

WEATHER FORECAST.

TORONTO, Noon.—Fresh to strong S.W. winds, showers to-night and Wednesday with local thunder.

VOLUME XLIII.

\$6.00 PER YEAR.

ST. JOHN'S, NEWFOUNDLAND, TUESDAY, JULY 19, 1921.

PRICE TWO CENTS.

NUMBER 153.

THE EVENING TELEGRAM

CEMENT. Get Our Prices. BOWRING BROTHERS, Limited.



Co., Limited

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HR. STEAMSHIP

will be accepted at the 8th, from 9 a.m.

SHIP SERVICE.

will be accepted at the 8th, from 9 a.m.

TRAIN SERVICE.

and sleeping car at 1.00 p.m. on Sunday, making connection with Basques for Canadian

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NY, LIMITED,

PHONE 1164.

WARE RIDE.

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Co., J. P. Cash and Co

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Company

owns, K.C. Vice-Pres.

anager,

heads Building,

S. JUBIEN, Manager.

FOR HIRE! Covered in Motor Truck for out of Town loads of Furniture.

The Royal Garage Phone 1170

FOR SALE.

That Splendid 8-Cylinder "Cole Aero" Motor Car.

FOR SALE.

A Bargain! House known as "Eastmount".

FOR SALE. BUNGALOW.

FOR SALE.

One Upright Boiler and Fittings, two Retubular Boilers.

FOR SALE.

Light Rigged Motor Boat, with twin motor.

WINSOE RIGGING WORKS.

FOR SALE. 30 Puncheons Barbados Molasses.

M. A. BASTOW, Beck's Cove.

CHARL'S LINIMENT RELIEVES COLDS, Etc.

BELVIDERE FLOWER FESTIVAL.

(Under the distinguished patronage of His Grace the Archbishop) ON THE ORPHANAGE GROUNDS, Tuesday, July 19th.



PUBLIC NOTICE. St. John's Municipal Council.

Persons who have not paid their City Taxes to June 30th past are requested to do so immediately.

J. J. MAHONY, Sec.-Treasurer.

Grove Hill Bulletin. ADVANCE NOTICE.

BULBS FOR FALL DELIVERY. We will be pleased to send catalogue on application.

J. McNEIL, Phone 247. Box 294.

J. J. WINSLOW, Ladies' & Gent's Custom Tailor.

OPENING ANNOUNCEMENT. I beg to state to my many friends and patrons that I am now in business at No. 30 1/2 Prescott Street.

J. J. WINSLOW.

COLLECTIONS. All sorts of notes, claims, etc. collected at shortest notice.

THE DOMINION COLLECTING AGENCY, H. W. HODDER, Manager.

FLOUR! ON THE SPOT.

1000 brls. Reindeer TO ARRIVE S.S. MAPLEDAWN 1000 brls. Provincial BAIRD & CO., Miller's Agents.

NEW ARRIVALS. EGGS—P. E. I. EGGS.

M. A. BASTOW, Beck's Cove.

CHARL'S LINIMENT RELIEVES COLDS, Etc.

NOW LANDING Two Small Cargoes Best Screened NORTH SYDNEY COAL.

Also in Stock All Sizes American Anthracite Coal. M. Morey & Co., Ltd.

(Under the distinguished patronage of His Grace Archbishop Roche.)

THE KILBRIDE GARDEN PARTY

TAKES PLACE To-Morrow, Wednesday, July 20th.

NOVEL ATTRACTIONS:

Football Fives (Medals). Three Mile Race—Open (Medal). Baseball—Cubs vs. B. I. S. (Silver Cup).

The Big Derby Race of \$600.00. Teas served by the Ladies' Committee. Band in attendance.

AT NIGHT—Dance at Kilbride Hall. Grand Concert at Litledale Hall.

Besides regular trains, there will be a special train leaving the station at 2 o'clock p.m., returning at 10.30 p.m.

Money to Loan on Mortgage ON GOOD CITY PROPERTY SECURITY.

Amounts of \$100.00 and up at current rate of interest. Before arranging a Mortgage elsewhere consult us.

FRED. J. ROIL & Co. Auctioneers, Real Estate and Investment Brokers.

HOUSES, HOUSES, HOUSES

For sale, the following property: One house on Fleming St. freshhold, almost new; built by first class mechanic.

J. R. JOHNSTON, Real Estate Agent, 30 1/2 Prescott Street. PHONE 1388.

Forty-Two Years in the Public Service—The Evening Telegram



NOTICE. To whom it may concern: Anyone interested in the Schooners "Florence" and "Olive Branch", now laying on the bottom in Newman's Cove, Harbour of St. John's, will take notice and have same removed before the 22nd inst., otherwise they will be disposed of as being a menace to Shipping.

E. T. ENGLISH, Harbour Master.



In stock: "NIPS" and "PINTS", also ICE CREAM FRUITS. P. E. OUTERBRIDGE, King's Road. Telephone 60.

In the Supreme Court.

In the matter of the Petition of William Cummings of St. John's, Builder and Contractor, alleging that he is insolvent and praying that he may be so declared.

Upon reading the Petition of William Cummings and affidavit of verification thereto attached, and upon hearing Mr. McNelly for the said Petitioner, I do order that William Cummings and his creditors appear before me in Chambers on Wednesday, the 27th day of July, A.D. 1921, at 11 o'clock a.m., to be examined and heard touching his alleged insolvency, and in the meantime let all further proceedings be stayed and let Sir William Lloyd be appointed interim Trustee of the Estate and effects of the said William Cummings.

(Sgd.) W. H. HORWOOD, C. J. for Petitioner.

In the Supreme Court.

In the matter of the Petition of Gordon Miller of Topsail, Trader, alleging that he is insolvent and praying that he may be so declared.

Upon reading the Petition of Gordon Miller and affidavit of verification thereto attached, and upon hearing Mr. McNelly for the said Petitioner, I do order that the said Gordon Miller and his creditors appear before me in Chambers on Wednesday, the 27th day of July, A.D. 1921, at 11 o'clock a.m., to be examined and heard touching his alleged insolvency, and in the meantime let all further proceedings be stayed and let Sir William Lloyd be appointed interim Trustee of the Estate and effects of the said Gordon Miller.

(Sgd.) W. H. HORWOOD, C. J. for Petitioner.

M. A. BASTOW.

ON SPOT: POTATOES, HAY, WHITE OATS.

Get our prices. Wholesale and Retail. M. A. BASTOW, Beck's Cove.

Now in Stock 150,000 Hard & Soft Bricks, 25,000 Fire Bricks; also,

A large quantity of Drain Pipes, Various Sizes.

HENRY J. STABB & Co.

Regatta Crews, 1921.

The following Crews will please enter in the T. A. Hall (Armoury) on Friday evening, July 22nd, at 9.30 o'clock:

Amateur Mercantile. Football. Factories. Veterans (Army & Navy). Juvenile.

JUVENILE RACE. No person shall be eligible to row in this Race who has attained his seventeenth birthday. A Birth Certificate must be furnished by each intending competitor at the time of entry.

By order, JAMES L. NOONAN, Hon. Sec'y.

YOU MAY AS WELL.

You may as well buy your Waterman Pen now. Delay only denies you the comfort of its smooth easy writing.

NOTICE—I will not be responsible for any debts contracted in my name from this date without a written order. (Sgd.) GEO. E. COOK, Southside.

SALE—Almost new; apply 333 Duckworth Street.

CONNORS & VIGUERS. Phone 817 or call 59 Harvey Road. Always ready. Rates reasonable.

HOUSE FOR SALE—A 2-Storey Dwelling House, contains 8 rooms and large basement, fitted with hot and cold water and all modern conveniences, with entrance to back and large garden at rear of house; apply to 105 Springdale Street.

FOR SALE—At a Bargain, 1 Ford Runabout in good running order; recently overhauled; 1 extra tire (new). G. V. PIPPY, 230 Duckworth Street.

FOR SALE—1 Barber's Cabinet, extra large; 2 Barber's Chairs in good condition; apply by letter to H. O. G. c/o this office.

FOR SALE—Pony, Harness and Buggy. Price \$125.00. Apply Office of F. B. WOOD CO., LTD., Hamilton Street.

FOR SALE—House, six Rooms, House 7 Rooms, House 5 Rooms; also Land to lease; part cash down, and the balance in monthly instalments. F. C. WILLS, 326 Duckworth St., City Terrace.

We Sell all kinds of Curios and Antiques in Silverware, China-ware, Mahogany and weathered oak. MRS. SARAH SMITH, 138 New Gower Street.

FOR SALE—House, 47 Mullock Street; or will exchange for house about 2 miles from town; apply on the premises.

FOR SALE—One Horse, 1400 lbs., 7 years old; apply IMPERIAL OIL, LTD.

FOR SALE—A 3-Storey Dwelling situated on York Street, containing eight rooms; apply at 220 Theatre Hill.

FOR SALE—One Large Safe; apply to J. R. JOHNSTON, Real Estate, 30 1/2 Prescott St.

Furnished House to Let for one year from September; good locality; all modern conveniences; apply by letter to "HOUSE", c/o Telegram Office.

S. O. E. B. S. Empire Lodge, No. 270.

The next night of meeting for the above named Lodge will be Tuesday, Aug. 16th. By order W.P.

H. R. LILLY, Actg. Rec. Sec'y.

LOST—Sunday afternoon, between Central Fire Hall and Sanatorium, by way of LeMarchant and Topsail Roads, 1 Fur Neckpiece. Finder please return to M. SMYTH, Fever Hospital. Phone 86.

LOST—On the 10th inst., from the R. C. Cathedral after 10 o'clock Mass to Carter's Hill, by way of Harvey Road, a White Bone Prayer Book with owner's name inside. Please return to MISS M. MURPHY, 47 Carter's Hill, and get reward.

LOST—On Thursday, a Silver Wrist Watch, between Water St. and LeMarchant Road, by way of Queen, New Gower and Casey Streets. Finder will be rewarded on returning same to N. WORSLEY, LTD., 351 Duckworth Street.

LOST—On Monday, July 11th, a Baglan. Finder please return to A. V. ROSS, Grove Farm.

PICKED UP—On Memorial Sunday, a Locket and Chain. Owner can have same by proving property and paying expenses; apply to 170 Hamilton Avenue.

Couple of Gentlemen can be accommodated with Board, with double or single rooms each; terms reasonable; apply at this office.

WANTED—By Young Gentlemen; Board with private family. Write, stating terms to, BOX 24, c/o Evening Telegram.

WANTED—Money for investment on good city security. J. G. HIGGINS, 280 Duckworth Street.

WANTED TO BUY—A 4-Wheel Rubber Tired Buggy, in good condition; apply to J. R. JOHNSTON, Real Estate Agent, 30 1/2 Prescott St.

WANTED—Motor Tires; two or three second-hand, 34 x 4 or 4 1/2, in good condition; state make and lowest cash price. Address P. O. B. 1321.

WANTED TO PURCHASE OR RENT—House, Military Road or vicinity; state price, location. Address J. L. C., 112 1/2 Military Road.

TO LET—2 Rooms, Pleasant Street; apply by letter to BOX 102, Telegram Office.

Help Wanted. WANTED—At Once, a General Maid where another is kept; good wages; apply to MRS. E. J. MURPHY, Waterford Bridge Road (opp. the New Road).

WANTED—Chauffeurs—Two good drivers; must be able to care for their own cars and not be afraid of hard work or late hours; a good chance for suitable men; apply to the RED TAXI CO., Smythe Bldg.

WANTED—For house in suburbs in East End, near Circular Road, a Sensible, Reliable Girl; must know something of cooking; good wages; no washing; also Man for garden work for one or two days or evenings. Any output, first-class send letter to M. H., or apply Evening Telegram Office.

WANTED—Immediately, an Expressman; apply THE BREWERY CO.

General Girl wanted for small family; washing out; must bring best recommendation; apply 22 New Gower Street.

WANTED—Immediately, a Good General Servant; bring references; apply after 7 p.m. MRS. D. JAMES DAVIES, "Fringedale", foot of Robinson's Hill.

WANTED—A General Girl, references required; apply MRS. E. WILLS, 120 Duckworth Street.

WANTED—Capable General Girl where another girl is kept; reference required; apply 70 Freshwater Road.

WANTED—At Once, a Cook and Housemaid; apply to MRS. M. G. WINTER, "Winterholme", Reservoir Mill Road.



There are more than 150 brands of baking powder in Canada; and the fact that there is more MAGIC BAKING POWDER used than all the other brands combined shows why Magic Baking Powder is known as Canada's best baking powder.

CONTAINS NO ALUM.

"Flatterers"

OR

The Shadow of the Future.

CHAPTER VII.
IN THE DOMESTIC CAMP.

"Now, how very good that is of you, Alfred! But I knew that, though even you cannot tell the wear and tear of nerves brought about by constantly dwelling on two daughters' futures, yet I was sure you would enter into my cares. I was positive you would see no indiscretion in my writing as I did, that you would help me if you could. Thank you," laying her hand effusively upon his arm. "Oh, thank you so very much!"

"Well, there," said the gallant major, scarcely at ease under such a gush of affectionate eloquence, "let's wait and see what you have to be thankful for. You must bear in mind I can't force Rupert's inclinations any more than you can force Miss Sydney's."

"And that would be, quite impossible!" put in Miss Sydney's mother, with emphasis.

