to discard them altogether and to stick to the broad general object of giving the country and its prospective visitors every possible cent's worth of value in well planned, well built and well managed roads. The frills and fads can be indulged in the sweet by and bye.

THURSDAY, March 19.

The Council met at 3:30 p.m. pursuant to adjournment.

Second reading of High Roads Commission Bill.

HON. MR. GIBBS.—The Bill submitted for our consideration by the Hon. the Leader of the Government has been stated by a member of the Government to be an innovation, a departure from the usual means of acquiring a revenue. Innovations when constructive are welcome subsidiary aids. They are, generally, the outcome of the subsisting means of support, but often are the result of the perfection of a flourishing state of revenue. An imprudent dreading of new ideas kills progress, but a judicious caution, a wise conversation separates the wheat from the chaff and is a necessary antecedent to their adoption. We are convened to deliberate upon the expenditure not of hundreds of dollars, but of thousands, but of millions of dollars. We are asked to sanction the allocation of that money towards a programme which is an admitted innovation. There is a possibility of returns, even we shall admit a probability, but there is no assurance. "This subject speaks of its own importance." Because of its immensity, because of its novelty, because of its great potency for good or evil, because it proceeds not from the usual activities of the country, not from the aspirations of the people as a whole, not from the affluence of our position, but from a group, we are therefore, to be cautious in our movements, respectful accurate in our conclusions. Our decision on this matter ought to be directed by firstly, a judicious estimate of our position; secondly, an exact value of the innovation; and thirdly, an approximation of the possible results to be effected by its adoption.

The learned mover of the Bill urged that a stitch in time saves nine. The stitch which we should ply at present is constructive criticism of the programme the Government has outlined, a presentation of our views by them for or against the measure. I do not know if the Hon. Gentleman by his closing remarks, wherein he refers to those who do not see eye to eye with him as being "Jeremiahs," I do not know if such is meant to provide criticism on the matter, but I do know, that he has complained of the lack of attention this Bill has received in the Lower House.

In determining our present condition, we must, of necessity, confine ourselves to general surveys. The Government of a country has often been called the Ship of State. When did that simile ever bear a closer resemblance than at the present moment? We are as a ship which has bravely and with difficulty weathered a lengthy and heavy storm, we have been tossed upon a tempestuous wave we have been in perils often, but now the wind has abated its fury and its lessening blasts heralds a not distant calm. As yet the sea surges and boils, but there is a prophetic break on the distant horizon. Our position needs care, but that care, if we act like the mariner, will be given with greater alacrity, with an unquestioning willingness, because there is an assurance of future calm. This country has passed through a test which called upon every ounce of its energy. The war called for expenditures for which we were ill-prepared. Necessity prompted our action and we gave freely though we could ill afford. Our public debt increased from twenty-nine million to forty-four million. That strain could not last forever; it had a successful conclusion, but it left us with a heritage which we would only accept because of the cause involved. It left us with an enormous debt, with a depleted manhood, with shattered markets, with a grave unemployment situation. Our position from an economic point of view was bad enough in the first instance, but it is questionable whether the second state was not worse than the first. The conditions in Mediterranean ports became worse, the hands of our pre-war competitors bid for our markets, the price of our commodities dropped. Throughout the length and

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breadth of the land unemployment was rife and called for immediate aid.

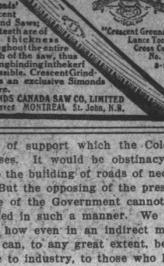
We were still saddled with an increasing debt. To-day we still have unemployment; our taxation is an imposition, prices of food are high, wages are uncertain, we continually borrow. But there is a ray of hope to cheer those in the storm-tossed ship. Our markets are improved, new industries are springing up. As yet, we have serious difficulties to face, but we have in the morning. The favorable turn which conditions are taking ought to be an indication that now is the time to repair the ravages of the storm and strengthen the supports we already possess. Would not that be a safer and wiser course than incurring other responsibilities? It is a victorious army that looks for new fields to conquer. The Napoleon of Austria, not the Napoleon of Waterloo. Are we, therefore, in a position to devote eight million dollars to a subsidiary means of increasing public revenues, when the fundamental and main channel from which our revenue flows is in dire need of attention and improvement. Science everywhere throughout the world has held out a helping hand to increase the returns of nature. Countries which are anxious for the future welfare of their stable industries have eagerly grasped the opportunities for aiding these industries. When you speak of lavishly spending \$ million dollars to induce indolent pleasure seekers to spend their unproductive money, I ask you, what are you doing to advance those industries from which the greater bulk of the revenue must flow? Where is your agricultural policy? Where are your means to aid the fishermen to meet with the intensified modern competition? There was a huge contract recently placed with the Canadian Fish Merchants. What would eight million dollars have done towards placing it in the hands of our fishermen? Expert data and research have enabled the people of the United States and Western Canada to dictate to the world the price of their farm products. The age has gone never in this civilization to return when countries influential in the supplying and moulding of the world's markets will leave unaided the powers of nature to satisfy the increasing demands for their products. Modern means of cultivating the soil are practically unknown in Newfoundland, in the manner in which we catch and cure our fish has little changed since that far distant time when the Spanish and Portuguese supplied their wants from the abundance of our waters. If we have given them little attention in the past, we have excused our apathy because of our financial inability. This action of the Government denies that inability. By this Bill, we are asked to devote the money which should go to the development of these fundamental, natural and peculiarly local industries to something which at its best is only ancillary, subordinate to the staple industry of a country. If our country can stand the strain of an additional loan, and that loan is to be devoted towards the providing of means to increase our revenue, common sense ought to dictate that the development of the fisheries, of the agricultural and forest activities of our country ought receive our first consideration, and if those be amply supported, in a flourishing condition minor considerations of an unstable and fluctuating character such as tourist traffic may then receive our attention. The attitude of the Government in introducing this Bill is that of a company incorporated for the purpose of carrying on a certain business and which neglects the main

object of the formation of the company for the purpose of developing a side issue which will not give a fraction of the returns. The action of the Government in presenting this Bill resembles the action of a farmer who has a large fertile tract of land under cultivation, but who devotes his attention to the rearing of rare and beautiful plants, whilst his large and fertile farm is left to the kind hand of nature. How much more prosperous would be the man who had to use, that care, thought and study for the purpose of doubling his farm products by a more diversified cultivation, by the utilization of modern methods, and permitting his hobby to absorb him in his leisure moments. The action of the Government in expending these millions of dollars on roads of luxury is the action of a man who spends his monthly or weekly salary on things which he can ill afford to purchase, whilst the necessities of life are either without provision or unpaid. That is the spirit, that is the action, which ruins business and cripples industry. If the encouragement of Tourist Traffic incurred these expenditures of a few hundred thousand dollars, then we see no reason why an inducement should not be held out; we see no reason why the experiment should not be tested. Unfortunately, the expenditure outlined by the Government does not cease at thousands, it runs into millions. The cost of this experiment must, therefore, be satisfied to the detriment of the existing staple industries of the country. The injustice of the whole affair must be apparent to those who give it even a cursory consideration. Here, we have industries lying undeveloped for the want of encouragement and financial aid. These industries are and will be the main contributors to our revenue. They are our very vitality. Their depression means had times, their prosperity our wealth. Yet, we are asked to saddle these industries, which need further development, with the expenses incident to the materializing of a scheme which is by no means necessary and certainly effervescent, which must and will be subsidiary and secondary. The request is absurd and ridiculous, the scheme in itself a dream, a phantasm, a figment.

I am not one of those who disparage the many beauties of our country. I am fully cognizant of the appeal of its rugged nature, but Sir, I do not wish to be classed with the other extreme who would lavish millions of dollars on a rugged landscape which charms the eye. Roads are needed in Newfoundland. But the roads that are needed are the roads of necessity, not the roads of luxury. We need roads which will be avenues of commerce, not byways to the pathless woods or lonely shores. We need roads which will enable the farmer to bring his products to the markets, not the sportsman to his fishing pool. We need roads which have as their first and essential object the development and colonization of our unsettled areas and are not principally for those who wish to spend their leisure moments and spare cash touring our beauty spots. If I do not concur with the present scheme of the Government, do not infer from that my depreciation of the waste of roads which we need there. Any person who examines, even with the most indifferent eye, the influence of the railroad upon modern civilization, cannot but be impressed with their intrinsic worth and far reaching effects. Any person who adverts to the unprecedented growth of the western parts of the United States and Canada can see a small way estimate their value. Think yourselves of the great inland towns, which sprang into existence as if from a magic wand, be-think yourselves of the great prairies of wheat which but a few short years ago were the haunt of the buffalo and trapper, and then realize what an asset to the country modern communication is. But do not let your thoughts rest there. Did these men build to meet the demands of Tourist Traffic, or did those men build to meet the demands of industry, actual and potential? As assuredly as was Columbus in search of trade routes, so assuredly did those men have the welfare of trade and industry as their main and not secondary objective. Good and purposeful communication augments and cheapens industrial activities, it cheapens living, removes unnecessary expenses and encourages the cultivation of the remote, which must always be the most extensive circle of a country. It is of road building with the development and industry as its main object that Adam Smith designates as "the greatest of all improvements." He says, "they are advantageous to the town by breaking up the monopoly of a country in its neighbourhood. They are advantageous even to that part of the country. They introduce rival commodities into the old market, they open up many new markets for its produce." Roads built for industry and commerce are roads built to advantage. Because, "commerce is virtually a mode of cheapening production, and in all such cases, the consumer is the person ultimately benefited; the dealer, in the end, is sure to get his profit, whether the buyer obtains much or little for his money."

In view of all this, it would be obstinacy to oppose any road building project, which had, as its principal aim, the linking of industry, the improvement of a more fundamental

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means of support which the Colony possesses. It would be obstinacy to oppose the building of roads of necessity. But the opposing of the present scheme of the Government cannot be indicated in such a manner. We fall to see how even in an indirect manner it can, to any great extent, be of service to industry, to those who labor and toil.

