













**Be Prepared for that Pain**

YOU can stop excruciating pain instantly if you will only apply **SLOAN'S LINIMENT**

Sloan's Liniment is the world's greatest remedy for rheumatism, sciatica, neuralgia, sprains, strains, sore throat, and all other ailments. It penetrates right to the seat of trouble, soothes the inflamed nerves and tissues, banishing pain.

Try it now. It is sold by all druggists and chemists.

**SLOAN'S LINIMENT**  
(PAIN'S ENEMY)

Prepared by T. MCMURDO, CO., LTD.

plates and building snow sheds, and last; that we should close down the Branch lines, and thus deny the people who live in the neighbourhoods through which the branch lines run, the privileges afforded those who live along the main line and the shore line.

The people who have the train service taken from them in the winter months and thus placed at a great disadvantage, are called upon to contribute to the upkeep of a train service for other sections of the country from which service they derive absolutely no benefit. It is unfair to force the people of Bonavista and Trinity Bays to pay for a train service in Conception Bay when they, the people of Bonavista and Trinity Bays, are denied the same privileges afforded the people of Conception Bay.

The inconveniences, hardships and extra expenses to which the people living along the closed down branches are put to, is a legacy left to them by the Railway Commission of which Mr. Coaker claimed to have been the guiding star.

It seems to me that those who first suggested the closing down of the branch lines had not the least idea that their suggestions would be acted upon. The underlying motive appears to have had for its object the scooping of an extra million of dollars out of the people to help swell the financial repository of those who had already extracted millions out of the people of this country. Those who submitted the plan may have soliloquized in this way: We shall submit a plan to the Government wherein we shall agree to operate the trunk line and the shore line, provided the Government will pay us \$1,500,000 for the operation of these two lines, and also agree to shut down the Branch lines. Or we will agree to run the whole "Shebang" for the insignificant sum of \$2,500,000. We know that the people living along the branch lines won't stand for having their train service taken away from them, so there is nothing left for the Government to do but to cough up. However, the Government laboring under the delusion that it would cost \$1,000,000 to keep the Branch lines open during the winter months, entered into an agreement with the railroad company to pay \$1,500,000 for the operation of the trunk line and shore line, and agreed to having the Branch lines closed down. So that if at any time the people demand the keeping open of the branch line, the Government will be forced to pay the railroad company extra money, and all on account of the Government's stupidity in not seeing that the wily railroad company was leading it into a trap. Of course it was a blunder on the part of the Government to agree to wet nurse the railroad company for operating either the main line or the branches. But the worse blunder was to agree to pay for the operation of the main line and allow the branch lines to be closed down. When the Government agreed to pay the \$1,500,000 it should have insisted on the operation of the branch lines as well as the main line. There was absolutely no reason for the Government to pay feed either the main line or the branch lines. All that is needed for the railroad to pay its way out of the revenue on freight and passenger traffic, is to lop off the several parasitical side lines, such as docks, tramways, cold storages, surveying and making blue prints for private enterprises and the like, which have hitherto, like leeches under the wing of a duck, been sucking the life's blood out of the railroad. But it is time to have done with the bungling of the Government and the machinations of its associates, and enquire into the problem of the Bonavista Branch and see whether there is a saving or a waste by its closing down.

I have already asserted that to close down the Bonavista Branch means extra expense. Now, I am aware that when an assertion is made it is expected to be believed; and furthermore, who so makes an assertion upon him lies the burden of proof. Knowing this I shall try to prove my assertion.