"And right enough it should be so. I've no doubt," returned the old officer. "I've often heard that any halter's sure to hurt if you don't slip your head through of your own free-will. Still, I must say fairly that I like this youngest girl of your well enough to wish her for Rupert. Perhaps, as I've told you this without mincing matters, you won't mind explaining how it is that she gets over the traces here at home? How she and Leonora contrive to fall out? Forewarned, forearmed—oh! She doesn't look to me an unmanageable lass."

"Unmanageable! Oh, dear, no!" answered Mrs. Alwyn, hastily—that term repeated might scare Mr. Rupert. "Pray, don't think I ever intended to convey such a thing. She is simply the complete opposite of Leonora and myself. To put it as briefly and expressively as possible, a thorough Alwyn. All our differences, all our difficulties lie in that. Nothing short of living with us would open your eyes to what that means. But, of course, I naturally strive after Sydney's happiness, and I confess I see it most directly, most clearly, in a suitable marriage."

"And you're not anxious to make Miss Leonora happy in the same way?" said the major, bluntly, but a trifle puzzled. The same end attained by the absence of either daughter, he couldn't understand why seniority should not have priority in matrimonial honors. "There's no question about my niece being uncommonly handsome. You don't intend her for an old maid, do you?"

The gentleman was nearer the root of the matter than he suspected. Mrs. Alwyn colored, and mounted her gold eye-glasses, as she had a trick of always doing if confused.

opening out for her beautiful daughter, no wonder she undertook to rough-hew from the path any obstacle between her and the brilliant goal.

Brilliant, indeed! To the major it seemed rather impossible so; but it was not his place to damp her by doubts, so threading his way back through these enchanting prospects to the point whence he had started, he rather provoked his sister-in-law by asking calmly:

"Will you excuse me for being very stupid, but for the life of me, I can't see why you shouldn't settle on Leonora and her honorable and reverend before troubling yourself about little Sydney. She doesn't interfere with the illustrious squire, does she?"

Mrs. Alwyn bit her lip and tapped her foot on the grass, impatiently. "These elderly men were frightfully dense—what the natives of St. Clair's would call pig-headed."

To admit Leonora the least fraction jealous was not to be thought of; so, with the self-suggestion demanded occasionally of maternal schemers, she took the weak point over as a private grievance, and answered accordingly.

"Of course, Sydney doesn't wish to interfere. I quite acquit her of any such design. But you can see she is liable to be present whenever this gentleman calls. Is apt to be put forward by injudicious friends of her own, as she was only the other day by those people named Dacie, and the rector, at a sort of village feast. I can tell you how presently. And, excuse me for saying it, dear Major Villiers, but a woman like myself, who has seen much of the world, knows how soon a man's fancy is distracted, what trifles sometimes upset the chances of life-long happiness. I felt I should never forgive myself if I didn't smooth out Leonora's way as much as possible, and I felt, too, that I was more than justified when at the same time I was doing my best to promote Sydney's welfare. Oh, I'm afraid this all seems very perplexing to you, a man; but I do hope you believe and trust me to be doing my best as a mother."

It was rather perplexing, certainly; but while the lady was explaining and counter-explaining herself out of the maze, and rather obviously getting her guiding-threads into confusion, the major had mentally made an honest short-cut, and reached what happened to be precisely the right conclusion.

"Fact is," he thought, "she makes fish of one and fowl of the other, as old Alister would have said. That, as the long and short of it, and, metaphorically giving himself a pat on the back for his acumen in finding this out, he got up to close the conference with a polite speech.

"Oh, yes, yes. Naturally you do your best all round, Helen, and certainly I wish both your young folks good-luck. And I won't quarrel with the part of your plan which offers one of them to my boy. Let me see. Rupert is pretty well tied to the desk, but he'll have two or three clear days in August. May I tell him to run down then?"


"Certainly! Before, if he likes. From the Saturday evening to Monday morning. We will send to meet him, and have him driven back for the seven o'clock train from Hemyngford."

"I'll tell him, then, and you'll soon have him over. And I'm not to give a hint of what he comes for to my dear, haired friend yonder?" nodding toward Sydney, who had just entered the garden from the village.

"Not for a moment. Not a word, please."

"So be it. This is a pretty place, this Dale," looking at the white-gabled house, ivy up the front, clematis over the porch, paneled doorway and mulioned windows; "how came your brother to own it? It looks as though it should belong to some squire of these parts rather than to a loose bit of property to a man from another country."

(To be continued)

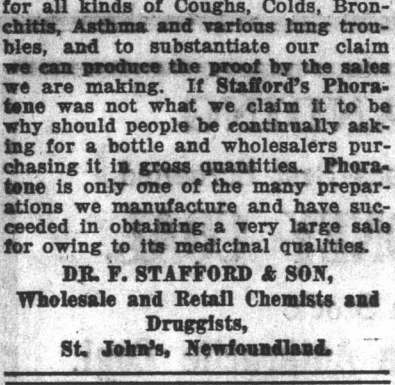


"Sincerity in word and deed, that is what makes friends, wins customers, grows business, secures success. We make no claim we cannot substantiate, declare no values we cannot show."

One claim is that Phoro-stone Cough and Cold Cure is the best preparation for all kinds of Coughs, Colds, Bronchitis, Asthma and various lung troubles, and to substantiate our claim we can produce the proof by the sales we are making. If Stafford's Phoro-stone was not what we claim it to be why should people be continually asking for a bottle and wholesalers purchasing it in gross quantities. Phoro-stone is only one of the many preparations we manufacture and have succeeded in obtaining a very large sale for owing to its medicinal qualities.

DR. F. STAFFORD & SON,
Wholesale and Retail Chemists and Druggists,
St. John's, Newfoundland.

Just Kollies



IMMORTALITY.

They say there is no pain or strife or care
In the fair land of Immortality.
The children of the dead smile merrily
And the old hearts no crosses have to bear;
No pale, wan cheeks the chalk of suffering wear,
From all men, freed, their endless years are free,
They are at rest, as oft we pray to be.

No treasured dreams are broken in despair,
Life is serene, secure from shame and scorn,
The wrack of sickness and its anguished hours,
Their is a richer, purer world than ours.

Yet for the dead the living dare to mourn!
The lonely days are long for us who grieve,
But sweet the peace of those who go away.

Savages' "Secret Wireless."

FEATS OF UNCIVILIZED ROADS.

There are secrets held by the savage which completed the civilized man. The Maoris, to quote only one example, can walk with bare feet over red hot stones for a distance of twelve feet without suffering the least burn.

The Shintos of Japan hold a somewhat similar secret. At the Houshi Shinsukoy Temple, situated at Kanda, a district of Tokio, it is the custom for a fire-walking performance to be held every half-year, while another marvellous feat is the ordeal of blinding water—or "yubana," as it is called—at which the devotees literally drench themselves with boiling water without so much as the smallest blister appearing on the skin.

Sevils Le Roy, the famous Belgian conjurer, on one occasion visited the Congo. His tricks delighted the natives—especially their own professional conjurers. But at last one of them showed himself his master. Taking an ordinary turnip he made it change into a human face! How it was done has remained a secret to this day.

A Wonderful Native Wizard.

So-called savages, even of the lowest type of mentality, are able to do things which modern science is at a total loss to explain, and as in the case of the turnip, can beat the white man at his own game.

One of the most marvellous of all the secrets is the power they possess of obtaining information of events occurring hundreds of miles away without contact with the ordinary channels of communication.

For instance, when Dr. R. W. Felkin accompanied Emin Pasha on his tour through Uganda, he travelled northwards towards the Sudan, arriving at Lado, about a thousand miles south of Khartoum.

Soon after his arrival a native wizard informed him that during the night previous he had been at Metchers of Rak, on the Nile, 850 miles away, and that two steamers had just arrived there.

How Does The News Spread?

Naturally Dr. Felkin laughed at the news, for having been away from civilization for so long, he knew nothing of the existence of the Sudan. But the wizard insisted on its truth, described the people on the steamers, and spoke of a short Englishman, with a big beard, who would arrive at Lado in about thirty days with letters for himself.

Thirty-two days later Lupton Bey arrived with the letters. How did the informant learn the news? According to Dr. Felkin the wizard was never more than a few miles from his native

village in his life, and the only explanation that would seem to fit the facts is that he and others of his kind have a command over the mysteries of telepathy possessed by no European.

So with the Zulus and other South African natives, who possess the means of distributing news of which we know absolutely nothing. The relief of Mafeking was known the day following in Zululand and likewise seven hundred miles away in the interior of Cape Colony.

Before adding thickening to oxtail soup allow it to cool and remove fat which collects on top.

Fashion Plates.

A UNIQUE STYLE.

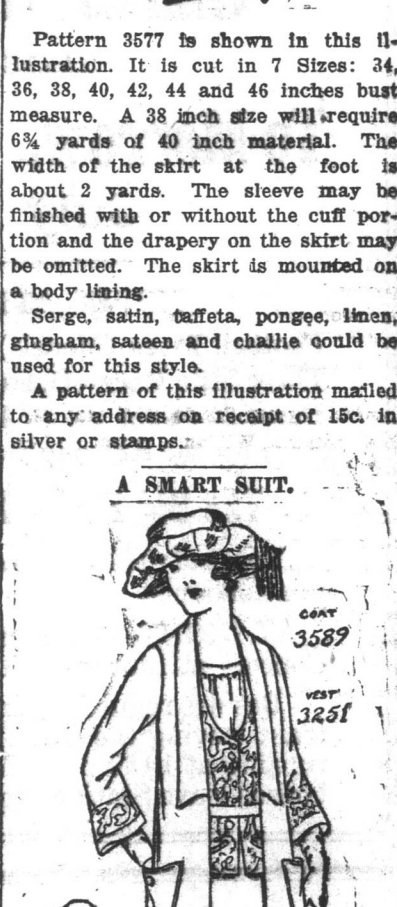


Pattern 3577 is shown in this illustration. It is cut in 7 Sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size will require 6 3/4 yards of 40 inch material. The width of the skirt at the foot is about 2 yards. The sleeve may be finished with or without the cuff portion and the drapery on the skirt may be omitted. The skirt is mounted on a body lining.

Serge, satin, taffeta, pongee, linen, gingham, sateen and challis could be used for this style.

A pattern of this illustration mailed to any address on receipt of 15c. in silver or stamps.

A SMART SUIT.



Pattern 3587 is shown in this illustration. It is cut in 7 Sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. The skirt is cut in 6 Sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. The coat is in 7 Sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. The Vest in 4 Sizes: Small, Medium, Large and Extra Large. To make this suit for a medium size will require 7 3/4 yards of 40 inch material for coat and skirt, and 2 yards of 27 inch material for the vest.

Embroidered linen, crepe, mohair, twill, ducetyn, jersey cloth, taffeta, serge or satin could be used. The width of the skirt at the foot is 2 3/4 yards.

This illustration calls for THREE separate patterns which will be mailed to any address on receipt of 15c. FOR EACH pattern in silver or stamps.

No.

Name

Address in full:

Size

NOTE—Owing to the continual advance in price of paper, wages, etc., we are compelled to advance the price of patterns to 15c. each.

Gasolene and Motor Oils.

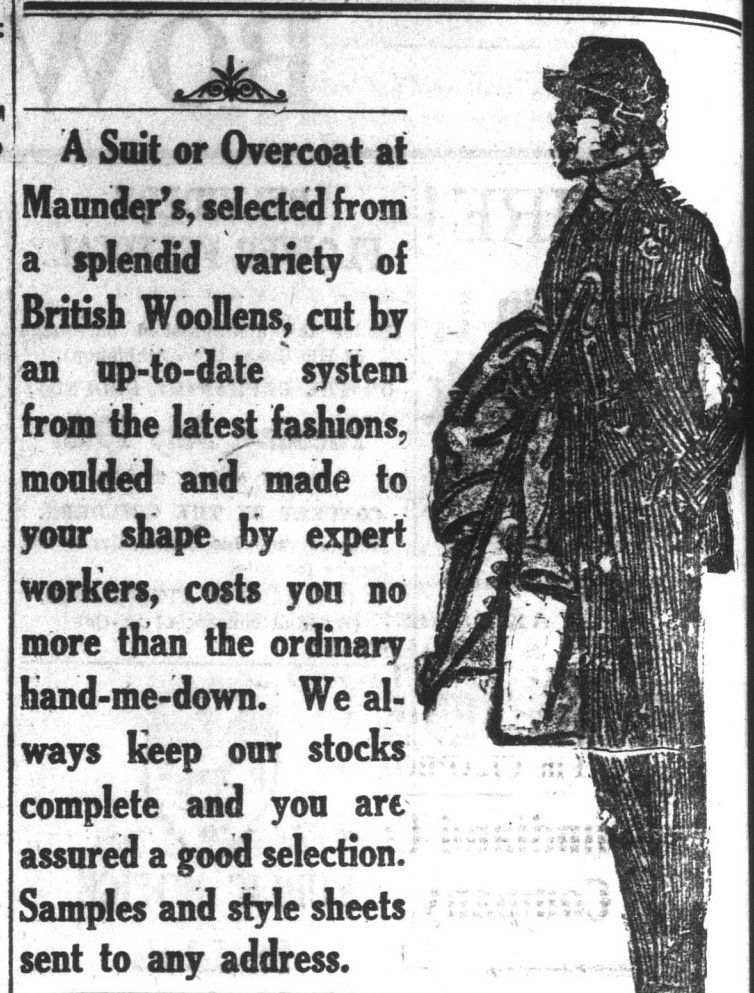
Having installed a Tank on our premises we are now prepared to supply motor boats and motor cars with Gasolene in any quantity required at lowest current prices.