Let us, in a brief manner, turn our attention to the possibilities of Tourist Traffic in Newfoundland. In so doing, the question suggests itself to us, are we in the path of Tourists? An illustration is the best means of showing what is meant. One of the most successful exploiters of Tourist Trade is Switzerland. Consider its position. Not only has it taken generations to bring it to its present value, not only have people for ages been flocking to the Lake of Geneva, but that country lies encircled by nations great in wealth and rich in historical memories. To the South of it lies Italy, wealthy in the memory of its Caesars, enriched by the presence of Papacy, a meagnet to the travelling world, a Mecca for artistic enthusiasts. Then there is gay France, wealthy England, methodical Germany, and erstwhile pompous Austria. We are situated in a new world which must depend on trade and commerce for its livelihood. We are more or less isolated unconnected with the mainland except by water, an island and hence are, by that very fact, debarred from the regular route of continental motor cars. If cars wish to come in their thousands, as the calculations of the Government expect, it is reasonable to think that we can provide suitable and cheap transportation? The main

CROSS-WORD PUZZLE

1	2	3	4	5	6
7	8	9	10	11	
12	13	14	15	16	
17	18	19	20	21	
22	23	24	25	26	
27	28	29	30	31	
32	33	34	35	36	
37	38	39	40	41	
42	43	44	45	46	
47	48	49	50	51	52
53	54	55	56	57	58
59	60	61	62	63	64

SUGGESTIONS FOR SOLVING CROSS-WORD PUZZLES

- Start out by filling in the words of which you feel reasonably sure. These will give you a clue to other words crossing them, and they in turn will give you a clue to still others. A letter belongs in each white space, words starting at the numbered squares and running either horizontally or vertically or both.
- HORIZONTAL**
- 1—To trade
 - 2—To make a great show of
 - 7—To poke sharply
 - 9—To imitate
 - 10—Man's name (abbr.)
 - 12—A musical melody
 - 14—Active
 - 15—What mammals are usually covered with
 - 16—To distil, as dew, upon
 - 18—Suffix used to form superlatives
 - 19—Distoyal
 - 20—The busy insect
 - 21—Honey-eating bird (Hawaii)
 - 23—An island possession of U.S. (abbr.)
 - 24—A measure of weight
 - 25—Prefix, same as "in"
 - 26—Interjection
 - 28—A South Atlantic State (abbr.)
 - 29—Porker's name (abbr.)
 - 30—Jacob's brother (Bible)
 - 36—Interjection
 - 38—Knowledge
 - 41—Preparation
 - 42—Funny word for "head"
 - 44—Prefix meaning "not"
 - 48—A measure of capacity (abbr.)
 - 49—Part of the body
 - 47—Sharp sounds of a horn
 - 48—Request
 - 51—Familiar flower
 - 53—English river, flows by birth-place of Shakespeare
 - 54—To cook over the coals
 - 55—To make a shell suit
 - 56—Human beings
 - 57—A sum total (abbr.)
- VERTICAL**
- 1—Whalebone
 - 2—Stay, remain
 - 3—Anger
 - 4—An animal's skin
 - 5—Did business, traded
 - 6—A great American inventor
 - 7—A middleman
 - 8—A part of a flower
 - 11—To twist violently
 - 13—Old English (abbr.)
 - 15—Interjection
 - 17—Sorrow
 - 19—Away from
 - 22—Single
 - 23—Disease of chickens
 - 26—Knaves
 - 27—Month of Jewish calendar
 - 31—A small breed of chickens
 - 32—Bull, dark-brown color
 - 33—Lithesome
 - 34—A mild falsehood
 - 35—To force
 - 37—A cabinet member
 - 38—A country of Europe (abbr.)
 - 40—Not in
 - 41—Threefold
 - 43—A famous American pioneer
 - 45—Foreign
 - 46—A weight (abbr.)
 - 49—A salt inland sea in Russian Turkestan
 - 50—A hawk-like bird
 - 52—Alotf

part of the tourist returns which flows into the Treasury of the Border Provinces and States comes from itinerant Tourists, those who spend the week end in a certain city and rush back on the Monday morning. It is analogous of the passing trade on a busy main street. Those of you who have sought accommodation in the hotels of Montreal and Toronto late Saturday night will have the tangible evidence of its reality. That traffic, Sirs, cannot be ours. There is another objection which apparently has not occurred to the Government. Their attitude on the matter is not unlike the happy couple who, entering upon their marital career, permit themselves to float in dreams far down the stream of life and contemplate only the happiness that is to come. For the moment, there are the winding eddies and beautiful vistas, for the moment, the shoals are unknown. Our position should be more serious than that of a reverie. The shoals underlying rudely upon the dreams of the Government are firstly: what are the means of approach to this Colony; secondly, what guarantee have we that our fisheries, that our game, if proper care is not taken, will not, in a few years, be practically extinct. In painting beautiful pictures of the possible results accruing from the visits of pleasure seekers, the Government have forgotten to subtract from their possibilities the resulting influence of bad roads in the Maritime Provinces upon the flow of traffic to Newfoundland. If we spend millions making our roads suitable for tourists, and the condition of the roads of Nova Scotia, more particularly those round the area of Sydney, be in such a condition as to make tourist connection impossible, of what avail is our spending enormous sums? A chain is as strong as its weakest link, and here, is a link which the outside world, a link on which a large percentage of the success of the venture depends, a link which we know is not in a condition to warrant the spending of large sums of money from this end of the chain. If our roads are placed in proper condition what guarantee have we that theirs will be so maintained. This is a consideration which has not

(Continued on 8th page.)

KIELLEY'S DRUG STORE

SPECIALS:

The following Soaps at a fraction above landed cost.

- Eramic Cannon Ball, cake 15c.
- dozen \$7.00
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- dozen \$36.00
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- Eramic Bal Masque, 35c. cake, now 25c.
- Eramic Frison de Amour, 35c. cake, now 25c.
- Eramic Coal Tar, cake . . . 77c.
- Eramic Gaiety, 15c. cake, 4 for 50c.
- Eramic Violette, 60c. cake, now 55c.
- Eramic Carbollic and Glycerine, 38c, each cake in tin box 20c.
- Eramic Shaving Sticks, large size 40c.
- Woodbury's Shaving Stick 40c.
- Woodbury's Refill Shaving Stick, large size 20c.
- Colgate Shaving Cream . . . 40c.
- Johnson's Shaving Cream . . 40c.
- Nylal's Shaving Cream 25c.
- Eramic Shaving Cream, large Porcelain Pots, now 60c.
- Woodbury's Facial Soap . . . 20c.
- Miss Dainty Soap 12c.

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Buick Standard Six Touring Car \$2000 Delivered.

See the Buick Standard Six Touring car—the sturdiest six of its size on the market. Well finished and at most up-to-date construction — Bodies painted in "Duro" the new indestructible satin like paint — a product of General Motors which is Buick.

Four wheel brakes standard equipment — after two years exhaustive work Buick brought out its own mechanical 4 wheel brakes which any owner can adjust and keep in order—same brakes as fitted to Cadillac cars.

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Four miles per hour in high to sixty miles per hour. There are no expensive unnecessary frills on Buick. Buick is a sensibly made car with a gilt edge reputation. For the seventh consecutive year Buick has held first place at the Automobile shows—Why? Because "When better automobiles are built, Buick will build them."

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FREE BOOK OF CUT-OUTS.

Contains a story, too, you will like to read, all about how pure Windsor Salt is brought from the depths of the earth for your table. Write to Windsor Salt, Windsor, Ont.

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Don't trifle with a Pain in the Back—It may mean Kidney Trouble! Gin Pills will relieve you. Get a box to-day.

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Best stomach relief! Harmless! Pleasant! Pape's Diapepsin relieves the stomach all distress from indigestion, gas, flatulence, nausea, heartburn, palpitation, fullness or acidity. It gives your digestion for a few minutes. Millions keep it handy. Druggists recommend it.

"A Tale Via Radio"

What's that? What do I think of radio, and do I often hear Portia broadcasting when I am "east of mountains"? To tell you the truth, I never paid much attention to radio. I figured it was on a par with the old-fashioned gramophone and the new-fangled radio. I will not change my notion of it. The first time I ever put on the earmuffs to listen to the radio was a night or two ago. I had been playing poker all evening and having rotten luck. One time I drew three aces and a king and bet my money on them. I lost. I had a stronger hand. After supper I thought my luck had changed, and it did—it changed the worse; so I threw down my cards. Looking around the room, I saw a wire that disappeared into a paper drawer of a bureau, so I went to my friend what kind of an industrial machine he had secreted there. He opened the upper drawer, he set a little square box that you could put under your hat. He reached into the drawer and got out a pair of earmuffs, and adjusted a little dial on a bit of galena, and said: "This is a crystal set I had installed for you. Go ahead and listen to the radio and quit your groaning about the lack of luck with the cards."

COLOR IT NEW WITH "DIAMOND DYES"

Beautiful home dyeing and tinting is guaranteed with Diamond Dyes. Just dip in cold water to tint soft, delicate shades, or boil to dye rich, permanent colors. Each 15-cent package contains directions so simple any woman can dye or tint lingerie, silks, ribbons, skirts, waists, dresses, coats, stockings, awatears, draperies, coverings, hangings, everything new.

Household Notes

Thin rolls of sausage can be wrapped inside pastry, brushed with beaten egg and baked.

M. Caillaux and a Pact

INTER-ALLIED DEBTS MUST BE PAID.

PARIS.—M. Caillaux, the former Premier who recently returned from banishment, in an address at a luncheon given by the Anglo-American Press Association of Paris, explained his policy with regard to Britain and the United States and affirmed his desire to retain for France the friendship of the two great Anglo-Saxon nations.

"I suppose you know," he said, "that terrible accusations have been made against me by men who were anxious to rid themselves of a political rival. They have been unable to put forward a single definite fact in proof of their statements nor have they been able to prove that a single act of mine was subversive to the good of France."

Victor and Vanquished.

"Britain has laid down the principle of an entente on equal grounds. That is exactly what I have been aiming at, and in this I have always desired that there shall be no distinction between victor and vanquished, for it is only by justice on all sides that we can ensure the survival of civilization."

Presidents by Accident

Only six Presidents have died in harness, and according to the Constitution, the Vice-President automatically succeeds when his Chief dies in office.

U.S. VICE-PRESIDENTS RARELY GET TO THE WHITE HOUSE.

When Calvin Coolidge formally enters upon his second term of office as President of the United States on March 4th, he can claim a distinction previously held only by Theodore Roosevelt. And he is one of the six men in the history of the United States who became Presidents by accident.

A Terrible Fight

A BATTLE ROYAL WITH A GORILLA.

The giant gorilla of the territory formerly known as German East Africa make terrible opponents when roused to fury. A writer in the March "Wide World Magazine" gives an exciting account of a battle royal between a gorilla and some natives. He writes: "A heavily forested spur of the western Rift Valley mountains runs down towards Lake Kivu, behind the mission station of the White Fathers at Katana, cutting into a grove of bananas planted there."