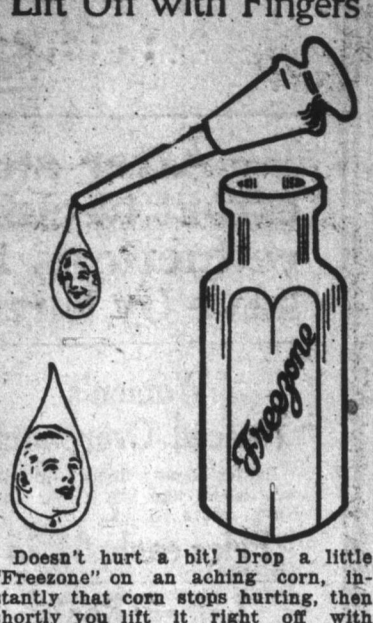
It will be remembered that Mr. Morgan showed that it costs \$3.06 to move a train one mile. The way he gets his figures is by dividing the total expense, as already pointed out, the expense is just the same as if the train were running. In addition to this we have to pay for carrying the mails over the branch by dog or horse team, which expenses are larger than those incurred by running the train; for while the train costs \$254.68 per trip, to carry the mails by dog team costs, according to reports, \$1209 per trip. So that the total cost to the country for carrying the mail alone for one week, on account of the branch being closed down, is \$2916. Whereas, if the branch were kept open the cost of carrying mails, passengers and freight would only be eight hundred and fourteen dollars, which would mean a saving to the country of \$2,100 per week. The reason why it would cost only \$214 per week if the train were running is because, according to Morgan's report, the revenue turned in per train-mile is \$1.46, or \$135 per trip, which means \$214 per week, so that the net loss per week would be \$814 instead of \$2916. And the end is not yet. The closing of the branch for twelve weeks, as it recommends, will cost the country \$35,000, not to speak of the hardships and extra expenses caused the fishermen, who are forced to travel from Bonavista and other points to Shoal Hr., when they want to go in the lumbering woods and who, after a hard winter's work in the woods are forced to travel home, to their waist in snow and slush. And all because the government signed a contract which it did not understand. Talk about reducing taxation while the like of this is going on! There can be no reduction, but an increase there must be to pay for such extravagance. Having discussed the closing down of the Bonavista Branch I shall pass on to another problem that has been the subject of much conjecture and speculative talk, namely, the amount Mr. Coaker's trips, to and from Port Union, have cost the country.

Ever since Mr. Coaker has been riding shut down during the winter. The private car, people have been wondering and guessing on the cost of his trips. Some placed the cost at \$100 per trip, others said that the cost could not be less than \$500 per trip; but no one seems to have any reliable data on which to figure the cost of his trips until Mr. Morgan appeared on the scene and furnished us with a basis on which to figure the cost of his trips. That basis is an official figure given to us by Mr. Morgan in his report on the railway, and is therefore assumed to be correct. Mr. Morgan was careful to show that the cost of moving a train one mile costs \$3.06. I shall not bother about going into details to show why Mr. Morgan chooses this figure. Suffice to say that he did choose it, and as it is the basis on which the government paid the railroad company \$1,500,000, we shall assume that it is reliable enough to figure out the cost of Mr. Coaker's trips.

Now, then, the distance between St. John's and Port Union is 211 miles. So that when Mr. Coaker travels from St. John's to Port Union in private train, it costs the taxpayers of this country \$646.66, according to the cost per train-mile as submitted by Mr. Morgan. This figure is easily gotten; all we have to do is to multiply \$3.06 (the cost per train-mile) by 211 (the distance between St. John's and Port Union) and we get \$646.66, which is the cost of a single trip. Now, when Mr. Coaker goes to Port Union he has to return to St. John's sometimes, so that all we have to do to get the cost per round trip is to multiply the cost per single trip by two—two times \$646.66 (cost per single trip) figures out at \$1,293.32 for a trip from St. John's to Port Union and return to St. John's. Now, then, supposing Mr. Coaker "makes" 40 trips a year from Port Union to St. John's, and returns, at a cost of \$1,293.32 per trip; he would cost the country for one year \$51,652.80; and for four years at 40 trips per year, he would add to the taxes the sum of \$206,611.20—a stupendous sum for a man who said that a second class ticket was good enough for him. And, mind you, this is not all; for it should be remembered that, when an engine is used to

**CORNS**

Lift Off with Fingers



Doesn't hurt a bit! Drop a little "Freese's" on an aching corn, instantly that corn stops hurting, then shortly you lift it right off with fingers. Truly!