We also carry stock of MOTOR OILS and GREASES of every description.

HENRY J. STABB & CO.

may31, eod, if

A Suit or Overcoat at Maunder's, selected from a splendid variety of British Woollens, cut by an up-to-date system from the latest fashions, moulded and made to your shape by expert workers, costs you no more than the ordinary hand-me-down. We always keep our stocks complete and you are assured a good selection. Samples and style sheets sent to any address.



John Maunder,

Tailor and Clothier, 281-283 Duckworth Street.

Be Ready for Cold Snaps!

Warm the room where it stands and circulates surplus Hot-Water to Radiators in other rooms. Re-pays its costs in fuel-savings. Running water not necessary.

IDEAL-Arcola Radiator-Boiler

Requiring no cellar and warms comfortably four or five rooms by the superior hot-water heat. Easy to care for, and uses surprisingly little coal. Clean, good-looking and absolutely safe; no fire risk.

IDEAL HEATING PLANT FOR SMALL BUILDINGS
Get estimate today without any obligation to you.

EDSTROM & O'GRADY,

66 Prescott Street. Phone 955.

Passengers and Freight.

ST. JOHN'S, NFLD.-NORTH SYDNEY, C.B.
STEEL STEAMSHIP SABLE I.

Sailings from St. John's, 10 a.m. every Tuesday.
Sailings from North Sydney, 2.30 p.m. every Saturday. First-class accommodation.

One Way Fare \$30.00 including Meals and Berth.

HARVEY & CO., Ltd. FARQUHAR & CO., Ltd.
St. John's, Nfld. Halifax, Nova Scotia.
FARQUHAR TRADING CO., LTD.,
North Sydney, C.B.

s, t, h, if

Women Designed It!

That's Why The New Westinghouse ELECTRIC IRON Is Much Better.



Wm. Heap & Co., Ltd
Distributors.

For sale at Hardware Dealers.

Forty-Two Years in the Public Service The Evening Telegram

Vaseline For Eruptions and Sores

Trade Mark Reg.

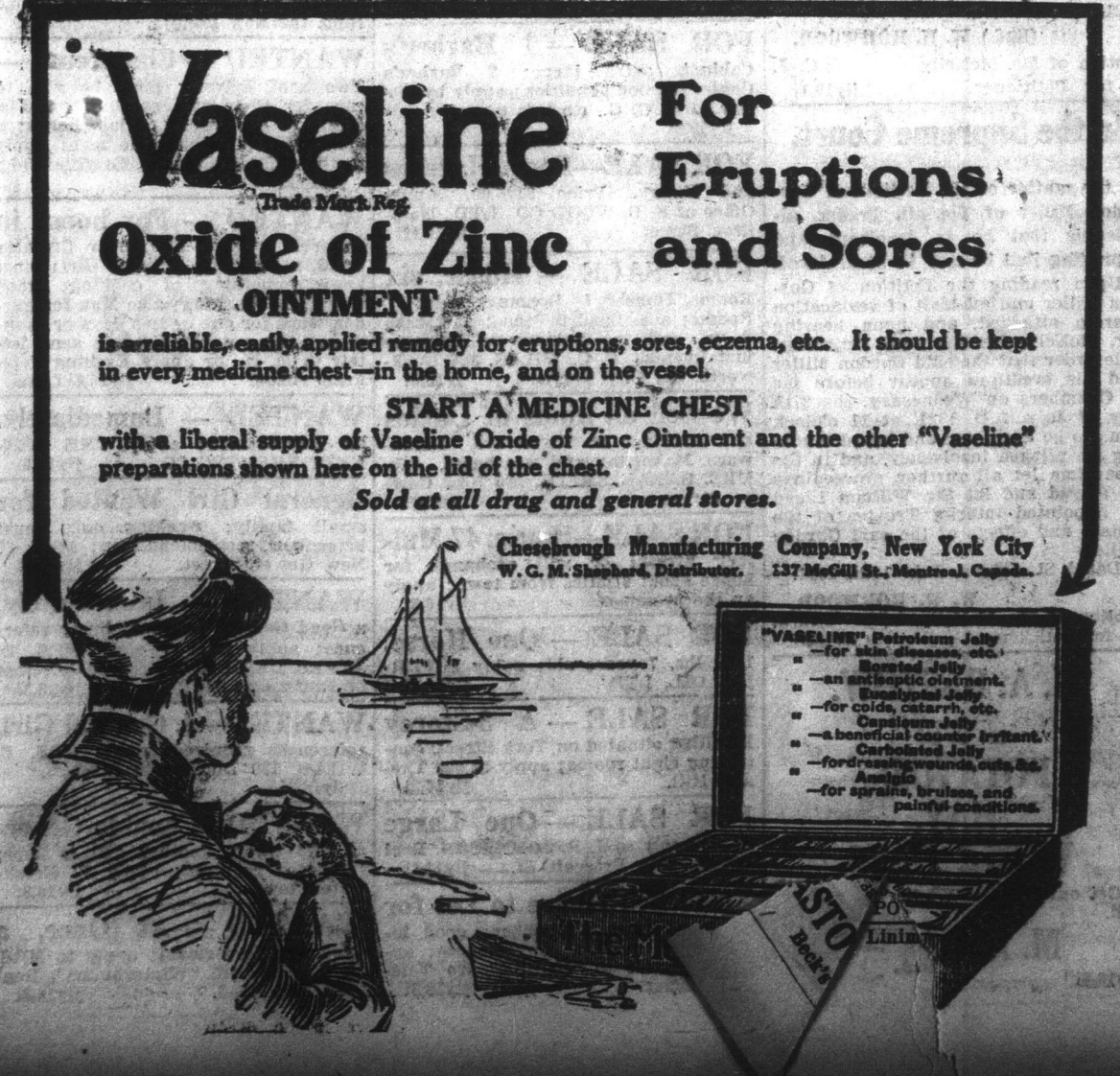
Oxide of Zinc OINTMENT

is an reliable, easily applied remedy for eruptions, sores, eczema, etc. It should be kept in every medicine chest—in the home, and on the vessel.

START A MEDICINE CHEST with a liberal supply of Vaseline Oxide of Zinc Ointment and the other "Vaseline" preparations shown here on the lid of the chest.

Sold at all drug and general stores.

Chesebrough Manufacturing Company, New York City
W. G. M. Sheehan, Distributor. 137 McGill St., Montreal, Canada.



VASELINE Petroleum Jelly
- for chafing
- for itching
- for sunburn
- for chapped lips
- for cracked hands
- for dry skin
- for sore throat
- for sprains, bruises, and painful swellings

Ulster Premier Returns to Belfast.

Satisfied With Peace Efforts Made - \$200,000 Fire at Sydney Mines, Cape Breton.

LONDON, July 18. - The Ulster Premier returned to Belfast, Sir James Craig, Ulster Premier, said, "I am home well satisfied with the peace being made towards peace. De Valera has broken his silence and determined on the part of Northern Ireland by the fact that they themselves stood as candidates for the Northern Parliament and submitted their policy of "no partition." This in fact was the only issue placed before the electorate, said Sir James, and "no partition" was rejected by the largest majority ever secured in any general election. "Such being the true facts," he continued, "it now only remains for De Valera and the British people to come to terms regarding the area outside of that of which I am the Prime Minister. The people of Northern Ireland make no claim whatever to determine the terms of settlement which Great Britain shall make with Southern Ireland. When this is accomplished I can promise cordial recognition on equal terms with Southern Ireland in any matter affecting our common interest. Having reached the present stage I return to Ireland to carry on the practical work of Government. I feel that our interests are fully represented in the Imperial Parliament, and of course, our services are available at any moment." The official announcement issued at the close of the London Conference between the Premier and De Valera to-day says: "Conversations between Lloyd George and De Valera will be resumed on Thursday." This ordinarily would permit the British public and Ireland still to indulge in the confident hope that a satisfactory settlement would ultimately be reached, but Sir James Craig's statement, which was given out in the form of an interview, has put rather a damper on the hopeful spirit.

NOW LANDING

At the premises lately occupied by Alan Goodridge & Sons,
A CARGO NORTH SYDNEY COAL. Price\$18.00 per ton
A CARGO POINT ACONI COAL. Price\$17.00 per ton
Also to arrive:
A CHOICE CARGO NORTH SYDNEY COAL.
50 M. P. & T. BOARD.
50 M. DRESSED CLAPBOARD.
50 M. 3 in. SPRUCE PLANK.
20 M. FRAMING and STUDDING.
20 M. 1 in. CLAPBOARD.

Newfoundland Coal & Trading Company, Limited.

BOYS' Summer Underwear, Local Manufacture.

JUST HEAVY ENOUGH TO BE STRONG
DEAR ENOUGH TO BE GOOD
LIGHT ENOUGH TO BE COOL
CHEAP ENOUGH FOR THE QUALITY
BIG ENOUGH FOR BIG BOYS
SMALL ENOUGH FOR LITTLE BOYS
BUY ENOUGH FROM

Templeton's.

St. John's Light & Power Co., Limited.

Is your home wired for Electric Light? If not ask your friends and neighbours whose homes we have recently wired, they will tell you the cleanliness, convenience and comforts they now experience, at no greater cost than the old-way.

Then ask us for a price on wiring and fitting your home. Our stock of fittings is as large and varied that individual tastes can be suited.

Our prices are lowest consistent with quality of fittings, material and workmanship.

St. John's Light & Power Co., Limited. Angel Building.

July 11, 12, 25, 30

Life Was Burden to Mrs. Clayton For Many Years

New Brunswick Woman Was Miserable Till Health And Happiness Are Restored.
"If I could say just what is in my heart about Tanlac I know I could do a great deal of good to people who suffer as I used to," said Mrs. Robert Clayton, 25 Hanover St., St. John, N.B., a life-long resident of the city. "For three or four years I had to live on a special light diet, but even then at times I had awful spells of indigestion. Nobody knows how I suffered. I got up in the mornings with an awful feeling of nausea, and as the day wore on I would get sicker and weaker and nearly always sometime in the day would have to lie down for an hour or two. I was troubled a lot with pains in my shoulders, neck, and head and also had terrible headaches at times. I was nervous, worried and miserable all the time, and life was a burden to me. "My only regret about Tanlac is that I didn't know about it sooner. It brought me back to my old happiness. I had not finished the first bottle before I could see a wonderful change and it was not long before I was like a different person. Not eating anything I wanted, never having a trace of indigestion and sleeping like a child at night, I got up in the morning now refreshed and happy and actually enjoying my housework. Tanlac has enabled me to enjoy life, and if I had my way I would put a bottle of this grand medicine in the hands of every sick person in St. John."

PARTY JUDGMENTS IN SIMS-DANIELS CHARGES.

WASHINGTON, July 18. - Diametric conflict of views between Republicans and Democrats as to the justification for Rear-Admiral William Sims' charges of misdirection and delay on the part of the United States Naval Administration during the early months of the war, was shown in the majority and minority reports published to-day of the Senate Naval Committee's investigation of the controversy between Admiral Sims and former Secretary Joseph Daniels, assailed by majority for having pursued what it declared was "self-defensive, non-aggressive and non-helpful policy" during the early stages of the war. The Naval Administration under Secretary Daniels was upheld in the minority report as "amply vindicated by the uniform success of our operation, and as deserving the hearty commendation of this committee and people." Charging many sins of omission and commission, both in the matter of preparedness and in the naval prosecution of the war the majority report severely scored Mr. Daniels, former President Wilson and Rear-Admiral William Benson, former chief of operations, as responsible administrative officers. These officials were warmly defended in the minority report. In line with its opposite views in the controversy, Admiral Sims, Commander-in-Chief of naval operations overseas during the war, was commended by the majority and assailed by the minority. In dealing with Admiral Sims' charges that the Navy Department delays were estimated to have cost unnecessarily five hundred thousand lives and fifteen billion dollars the majority report stated that, while it seemed inevitable that had these delays not occurred the American Expeditionary Forces might have brought about an Allied victory earlier than they actually did, the majority report added the extent to which these delays failed to shorten the war is an altogether conjectural charge of unnecessary cost in lives and money. This was declared by the minority to be monstrous and without foundation.

A MARE'S NEST.

WASHINGTON, July 18. - A letter from former President Wilson to Mr. Lloyd George, declaring that the United States could not consider proposals to cancel or exchange Great Britain's indebtedness to the United States, was placed in the Congressional Record to-day, by Senator Lodge of Massachusetts, Republican Leader. Mr. Wilson's letter, dated in October, 1920, was submitted to the Senate Foreign Relations Committee a year ago by former Secretary Houston. It is said that suggestions looking to cancellation of exchange were made to the former President in Paris.

WORLD IRISH CONFERENCE.

NEW YORK, July 18. - A proposed World Conference of the Irish race, to be held in Paris early next year, probably will be cancelled if the present negotiations between Mr. Lloyd George and Eamonn De Valera are successful, Harry Boland, representative of De Valera in the United States announced to-day.

REPORT UNTRUE.

LONDON, July 18. - Lloyd George declared that there was no truth in the report that King

George had stepped in to untangle the complication between Great Britain and the United States over the proposed Pacific Conference before the recent action by the Washington Government in moving for such a conference.

PRISON RIOTS. PITTSBURGH, July 18. - Six persons were injured and ten factory buildings destroyed in a riot and fire at the western penitentiary here, this afternoon. Police and deputy sheriffs from all parts of the city assisted the prison guards in holding the prisoners while the firemen put out the flames.