Just Folks.

By EDGAR GUEST.

COUNTING THE BABIES.

How many babies have you? Well really we've more than a few! We've little Miss Laughter And little Miss Pout, And then there's little Miss Scamperabout; I never have counted them, good bad and fair, For the number is constantly changing I swear.

We've babies too many to tell, We've little Miss Arrogant Belle, We've little Miss Mischief And little Miss Bold, We've little Miss Whimper And little Miss Scold, And little Miss Hunger, who gets in the way, Begging for cookies each hour of the day.

You'd not see them all in a week, There's the bashful and little Miss Meek, We've little Miss Blue Eyes And that dreadful and Troublesome little Miss Won't! And the one that's as grasping as mibers can be, I refer to our little Miss Give It To Me!

I wish all their names that I knew, There's little Miss Take Off Her Shoe, There's little Miss Tippy-Toe, Little Miss Clutch, We've little Miss Slicky-Thumbs, Raining much, We've little Miss Drowsy, but need I keep on? We've every known baby, and yet we've but one!

THE NEW FRENCH REMEDY, THERAPION NO. 1 THERAPION NO. 2 THERAPION NO. 3

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I wish all their names that I knew, There's little Miss Take Off Her Shoe, There's little Miss Tippy-Toe, Little Miss Clutch, We've little Miss Slicky-Thumbs, Raining much, We've little Miss Drowsy, but need I keep on? We've every known baby, and yet we've but one!

THE NEW FRENCH REMEDY, THERAPION NO. 1 THERAPION NO. 2 THERAPION NO. 3

THE NEW FRENCH REMEDY, THERAPION NO. 1 THERAPION NO. 2 THERAPION NO. 3



pompeian FOR BEAUTY

Aids to Beauty

The Pompeian Beauty Toilette has long been the choice of the loveliest women in every clime to accentuate their charms.

The use of Pompeian Beauty Powder will not change your looks but will greatly enhance those you already have.

If your skin lacks clearness or velvety smoothness, Beauty Powder will modify these faults—if it is naturally lovely then the correct shade of Pompeian will make you even more attractive.

To obtain a creamy skin suffused with that delicate glowing color which lends charm and speaks youthful beauty, you must choose the right shade of Powder and Rouge. Study your skin and select the tone that will harmonize with your natural coloring.

The best results are obtained by first using Pompeian Day Cream (vanishing) which forms an excellent base for Beauty Powder, causing it to adhere for hours.



At all Drugists and Department Stores

THE POMPEIAN COMPANY Cleveland, Ohio, U.S.A.

MUTT AND JEFF

THIS SHOULD INTEREST EVERY ORANGE EATER.



MUTT AND JEFF



MUTT AND JEFF



MUTT AND JEFF



CORNS

Lift Off—No Pain!

FREEZONE

Don't hurt one bit! Drop a little Freezone on an itching corn, instant relief. Corn stops hurting, then shortly lifts right off with fingers. Freezone is a tiny bottle of "Freezone" for a few cents, sufficient to remove every hard corn, soft corn, corn between the toes, and the foot without soreness or irritation.

MAVIS de Vivaudou

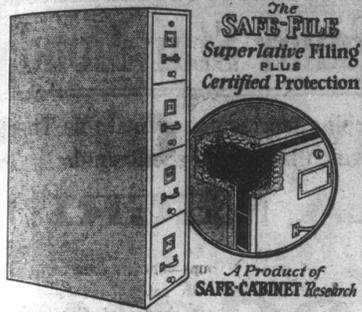
FACE POWDER

Mavis Face Powder, with its fascinating perfume, is chosen by beautiful women all over the world because it gives that soft perfection to the skin which enhances beauty and is so irresistible.

A touch of Mavis Rouge makes such a difference!

V. VIVAUDOU, INC. Paris New York

—By Bud Fisher



A New Triumph in Record Protection

The SAFE-FILE will radically change all office filing. There has been a constant and growing need for 20 years for not only a convenient, but a safe filing cabinet. The business man with valuable letters and data to protect from fire, has been forced to choose between the office safe and a steel file. Fire history and experience have proved ordinary steel files inadequate for complete protection of records.

The SAFE-FILE is more handsome in appearance and practically no bulkier than the ordinary steel file. It gives more net filing room than many of them. But it is built as no other file has ever been built. It is SAFE-CABINET insulated throughout with the same nonpoisonous insulation that has made the SAFE-CABINET famous and lifted it to a leading position in the safe-making industry.

You can secure SAFE-FILES in two, three and four drawer heights in both letter and legal sizes.

The price is surprisingly low, very little more than you are paying now for ordinary files.

Get further SAFE-FILE information today.

Write to
THE SAFE-CABINET COMPANY
 Marietta, Ohio
WALTER E. WHITE
 Phone 1521. Exchange Building McBride's Hill.

Proceedings at the Legislative Council

(Continued from 5th page.)

Mr. Morine said that the cost of building roads per mile would be almost 5,000 dollars, but I know that the bridges alone will cost one-half a million dollars. Before the war the Government estimated that such a plan would cost \$30,000,000. Bridges should be built where necessary, but certainly not unused roads. From Cape Ray to the Serpentine country the soil is rich and unsuitable for road building. The material would have to be brought from distant places and this would mean great expense. A great portion of the country between Stephenville and Corner Brook is hilly and a road through it would be uphill and down dale and it made suitable for motor traffic would mean a great outlay. It would cost 6,000,000 dollars to build the 900 miles of road proposed. The upkeep of the roads would range from fifty to seventy-five thousand dollars. Of what benefit would these roads be to men who live in distant parts of the island and who have to pay their portion. As to the tourist traffic the men who would be of benefit to this country are the men of wealth who travel to places of interest in Europe. The men who travel on palatial liners, the best of trains and motor cars would not care to come by a ship like the Rosalind in a 4 by 9 cabin and have to put up

with the inconveniences here. And what could we offer them as inducements superior to those of such countries as England, France, Italy, Germany and such places. The attractions we have to offer tourists here would not be sufficient to outweigh the inconveniences in the shipment of cars, etc. What we have to offer would, he thought, attract the type of person who did not mind fouling it, or the man who travelled for physical benefits; but to expect the class of tourist that the Government was figuring on was a mere phantasm. The scheme outlined would not be an advantage educationally. It would be infinitely more advantageous to the country if the money were spent on industrial or agricultural schools such as are found in Canada, for then our sons could be taught how to till the soil to better advantage, to know something of the breed of sheep. Our fishermen could be informed of the effect of temperature on marine life, and how to utilize the things now thrown away and turn them into money. Physics and navigation could also be taught, so that our staple industry would be made vigorous. In reference to what the hon. gentleman had said of the sons of the fisherman settling on the roads when built, it has been found that, as a general rule, the training and environment of these men who have generations of fishermen behind them do not make for successful farmers. Then again, the question of finding markets for their produce, if such did really happen that they should settle along these proposed routes. The three main markets were St. John's, Grand Falls and the Humber. Could all the produce be sent to the same markets? In reviewing the history of farming it had been found that there was less land under cultivation in and near St. John's than there was 40 or 50 years ago—less in Freshwater Valley and Kilbride because of the difficulties with which the farmers had to contend. Of the Codroy Valley the same may be said. On the Salmonier line where a road had been built many years ago, what do we find? Not one farmer was there, although the land was excellent. The cause of this is, no doubt, the difficulty experienced in marketing the produce during the winter months. In St. George's where there is an excellent road and also railway connection there is less land under cultivation than there was 27 years ago. Reference was made to an article in the Saturday Evening Post re traffic development. The writer had before him a condition which could not take place here for many generations. The population always gravitates towards the city, the attractions of which are so great as to cause many farming districts in U.S.A. to be depopulated. In U.S.A. 60% of the people and in England 4% of the people live in cities. This being so, there is a vast territory of U.S.A. unoccupied. Why should men, who have attractions as fine if not superior to those which we offer, in their own country, come down here? In the first place they couldn't afford it, and again they would not want to come if they could see better places in their own country for less. Then again, what traffic of local importance would it develop for 70% of our people live in the country already, and even those who live in town can get into the country after ten minutes' walk. In U.S.A. it takes hours to get into the country in many cases, hence the development of the auto traffic. But our highway is the sea and railroad. What has been our experience in road building? A road had been built from Little Codroy Valley to Cape Ray connecting with the one to Channel—some twenty or thirty miles of road and when the railway was built this road was abandoned and part of it is forest to-day. The advantages pointed out cannot, we see, be borne out by experience or facts. From an economic standpoint the policy of devoting so much money to this work is unsound. The matter would be quite different had we surplus wealth, or if our trade and industries did not need expansion or development. But as we have not the surplus wealth and because our industries and trade do need expansion and development then why spend this money in the proposed way; economically the policy is unsound. If moderate road building is necessary—built right, but those proposed to be used by tourists are not. We should first develop our industries so as to enable them to produce the surplus money to devote to this kind of work outlined in this policy. If a man builds a house to live in, he builds it according to his means and requirements, afterwards he considers the ornamentations. So it is with trade. Our trade is just now recovering from the effect of hard times and poor markets, and after putting it and our industries on a solid basis, it will be time enough to consider building these roads. We should devote our energies to development of the fisheries. How do we know what effect the early season may have upon our fishery? The fish may strike the shore three or four weeks earlier because of the weather conditions. What steps are being taken to find if this will happen. Many members could recall the discovery made by the fishermen in the Strait of Belle Isle a few years ago when tests were made as to the effect of the temperature of the water on marine life. Scientific research would be

beneficial. Newfoundland requires many things instead of luxury. Parents make great sacrifices to give their children a good education, and what is the result? When the education is acquired they have to leave the country to apply their education elsewhere. With our economic life undeveloped, and many of our people living in hovels and taxation heavy, is it proper to embark on a policy such as that before us?

I propose that the Bill be read this day six months.

An Old Friend Returns!

Every now and then one of your pre-war friends returns to assist you in your daily tasks. This time it is—"Monkey Brand." "The Soap which won't wash clothes," that's back on the job; ready to start right in on your pots and pans, kettles and cans. Monkey Brand is the non-gritty cleanser which shines 'em fine; being in cake form, Monkey Brand is economical, and is now, as ever, the best for putting a gloss on your bath and fixtures. Ask your Grocer for Monkey Brand and see what a sparkle you'll have on your copper hot water tank, your brass and tinware. Monkey Brand makes nickel shine like silver, try it on your hall stove or range fittings. Give your wash woman a cake of Monkey Brand and see what she can do with the metal work on your telephone. Now you can cut Monkey shins.—Jan 17, 21

Household Notes.