Your druggist sells a tiny bottle of "Freese's" for a few cents, sufficient to remove every hard corn, soft corn, or corn between the toes, and the calluses, without soreness or irritation.

es of the road by the total mileage run, and the answer is the cost per train-mile run. That which determines the train-mile cost are wages, upkeep of stations, coal, oil, etc., which expenses are supposed to cut out when the branch is shut down in winter. But it might surprise your readers to learn that when the train service is suspended on the Bonavista Branch, all the expenses go on just the same as when the train is running, except that 10 sectionmen are laid off, which amounts to no saving at all, because extra repairs have to be effected in the spring on account of the road being shut down during the winter. The expenses for the stations are not affected in any way by stopping the train service. Neither is there a reduction in the consumption of coal, for the engine, for it is usually to be found side-tracked in a yard where steam has to be kept up to prevent it from freezing, and also it has to move itself a dozen times a day out of the way of other engines. This requires about as much coal as would be required if it were running in train service. In short, the expenses of the Bonavista Branch are not affected in any way by closing it down during the winter months. Now, then, let us see what the expenses are. Mr. Morgan tells us that it costs \$3.06 for every mile a train runs, so by this figure we can easily tell the expense of any given section of railroad, as long as we have the length of the road and the number of times a train runs over it in any given time. In running from Clarendville to Bonavista via Port Union a train covers about 93 miles, so that if it cost \$3.06 for one mile's run, it would cost for one trip \$284.58; and since the train "makes" six trips per week, all we have to do to find the cost per week is to multiply \$284.58 (cost per trip) by 6 and the answer is \$1,707.48. This means that the Bonavista Branch is costing the country \$1,707.48 every week the branch is closed down; be-

**Opening Chapter of New Serial Story--at the NICKEL To-day**

The Popular Vaudeville Duo  
**CLINTON and McNAMARA**  
in all new programme  
**Comedy Skit, Singing, Talking, Dancing.**  
Every Afternoon at 4. Every Night at 9.

**Beautiful Grace Darmond**  
in the opening chapter of a tremendous serial story  
**The Hope Diamond Mystery**  
(story by May Yohe, formerly LADY FRANCES HOPE)  
A thrilling social melo-dramatic serial story. For 300 years every person who has possessed this rarest of stones "The Hope Diamond" has met with disaster. 15 Big Chapters.

Famous Players Present  
**ENID BENNETT**  
in a delightful social drama produced in six parts from a famous novel by  
**IRVING BACHELLER.**  
the unwavering devotion of a strong sturdy man for a flighty, superficial woman of the world.

Note:—RUTH ROLAND in "RUTH OF THE ROCKIES" will also be shown at the big bumper Matinee commencing this Saturday.

**Come One! Come All! Star Movie To-night**

EVER (AND ALWAYS) POPULAR WILLIAM DUNCAN, IN  
**"The Fighting Guide," in 6 parts**  
One of the biggest Northwestern Pictures you ever saw. With Duncan and Edith Johnson.

RUTH ROLAND IN EPISODE FOURTEEN OF  
**"AVENGING ARROW"**

**Miss Nickells**  
(NONE BETTER EVER HEARD HERE) SINGS:  
(A) KILLARNEY. (B) GARDEN OF MY HEART.

Coming Productions Extraordinary: "PRODIGAL JUDGE," "FATHER TOM" and "DOCTOR JIM"

**The Railway**

MANAGEMENT—COST OF MAINTAINING RUNNING EXPENSES.

Evening Telegram.