SHEE LEAVES GOVERNMENT.

LONDON, July 18. - Colonel Archer Shee, Coalition Unionist member for Finisbury Division of London, has withdrawn his support from the Government as he asserts that he disapproves entirely of the "Cabinet's policy of negotiations with Eamonn De Valera, Irish Republican leader, who is a fugitive from justice."

U.S. REMOVES OIL DUTIES.

WASHINGTON, D.C., July 18. - The proposed duty on Crude and Fuel Oil was struck out of the Fordney Tariff Bill to-day by a vote of the House.

BOMB THROWING AT BUENOS AIRES.

BUENOS AIRES, July 18. - A powerful bomb was exploded in front of the capitol building this morning. A policeman was seriously injured but only small material damage was caused. The outrage is credited here to communist agitators.

FAILED TO FLOAT ESPERANTO.

HALIFAX, July 18. - The steam tug Fabian, which has been attempting salvage of the Esperanto, recently wrecked on Sable Island, has returned to Gloucester, Mass., short of supplies, without accomplishing her mission. She raised the Esperanto three times but failed to hold her up.

ROSALIND'S 41 HOUR TRIP.

HALIFAX, July 18. - Forty-one hours from St. John's, Newfoundland, the steamer Rosalind arrived here to-day. She sails to-morrow for New York.

LIQUOR RUNNING.

ATLANTIC CITY, N.J., July 18. - Pirate yarns and reports of mysterious ships seen lurking along the trade routes of the North Atlantic may be explained by the discovery of "blockade runners" that have been landing valuable cargoes of contraband liquor on the Jersey Coast, is the opinion of revenue agents in this district. In marine circles stories have been told of strange vessels approaching merchantmen on the high seas, as though prepared to attack, and then dashing off into the darkness, without observing the inviolable rule of answering code signals. The Revenue agents' explanation is this: "The captain of the liquor laden vessel is instructed to meet another vessel at a given point along the coast and transfer his liquor, which can be landed with a legitimate cargo. When the 'runner' reaches the rendezvous it approaches various vessels and failing to get the proper signal hurries off to prevent discovery."

RED CROSS SUBSCRIPTIONS.

LONDON, July 18. - A report issued by the British Red Cross Society shows that during the war public subscriptions amounted to 18,500,000 pounds and contributed stores to the value of one million pounds.



The Original and Only Genuine. Beware of Imitations sold on the merits of MINARD'S LINIMENT.

"KODAKERY"

If you want to keep lasting souvenirs of Summer and its pleasures you can best do so by "snapping" the events as they happen.

To do this you want a Camera, and if you want the best you want a "Kodak".

Kodaks of all grades and sizes can be obtained at the Kodak Store, and Tooton, the "Kodak" man, will be glad to advise you as to the best Camera for your particular needs.

TOOTON'S,

THE KODAK STORE, 304 Water Street.

BOWRING Bros., Ltd. Hardware Department.

English and American Scythes.
English and American Scythe Stones.
English and American Grass Hooks.
Patent and Combination Snathes.
Hay Forks, Hay Rakes.
Spading Forks-D. and Long Handle.
Potato Diggers, Weeding Forks.
Garden Trowels, Shovels, Spades.
Rakes, Hoes, Lawn Mowers.

BOWRING Bros., Ltd. Hardware Department.

July 5, 11

An Australian Discoverer.

On Tuesday, July 19, 1814, Matthew Flinders died. Born at Donnington, in Lincolnshire, he entered Britain's merchant service, and in 1795 transferred into the Royal Navy as a midshipman. In 1801 he was appointed commander of an expedition to New Holland, as Australia was called when the Dutch were Britain's rivals on the sea. This office was offered to him because he had already discovered Bass's Straits, which separate Australia from Tasmania, a large island off the Southeast coast of the former and far larger one; a still smaller one between these is named after him, Flinders's Isle, besides a bay being thus called at the Southwest corner of Australia. On his passage homeward, in 1803, having reached Mauritius, an island in the Indian Ocean, he was made and till 1806 was kept imprisoned by General Bassen, its French governor, though he had passports from the French government. Through the intercession of the Royal Society at London and the National Institute of France he was set at lib-

erty, and his vessel restored to him. He died in England after preparing an account of his researches with the title, "A Voyage to the Terra Australis," which was published after his decease.

The First Union Jack.

On April 11, 1606, the white cross of St. Andrew was added to the red cross of St. George to mark the union of the crowns of England and Scotland. It is strange that no satisfactory explanation of why St. Andrew is the patron Saint of Scotland, has ever been given. But a former Archdeacon of Calcutta once declared at a St. Andrew's Day dinner that "I have come to the conclusion that St. Andrew was chosen to be the patron Saint of Scotland because he discovered the lad who had the loaves and fishes!"

Let us put a smile on your countenance. Try a bottle of Brick's Tasteless at Stafford's Drug Store. Price \$1.00; postage 20c. extra.—apr26.11

All-white crepe de chine dresses and white canton skirts are worn a great deal.

—By Bud Fisher

MUTT AND JEFF

MUTT COMES OUT SECOND BEST IN THIS CONFAB.





Evening Telegram

W. J. HERDER, Proprietor
C. T. JAMES, Editor
Tuesday, July 19, 1921.

Who Wants a Railway?

Newfoundland has on hand a railway system covering some thousand miles of the island, which she would apparently be glad to give away to the first person proffering a request...

The parting of the ways has come so far as the railway service is concerned. There has to be a shake up somewhere, if any satisfaction is to be derived from the continuance of operations...

House of Assembly. NOTICE OF QUESTION.

Mr. Lewis - To ask Hon. the Chairman of the Railway Commission if being Leo Murphy has been appointed Government Railway Inspector and if it is intended that he has been drawing a salary since April.

With unparalleled magnanimity the Government pledges the country for the payment of ONE AND ONE HALF MILLION DOLLARS to the Company for actual loss on operating account for the year 1921-22.

Denies Tale of Mine to Reids.

(Sydney Record, July 13.) Vincent McFadden, managing director of the Hawatha Coal Company, gave denial this morning to the report that the company's mine at False Bay has been sold to the Reid-Newfoundland Company.

Advance Guard Leaves.

This morning motor trucks containing tents, kit bags and other necessities, with which went the advance guard of the C. L. B. Cadets going to camp, left for the same ground at Topsail under the command of Lieut. W. Mott, Camp Quartermaster.

"Novelty" Picked Up Crew.

Messrs. A. S. Rendell & Co. have received word that the schr. Novelty, out over 60 days from Port Union to Naples, with a cargo of fish, had put into Terreveja on last Friday to land the crew of the wrecked schooner Roxanna Burton, who were picked up at sea.

ODD FELLOWS' OUTING.

Lose no time in getting your ticket for the Big Outing by rail to Donovan's on Wednesday, July 20th. Double, \$5.00; Ladies, \$2.00; Gent's, \$3.00. Dance at night, C. L. B. Band. -July 19, 21.

Operto Stocks.

Table with 2 columns: Stock Name, Price. Includes British, Consumption, Norwegian, etc.

Motor Busses will leave St. George's Field Thursday evening after Baseball Game for the B. I. S. Dance at Donovan's.

EMPLOYEE DISCHARGED. - The foreman of a large factory in the West End discovered an employee leaving the building on Saturday night with a quantity of goods with which the man was making off. The firm in question had no desire to take legal proceedings and the thief was discharged.

Will Continue Railway Debate.

The Debate on the Railway Resolutions will probably be continued and possibly, concluded to-day, although to accomplish the latter, it is expected that an adjournment will be necessary.

Shipping Notes.

Schr. Little Stephano sailed yesterday afternoon for Ponce, Porto Rico, taking 481 casks, 50 boxes and 300 drums of codfish from Messrs. Job Bros. & Co.

Here and There.

Eat MRS. STEWART'S Home Made Bread. - apr 18, 5mo

Don't forget the C. L. B. C. Band Concert at the Avalon Boat Club's Grounds, Lakeside, to-night. - July 19, 21

Sun Sails North.

S.S. Sun left at 10 a.m. for the usual ports of call on the Fogo mail service taking a fairly good freight and the following passengers: - Mr. MacDonald, Mrs. Way, Rev. G. Young, Mr. Hicks, Mrs. Pieroway, Miss Walsh, Miss Hutchings, Adjt. Morgan, E. Wright, Rev. R. R. Baggs, J. Yetman, Mrs. G. L. Mercer, R. Baker, Mrs. Baker, Mrs. Simmonds, F. Hodder, J. C. Butt, Mr. Coleridge, E. P. Parrott, Mrs. Stickley, Mr. Sellars, C. F. Snelgrove and 11 second class.

Coastal Boats.

GOVERNMENT. S.S. Prospero left Latic at 12.50 p.m. going North. S.S. Forting left Channel at 7.45 a.m. going to North West Coast ports.

Regatta Ripples.

A crew from the Telegram were out last night for their first spin. They rowed in the Mary and made a fine showing.

Train Notes.

The outgoing express which left here Sunday reached Port aux Basques at 3.15 p.m. yesterday.

From Cape Race.

Wind West, light, weather fine; the steamer Canadian Trooper passed yesterday and Melgie West at 10.30 a.m. today; several schooners also passed in this a.m.; Bar. 30.10; Ther. 59.

Floral Tributes to the Departed.

Nothing so nice as Flowers in time of sorrow. We can supply Wreaths and Crosses on short notice, and guarantee satisfaction. We will endeavor to meet the kindest price. "Say it with Flowers."

League Football.

Feldians Draw With Guards. Last evening's football game between the Feldians and the Guards, was even more keenly contested than was expected, the game being a lively one throughout, and some excellent football was shown.

Flower Festival.

In justice to the many children who are unable to attend this afternoon's festival at Belvedere, the good Sisters have decided to combine both concert programmes and present a grand concert on Thursday afternoon at 4 o'clock.

Home From Nfld. Mines.

Hugh B. Gillis, superintendent of mines and quarries for the Dominion Iron and Steel Company, returned on Thursday from St. John's, Nfld. Mr. Gillis told The Record that 1,100 men are being employed in the combined mines of the Scotia and Dominion companies at Wabana, but unless conditions show a decided change for the better a curtailment of operations would be necessary.

Personal.

Mr. Chesley James, son of Magistrate James of Greenwood, who was married last month in the State of Oregon, U.S.A., has been spending the honeymoon in his native land and returns with his bride by the Sable I. to-day.

TENT HOLDERS!

Are you prepared for this year's REGATTA? There is a limit to our stock of Very Cheap Glassware such as Heavy Tumblers, \$1.20, \$1.35 doz. Plain Thin Tumblers, \$2.00, \$2.50 doz.

TOURISTS at the Regatta.

Why not try a few of our RUBY & CRYSTAL SOUVENIRS of Newfoundland, and POST CARDS of Newfoundland scenery. Special wholesale prices at KNOWLING'S China, Glass & Souvenir Dept. July 19, 21

Summer Specials Men's Shirts.

Soft Front Negligee Shirts, Made of Good Quality American Percalé, Neat Patterns, \$1.75.

SUMMER HOSIERY--Ladies' Black and Brown Fine Thread Hose, 33c. pair. RIBBED HOSE--Children's Black and Brown 1 and 1 Ribbed Hose, sizes 5 to 9 in.--Special--25c. pair. CURTAIN SCRIMS--White and Bisque, 20 and 25c. yard. SCRIMS and CASEMENTS--F'oy Flowered Scrims and Casements, 30 and 35c. yard.

Steer Brothers.

Advertisement for Steer Brothers featuring various clothing items like shirts, hosiery, and curtains, along with contact information and a list of products.

Advertisement for Steer Brothers featuring various clothing items like shirts, hosiery, and curtains, along with contact information and a list of products.

House Has Long But Interesting Session.

Railway Resolutions Probed by Opposition--Some Startling Disclosures.

The longest session of the House for the year occurred yesterday when after a short recess, the sitting commenced at 3:15 p.m. to 4:10 a.m. today. The Railway Resolutions were debated by the Opposition throughout the session.

The House met at 3:15 p.m. The Fishery Supplies Resolutions were introduced by Mr. Warren, who explained that they were in the form of a Select Committee, which had been appointed to deal with the original Bill.

The House went into Committee of the Whole on the Resolutions. They were passed without Amendment and the Bill was read a first time. Answers to questions were then given by the various departmental heads. In answer to question of Mr. Bennett the Prime Minister stated that the bonds owned by P. H. Cowan & Company to the Customs Department had been placed for collection. He understood there were ample goods on hand to meet the amount of money owing to the Department. As far as mortgage on his property was concerned he thought it took first claim. The Prime Minister also stated that Mr. Devine was entitled to his expenses back to Newfoundland. He did not know whether he would be re-elected or not.

Mr. Sullivan asked for further information in connection with certain statistics furnished him concerning the railway. The House went into Committee of the Whole on the Railway Resolutions. Mr. Bennett said he appreciated the importance of the question and the influence of putting aside other important legislation, which would otherwise have been long ago introduced. He hoped his remarks would be taken in the spirit in which they were meant. The times were extraordinary and the greatest needs of the country were being met in a situation which had become serious, so that any action of even the smallest member would greatly influence our economic condition. The question was whether the legislature was prepared to vote \$1,600,000 to make up an anticipated deficit in operating the railway in days gone by, an amount which would cover entirely our social expenditure. He could not see how to be struck with the change in the railway system. A great deal of unnecessary trimmings had been taken out of the railway system. He would not consider if we were to spend any money on keeping the railway in his opinion the most important thing necessary to the life of the country, and it was impossible to consider abandoning its operation. The economic administration of the railway was the question which he thought it possible to run it so that it would be a gain to the country. He was not in a position to give an opinion on it. The legislature must consider the question in the very last dollar.