Cook individual omelets in the smallest size frying pan, and roll up before serving. Garnish with currant jelly. Breadcrumb pudding flavored with lemon, chopped almonds and cherries is nice served with hot hard sauce. Bowls of hot cornmeal mush served with whole milk may be the healthy start of the day for a child or adult.

McMurdo's Store News

FEELS GOOD ON THE BACK.

If you suffer from backache, sideache, weak back, etc. try a Red Chain Kidney Plaster. It is specially made to fit the right place and gives wonderful relief in Kidney Pains, Lumbago, Backache, Stitches, Weakback, etc. Price 35c. Kotex, the best absorbent pad, 80c. A free sample on application. Frostilla Lotion keeps the skin in good condition against the cold March wind. Also a splendid after shave for men.

FRIDAY AND SATURDAY.

We are offering:
 1 bottle Frostilla and 1 tube Pepsodent \$1.00
 1 bottle Frostilla and 1 Colgate Shaving Stick90
 1 bottle Frostilla and 1 pck. Auto Blades, small95
 1 bottle Frostilla and 1 pck. Gillette Blades95
 1 bottle Frostilla and 1 pck. Pom-pain Face Powder 1.20

AT OUR CANDY COUNTER.

We have just received a full line of Easter Novelties which will be on show early next week, at our usual special prices. We have also a fresh supply of high class English candies, pure and delicious.
 Butter, Gingers, Brazils and Walnuts 75 lb.
 Golden Malters and Albion Mixture 75 lb.
 Peach Malters 80c. and Choc. Bon Bons \$1.00 lb.
 Choc. Crunched Foam 1.00 and Regal Mixture 90 lb.
 Choc. Bottle Shaped Liquors 1.00 lb.
 Our Extra Special.
 Butter, Scotch Lumps 40 lb.
 O. K. Chocolate Creams 35 lb.

Every Day is Travelling Time!

GET YOUR NECESSARY REQUIREMENTS HERE.

The House for Value!



SEE OUR

CABIN TRUNKS

with the latest and newest conveniences and will stand the most severe travelling conditions.

Cabinet Trunks

equipped with tray and top compartments, strong and durable, well finished with heavy Brass mountings.

Wardrobe Trunks

provided with drawers, hat and coat hangers, laundry bag, etc., complete with a place for everything and everything in its place.

Travelling Bags, Suit Cases, etc.

all sizes and shapes, well finished and fitted. See them. The most practical travelling equipment on the market. ALL EXCEPTIONALLY LOW PRICED.

CHIVERS CUSTARD POWDER
 1-lb. Tins, 40c.

SCHWEPES
 Ginger Ale, Lemonade, Ginger Beer, Soda Water and Sarsaparilla.

EGG PLUMS, 25c. tin
FRUIT SALAD, 65c. "

NEEDLER'S and PASCALL'S EASTER EGGS and NOVELTIES

MOIRS' and DRAKES CAKES.

NEW LAID EGGS 60c. Doz.
BEECH-NUT HAMS and BACON.
ENGLISH CHEDDAR, INGERSOLL and GORGONZOLA CHEESE.
PURE LARD 25c. lb.
TABLE BUTTER (Choice) 55c. lb.

JEYES FLUID and CYLLEN, (8-oz. Bottles) 45c. Btl.

LIVERPOOL RAT VIRUS (ready for use) 80c. Tube.

V I M
 cleans everything from attic to cellar
8c. Tin.

1-lb. Pot MARMALADE
 1/2-lb. Tin FRY'S COCOA
 1 Tin PEACHES, 2 1/2s.
 1 Tin TOMATOES, 1 1/2s.
 1 Pk. CORN FLAKES
 1 Pk. SEEDED RAISINS
 1 Tin SALMON
 this Parcel for
\$1.70

Be Sure You Get What You Buy.

At the present time several brands of Box Apples, that are "good lookers" and not much better comparatively than the famous "Wooden Nutmegs" are being offered as WINESAP. These apples are like Winesap in appearance, some are even a deeper red, but there the resemblance ends. The market is flooded with these tasteless, flavourless, hard substitutes for the genuine article. You cannot mistake the flavour of Winesap.

Extra Fancy Winesap Table Apples

150, 138, 125 Count by the box or dozen.

NONPARIELS IN BARRELS—

50 Barrels of No. 1 Nonpariel Eating Apples. This apple resembles the Russet, and is the finest eating barrel apple at this season of the year.

McVITIE & PRICE'S BISCUITS—

A fresh supply just received ex. S.S. Digby and comprising Butter Puff, Water, Butterette, Marie Forfar, Lochaber and Strath Shortbread, etc.

20 Cases extra Large Lemons.
 State Express Cigarettes, 10 and 50s.
 Local Turnips.
 Lobster, 1/2-lb. Tins.
 Large Cans Peaches—Sliced or halves, 32c.

C. P. EAGAN

TWO STORES.
 DUCKWORTH STREET & QUEEN'S ROAD.

Buy from US.
AUTO STROP SAFETY RAZORS
 Junior, \$1.25 Set. DeLuxe, \$5.00 Set
AUTO STROP RAZOR BLADES
 \$1.10 Package of 10.
GILLETTE STYLE SAFETY RAZORS
 75c. and \$1.25 each.
GILLETTE RAZOR BLADES
 \$1.10 Package of 10.

COLOR OLD and NEW STRAW HATS

Satin, Silk and Canvas Slippers, also Basketry. Changes any color and gives a beautiful glossy finish in Black, dull and bright; Blue, Yellow, Brown, Pink, Red, Green, Grey, Lavender, Straw and Natural.

COLORITE 35c. Bottle
SULTANA 25c. Bottle
LUSTORIA 30c. Bottle

B-H HAT ENAMEL 25c. tin

RADIO SOCKET WRENCH SET.

Three Sized Openings: 1/4, 5/16, 3/8 inch. Fit standard machine screw nuts. Covers practically every size used in radio construction. Also useful for automobile, bicycle, motor boat and electrical work. Best Steel Sockets, Black Handles.

90c. Set.

SOLING RUBBER 65c. lb.
BABY CARRIAGE TIRE 40c. lb.

BOWRING BROS., Limited



BE PRUDENT— MAKE A WILL

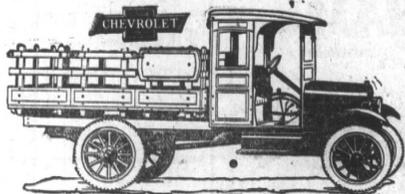
If—through care, foresight and prudence you have accumulated property—care, foresight and prudence urge you to make a will and appoint a strong Trust Company as executor.

Making a will is a business proposition; it safeguards your heirs and insures your wishes being carried out. The appointment of The Royal Trust Company as executor assures wise and efficient management of your estate at no higher cost than if the executors are individuals.

Write for our booklet,
"Practical Hints on Making your Will"
Mailed free on request.

THE ROYAL TRUST

EXECUTORS AND TRUSTEES
Head Office - Montreal
ST. JOHN'S OFFICE—Bank of Montreal Building.
MANAGER J. A. PADDON.
ACTING SECRETARY W. F. ENGLEN
Branches in the principal cities in Canada.



LOW HAULING COSTS.

The CHEVROLET One-Ton Truck is adaptable for all kinds of hauling. There is ample power in the Chevrolet valve-in-head engine for every use, and to pull a maximum load over any kind of road or up any steep hill. It is speedy, and provides fast, heavy-duty service at the lowest operating and maintenance cost.

There is a type of body available for any work you wish to do, and we shall be glad to advise you on the type best suited for your needs.

The CHEVROLET is the world's lowest-priced One-Ton Truck into which is incorporated the standard three-speed gear mechanism which is most essential for economical hauling in hilly districts. Leading in high mileage on petrol, oil and tyres, and fully living up to Chevrolet reputation for unequalled economy, the Chevrolet Truck deserves your earnest consideration before you make your purchase.

Write for catalog and come in and we will show you this staunch looking truck.

BERT HAYWARD, Water Street, opp. Ayre & Sons, Ltd.

CHEVROLET

mar21,25,ap4



R. L. S.

His garb and conduct were fantastic, when R. L. Stevenson was young; with dreaming eyes and a step elastic along the streets he swung; to comments bitter, dire and drastic, the disapproving ones gave tongue. He liked to dress like those old fighters, the pirates of the Spanish main; he liked to talk of birds and writers; and not of birds and hay and grain; so he was classed with loony blighters, he wasn't right, he wasn't sane. The youngsters of the town denied him their comradeship—he was a freak; the elders often would deride him any say his intellect was weak; and so he walked, no friend beside him, in loneliness severe and bleak. There was no soul in all the city who saw the genius of the lad, and when he wrote a tale or ditty, men's ribald laughter shook the ground; so he tolled on, a youth to pity, unfriended,

solitary, sad. He left Auld Reekie, weak and sickly, determined still to make a name; he kept the faith while evils, thickly had burdened his exhausted frame; and Edinburgh claimed him quickly when he had garnered deathless fame. The stout old burghers said, "By thunder, we all ways knew he'd reach the top! We said he was a living wonder, whose march ahead would never stop! Men made a fierce and ghastly blunder who said he'd be a traffic cop! Perhaps a genius plays around you, some errant boy in gypsy dress; perhaps his doings may astound you, but do not make an unwise guess; some day his laurels may confound you, perchance he is an R. L. S."

"FRASER" ENGINES

Fit up your "Fraser" Engines for the coming fishing season and order any needed parts from
MacKAY & FRASER, LTD.,
New Glasgow, Nova Scotia.
Write for circular and price list.
mar13,15

200,000 Pounds Rents Unpaid

CLYDEBANK STRIKE INQUIRY.
Instituted by the Secretary for Scotland, a Rents Commission, consisting of Lord Constable (chairman), Mr. James Steel, M.A., representing factors and houseowners, and Councillor P. J. Dollan, representing tenants, opened an inquiry at Glasgow into the difficulties in carrying out the Rents Restriction Acts in Scotland.

Mr. Robert Gilmour, president of the Glasgow Property Owners' and Factors' Association, dealing with the situation at Clydebank, estimated arrears of rent to date at £200,000, and said he would not be surprised if they proved to be greater. There was also a very large amount of arrears of rates, and owners who were asked to pay rates and who were not getting rents felt that they had a special hardship in that respect.