ST.—The reduction of taxation to be the burning question of the moment. Everyone is clamoring for it; but no one has yet gathered any data to show whether a reduction in taxation is possible and whether the public service as we know it today. One business man will tell you that all that is needed for a solution of the problem is to reduce the taxes on the particular line of goods that he handles. Another will say that all that is needed is to reduce the taxes on the other fellows' goods. The fact remains that the public service as we know it today, and the public debt must be paid. This money, and the only way that it can be raised is in taxation. The shifting of duties from one article that are purchased by the fishermen to those that are used by the well-to-do is an attempt to blindfold the public to the fact that the rich are paying the most duty—will not taxation one cent nor lighten the burden which is pressing so hard on the tax payers to-day, and which is inevitably ending in the bankruptcy of the country, unless some one speedily does to stop the unnecessary spending of the millions of dollars which have been squandered for three years. A reduction in taxation cannot be brought about by a change of the tariff, which only shifts the duties from one set of articles to that of another. What is needed in order to bring about a reduction of taxation, is a reduction of the cost of maintaining public service. And here we must not mistake the cost of maintaining public service in the cost of maintaining public service.

It is my intention to deal with more than one of the public debts. I shall deal exclusively with the railway and try to show that the Government has squandered millions of dollars, and is at the present squandering millions, which are necessary and which add very much to the burden under which the people of this country are struggling.

Coming out on our enquiry of railroads perhaps it would be well to make the closing down of the Bonavista Branch, the subject of our remarks. From many competent enquiries that I have made I have learned that nearly everyone who has heard of the closing down of the Bonavista Branch means a saving of thousands of dollars to the country. I shall endeavor to show that, on the contrary, the closing down of the Bonavista Branch means extra expense to the country. This statement may appear to be inconsistent, but when we realize that the closing down of the Bonavista Branch was due to an unreasonable act of the Government, we need have no doubt of the reasonableness of the statement just made.

The closing down of the Branch like all the other recent railroads had its origin in, and developed out of, the Railway Commission that decoy into which the railroad company trapped the Government people of this country. It will be remembered that Sir G. Bury was sitting in here on the recommendation of the Railway Commission to what to do with our railroads. No one seems to know, except the Government, how on earth Sir G. could advise us about a matter which he was wholly ignorant of. Sir G. Bury made a "string" from Port aux Basques to St. John's, wrote an eight line "report" which might have been written by the first of the road for that matter, and which was tried fifty years ago, and proved to be a failure) fish-

La Grippe

Postmonia and Colic exhaust in the short period of their course more of the nerve tissues of the body than weeks of hard work. After them take

**Asaya-Neural**  
THE NEW REMEDY FOR NERVOUS EXHAUSTION  
which contains Lecithin (concentrated from eggs), the form of phosphates required for nerve repair.

PREPARED BY  
**Y. DAVIS & LAWRENCE CO.**  
MONTREAL

**DODD'S KIDNEY PILLS**  
ALL KIDNEY DISEASES  
RHEUMATISM  
BRIGHT'S DISEASE  
GRAVEL  
NEURALGIA  
MIGRAINE  
HEADACHE  
OBST. THE PROPHET

and yet the Tariff Commission is "adjusting" the tariff so that it will "bear more easily on the fishermen!" (to be continued.)

**Just Folks.**  
By EDGAR A. GUEST.

INFLUENCE.  
Let me remember, as I go my way,  
How much it meant to me to meet a friend  
Who walked and talked with me but  
was going;  
Let me be like him to the long day's end.

Let me remember once my head was bowed,  
My difficulties seemed to weigh me down,  
And then I found a comrade in the crowd  
And we went laughing, jesting, in-to town.

Time was that grief sat silent in the room,  
The home I loved was desolate and bare;  
Then came a ray of comfort through the gloom,  
A friend who understood was standing there.

No kindly word, once spoken, can be lost,  
No kindly deed is ever done in vain;  
Nor can we measure when our paths are crossed  
How much from us our fellow man may gain.

I would somehow my influence could be lost,  
So fraught with help and comfort and delight  
As that of friends who have encouraged and  
And sent me brave and smiling to the fight.

Evening slippers feature perforations and lattice-work at front, sides, heels and toes.

A COVERED SNAP.—A job line of covered vegetable dishes are selling for 65c. each at STEELE'S Crockery Store.