Mr. Bennett endeavored to get the lack of information given in the subject. He introduced a resolution and condemned the Government in the strongest possible language for not having full information before making the most searching enquiry as to what could possibly be done in the future. This country had been disappointed when the Prime Minister, in introducing the measure, had only the bare notes. He had no time to see the Railway Resolutions. He was disappointed with the interesting statistics, but these did not speak the minds of the Government. The Prime Minister's when in the Committee, failed to give the information that the occasion required. The House was still in

the dark. The whole Railway policy of the Government was rotten to the core. Last year the Prime Minister had condemned the Reids on one hand and had given them \$1,000,000 on the other. The appointment of a commission had ruined the Government's railway policy. This commission had been appointed without a mandate from the House and to say the least it was loaded for it contained only two Government representatives whilst the Reid Nrd. Co. had three. Neither of the Government members, Messrs. Coaker and Hall, should have been on the Commission. Mr. Coaker had had no previous knowledge of railway affairs, whilst Mr. Hall had too many other duties to attend to. The composition of the Commission was absolutely improper and it was no wonder they made a mess of the whole thing as was proven by the report tabled in the House during the session. The Railway Commission had been appointed to supervise expenditure and to find out where economy could be practised in the operation of the railroad, but instead they had come back and reported that they had successfully piled up the biggest deficit since the railway had been in operation. The country had been saddled with an expenditure of over \$1,600,000. Mr. Bennett showed that Mr. Coaker had done no work at all on the Commission beyond attending one or two meetings and going to and from Port Union in a private car. All the information the Minister got was received from Mr. Hall. He contended that it would have been better for the country if the Chairman of the Commission had been paid \$25,000 a year to go and supervise every difficulty and safeguard the expenditure. Some plea for the future should have been brought in. The Commission should have recommended some way of handling the railway to the Government. Instead they had kept their mouths closed concerning this vital matter. He blamed Mr. Coaker more than the Prime Minister for the lack of information supplied. The House was now asked to repeat last year's happening. If this sort of thing were to go on Newfoundland would be a sorry place to live in before long. The Railway could not be operated to pay expenses. Some set policy should be adopted for the economic continuation of the railway. He believed it was contemplated putting the capital on another basis whereby so big a Government subsidy would not be necessary. He believed the Government had information which would assist in the solution of the problem, but they were withholding it and the House had to grope in the dark. It had been contended that the increased cost of operation last year was due to the increased cost of coal and other necessities. But no one could contemplate why the increase should be so enormous and it had not yet been explained to the House. Why were the steamers not being run under the same conditions as the railway? Mr. Bennett thought that there were plenty of local men who could have done the work just as satisfactorily and for far less money. Mr. Bennett

denounced the coal boring operations of the Government. About 2000 tons of poor quality coal had been mined at a cost of \$150,000 or \$75 per ton. This would go down in history as one of the biggest blunders ever committed by any Government. The estimated cost of this coal last year had been \$20 per ton instead of \$75.00. No wonder there was a deficit, if this is how the money had been spent. As regards the question of raising freight rates Mr. Bennett showed that four cents could be shipped direct by water for \$1.00 per barrel, whilst by rail the freight was \$1.52. It was ridiculous, therefore, to raise freight rates, for if this were done, the goods would be sent over the line at all. The men who had written the Railway Commission's Report knew very little about railroad operations. Money was always lost when Governments undertook to control railroads. The scarcity of ships had meant a great deal of freight for the railway during the war and a lot of extra work and expense was put on the Reid Nrd. Co. for which they had never been reimbursed. It was for this reason that the Opposition had consented to the \$1,000,000 vote last year. The Reid Nrd. branch was another Government blunder. It was absolutely illegal and a conservative estimate of the cost would be about \$400,000. Now the people were being over taxed to replace the money frittered away. The six locomotives imported were far too big and heavy for our railway, which was no better than a tramway. There was no economy practised when the railway was in Mr. Hall's hands. The whole trouble was that the trappings of the elephant were being placed on a cat. We had as good men in this country as there was in Canada to run the railway. Why was Sir George Bury brought down and paid \$2,500 per day to tell the Government to pay Reid's \$1,000,000 to run the railway? Anyone could have done that. Everyone knew that Reid would run the railroad if they had the money. Sending away for a general manager was unjustifiable. It was absolutely unjust to the Reid officials. When this House goes into Committee on Supply and Ways and Means, it will be found that the country is on the verge of bankruptcy, yet we were asked to pass out a million and a half to the Reid Company for no returns whatever.

If we went on giving Reid's money where was it all going to end? The interest on our debt this year would be as much as our entire revenues in 1914. The Railway Resolutions, concluded Mr. Bennett, were certainly not a credit to the country and he hoped that they would be withdrawn and better ones substituted.

Mr. Fox expressed himself as being glad that at last the Government had asked for Legislative authority to pass Railway legislation. If the Prime Minister's request of a month previously granted, railway deals would have been entered into by the Executive with the result that there would be a repetition of last year's fiasco. The 1901 contract had been abandoned in all its moods and tenses, after the House closed last year, without legislative sanction. The Public Treasury had been raided by people and money had been sent for their own advantage. Who was to blame? There is a truth which says "the Government is a rafter of the people." If any people were suffering for their sins to-day it was the people of Newfoundland. If any sympathy must go out to them it must be accompanied by the request that they fight the terrible mistakes they made in 1919. The terrible thing was that the Government was allowed to continue in power making confusion worse confounded. In the introduction of the Railway Resolutions we have another

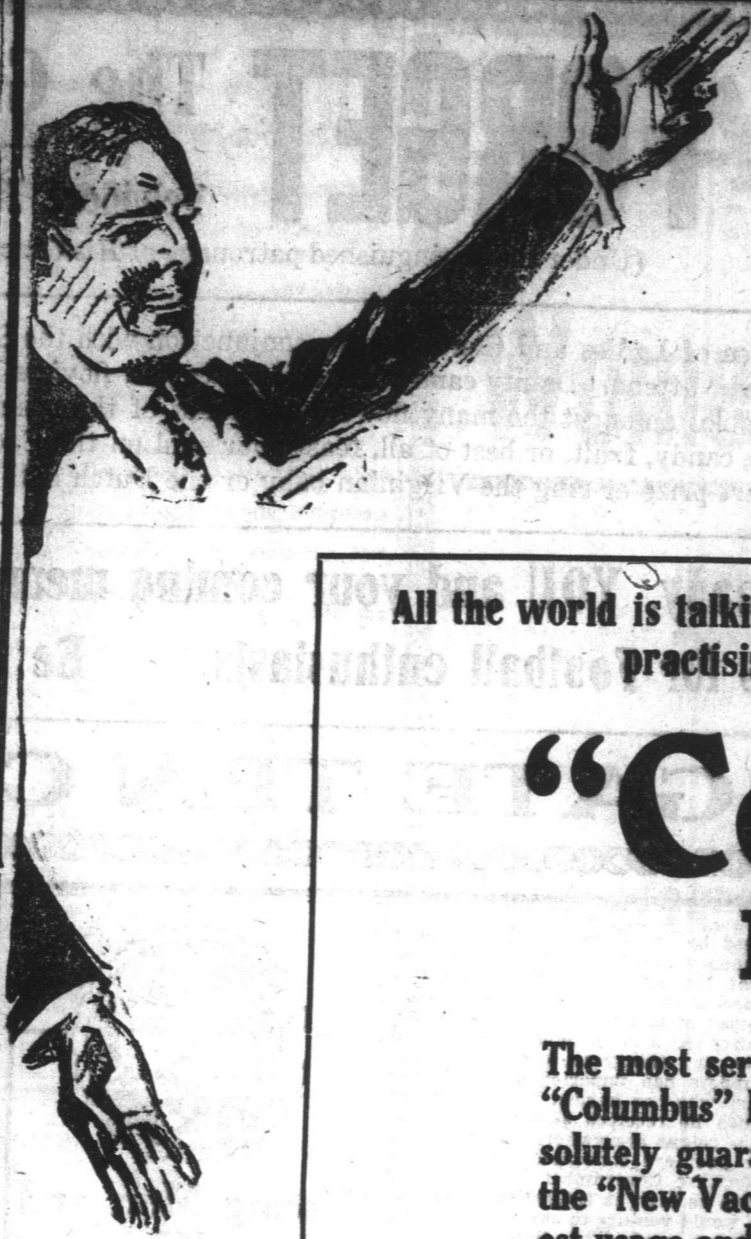
sample of incapability and incapacity. He wondered why Sir George Bury was called to Newfoundland. He only left two and a half pages of foolscap paper, which was called a report from his study of the Newfoundland Railway. This report was to the effect that we would have to pay the Reid Newfoundland Company one and a half million dollars and this advice cost the country nearly ten thousand dollars. It was impossible for Bury to study the Railway situation in three days. The paragraph in the report which called for a competent general manager was a direct insult to Mr. John Powell, a man who had grown up with the road. The Prime Minister could bring down no correspondence because, according to him, there was none. Yet, if he did not trust the Reids, there must be some correspondence. On the Railway Commission the contractor's interests were considered, but did the same apply to those of Newfoundland? By saying that they spent money unwarrantably to avoid adverse criticism the Commissioners wrote themselves down as men heedless of the country's welfare so long as they themselves were not criticised and that was the type of man to whom Newfoundland entrusted its Government. The Railway Commission had been owned, bought and run by some one. At this juncture, recess was taken until 8 p.m.

NIGHT SESSION.
After recess Mr. Fox resumed his speech on the Railway Resolutions, emphasizing the fact that both the Government and the Contractors had a duty to perform. The one had made a contract and the other had pledged itself to see it carried out. He referred to page 21 of the Commissioners' Report saying that a more serious charge could not be made, and that at some future time the public would realize the significance of the matter contained therein. The Commission, said Mr. Fox, undertook a duty which they were not called upon to perform, and though certain of its actions may be overlooked, not so the admission that they had spent money far more lavishly than the traffic on the railroad warranted. That statement was really an indictment of themselves, and therefore were not the criticisms of the Opposition fully justified. Newfoundland to-day as poor as Nazareth, with not a cent of money, but is earmarked for some expenditure, is living on the interest of what she owes, is now asked to spend further large sums to help out a contractor in a contract which it solemnly undertook to perform, having defied every law and thrown money away in squandering, the Government now finds itself in a position analogous to that of the French railway who 700 years ago wrung money out of an oppressed people, spent extravagantly and ground down the poor to gratify their personal interests, drove their

countrymen beyond the bounds and at last paid the penalty with their blood. When the present Government was seeking the support of the electorate they sympathized with the people because of the taxes and the high cost of living, and promised all sorts of reforms. Hardly had they assumed office when they spent 2 1/2 millions of

dollars, and attempted to reduce the cost of living by bringing in an anti-profitsteering act which they never tried to enforce, the people being compelled to pay last year as they never had before; now like an old glove, its usefulness being over, it is thrown aside. Coincidentally with the expenditure of this 2 1/2 millions of dollars the Government helped itself by raising the salaries of its members by over 50 per cent. Taxes on taxes have been piled on so that now out of every dollar earned 75 cents goes in taxes. Having spent the four millions dollars surplus left by the past administration, a loan of six million was raised to pay the debts that were accumulated, and the crowning shame was that this loan, so circumstances showed, had been raised on notorious returns. The public service went right to wing, said Mr. Fox, and the only creative ability shown by the Government was the devising of means to squander money, amongst which were the erection of a great educational system with its numerous inspectors and the codfish regulations, also with its numerous inspectors each costing the colony from 40 to 50 thousand dollars, and the loss of our European customers by their bootstraps. The consequences of all his extravagance is that the country has been stricken; we have not a cent to call our own; our prosperity is at its lowest ebb, yet we are asked to take another 1 1/2 million dollars and give it to contractors to do things which they were paid to perform. The Government said he forgets that there is such a thing as a railway contract. Last year they refused to answer any questions on their railway policy, but they concocted a scheme behind closed doors, which set at naught the contract entered into with the Reids some twenty years ago, without any warrant for doing so. The Prime Minister had stated that he would compel the Reids to live up to their contract, but instead he joined hands with the very people he reviled and gave them 2 1/2 million dollars to perform a service they were otherwise bound to perform. The same policy is being pursued this year under the cloak of a report of an expert who came here from Canada. Mr. Fox contended that the Reids had tremendous odds against them in operating the railroad but at the same time they were getting paid for the work. They had made the contract and must have been satisfied with its terms. Mr. Fox read an extract of the Prime Minister's manifesto saying that the Reids should be dealt with as would a landlord with his tenant, his comment on this being most embarrassing to the Premier, who was present. The operation of the road at present with its six new locomotives and the tying up of the freight cars by Mr. Collinshaw last winter until that gentleman issued his ultimatum that unless he was then also, come in for severe criticism. The junior member for St. John's East anticipated the gentleman who allowed Reids to have the controlling say on the Commission, and reading from that body's report Mr. Coaker's statement that he risked

(Continued on page 5.)