Mr. James B. Stewart, a house factor, declared that 1,200 tenants on the books of his firm were in arrears at Clydebank. On a recent Saturday it was the worst collecting day in his experience, and he attributed the conditions to the stoppage of the eviction policy.

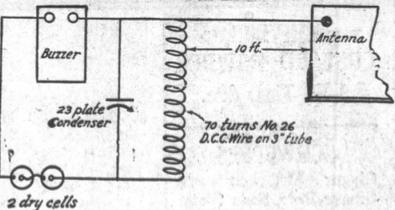
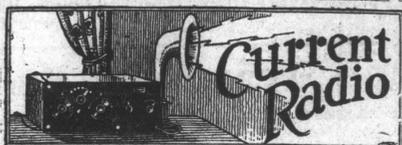
Some people bind the edge of pie-crust to the plate with a strip of cheesecloth wrung out of cold water.



The Finest Looking Girls in St. John's

This is a fact that the best looking ladies in the City use Three Flowers face powders and creams. Nine out of any ten good looking girls you meet will admit their favourite toilet articles are THREE FLOWERS. The dainty compact, the luxurious Face Powder, the refined Perfume and the soothing Vanishing Cream all are considered the last word in style and charm. You too, will love the Three Flowers things, and should begin their use right away.

Garnish lamb chops with a crisp celery leaf on which is laid a cucumber ring filled with finely chopped sweet pickle.



An Improved Neutrodyne Receiver (PART V)

Adjusting the Neutralizing Condensers
EDITED BY JOHN M. CLAYTON.

The following directions for neutralizing the radio frequency amplifier applies to all forms of neutrodyne receivers. The purpose of the neutralizing condensers is to neutralize the tube capacity and the stray capacities of the wiring of the set and of the coils so that there will be no tendency for the radio frequency amplifier tubes to oscillate.

There are two general methods which can be used. A source of radio frequency energy is necessary. If you are close to a powerful broadcasting station you can adjust the condensers while the station is broadcasting. If you are not, rig up a test buzzer as shown above. This is a miniature broadcasting transmitter and will furnish the necessary source of energy. The buzzer and coil-condenser combination should be placed at least ten feet away from the receiver. Two dry cells will operate the buzzer satisfactorily.

Now, connect the dry cells to the buzzer and see that it operates O.K. Next set the tuning condenser in the buzzer circuit at about 10 or 15 degrees, this will make the buzzer send out waves around 240 meters or less. Next turn on the filament switch of the set, insert all the 201-A tubes in the sockets and turn up the detector rheostat about three-fourths of the way. Plug in the headset in the 1st jack or the loudspeaker in the last jack. Turn the 3 tuning control dials of the receiver until the buzzer is heard very loud in the headset or speaker. The 3 dials will run more or less around the same readings, that is they will all read about the same when the buzzer is tuned in.

After the best adjustment of the tuning dials have been found, remove the first tube, the 1st radio frequency tube, from its socket. Next readjust the 3 tuning dials until the sound from the buzzer is as loud as it can be. When the tube is removed from the socket the intensity of the buzzer signal will fall off, but it should return somewhat when the receiver is returned. Make a small paper "cap" to fit over the pin (in the base of the 1st tube) which makes contact with the socket spring marked "A plus." The purpose of the paper cap is to insulate the pin so that it will not make electrical contact with the socket spring and so that the filament of the 1st tube will not light when the tube is inserted in the socket. After the cap has been put on the A plus terminal of the tube reinsert the tube in the socket.

See that the filament is not lit. Readjust the 3 tuning dials until the buzzer signal is at maximum intensity and DO NOT TOUCH THE TUNING DIALS. Next take a lead pencil and slide the metal tube of the 1st neutralizing condenser, N, until the buzzer signal is completely eliminated, or at minimum intensity. When this adjustment has been secured clamp the sliding tube of the neutralizing condenser in place by means of the screw supplied with the neutrodyne. Remove the paper cap from the tube pin, insert the tube in its socket and repeat the whole above-described process using the 2nd tube and the 2nd neutrodyne condenser. When this has been done the set should be completely neutralized. It is necessary, of course, to keep the buzzer running the whole time you are adjusting the condensers.

Monday we present the final article of this series. It will tell how to "shoot trouble" in the receiver.

Copyright, 1925, by The American Radio Relay League, Inc.

Willard Storage Battery Company
CLEVELAND, OHIO.
Programs Eastern Standard Time.
WTAM—Cleveland—265 Meters.

Saturday, March 21.
6:00 to 7 p.m.—Hotel Statler Studio Dinner Music by the Hotel Statler Concert Orchestra under the direction of Maurice Spitalny.

8:00 p.m. to midnight—Willard Studio Dance Music and Novelty Programme by Ev Jones and his WTAM Dance Orchestra and Ruth Davis Fuller, contralto.

Local Broadcasting
SER.
I will be on the air again to-night at 9:30 as usual.
L. L. REID.

Lord Grey's View

AN ANGLO-FRENCH-GERMAN AGREEMENT.

Viscount Grey of Fallodon, speaking at a dinner of the Liberal Parliamentary Party recently, said: "We may worry about German armaments, but in the long run no foreign missions of control will be able to keep Germany unarmed. The only guarantee against future German armaments is some security for Germany more attractive than armaments can give her."

The true line is for Germany to enter the League of Nations, and the primary condition of any pact made inside the League to which we could be a party is that France and Germany must both have an equal share in it. There will be no security for France except the security which is equally good for Germany, and vice versa. Out of any arrangement to which France, Great Britain, and Germany are parties or round it may develop real security and eventually cover Europe.

It is for British public opinion to recognize that the one thing it can do to help the European situation is to make some firm offer to promote European security in which the British Empire can join. Until we do that we shall do nothing but waste our time in discussions about Rhineland occupation and German disarmament and international debts.

A Sure Relief for Kidney Trouble

So says Mr. L. Soucy of Dods' Kidney Pills

Quebec man recommends them to all who suffer.

St. Antonin, Que., March 20—(Special)—Once more Dods' Kidney Pills have proved their inestimable value in the case of Mr. L. Soucy, a well-known resident of this place. He writes: "I can tell you that Dods' Kidney Pills have done me much good. I have suffered for two years from bad kidneys. One of my friends advised me to take them. Two boxes have restored my health. I advise all those suffering from kidney complaints to try Dods' Kidney Pills, they will surely relieve them."

To avoid disease the kidneys must be kept in good working order. The kidneys are the scavengers of the body. Their work is to strain all the impurities out of the blood. If the kidneys are wrong the impurities, the seeds of disease, remain in the blood, and serious trouble is bound to follow. At the first sign of trouble try Dods' Kidney Pills.

Obtained from all druggists, or the Dods Medicine Co., Ltd., Toronto.

Our Dumb Animals.

REPORT OF CHIEF AGENT FOR WEEK ENDING MARCH 20.

Attended to the landing of 108 head of cattle from S.S. Sachem. These cattle were in fairly good condition, being all carried between decks. A few that were injured coming down were attended to by Dr. Bishop. They were all taken away as soon as possible after landing. Humanely put to death a dog that had met with a painful accident for a lady residing on New Gower Street; also humanely put to death a dog for a lady on Coronation St. Sent in three horses for lameness, etc. All calls have been particularly attended to. Have received a report from the Humber and in the vicinity of Deer Lake of cattle being out all night in zero weather. I would request the Sanitary Department to remove all hoops and broken bottles that are to be found on the streets in different parts of the city. I would ask the school children to pick up any nails they may see on the street and throw them where they will do no harm. These things are a great menace to horses and cattle. The above report from Deer Lake is being investigated into.

JONAS BARTER, Chief Agent.

An excellent luncheon dish is combination bean and ham loaf, well seasoned, and served with brown gravy to which tomatoes have been added.

To Make Rich Red Blood

Revitalize your worn-out exhausted nerves and increase your strength and endurance take Organic Iron, not metallic iron which people usually take, but pure organic iron—Nuxated Iron—which is like the iron in your blood and the iron in spinach, lentils and apples. One dose of Nuxated Iron is estimated to equal 100 grains of metallic iron (iron content) to eating one-half quart of spinach, or one quart of fresh vegetables or just a dozen apples. It is like taking the extract of beef instead of eating the beef. Nuxated Iron is partially pre-digested and ready for almost immediate absorption and assimilation by the blood, while metallic iron is iron just as it comes from the action of strong acids on small pieces of iron filings. People generally are using Nuxated Iron. It will not injure the stomach nor dis-turb the bowels. It will give you all the iron you need to enrich your blood. Your money will be refunded by the manufacturer if you do not obtain satisfactory results. Do not obtain Nuxated Iron from a cheap dealer. Get it from the Nuxated Iron Co., 101 N. 1st St., Philadelphia, Pa. Sold by all druggists.

NUXATED IRON

At The Popular Star Monday

One of the most gripping stories yet seen at this Theatre.

A picture which holds you spellbound.

POLA NEGRI in "Shadows of Paris"

A Herbert Brenon Production in 10 Parts.

The story of a fashionable society woman living a life in the underworld of Paris.

About 10 bargain, worth Special, 39c.

Dress Melon In Heather and stripes Saturday & Special, 57c.

Plaid Tweed Large Check \$1.10. Friday & Monday

Attraction Friday, Saturday

Beautiful Saturday

Special Black and Saturday \$1.40

Long Rose, Pale

We

Liberal selected we are over the dant

About 10 bargain, worth Special, 39c.

Dress Melon In Heather and stripes Saturday & Special, 57c.