**ST. JOHN'S GROCERY STORES**

**Victor Flour**  
70c. Stone.

**Seedless Raisins**  
26c. lb.

**Finest Local Potatoes**  
12c. Gallon.

**Small Green Cabbage**  
6c. lb.

**Bologna Sausage**  
20c. lb.

**Good Large Oranges and Lemons**  
30c. Dozen.

**J. J. ST. JOHN,**  
Duckworth St. & LeMarchant Road.

Cub Cigarettes are appreciated, not only by the smoker but by those in his company.

**"I Avoided an Operation Appendicitis Disappeared"**  
Mrs. James Walls, Udora, Ont., writes—

"I took a severe pain in my right side. It was very bad at times. I tried oils and tablets without gaining any relief. The doctor pronounced it chronic appendicitis. I dreaded an operation and a friend advised Dr. Chase's Kidney-Liver Pills. I used them and not only obtained relief from pain, but I believe it has completely freed me of appendicitis, as it is now over a year since I have had any of the old symptoms."

**Dr. Chase's Kidney-Liver Pills**  
At all Dealers.  
GERALD S. DOYLE, DISTRIBUTOR.

**MUTT AND JEFF**

I'VE BEEN BROKE EVER SINCE I BLEW IN 100 FOR A WATCH FOR MUTT'S CHRISTMAS PRESENT. BUT I'VE GOT AN IDEA!

MUTT GAVE ME THIS DIAMOND STICKPIN AND HERE'S THE BOX IT CAME IN! AH!! FINE!!! THE ADDRESS OF THE FIRM IS ON THE BOTTOM OF THE BOX. SAP AND COMPANY, NUMBER 12 PEANUT STREET!

MUTT SAID IT SET HIM BACK TWO HUNDRED BUCKS SO I OUGHT TO BE ABLE TO GET A LOAN OF FIFTY BERRIES ON IT FROM SAP AND COMPANY EASY AS PIE! AT LAST I'M GONNA EAT!

WHAT TH?

LISTEN, SPIVUS, WHEN MUTT COMES IN THE LION TAMERS' CLUB YOU TELL HIM TO COME HOME AT ONCE! IT'S VERY IMPORTANT! DON'T FORGET!

**How to Prepare for that Pain**

YOU can stop excruciating pain instantly if you will only apply **SLOAN'S LINIMENT**

Sloan's Liniment is the world's greatest remedy for rheumatism, sciatica, neuralgia, sprains, strains, sore throat, and all other ailments. It penetrates right to the seat of trouble, soothes the inflamed nerves and tissues, banishing pain.

Try it now. It is sold by all druggists and chemists.

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# WEEK-END NOTES.

## The Water-front and Shipping of St. John's as I Saw Them Fifty Years Ago.

(L. C. MORRIS.)  
CHAPTER III.

About two hundred and fifty tons reg, and most of which were built to represent the largest ship locally registered fifty years ago. There were, of course, some larger ships owned by the Liverpool and Grenock firms, which conducted business here; but the local ships, which were manned and captained by our own people, ranged in tonnage from one hundred and twenty to two hundred and fifty tons gross measurement. Amongst the large tonnage were such ships as the Meteor, and the Lavinia; the Camillo, and the Onda, and the Miranda, and Constance, and the Helen Isabel; the Dora, and the Era, all of which were bark-

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**DON'T NEGLECT**

a

**COUGH**

OR

**COLD**



Changeable weather, and particularly at this time of the year when the change in temperature varies so much, people as a rule get COUGHS & COLDS.

COLDS generally commence with what is commonly called a "Cold in the Head," then in most cases it will attack the Throat or Chest, sometimes both.

A Cold should never be neglected, especially when it reaches the chest and you get a Cough. If neglected you may find it hard to cure later on.

**FOR ONE WEEK ONLY**

we offer the following Cough & Cold Remedies (all good preparations) at

**REDUCED PRICES.**

**FOR "COLDS IN THE HEAD."**

Catarrhone . . . . . Reg. price 35c. Our Price 20c.  
Aspirin Tablets . . . . . Reg. price 25c. Our Price 15c.  
Oil of Eucalyptus . . . . . Reg. price 25c. Our Price 20c.  
Laxacold Tablets . . . . . Reg. price 30c. Our Price 20c.  
(This latter if taken in time will cure within 48 hours.)