"Economise"

The Present-day Watchword Throughout the World

All the world is talking economy, and thousands of Rubber Boot wearers are practising economy in its truest sense by wearing

"Columbus" Rubber Boots

The most serviceable Rubber Boot ever sold in Newfoundland. "Columbus" Boots are second to none in quality—which is absolutely guaranteed. The process by which they are made—the "New Vacuum Cure"—enables them to withstand the roughest usage and hard wear. Their styles are designed to give the greatest possible comfort to the feet. "Columbus" Rubber Boots are made exclusively for us in Montreal, so that you can save the 14 1/4 p.c. difference in exchange, which is added to the cost of every pair imported from the United States. IN BUYING "COLUMBUS" BRAND RUBBERS YOU SECURE THE TOPMOST IN QUALITY AND THE UTMOST IN VALUE.

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DEALERS! Please Note--

Due to arrive per "Canadian Sapper" 4,000 pairs Men's "Columbus" Rubber Boots. Send in your orders as soon as possible so as to ensure early delivery and better satisfaction to yourselves and your customers.

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At Lowest Prices.

One Hundred (100) Cases Fancy Silver-peel Valencia Onions. SMALL SIZES.

F. McNamara, QUEEN STREET.

PHONE 393.

countrymen beyond the bounds and at last paid the penalty with their blood. When the present Government was seeking the support of the electorate they sympathized with the people because of the taxes and the high cost of living, and promised all sorts of reforms. Hardly had they assumed office when they spent 2 1/2 millions of

Thousands show you the way

Increasing number of people who could not drink coffee any more on the lookout for something to take its place have found complete satisfaction in

INSTANT POSTUM

Postum has a smooth, rich flavor that meets every requirement of a meal-time beverage, and it is free from any harmful element.

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DIAMOND DUST

Nothing But the Truth - Without Fear or Favour.

TO-NIGHT'S THE NIGHT.
Not since the inception of the League has there been as much interest displayed as is centered to-night in the big clash between the Red Lions and Cubs for the first leg of the League race. Even Old Sol is smiling. Evidently because he knows that to-night is going to produce some good red-hot tobacco ball. Just lamp the line-up and draw your own conclusions:-

LIONS	CUBS
Callahan	Delfore
Cahill	Canning
Hills	Murphy
Callahan	Duggan
Robertson	Manning
Munn	Hall
Power	Gosse
Quick	Clouston
Kelly	Yve

fish oil and all other commodities, but he thought rock bottom had been reached. All business had received a shock, however, and time and caution would be required for recuperation.

MARRING TIME.
LONDON, July 18. With Premier Meighen of Canada in Edinburgh to receive the freedom of the city, and Premiers Lloyd George of Britain and Smuts of South Africa engaged in Irish negotiations, Conference of Empire Prime Ministers contented itself to-day with clearing up the odds and ends on its agenda.

FARMERS WIN ALBERTA.
CALGARY, July 18. Unless later returns show a surprising change in form, the Stewart Government was defeated in Alberta to-day by United Farmers. At 8.45 to-night indications were that the Farmers would have from 30 to 35 members in the next legislature, giving them a clear majority in the Assembly. Liberals were expected to return about 20 members. Labor three, and Independents about the same number.

WILL INVESTIGATE FIRST.
BERLIN, July 18. The German Government will investigate the charges of General Loret, French head of the Inter-Allied Commission in Upper Silesia, that German protective organizations in Upper Silesia are functioning, constituting a danger to Allied authority, before replying to them. It was officially declared here today.

BATTLE WITH CONVICTS.
PITTSBURG, July 18. Prisoners in the Western penitentiary here to-day broke all bounds of discipline, fired four buildings, and for a time kept the institution in an uproar, while prison guards, Deputy Sheriffs and policemen, reinforced by armed citizens, battled to put down disorders. Six convicts were shot and two others cut in the battle. The prison officials said that three or four of the wounded would likely die.

RESTRICTIONS REMOVED.
DUBLIN, July 18. Commandant Berry, Chief Republican Liaison officer in martial law area, announced to-night that General Sir Neville MacCreedy, military commander in Ireland, had agreed to remove all restriction on fairs and markets, and would permit closed croqueries to reopen. Commandant Berry said that, therefore, he desired all citizens to assist in the work of removal of road obstacles, filling in trenches, and repairs of bridges to such an extent as is urgently required.

Isinglass.
Isinglass is made from the air bladders of certain species of fish. The best quality comes from the Russian sturgeon, but the substance is yielded also by the cod, hake and other fish. In the preparation of isinglass the air bladder is torn from the fish and washed in cold water. Then the black outer skin is removed; the rest is washed and spread on a board to dry, the shiny, inner membrane being turned outward. Best results are obtained when the drying takes place in the sun. When dry, the bladder is moistened in warm water, and the inner skin removed by rubbing and beating. It is then passed between iron rollers, which induce it to a thin, partly transparent ribbon having somewhat the appearance of watered silk. The sheets used in the panels of stove doors, and incorrectly known as isinglass, are made from mica.

Medals for Football Fives and the Silver Cup for Baseball at the Killarney Garden Party are on exhibition at McNamara's Jewellery Store. -July 18. 21

VERS LIBRE OF BASEBALL.
The shortstop stops not short. He dashes in. The fielder fails, the mad-hit ball impinges on his chin. Amid the dust the runner grides. Above him hovering the umpire bides, Face'd like a cat-fish Or perchance a trout. Crying with rascous voice "You're out." The public uproar rises, even as Rises the clamour of the band called "A-t-t-a!" A youthful athlete, ah, the handsome boy, Closely involved in the mad, maddest scene, Upon the verdant green, Snaps up with undulating hands the ball. While the wild multitude, In accents crude, rude, And unsubdued, Cries much of things osteopathic, and Of the rich glossy ivory they seek Where the long narwhal shakes his head. Or, in the tropic dusk, The jungle moon is radiant on the tusk Of the huge elephant. Ah, me! Oh, thou! Yes, thee! With crash and dinful sound the game proceeds. And, by some snail pool, the shining reeds Know not of praise or blame. Nor that there is a game, Of ball, At ball!

Kaiser Very Unpopular.
DOORN. - (Canadian Press.) - The former German Emperor is ignoring the repeated demands for payment of his municipal taxes, on the plea that his stay here is involuntary, to which the municipality retorts that it has not the slightest objection to his departure. The former ruler is daily becoming more unpopular; he cannot show himself in the roads without being booed and jeered at, whereas a few months ago he was regarded with pity and indifference.

NOTE OF THANKS.-Mr. and Mrs. John Whalen and family wish to thank Mrs. Rendell and Macpherson, Sisters Oakley and Moore, Nurses Russell and Murphy; also Rev. Dr. Carter, Mrs. Lunstrom, Mrs. Piercey and family, Mrs. E. Russell, Mrs. W. Russell, Misses Madge and Fritie Russell, Mrs. Holland, Miss M. Crimp, Mr. and Mrs. J. Adams, Mrs. C. Adams and family, Mrs. W. Squires and family, Misses E. Roche and A. Rowe, Mr. and Mrs. D. Raip, Mr. and Mrs. S. Griffen, Mr. and Mrs. A. Ebeary, Mrs. J. Hanabury, Mr. G. Kennedy, Mrs. J. Doyle and family, Mrs. L. Barlett, of Trinity; also those who kindly sent wreaths to adorn the casket of their dear daughter Kitty, and those who sent notes and telegrams of sympathy and all the friends who helped in various ways to lighten the burden of their grief in their sad hour of bereavement. -adv.

TO-NIGHT - C. C. C. BAND
Concert at Bannerman Park at 8.15 p.m. -July 19. 11

J. J. St. John

Still Lower Prices.

BEST FLOUR in Linen Sacks, \$1.00 stone.

BEST CREAMERY BUTTER, 37c. lb.

BEST CREAMERY BUTTER in 10 lb. tubs, \$3.60.

BEST GROCERY MOLASSES, 85c. gall.

BEST HAM BUTT PORK, 20c. lb.

SPARE RIBS, very fine, 19c. lb.

FINEST JAMS, assorted, 2 lb. tins, 70c. tin.

FINEST JAMS in glass, 40 and 50c.

CLEANED CURRANTS, packages, 1's, 20c.

NEW HAY SEED at Lowest Prices.

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Insure with the **QUEEN**, the Company having the largest number of Policy Holders in Newfoundland.

Every satisfaction gives in settling losses.

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SLAUGHTER SALE

Women's White BOOTS & SHOES

To-day we start a Great Clearance Sale of Women's White Shoes and Boots. It will be a Full Speed Sale from the word go! No Culled Over stock but a Sale of White Footwear for Women. We always clean up one Season's Stock of White Shoes before the opening of another Season! That's the Whole Story and the reason why you can buy White Shoes at the Very Low Prices we mention below.

It will pay you exceedingly well to anticipate your future wants and **Buy Your White Footwear Now!**

Women's White Canvas Boots

High-Cut Laced Spool Heel

Regular \$3.00, \$3.50 and \$4.00 values

Reduced to \$2.00 the pr.

All sizes in this lot.



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With High and Low Heels

Regular \$3.00 value.

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White Shoes!

\$2.50 PAIR

Women's White Oxfords & Pumps

Regular \$3.50 and \$4.00 values.

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All pointed toes and spool heels.

A Few Pairs of WOMEN'S WHITE BOOTS

High-Cut Laced as illustrated

Sizes 6 1/2 and 7.

Only \$1.00 the pair

Sale Starts Tuesday Morning at 9 o'clock.

Secure Your Sizes Early.

PARKER & MONROE, Ltd.

The Shoe Men



Household Notes.

When peach puddings are made with canned peaches, serve the peach syrup as sauce.

When making cucumber and tomato salad, cut cucumbers in long, lengthwise strips.

Sprinkle strawberry parfait with shredded coconut, and garnish with one or two whole berries.

Stuffed heart should be served with small boiled onions, boiled potatoes and tomato sauce.

Sponge cake is excellent flavored with 1/2 cupful of orange juice and the grated rind of an orange.

Canned pears are excellent sprinkled with grated cheese and served on lettuce with mayonnaise.

Spread a few leaves of mint under the upper crust of a lamb or mutton pie. These give it a delicious flavor.

Calves' hearts may be stuffed with bread crumbs and sprinkled with hot buttered crumbs and salt and pepper.

Spice buns are good. To plain bread dough add brown sugar, spices, butter and grated orange and lemon rind.

Bread for fancy shaped sandwiches should be sliced across the long way. This gives more surface to work upon.

DODD'S KIDNEY PILLS

ALL KIDNEY AFFECTIONS

23 THE PR...

When making mustard vinegar, use black mustard seed; boil in vinegar until it is strong as desired; then strain and bottle.

If serving ice cream from a box, with a knife cut down sides and bottom of box. Then slice cream and serve as from a mold.

When making mayonnaise for fish, use two tablespoon lemon juice, half cup mayonnaise and one teaspoon prepared mustard.

If going on a long automobile trip, prepare dinner and put in a one-compartment fireless cooker. It will be fully cooked when you reach your destination.

Spurwood Collars

It's not what a collar costs you, but how long it wears determines its value. For long life at the price this is AMERICA'S BEST COLLAR.

35c. each, 3 for \$1.00.

Kearney's.

TO-DAY'S MESSAGES.

WAGES REDUCED.
WINNIPEG, Man., July 18. The Railway Brotherhood on the western lines of Canadian National Railways were officially notified this morning by A. E. Warren, General manager of the western lines, that a wage cut of 12 per cent. is being effective Saturday last, July 16. Some thousand employees are affected.

A VIRTUAL DEADLOCK.
LONDON, July 18. The Irish situation, it was declared responsible quarters to-night, has developed into virtually a deadlock between Lloyd George and Sir James Craig, Ulster Premier, and that the latter has been given an opportunity to go to Belfast to see if anything can be done in the circumstances. Sinn Fein leaders have submitted their minimum demands, which have been relayed to the Ulster Premier for consideration. It is stated, and in connection with such consideration by Ulster that Sir James and Craig of the Ulster delegation are, was announced this evening, returning to Belfast to-night.

ENORMOUS LOSSES.
WASHINGTON, July 18. Operations of United States Shipping Board's fleet for the fiscal year just ended, resulted in a loss of approximately two hundred and eighty million dollars, Chairman Lasker of the Board announced to-day.

SIR EDGAR BOWRING AT HALIFAX.
HALIFAX, July 18. The Fordey Tariff Bill will pass through very much as it is, according to Sir Edgar Bowring, High Commissioner for Newfoundland in London, England, who was in Halifax tonight on his way back to St. John's, Nfld., from Washington, where he has been on a mission for the Government in connection with this Bill. Sir Edgar said he could not say that anything definite had been accomplished in Washington. The American Government could not promise anything at the moment, but when the Bill came before the Senate, and committees of both houses were discussing it, further evidence might be taken as regards Newfoundland trade, which would be vitally affected by the passage of the Bill in its present form. The Bill, Sir Edgar said, would prevent almost all exports of Newfoundland from entering the United States. As to the chances of further development of trade between Canada and the ancient colony the High Commissioner said that about two-thirds of Newfoundland requirements were obtained from the United States, and if Canadian exporters wanted Newfoundland trade they would have to be prepared to meet American competition in prices and quality. Newfoundland's trade, Sir Edgar said, had suffered severely from the tremendous slump in fish.

DR. LEHR'S DENTAL OFFICE

will be closed during month of August.