Plaid Tweed Large Check \$1.10. Friday & Monday

Attraction Friday, Saturday

Beautiful Saturday

Special Black and Saturday \$1.40

Long Rose, Pale

STEERS, LIMITED

Announcing New Departure!
Week-End Sales--Every Friday, Saturday & Monday

Liberal Reductions will be made on many items all around the store. Goods of already outstanding value will be selected and will be further reduced for these sales. These bargain days will fill a long felt want in the West End, and we are sure will be greatly appreciated, not only by our West End Friends but by our many friends and patrons all over the Town. **Starting Friday, March 20th. This week we offer some Extra Special Lines--Abundant Values.**

Dress Goods

<p>SAXE BLUE GABERDINE. About 1,000 yards, Saxe Blue only. This is a big bargain, worth 70c. Friday, Saturday and Monday, Special, 39c.</p>	<p>KIMONA CREPE. Fancy Flowered, assorted patterns. Friday, Saturday and Monday, Special, 38c.</p>
<p>Dress Melton Cloth In Heather shades and stripes. Friday, Saturday & Monday, Special, 57c.</p> 	<p>COTTON CREPE. In Plain White, Lemon and fancy Figured. Friday, Saturday and Monday, Special, 36c.</p>
<p>Plaid Tweed Skirting Large Check. Reg. \$1.10. Friday, Saturday & Monday, 95c.</p>	<p>GINGHAMS. Superb quality, Choice Pattern, 36 inches wide. Regular 40c. Friday, Saturday and Monday, 36c.</p>
<p>CRETONNES. Attractive designs. Just 5 pieces. Regular 45c. Friday, Saturday and Monday, 40c.</p>	<p>CURTAIN SCRIMS In White, Cream and Biege. Regular 35c. Friday, Saturday and Monday, 32c.</p>
<p>ART SATEENS. Beautiful for Draperies or Coverings. Friday, Saturday and Monday, Special, 44c.</p>	<p>CREAM CHECK MADRAS. 40 inches wide. Special for Friday, Saturday and Monday, 22c.</p>

Men's Suits

English make. In-Dark Grey All-Wool Tweed; well tailored. Regular \$22.50 and \$25.00. Friday, Saturday and Monday, Special, \$20.25 & \$22.50



Men's Soft Felt Hats, in shades of Brown, Grey, Stone. Regular \$2.75 Friday, Saturday and Monday, \$2.48
 Men's Soft Felt Hats, in shades of Grey and Stone. Regular \$4.00 Friday, Saturday and Monday, \$3.60

Men's Spring Weight Underwear. English make Cashmere, unshrinkable. Just the right weight for early Spring. Regular \$1.70, \$1.90, \$2.00 garment. Friday, Saturday and Monday, \$1.53, \$1.71, \$1.80 garment.

Stanfield's Fine Weight Underwear, Shirts and Drawers. Regular \$2.20. Friday, Saturday and Monday, \$1.98

MEN'S CASHMERE SOCKS.

Assorted shades, Brown, Fawn and Grey. Special Friday, Saturday and Monday, 53c

POLICE BRACES.

Good dependable quality. Friday, Saturday and Monday, 36c. 44c. 54c.

GOLF CAPS.

Men's assorted mixed Tweeds, assorted styles. Values up to \$1.35. Friday, Saturday and Monday, 98c.

Bargains in Showroom

DRESSES.
 Ladies' Navy All-Wool Serge. Neat styles. Special Friday, Saturday and Monday, \$6.00
 Ladies' Navy Blue Poiret Twill. Assorted styles. Friday, Saturday and Monday, \$7.98

CORSETS.
 Ladies' Pink D. & A. make, elastic top. Regular \$1.50. Friday, Saturday and Monday, \$1.35
 Ladies' White D. & A. make, elastic top. Regular \$1.90. Friday, Saturday and Monday, \$1.71

BLOUSES.
 White and Bisque Voile and Organza Over-Blouses; Peter Pan Collar. Regular \$2.75 values. Friday, Saturday and Monday, Special, \$1.98

HOSIEK
 Women's Black Cotton Hose, extraordinary value. Special Friday, Saturday and Monday, 16c. 3 Pairs for 45c.

Black and Brown Mercerised Ribbed, Spring weight. Special Friday, Saturday and Monday, 44c.

Plain Black Holeproof, Cashmere finish. Friday, Saturday and Monday, 68c.

Black, wide ribbed, All-Wool Cashmere, seamless toes and heels. Friday, Saturday and Monday, 72c.

MEN'S NAVY RAGLANS.

With Belt, Plaid lined. Friday, Saturday and Monday, Special, \$14.00
 Men's Navy Raglans, with Belt, Cashmere finish, Plaid lined. Friday, Saturday and Monday, Special, \$17.75

SHIRT

Men's fine woven Madras, White ground with fine Blue, Tan and Helio Stripe. Special, Friday, Saturday and Monday, \$1.49

Boys' Boots

Dark Brown Calf Blucher, rubber heel, all solid leather. Sizes 9 to 13. Friday, Saturday and Monday, Special, \$2.75

Same as above, in Black and Brown. Sizes 1 to 5. Friday, Saturday and Monday, Special, \$3.15



Men's Boots

Men's Dark Tan Whole Quarter Blucher, Goodyear Welt, Brogue Last, easy fitting and good looking. Regular \$5.75. Friday, Saturday and Monday, \$5.18

Men's Boots—Same as above, Black Calf. Regular \$5.75. Friday, Saturday and Monday, \$5.18

HAND BAGS.
 Special Job Line. Assorted styles, Black and Brown Leather. Friday, Saturday and Monday. Bargain \$1.40

BLOUSES.
 Fancy Knit Silk Over-Blouses, in colors of Grey, Copen, Sunny Brown etc. Friday, Saturday and Monday, \$2.10

KNITTED SILK OVER-BLOUSES.
 In a variety of styles; plain and fancy colors. Friday, Saturday and Monday, \$4.50

KIMONAS.
 Long Japanese Crepe Kimonas, in colors of Saxe, Rose, Pale Blue. Friday, Saturday and Monday, \$2.48

LADIES' SHOES.
 Mahogany Kid, I-Strap, 2 Buttons, low rubber heel, wide fitting. Regular \$4.50 Friday, Saturday and Monday, \$4.05

Scribblers

Special, Friday, Saturday and Monday . . . 6c. 7c. 10c.

WRITING TABLETS.
 60 Sheets, Ruled and Plain. Friday, Saturday and Monday, Special, 18c.
 Writing Tablets—Extra large size. 60 Sheets. Friday, Saturday and Monday, Special, 28c.

Smallwares

Page Talcum Powder. Friday, Saturday and Monday . . . 15c.
 Pearl Buttons, 3 cards for . . . 13c.
 Dover Egg Whips . . . 20c.
 H. C. Wash Cloths . . . 9c.
 Aluminum Tea Strainers . . . 8c.

STEERS, LIMITED, -- WATER STREET

SIDE TALKS.

By Ruth Cameron.

FOR IT'S AS LIKELY TO BE TRUE.

It was a horrible night to be out. Underfoot there was a glare of ice. Overhead the skies had opened and let fall a deluge of cold, sleet, rain. Taxis were at a pre-arranged street cars all off schedule. Women stood in the pouring rain, street corner without umbrellas, signalling an approaching

street car. It slowed to a stop as it reached them and while they tried in vain to find a secure footing on the wet ice to cross over to the open door of the car, the conductor angrily rang the bell signalling the motorman to go ahead. "I can't wait here all night for you to pick your way around," he yelled as the car sped away leaving them standing dismayed in the pouring rain.

"Of all the outrages," cried one of the women angrily. "He ought to be reported and lose his job for doing a

DANDRUFF

Minard's cleanses the scalp, opens the pores, stimulates the roots of the hair to new activity. Rub Minard's into the scalp four times a week.

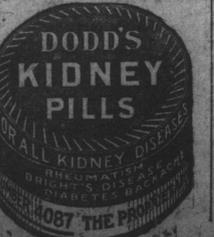


MINARD'S LINIMENT

"KING OF PAINS"

DODD'S KIDNEY PILLS

FOR ALL KIDNEY DISEASES



Do you remember during the war

to me on what seemed like good authority. A man in the company took out his notebook and pencil. "You're a member of the Red Cross committee that has set itself the task of running that story to the ground," he said. "Now if you will just give me the name and address of the woman to whom this happened . . ." But I realised to my chagrin that no name had been mentioned. All I could give was the name of the person who had told me. And to the best of my knowledge the tale was never substantiated.

Alternate layers of buttered bread-crumbs with layers of sliced oranges. Sweeten, add a few chopped raisins, pour milk over all, and bake.

BRIAN DUNFIELD
 BARRISTER
 SOLICITOR,
 NOTARY,
 Board of Trade Bldg.
 St. John's.
 Telephone 422.

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JOHNSTON & WARD Members—MONTREAL STOCK EXCHANGE. TORONTO STOCK EXCHANGE.

Eight Branches in Canada connected by Private Wire with MONTREAL and NEW YORK. Board of Trade Building, St. John's, Newfoundland.

NOTICE!

We have just been instructed by Mr. Steele, to clear out our present stocks and so make room for NEW GOODS, of which he is now buying extensively in the English Poteries.

We therefore offer the WHOLE OF OUR present stocks at a 10 P.C. DISCOUNT FOR CASH 3rd and Last Week. Minimum Purchase 50c. for Discount. S. RICHARD STEELE 191 Water Street. Phone 1476. Opp. Court House.

Opening Announcement. THE BLUE TAXI SERVICE.

We wish to make known to our friends and the public in general, that the above named Taxi Service Will open for Business on Theatre Hill, Monday, March 23rd.

We guarantee good and reliable Service. All first class Cars. Open and Closed. Good and competent drivers. With the above-named Taxi, are men of reliability, and of long standing in the Taxi Business.

WE HAVE TEN CARS AT YOUR DISPOSAL. Our Phone No. 2016, formerly used by the "West End Taxi Service."

Morris Front Brakes

To balance the increased power, speed, and weight of the new model Morris-Oxford cars, front wheel brakes are now being fitted as part of the standard equipment.

Churchill Engineering Works, Distributors.

Flower and Vegetable Seeds

All the Latest Novelties at the Lowest Prices. ROSE TREES. The very finest named Hybrid Tea Roses, two-year-old bushes.

The Standard Seed & Nursery Co., Rockingham Nova Scotia Canada. You can get our Catalogue from Mr. C. A. Pippy, St. John's, Nfld.

FOR SALE!

4000 SIDES BEST AMERICAN SOLE LEATHER, UPPER LEATHER. AXES—Best of Steel, each one guaranteed. Men's and Boys' Local Made Boots (100) per cent. Leather.

North American Fur, Hide & Metal Co'y. NO. 17, WATER STREET.

House of Assembly Proceedings

FRIDAY, Mar. 20. MR. WARREN presented a petition from the people of Harbor Breton and Jersey Harbor on the subject of an improved ferry service.

MR. BROWN presented a petition asking that the road between Botwood and Grand Falls be repaired.

MR. WARREN presented a petition, on the subject of a road, from the people of Miller's Passage and vicinity.

MR. HALFARD presented a petition on the subject of a wharf and asked that a special be allocated for the purpose.

MR. C. J. CAHILL presented a petition from Long Pond east on the subject of repairs to a road.

THE PRIME MINISTER gave notice that he would on to-morrow move the House in committee on certain resolutions respecting the Dry Dock.

THE MINISTER OF MARINE AND FISHERIES gave notice of a bill respecting Labrador and foreign fishing vessels Act.