**FOR "SORE THROAT."**

Cough Drops . . . . . Reg. price 15c. Our Price 10c.  
Throat Ease . . . . . Reg. price 10c. Our Price 5c.  
Evans' Pastilles . . . . . Reg. price 35c. Our Price 27c.  
Nyal's Pastilles . . . . . Reg. price 30c. Our Price 20c.  
Parafornic Loz . . . . . Reg. price 35c. Our Price 25c.  
Throat Gargle . . . . . Reg. price 35c. Our Price 25c.

**FOR "COUGHS."**

White Pine & Tar . . . . . Reg. price 35c. Our Price 27c.  
Cherry Cough Cure . . . . . Reg. price 35c. Our Price 25c.  
Cherry Balsam . . . . . Reg. price 35c. Our Price 20c.  
Linseed & Turp. . . . . Reg. price 35c. Our Price 25c.  
Angier's Emulsion . . . . . Reg. price 60c. Our Price 50c.  
Syrup Tar & Oil . . . . . Reg. price 60c. Our Price 45c.

PHORATONE Cough Cure which we have been making and selling the past 10 years, we can recommend and guarantee same to cure any ordinary cough or cold. Price . . . . . 35c. per Bottle.

**COD LIVER OIL.**

For Coughs which are difficult to get rid of, and which need something containing Cod Liver Oil, we have an Emulsion containing 50% Pure Oil, very easy to take, and a real good Emulsion.

Reg. price 65c. Our Price 50c.  
Any of the above Preparations at

**STAFFORD'S**

Duckworth Street or Theatre Hill

**BILLY'S UNCLE**

And He Lived to Tell the Tale.

By BEN BATSFORD

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## SIDE TALKS.

By Ruth Cameron.

**THE TAKE-TIME-NESS OF HOUSE WORK.**

The older I grow the more I realize what a great achievement it is to make a successful home. The woman who can spend her husband's money to the best advantage, in the furnishing and the running of her home, can serve a nourishing and appetizing food, who can keep the home neat enough to be pleasant and attractive (but who remembers that the home was made for man not man for the home) who attends competently to all the little details and difficulties of running a home, and who doesn't let all these things get her on the run, seems to me a successful business woman of a high order.

**A Business Woman in the Bible.**

I admire her with all my heart. Sometime I am going to write a tribute to her after (a long way after, of course) the manner of King Solomon's tribute in Proverbs to the competent woman of Old Testament days. By the way, I should think it would interest people who think women incapable of business affairs to note how much of a business woman as well as a home wife this model wife of Solomon was.

But all the same, there is one thing about her life that I can never quite reconcile myself to. And this is the take-time-ness of housework.

I think it is a great and worthy achievement to keep a pleasant, attractive home going, but I do think we all ought to put our heads together and find some way to manage so that a woman's take so much time of so many women to do the routine part of house-making.

**Those Eternal Dishes!**

No matter how smart a woman is,

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**AFTER STOCK-TAKING SALE**

— AT —

**SCOTT'S.**

After stock-taking we always make an effort to clear Odds and Ends by making reductions in price far below cost. You save by buying now.

**Women's Fleece Overpants.**

Ladies' heavy fleece Bloomers, to be had in Grey and Navy; sizes 36, 38, 40.

**Price each, \$1.25**

**Ladies' Boots.**

To Clear: A lot of Ladies' Boots in Black or Brown; this valued up to \$3.00 per pair in 1920.

**Price per pair, \$3.75**

**Black Yarn.**

To Clear: A lot of Black Yarn put up in 2 oz. slips. Please note the price.

**Price per Slip, 15c.**

**Spats.**

A Job Line of Spats offering at a figure to clear. These are to be had in Grey and Black, suitable for big girls.

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