Powerful Speech of Sir M. P. Cashin on Railway Resolutions.

Prime Minister's Volte-Face Exposed—Played Into Hands of the Company.

(Continued.)

Just a year ago, as I have repeatedly pointed out, the Premier came in here with a Loan Bill for million and half dollars—\$1,500,000 for the Reid railway and \$500,000 for coal boring. I would ask the House first to attend very carefully to the Premier's description of the purposes for which this money was to be spent, because I shall have to make some very pointed comments on it a little later. He said: "Of the million dollars proposed to be devoted to the railway \$300,000 will be used for strengthening the rails by heavier fish plates, which has become necessary owing to the heavier engines recently placed on the road. The Government Engineer advises that for the safety of traffic this work should be done by the Reid Company, but that under their contract the Company is not responsible for this improvement, because the requirements of the original contract or the amended contract."

Here then we find a statement that the Colony has to furnish \$300,000 to put heavier fish plates on the road. It will be observed from the Premier's statement that he deliberately asserted that for the safety of the traffic these fish plates must be provided. Recently I tabled here some thirty questions based upon the report furnished by Messrs. Coaker and Hall as Railway Commissioners, and asked what had become of the \$300,000 earmarked specially for new fish plates. I received a reply here last week and I will read it. It is an answer to my question number 14, and is as follows: "It is not clear that a sum of \$300,000 was earmarked specially for new fish plates. Financial conditions do not warrant the spending of this money, which would all go abroad. The track has been improved by additional ballast and ties for which the money was spent locally."

I say there never was a more dishonest or lying statement presented in this House than what is contained in that assertion. On the one hand we have the Premier stating that this \$300,000 was for the purpose of providing fish plates and giving the Government Engineer as authority for this being necessary. Now, a year after, when the money has been taken and diverted to other purposes, the Government Engineer comes in, for the answer in my question number 14, and says that the money was earmarked, and second tries to induce me to believe that the money was spent on fish plates and ties and that these fish plates are not now necessary. Everybody within sound of my voice knows that for months and months last year this talk about new fish plates was directed at us and that the House and the country were led to believe that if new fish plates were provided, much would be done to safeguard the railway. Now the lying statement is put forward that the fish plates were not necessary because ballasting had been done and new ties put in. The ballasting and putting in of new ties was part of the settled policy of the Reid Company, during the days when we said otherwise. They imported new steam shovels, put them to work, and began a systematic ballasting and improving of the main line from Port aux Basques to St. John's. The proof of that is found in the original report of Messrs. Hall and Coaker where it shows that nearly 65,000 yards of ballasting was done three years ago, 71,000 yards the past two months, during which the road was under Commission control. The fact of the matter, sir, is and it cannot be truthfully challenged, that the policy of providing new fish plates had to be abandoned because the money was needed for the operation of the road, and it was dishonestly diverted from the purpose for which it was provided by the Legislature in order to be so applied. The same thing is true with regard to the terminals at St. John's and Port aux Basques, which were the next item in the Premier's explanation here a year ago he said, "The sum of \$250,000 will be devoted to improvement of terminals at Port aux Basques and St. John's. At Port aux Basques it is well known that the handling of traffic and passengers for many years has been not only unsatisfactory but a reflection on the country and a disgrace to the Railway Company. The Company never made any earnest effort to improve conditions there. They have allowed matters to go from what was bad at the beginning to a condition which is in a positive disgrace now and which renders the expedition and safe handling of traffic impossible."

NEWFOUNDLAND'S MAN OF DESTINY.

That is what is said with regard to Port aux Basques and it is true down to a certain extent. Work on the Port aux Basques terminal was started promptly, rumor says, because Mr. Collishaw, the man who owns the mine

was to be found in inefficiency on the part of the management. If the road is to be put in operation this fall and next winter, the colony must provide terminal engine and rolling stock. The Government engineer says six engines, fifty box cars, and 50 flat cars will be required. This equipment should be provided by the Company and not by the Government, but the Company are utterly unable to do so. They are in a financial condition which makes it impossible and they cannot get credit. The Dominion must therefore come to their assistance because the trade and industries of the Colony demand it, and because of this and not for the interests of the Reid Company the Government are taking the matter up. The amount shall be chargeable to the Company with interest and will not be any loss to this Colony to be recovered when the period of the Reid contract is expired."

Now let us deal with this statement and the facts. The Government Engineer advised that six locomotives would be necessary and he indicated that they would cost about \$200,000. Figures supplied to a question put by me earlier in the same session show that they actually cost \$274,000. They are, no doubt, a great improvement, at any rate in the sense that they give the road more motive power, but whether they are what is claimed for them is another matter. In the report of Messrs. Coaker and Hall very large claims are made for them by the Government Engineer, who states that they were of a design suggested by him and superior to anything previously put on the road, and I am told by employees of the Reid Company that they are nothing like as satisfactory as the Government Engineer claims. However, we cannot settle that point here, and I readily admit that they are valuable, but I would point out that they have cost this Colony only \$274,000, and it is gibberish to say to us that the Reid will have to pay this money at the end of fifty years with accrued interest. I have seen nothing yet of a documentary kind to show that the Reid have agreed to this condition or can be forced to admit it. I have already put a question on the paper asking for the documentary evidence, if any, but I have not been able to get any reply, and I personally do not believe this principle can be maintained in any way. Now let us consider the matter of freight cars. According to the Premier's speech the Government Engineer recommends fifty freight cars and fifty box cars, and the Premier's estimate of the cost of these was \$350,000. According to question 12 of those I put here last week, ten ballast cars have been turned out and forty-four flat cars, but not a box car at all. The Reid have ordered a few ballast cars which the Reid had under construction and then undertook to build more flat cars, and here we see the Reid's Italian Collishaw's plan to once more. Most of the freight, except lumber and very heavy material, like kerosene oil in casks, or in steel barrels, has to be carried in box cars to avoid getting damaged. For instance, if the railroad Company is to haul paper for the Harmsworth mills, that paper must be carried in box cars, not in flat cars, and the Reid's plan to all by rain or snow or exposure to the weather must be carried in box cars and the principal traffic of the railroad now is lumber. The Reid's plan to haul his lumber and pit-props across the country, and that the general trade of the country was sacrificed on his behalf. Otherwise the sensible thing to have been done would have been to have built about half of each, and thus give the Company an available reserve stock of both kinds of cars, but not all the money available for this purpose has been used up on building flat cars for Mr. Collishaw's convenience, and there is no money which can be applied to building box cars. I think it will be agreed after this exposure that Mr. Collishaw's friendship for the Minister of Marine is a very curious thing. From Mr. Collishaw may I divert for a moment to Mr. Pill. Mr. Pill is the gentleman who was put up at the Reid's station as an auditor, and it will be news to the House and the country to find that he is drawing a salary of \$400 a month, or roughly \$5,000 a year. In reply to a question amongst those which I put last week I got this answer to question three: "Mr. Pill is a thoroughly qualified railway auditor who gained his experience with the Southern Railway of the United States, a railway of 6,822 miles with an annual revenue of \$90,000,000. He was assistant chief clerk in the accounting department of the company, receiving is a purely personal matter on which it is not proposed to question him. He is being paid a salary of \$400 a month for his services, which will be retained until the accounts of the Commission are closed."

I know of no reason why we should not know what salary Mr. Pill has received and what his credentials are. When the present Government Engineer came here to succeed Mr. Burroughs, Sir Robert Bond laid on the table of this House, his records, his credentials, the other offer he was considering, I think from South Africa or Australia, and the salary he was receiving on the Irish Railway with which he was connected, and the country is entitled, I submit, to know whether Mr. Pill is what he is represented to be or whether he is a man who was being crowded out, as I was informed he was, under the retrenchment scheme on the American railway and saw in this offer down here a Heaven-sent opportunity to get a soft job at a fabulous salary. I notice that it is his services will be retained until the accounts of the Commission are closed, but I make the prediction that it will be many a long day before we see the last of Mr. Pill in this country.

As you see, my friend seemed to feel that there was something peculiar and individual about her experience. I am inclined to think she was simply experiencing an almost inevitable human reaction.

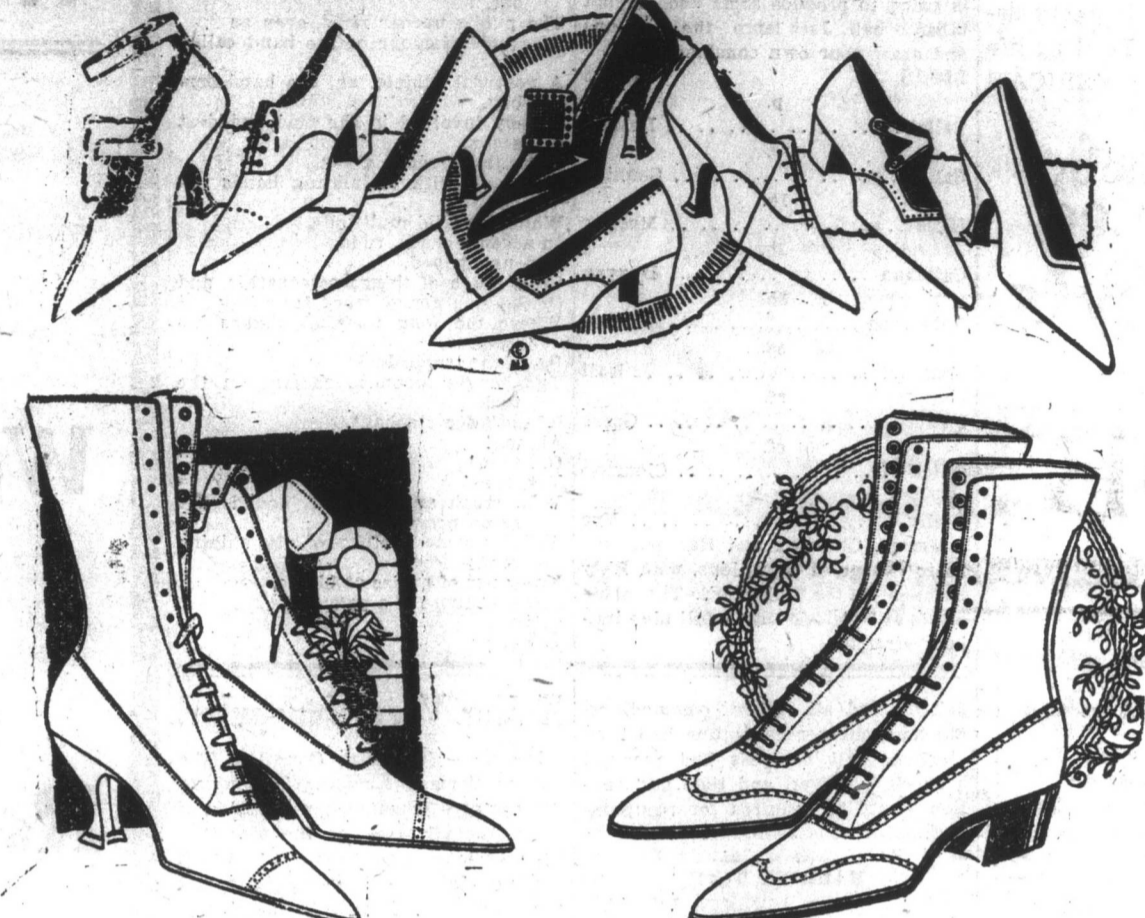
"The more we have, the more we want" is a bromidium and consequently true.

It seems to me as if achieving a larger income were like climbing up

EVANGELINE SHOES FOR WOMEN!

25 p.c. Off For Cash.

Your idea of a Bargain is expressed right here in this offer of the very newest models at cost prices. Your choice of any Shoe in this group at 25 per cent. off Regular Prices.



EVANGELINE!—The Perfect Shoe for Women.

HIGH IN FASHION—LOW IN PRICE.

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| EVANGELINE BOOTS.
Ladies' Grey Kid High Laced Boots.
Ladies' Dark Tan High Laced Boots.
Ladies' Black Kid, Grey Top, High Laced Boots.
Ladies' Black Kid with Fawn Top Laced Boots. | EVANGELINE OXFORDS.
Ladies' Dark Tan Laced Shoes.
Ladies' Soft Black Kid Shoes.
Ladies' Patent Leather Shoes.
Ladies' Grey Kid one-strap Shoes. | EVANGELINE PUMPS.
Ladies' Brown Calf Pumps.
Ladies' Grey Kid Pumps.
Ladies' Patent Pumps.
Ladies' Black Kid Pumps. |
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At the present time we have Evangeline Boots, Shoes and Pumps in all sizes and widths, with Military, Cuban or French Heels.

25 per cent. Off For Cash at Smallwood's.

Ladies! Secure a pair of Evangeline Shoes to-day. Double wear in each pair—besides the style.

F. SMALLWOOD

The Home of Good Shoes. 218 and 220 Water St.

Side Talks by Ruth Cameron

"THE MORE WE HAVE THE MORE WE WANT"

A friend of mine who has been passing through a period of steadily increasing prosperity these last few years but who, prior to that, was in very straitened circumstances, made a confession to me the other day.

She said: "It's a queer thing, but as I get better off instead of being easier to me to be generous as you would think it would be, it's harder. Our income has increased to an extent that we would have thought positive riches five or six years ago. We would have thought that we could gratify every wish with it, but fast as it has grown our wants seem to have grown faster. Why, there are just as many things I want that are beyond our income as there ever were, maybe more. And when I set my heart on a thing now, it seems harder to give it up. It really frightens me sometimes when I see how hard I have to struggle to be decently generous."