THE MINISTER OF FINANCE & CUSTOMS gave notice of moving the House in Committee on supply on to-morrow.

The Bill an Act to Amend the Act respecting the encouragement of ship-building was discharged.

ANSWERS TO QUESTIONS.

MR. ASHBOURNE—to ask Hon. the Minister of Finance and Customs to lay upon the Table of the House a statement showing: (a) names of officials suspended from Customs Department since June 1924;

THE FINANCE MINISTER in reply tabled the following answer:— Names of Officials suspended from Customs Department since June 1924:

L. Chafe, W. Royal, M. Kelly, T. Jackman and H. Ford. W. Royal and T. Jackman reinstated under pay.

M. Kelly and H. Ford had been dismissed. L. Chafe had not received any pay since suspension.

The following have been appointed and paid according to voted amounts: Jos. Bishop, Jr., Coll. Western Bay; Jas. Gladney, Storekeeper, Eden's Building; Wm. F. Ellis, Invoice Clerk, Longroom; Columbia Murphy, Collector, Lawn; Malcolm Chambers, Warehouse Keeper; Fred Vatcher, Collector, Rose Blanche; Chas. Barrett, Collector, Old Perlican; P. J. Fahey, Railway Manifest Clerk; Solomon Gosse, Collector, Spaniard's Bay; John Wescott, Night Boatman; Samuel Billard, Tidewater, Rose Blanche; Ed. Kirby, Collector, Holyrood; John Kennedy, Collector, Harbor; Michael Doyle, Collector, Avondale; Frank Tilley, Tidewater, Kelligrews; Jas. Leary, Collector, Conception Harbor; John Smith, Tidewater, Rigololet, Labrador; Rd. Delahunty, Tidewater, Calvert; Malcolm Jenkins, Collector, Bonne Bay; H. N. Burt, Temporary appointed in Examining Store, Alex. Robertson, Temporary appointed in Examining Store; P. Skirving, temporary appointed in Examining Store.

MR. SCAMMELL—to ask Hon. the Prime Minister if the Government has endorsed and adopted the programme of road building as outlined by the Leader of the Government recently, and if so, what is the total mileage estimated for construction under the proposed scheme and what the Government estimates the cost per mile for construction will be and also what the Government estimates as the aggregate cost of the completion of the whole programme.

THE PRIME MINISTER tabled the following reply:— No detailed programme of road building has been definitely adopted. Constructing and reconditioning the roads under consideration at an estimated average cost not exceeding \$5,000 per mile would not entail an expenditure over the two million dollars voted for that purpose.

MR. WARREN—to ask Hon. the Prime Minister if any consultation with the sitting members for the constituencies on the South West Coast on the matter of roads was had prior to the adoption of the road programme detailed by the Leader of the Government recently.

THE PRIME MINISTER tabled the following reply:— No consultation has been held with the sitting members for the constituencies on the South West Coast in connection with the road programme. The Bill to Amend Cap. 209 of the Consolidated Statutes entitled, of Banks and Banking was given third



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The Majestic

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reading and ordered sent to the Legislative Council.

The House went into Committee of the Whole on the Bill "An Act to Regulate Travel on Highways, Speed, Operation and Load, of Vehicles thereon."

HON. THE COLONIAL SECRETARY intimated that the change of the rule of the road, was not being pressed. He said that since the introduction of the Bill there had been a great deal of controversy aroused in the city, and a largely signed petition with regard to the change of the rule of the road had been presented to the House by the Minister of Finance & Customs. He pointed out he did not stand for or advocate the change of our laws to suit strangers to the inconvenience or of danger to our own people. He was of the opinion that in a short time the change will come, and the rule of the road would be the same as everywhere on the American continent.

The development of the tourist policy, he thought, would take some years, and he did not anticipate a great influx of people for some time, and in view of the possibility of the change of the rule not being necessary until then the Government had decided to leave the rule of drive to the left as at present. Whilst on the question the Colonial Secretary took occasion to refer to the Highways Commission Bill passed a few days previously and said: "On introducing this Bill I told the House frankly and honestly all I knew about the Bill. The Bill was introduced by the Government as part of a set policy to inaugurate the building of highways and main roads, and to encourage the tourist traffic primarily and to be in keeping with the Bill which was passed last year providing two million dollars for that purpose. In the Bill two million dollars were earmarked for the construction of tourist roads and highways so called. The Government since then have not given the policy any further consideration. We have decided to appoint a Commission to take care of the work, and the Chairman of the Commission will be the Government Engineer, Mr. Hall. Mr. Hall is a man well qualified, we all admit, for that position, but we have not considered the matter in any greater detail. I saw in the public press, emanating from a source that must be considered authentic, that when the Bill came before the House it had not been given the consideration in debate that its importance warranted. I know no reason for such a statement. It is quite true that no honourable members took occasion to fly into heights of oratory or give any lengthy addresses with regard to it, but I consider that this House discussed that Bill as intelligently as could be expected, and as it was possible for that Bill to be discussed, I expressed my appreciation to honourable members on both sides of this House for the courteous and fair way in which the Bill went through this Chamber. It was an important matter.

Every member sitting here this afternoon will admit that we of this Chamber who provide the money and build the highways, are responsible to the people for the expenditure of this money. We are responsible to them, and to them alone. We would be derelict in our duty if we did not give consideration to a measure of the kind to which I refer. I think it would be unfair to myself, unfair to the Government and unfair to this House if I did not emphatically proclaim that no such programme as that outlined in the press as emanating from another source, has ever been considered by the Government of the country, at least, by the present Government.

In my position as Colonial Secretary I would have some knowledge of such a proceeding, and I would be long sorry to subscribe to any scheme that would involve this country in very much larger expenditure than that already thought of. I do not want to see any more than two millions spent on the highways. I want to see it done economically and carefully, irrespectively of what parts of the country it may be spent in. I want to see it spent in those parts where we will get returns. We have taken an opportunity of discussing, one with another, where we are going to build these highways. We are not going to build them in the wilderness. We are going to build the highways in such

places that they will be of use to the people who want to use them, and in such places where they will connect up the traffic in this country, and bring the people to points of interest, and to places where they will have some means of natural comforts and accommodations. Honourable members, consequently, will appreciate where the money should be first spent. If we are going to enter on this policy one of the first things to be done is that we must build a hotel in St. John's, and the road building policy must radiate from this town. And as we push out and advance we will see where and how and by what means we can develop this programme. I apologize to the House for referring to a Bill already passed, but I thought in justice to this House and in justice to myself that I should make these explanations.

The Bill that we are considering this afternoon is one that has many tourists in great numbers come here. He was also glad to learn that the proposed policy as outlined elsewhere was not to be followed out. He agreed with the Colonial Secretary that St. John's where there should be a hotel built should be the center from which the road building should radiate.

MR. SCAMMELL said in view of the Government's intention not to change the rule of the road and a changed policy as explained by the Colonial Secretary there was very little left in the bill to be objected to. He thought the Government had nothing to be ashamed of in the change of policy. Last year when the bill voting 2 million dollars for road building was passed, there was no idea in the minds of many that such an elaborate scheme as was outlined a few days ago was in view. Before embarking on that policy he thought the Government by reason of the huge amount involved would have had to seek a mandate from the people. He regretted that the Bill would in the near future out the Local Road Boards. He deprecated the remarks made elsewhere that the Bill had not been debated as it should have been.

MR. WARREN said there was considerable anxiety both inside and outside of the house as to the scope of the Highways and Traffic Bills but in view of the Colonial Secretary's explanations, that anxiety would now be allayed. He thought that the Government did wise in not pressing for a change in the rule of the road.

MR. DUFF thought that the Government was turning out to be such a one as had been led by Sir Robert Thorburn, inasmuch as they were doing things on a sound commercial basis. He thought the Government was doing all right. We all knew that we badly wanted roads and he would like to see them soon being started that they might relieve the stress of unemployment. He pointed out that Ontario raised three million dollars from a tax on gasoline and put forward a tentative suggestion that we might do the same.

The House then took up the Bill, section by section, and though some few amendments were made they were purely technical ones until Mr. Warren presented an amendment compelling every vehicle to carry a lamp after dark, excepting two wheeled carts and sleighs. Many members concurred in this amendment.

The Income Tax Bill was deferred. Previous to adjournment the Speaker read a message from the Council sending down some amendments to the Franchise Act, which were then read a first time.

THE ATTORNEY GENERAL gave notice of introduction of an amendment to the Judicature Act.

The House then adjourned till Monday.

BIG EARNINGS, Steady employment for barbers. Become expert in 3 weeks. Write Moler Barber College, Department "O" Halifax, Jan17,60d.

MINARD'S LINIMENT USED BY PHYSICIANS. and Merchandise of every description turned into cash quickly, at Percival's Auction Rooms, Adelaide Street, auction of private sales. WHAT HAVE YOU TO SELL? W. E. PERCIVAL, Auctioneer. Phone 1960, mar1,1uo

CHEVROLET



New value—new quality—a new line of Chevrolet models far better than ever before. The public has recognized that Chevrolet represents a high standard of quality at low cost. As a result Chevrolet has become the world's largest producer of automobiles with standard three-speed transmission. Now this Chevrolet quality has been greatly increased. The new Chevrolet embodies quality features such as you would expect to find only on cars of much higher price.

New bodies—even greater beauty and comfort. Open bodies are longer and have new windshield with very low bottom panel, rubber weather stripping. All models have cowl lights and new instrument board refined and cut away for more leg room. The new radiator is of more beautiful design, made of non-rusting airplane metal. All closed models have new and exceptionally beautiful Fisher bodies with the new VV type closed body one-piece windshield and automatic windshield wiper.

New chassis—with a larger, stronger frame; new semi-elliptic chrome tandem steel springs; new and stronger front axle; completely new rear axle of finest construction—banjo type with one-piece, pressed steel housing and greatly strengthened gears; improved fully enclosed, dry-plate disc clutch which requires no lubrication; extra heavy brake bands on big 11-inch brake drums; a new and easier steering mechanism and many improvements on the famous Chevrolet motor.