As We Climb We See More.

As you see, my friend seemed to feel that there was something peculiar and individual about her experience. I am inclined to think she was simply experiencing an almost inevitable human reaction.

"The more we have, the more we want" is a bromidium and consequently true.

It seems to me as if achieving a larger income were like climbing up

Raising His Spirits.

A ramshackle omnibus was conveying visitors from a country station to an hotel.

When the omnibus came to a hill, the driver made a sign to the conductor, and the latter opened and shut the door at the back. This went on at frequent intervals, until the passenger became irritated. One of them opened the door to the hanging. The driver looked through a small window.

"Whist!" he said, "he'll hear!"

"Who?" asked the passenger who had complained.

"The horse, yer honour. Spoken to by the driver."

Every time he hears the door open he thinks wan 'o'ez is gettin' up the hill; an' an' sure, it raises the spirits of him!"

Callard & Bowser's Butter Scotch.

- NOUGAT, ALMOND ROCK, TURKISH DELIGHT—Just received.
- BUTTER SCOTCH from5c. up
- PURE COCOA, in bulk, only 20c. lb.
- MALT BREAKFAST FOOD.
- DANISH THICK CREAM—Large tins.
- NESTLE'S THICK CREAM—Small and large tins.
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Powerful Speech of Sir M. P. Cashin on Railway Resolutions. Prime Minister's Volte-Face Exposed—Played Into Hands of the Company.

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Cutch, Pine Tar, Coating Tar,
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Powerful Speech of Sir M. P. Cashin.

(Continued from page 8.)

What was then? The Reid Commission statement which they submitted to the Premier and which he then showed what had done for the war, during the war, and the war, what improvements they made, what they had lost, and what facilities they had to encounter, the Premier "unmercifully handed them for their incompetence," and their bankruptcy, and proceeded it to the world, and gave an edition of vindictiveness never applied in this House. Then he went on to tell the Government that facilities for the breach and which he put up a million dollars for flat plates which haven't been for new engines which have been at a very heavy price, for new flat which have been provided at a figure, for new box cars which were provided at all for better at facilities at Port aux Basques, something has been done and big freight sheds at St. John's, there has not been a stroke at all and this is the man who saved the Reids a year ago for "incompetence."

It is a matter of fact, out of the millions that was appropriated last for railway betterments, all that been spent is \$275,000 for locomotives, say \$225,000 for flat cars and \$50,000 for Port aux Basques, \$450,000, altogether, and the other \$450,000 have been taken and been used in to operate the railroad for the twelve months, for which we will get a cent back, that money been thrown into the sink hole of the railway losses. Therefore, if the Reid Company have accepted back any money at the end of years, all they are responsible for \$500,000 and not a million dollars the Premier claimed last year, again I say this is the man who saved the Reids twelve months for their inefficiency and mismanagement, and his account of how the Government was going to improve. But bad as this is it is not worst. It is when you come to the other \$500,000 which was here a year ago for coal mining, you strike bottom with regard to stupidity, blundering, and utter stupidity.

A COSTLY EXPERIMENT.

It will now invite your attention to another colossal exhibition of blundering on the part of the Government. I refer to the coal mining experiment at South Branch. After the closed last year the Minister of the Fisheries, filled with the of his own importance and all could accomplish, conceived the

brilliant idea of mining coal at South Branch, and forthwith the Government newspapers were filled with stories of all the great things that were going to happen. Any amount of coal was to be gotten, and gotten more cheaply than ever before, and all our worries and annoyances in this respect were to be brought to an end very quickly, thanks to his foresight and his ability to do things in a proper way. Himself and several other members of the Government, including the Finance Minister, Mr. Shea, and other notable personages, took a special trip to the West Coast to visit this area and, it was during this trip that the other miracle was performed of the train actually going thirty miles an hour, and no doubt due to the presence on board the train of Mr. Cooker. He started work at South Branch and continued it during the winter, and in his report there is a good deal of attention devoted to the mine. As with everything else in the report, there is gross misrepresentation where possible, and also an attempt to represent things as very much better than they really are. For instance, there is a table supplied showing that 2,500 tons of coal had been obtained and 2,000 developed, and all of this coal is estimated as being valued at ten dollars a ton. To the unthinking it would of course appear that all this coal had been got to the surface but, being struck by the suspicious looking phraseology of the report, I put a question to the Minister asking what was meant by coal that was obtained and by coal that was developed, and discovered that coal obtained is that which is brought to the surface, and coal developed is that which is left below in the form of pillars to hold up the ground and prevent a collapse. Now, the fact is that although 2,000 tons of coal is estimated to have been developed, the mine has fallen in and been flooded, work is being abandoned, and all the country has to show for an expenditure of nearly \$100,000 up to the end of June is the 2,000 tons brought to the surface. This coal and the coal that was developed are both estimated as being worth ten dollars a ton, and the country is asked to accept as an honest statement of the work done in this area the fact that it has value for \$20,000 in the 2,000 tons of coal still in the mine and never to be brought above ground. As for the material that has been brought above ground apparently about half of it, it only has been used and the other half is said to be stored at the mine awaiting future action. I asked for reports from the engineers of the trains and discoverers as to the quality of the coal, but no reports have been obtained. I am informed by people competent to know, that the material is really a little, if any, better than black clay, and we can all form our own conclusions as to what this thing represents when we find, in reply to my

further questions, that the work was being abandoned at the end of June, after an expenditure of \$16,000 in addition to the \$120,000 spent up to the end of March, which was the last date we had in the previous report. Here is a case where, without any substantial ground for doing it, the Government went and spent \$100,000 on coal and now has nothing whatever to show for it. A similar boast was made last fall about coal up near Howley, and the Government newspapers were full of boasts that the wonderful Mr. Hatch had discovered a seven-foot seam of coal, and that all the coal that was required for Grand Falls would be obtained by this seam. I need hardly say that after the report was made nothing more was heard of it. The whole thing fizzled out and this coal area, like the South Branch one, proved to be of no value whatever. To prove that the Harmsworths take no stock in all this coal talk, I can say that they have recently concluded a ten-year agreement with the Sydney coal mining companies to supply them with all their requirements at Grand Falls, Bishop's Falls, Botwood, and the other points where they use it, and if I want still further evidence to show that nothing has been done or is likely to be, it is to be found in the very suggestion of Sir George Bury in his report tabled here a few days ago, where he advises the putting up of a coal handling plant at Argentea, he evidently being satisfied that our coal in the future, as in the past, will have to be obtained from Sydney and brought into this country by ships.

THE ARGENTIA TERMINAL FIASCO.

The blundering and incompetence exhibited in regard to this coal development is equally evident in regard to the Argentea terminal. Here was another case of flagrant boasting without anything that this was to be a wonderful place, that the Harmsworth people were going to do all their shipping from there, and people actually abandoned their homes in other parts of Placentia Bay, and moved to Argentea during the past few months because they were deluded by the Government's pronouncement into the belief that there would be unlimited work there all the year round. Now we find that little or nothing has been done and that the wharf that has been put up is too small for any but local vessels. Answers to my questions show that the Harmsworth people are now committing to anything whatever in relation to it, and yet I am not exaggerating when I say that all through last fall and winter the country was fooled and deceived into the belief that the selection of Argentea as a winter terminal was going to end all our troubles. This, then, in a word is the result of a year of railroad operation by the Government. As has already been pointed out, for every dollar which it cost the Reid Company to operate the line in 1919-20, it has cost the Government Commission \$1.23 in 1920-21, in spite of all the abuse and vilification heaped upon the Reid Company by the Premier and others for their alleged incompetence. Now, having got an expert down here, the Government brings in his report, which is, in a few words, that the Government should abandon the idea of attempting further Government operation of the railroad and hand it back to the Reid Company and bear the expenses of operating the road up to a million and a half dollars for the twelve months. This is one of the triumphs of Liberal Reform. This is the fruit of the Premier's promise that he would, as stated in his Manifesto, which I will read again. He said that unlike our party, which he charged with being friendly to the Reids, and falling to make them live up to their contracts, he would if elected take the Reids by the throat, oblige them to do all that the contract demanded, and see that the people got every fair play. Instead of that we find that last year he very graciously presented the Reids with \$1,000,000 to help them in operating the road and now proposes to give them another million and a half dollars the present year. I shall next proceed to deal with the proposals of Sir George Bury and the resolutions which the Premier has presented to the House.

(to be continued.)

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The Great Fire at Rushden.

A destructive fire broke out in the afternoon of July 18, 1921, at Rushden, a most thriving and increasing town in Northamptonshire, and in about more than four hours a large Army boot manufactory, more than a dozen shops, a bank, the Board schools, and other valuable property, were totally destroyed. The outbreak occurred in the modern boot manufactory of Cave and Son, Ltd., during the dinner hour, and the Rushden Fire Brigade was quickly on the spot, but their efforts were unavailing, and in half an hour the fire spread to the adjoining premises. Work in the town was completely at a standstill—shops and factories being closed. The Fire Brigade were telephoned for from all parts of Northamptonshire, and three were soon on the way. The first building to ignite after Cave's factory was the branch of the London City and Midland Bank, adjoining and fronting the High Street. Within an hour and a half both sides of the chief thoroughfare were burning, the flames being aided by a fresh breeze. It was not until half past four that any material check was effected, but in another hour the fire was comparatively mastered. The buildings destroyed included the largest and most imposing shops in Rushden. Twenty years before Rushden was a small rural village, and it was impossible for the local authorities to keep pace with its growth, and increase the water supply proportionately—in consequence the Fire Brigades were all but powerless.

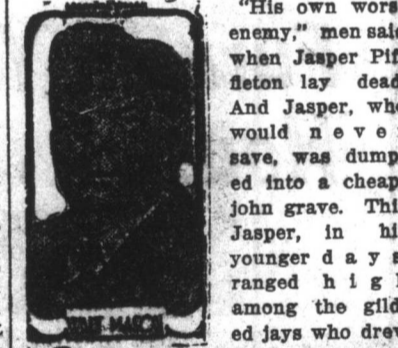
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HIS WORST FOE.



"His own worst enemy," men said when Jasper Piffleton lay dead. And Jasper, who would never save, was dumped into a cheap-john grave. This Jasper, in his younger days, among the gilded jays who drew big pay and blew the same in every vain and idle game. His friends beseeched him to reform and guard against the day of storm by storing safely in a crate the kopeck and the piece-of-eight. The village banker gave advice, and said, "Some day you'll lack the price; then you'll regret, in scalding tears, the folly of these wasted years." But Jasper Piffleton ignored the wise man's counsel, and was bored. Then countless jaspers lost their jobs; the streets were full of hungry mobs. Our hero joined the jobless men and never could get back again. Oh, now and then he earned some plunks, by painting gates or packing trunks, or gumming turnips in a bin—and evermore he blew them in. And when advancing years brought ill, he could not buy Doc Diaback's pills, which heal all pains and raise the dead and grow new whiskers on your head. And so one bleak and dismal day this Jasper gent was laid away among the paupers on the hill; the county dolefully paid the bill. "His own worst foe," the sexton sighed, and filled the grave, and let him slide.

Insect Delicacies.

To us foods that are regarded as delicacies in foreign countries, seem very strange. Men have been known to eat butterflies, white ants, frogs, June bugs, white mice dipped in honey, mole soup, birds' nests, locusts, snails, cooked crysanthemums, and so on. In the Island of Formosa dogs' feet are considered a great delicacy. People who read this may be horrified, forgetting that they like to give themselves, to say nothing of ox-tail soup and calves' brains! In this country we employ bees only as manufacturers of honey, but in Guiana, manufacturers of honey, but in Guiana, when a Negro is stung by a bee, he proceeds to catch as many of the insects as he can and devour them in revenge. The natives of Ceylon hold a torch beneath a bee-swarm hanging to a tree, catch the bees as they drop, take them home, and boil and eat them.

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July 15, 1921

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Freight for the above route will be accepted at the Freight Shed on Monday, July 18th, from 9 a.m.

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In the matter of the estate of Michael Connolly, late of St. John's, in the Island of Newfoundland, Butcher, deceased.

Any person claiming to be creditors of, or who have any claims or demands upon or affecting the estate of Michael Connolly, late of St. John's, in the Island of Newfoundland, Butcher, deceased, are requested to send particulars of their claims in writing, duly attested, to BLACKWOOD, EMERSON & WINTER, Temple Building, Duckworth Street, Solicitors for the trustee of the said estate, on or before the 28th day of July next, after which date the said trustee will proceed to distribute the estate, having regard only to the claims of which they shall then have had notice.

BLACKWOOD, EMERSON & WINTER,
Solicitors for the Trustee.
Address: Temple Building,
Duckworth St., St. John's.
j1e28,41,tu

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In the matter of the Estate of William Cook, late of Saint John's, Butcher, deceased.

All persons claiming to be creditors of, or who have any claim or demand upon or affecting the estate of William Cook, late of Saint John's, Butcher, deceased, are required to send particulars of their claims in writing, duly attested, to Wood & Kelly, Temple Building, Duckworth Street, Saint John's, Solicitors for the Executors of the Will of the said William Cook, on or before the 10th day of August, A.D. 1921; after which date the said Executors will proceed to distribute the said estate, having regard only to the claims of which they shall then have had notice.

Saint John's, July 12th, A.D. 1921.

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j1y12,19,26,aug2

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Martin Building,
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