BERT HAYWARD, Water Street. QUALITY AT LOW PRICE

FOR SALE! No. 1 PINE. A carload of No. 1 Pine. Howlett & Armstrong, King's Road. mar19,21

PANTS. Made to measure for \$3.75, when supplied with 1 1/4 yards of material. We also make Suits, if supplied with material, for \$18.00. C. M. HALL, Tailor, Bates' Hill. mar16,21,m,w,s

Dyeing, Dry Cleaning. All kinds of Ladies' and Gent's Garments cleaned and dyed, also repairing. All goods called for and delivered. J. J. DOOLEY, Corner LeMarchant Road St. Phone 1488. and Lime St. feb26,121,60d

Board and Lodgings. To anyone contemplating a trip to Brooklyn, New York, E. J. Wornell, J. P. of Greenpond, who has boarded with Mrs. Albert F. Pink, 104-12th Street, highly recommends her hotel as a most convenient centre to all railways, and a good table kept, with a prevailing Newfoundland atmosphere. mar4,21,60d

Household Furniture, Real Estate. and Merchandise of every description turned into cash quickly, at Percival's Auction Rooms, Adelaide Street, auction of private sales. WHAT HAVE YOU TO SELL? W. E. PERCIVAL, Auctioneer. Phone 1960, mar1,1uo

For Sale. By C. F. BENNETT & CO. Motor Boat "Margaret" with 8-9 1/2 Gideon Engine. 36 ft. 6 in. long, 8 ft. 9 in. wide; draws 4 ft. 6 in. 32 in. two blade propeller with spare blade. Well fitted with 2 Patent Galvanized Anchors and Chains, Spirit Compass, etc. Sheathed with greenheart, hardwood timbered. mar20,21

For Sale! That freehold property known as Farrell's situate on the corner of Duckworth Street and Custom House Hill and consisting of two dwelling houses and two shops together with large basements. The property will be sold separately or as a whole and terms can be arranged for purchaser. For further particulars apply to WOOD & KELLY, Temple Building, Duckworth St. mar14,21

FOR SALE BY TENDER. Tenders will be received up to noon on Thursday, the 20th inst., for the purchase of that commodious Dwelling House and property known as "Hillboro," situate on the East Side of King's Bridge Road, belonging to the Estate of the late W. A. Marshall. This is one of the choicest residential properties in the city. The highest or any tender not necessarily accepted. For further particulars apply to E. S. PINSENT, Solicitor, or THE MONTREAL TRUST CO., Trustees. ADDRESS: Royal Bank of Canada Building, Water Street. mar13,16,60d

If you wish prunes to be tender, boil them in plenty of water, slowly. MINARD'S LINIMENT FOR HEAD-ACHES. mar14,21

FOR SALE! The well known schooner "LaBerge" 94 tons burthen. Well found in every particular; apply to W. W. WAREHAM & SONS, mar9,21,60d Harbor Bldg.

FOR SALE! A Good Sound Pony and Pony Harness. Phone 2087. mar14,21

FOR SALE! Augustus Lester Hamilton St. jan31,60d,tf

FOR SALE! Ford Coupe. 6-Cylinder Buick 1 1/2 Ton Republic Truck. — APPLY — Augustus Lester Hamilton St. jan31,60d,tf

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ON ARRIVAL "SILVIA."

- 60 CRATES GREEN CABBAGE.
- 100 BOXES "WINESAP" APPLES.
- 100 CASES CALIFORNIA ORANGES.
- PARSNIPS, ONIONS.
- GRANULATED SUGAR.
- LIGHT H. B. PORK.
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NEW SHIPMENT TABLE BUTTER
1-lb. Blocks, in to-day

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Quality, Sir.

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Due Monday forenoon ex. s.s. Silvia from New York and selling at Lowest Prices for prompt delivery on arrival:

- NEW AMERICAN GREEN CABBAGE Crates about 100 lbs. each.
- CAPE COD CRANBERRIES Boxes about 12 gallons each.
- SILVERPEEL ONIONS—100 lb. Bags.
- SWEDE TURNIPS—100 lb. Sacks.
- P. E. I. POTATOES—90 lb. Sacks.
- CALIFORNIA NAVEL ORANGES—216s.
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We believe this is the highest grade Sydney Coal we have ever had.
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\$4.50 \$6.00 \$7.00 \$9.00

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SPRING & SUMMER WOOLLENS
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If you want GOOD Clothes go to a GOOD Tailor. There is where you get good material, good fit and Clothes that look as if they were made for YOU, and not for the other fellow.
The Ready-to-Wear! Yes, of course. They were made for the one who buys them, very seldom for the one who fits them.
But be careful and go to a good tailor. It's cheaper and better.
SPURRELL'S are good, reliable tailors, and you make no mistake in going there.
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NOTICE!

From now until the end of the month, coupons received at either of our stores can be used as cash to purchase ANY article we have in stock.
We hope by that time to have a large and varied assortment of excellent premiums at prices to suit everybody, due notice of which will be given on arrival. So it will pay you to buy at STAFFORD'S, and don't forget to ask for COUPONS.

Dr. F. Stafford & Son,
Chemists & Druggists.

Nfld. Government Railway.

PLACENTIA BAY STEAMSHIP SERVICE.
Passengers leaving St. John's on 8.45 a.m. train Monday, March 23rd, will connect with S.S. HOME at Argentia, for ports on Red Island route (Bay route).

CROSS-COUNTRY PASSENGER TRAIN SERVICE.
Express train will leave St. John's 1 p.m. Sunday, making connection with S.S. KYLE, at Port aux Basques, for foreign points.

Nfld. Government Railway.

Furness Line Sailing

Liverpool St. John's Boston Halifax to St. John's
to St. John's to Halifax to Halifax to St. John's
SACHEM Mar. 7th Mar. 18th Mar. 25th Mar. 31st Apr. 7th
DIGBY Mar. 7th Mar. 18th Mar. 25th Mar. 31st Apr. 7th
These steamers are excellently fitted for Cabin passengers. Passengers for Liverpool must be in possession of Passports.
Through rates quoted on all cargo from U.S. and Canadian Ports. For freight rates or Passage and other particulars, apply to
Furness Withy & Co., Limited
WATER STREET EAST ST. JOHN'S
PHONE: 130

Farquhar Steamship Company

BOSTON, MASS.—HALIFAX—ST. PIERRE, MIQ.—ST. JOHN'S, Nfld. SIA
S.S. SABLE I. (Passengers and Freight).
Leaves Halifax Mar. 14th March 27th for ...
Leaves Boston Mar. 17th March 31st for ...
Leaves Halifax Mar. 20th April 3rd for ...
Leaves St. John's Mar. 24th April 7th for ...
(Subject to change without notice).
Fare: \$30.00 between Halifax and St. John's, including meals and accommodations.
Apply: HARVEY & CO., LTD., St. John's, Newfound.
FARQUHAR STEAMSHIP COMPANIES—Head Office, Halifax.

Our Fire Insurance Message to the Uninsured.

We want to reach through our various local advertising mediums all those property owners who are not insured against loss or damage by fire. Considering our position in the insurance field (on top), and the unsurpassed facilities we have for handling this line of business, we feel confident that the above message will not go unheeded.
CALL—WRITE—OR WIRE.
BOWRING BROTHERS LIMITED.
Agents for the Liverpool & London & Globe Insurance Co., Ltd.

Notice to Fishermen!

Have your boat engines repaired and in good running order for the coming season. We can do this work cheaply and well, as we make the well known "FRASER" Engine, and have the proper equipment, tools and experience. We know what an engine requires and can put it right at the smallest cost consistent with a good job.
We carry Supplies and Fittings of all kinds.
Write US if you need a new engine or want yours repaired, and ask for circular and parts price list.
MACKAY & FRASER, Ltd.
NEW GLASGOW, N.S.

"A Marvelous Cure"

Is the verdict of hundreds who have tried Vicks Vaporub for cold troubles and found that it gave quick relief.
This is not in the least surprising, because Vaporub is a combination of Menthol, Camphor, Eucalyptus, Oil of Juniper Tar, Oil of Thyme, Turpentine—the best remedies for colds, congestions and inflammations—in salve form.
It is a vapor treatment, a penetrating liniment, an antiseptic dressing, a counter irritant and a soothing application—all in one.
The present is a time of danger for those susceptible to colds. Do not wait until a cold develops, but be prepared by having a jar of Vicks Vaporub at hand. Look for the familiar blue jar and do not accept substitutes.
SOLD AT ALL DRUG STORES.

ADVERTISE IN THE EVENING TELEGRAM.

WEATHER FOR...
TORONTO. (noon)—...
Much the same to...
PROPER & THOMPSON...
VOLUME XLV...
Auction...
THE PEOPLE'S...
Auction...
Custom...
DECLARED FREIGHT...
G.O.O.D...
order of the Hon...
of Finance and...
On Tuesday, 24...
at 10.30 a.m...
THE EXAMINING...
Duckworth St. G...
1—1 Box Tar, no...
2—3 Bndles, Elbow...
3—1 Bndle, Elbow...
4—4 Bndles, Buss...
5—1 Camp Stove, no...
6—1 Bndle, Tin Pa...
7—1 Crate, 6 tin...
8—1 Bndle, Buss...
9—1 Box Bread Pa...
10—1 Brl. Silco, Silb...
11—1 Tin Pepper, T...
12—1 Box Pipe, Pa...
13—1 Case Pipe, Pa...
14—1 Box Bath, P...
15—1 Crate, Drib...
16—1 Crate, Wash...
17—1 Box Advertis...
18—1 Box Advertis...
19—1 Box Soap, Ha...
20—1 Box Soap, Ha...
21—1 Box Gings, Al...
22—1 Case Gas, P...
23—1 Case Lamp, C...
24—1 Bundle Paper...
25—2 Cases Ch...
26—1 Case Cho...
27—1 Part Furn...
28—1 Case Brea...
29—1 Case Advertis...
30—1 Crate, B...
31—1 Case Med...
32—2 Boxes Ly...
33—1 Box Per...
34—1 Box Co...
35—1 Bale Sal...
36—1 Box Dru...
37—3 Cartons, S...
38—1 Box Med...
39—1 Box Co...
40—1 Box Cal...
41—1 Box Bo...
42—1 Box Mu...
43—1 Case Ad...
44—1 Mahog...
45—1 Case D...
46—1 Case L...
47—1 Case L...
48—1 Case L...
49—1 Box I...
50—1 Box B...
51—1 Drum V...
52—1 Box V...
53—1 Case M...
54—1 Case C...
55—1 Box B...
56—1 Box B...
57—1 Case E...
58—1 Case S...
59—1 Case R...
60—1 Box L...
61—1 Box S...
62—1 Box S...
63—1 Box S...
64—1 Box S...
65—1 Box S...
66—1 Brl. B...
67—1 Brl. A...
68—1 Box R...
69—1 Box A...
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