

Government exists in order to ensure the greatest happiness to the greatest number
In every rank, or great or small,
"His industry supports us all."
—Gay.

THE EVENING ADVOCATE

OFFICIAL ORGAN OF THE FISHERMEN'S PROTECTIVE UNION OF NEWFOUNDLAND

Vol. X., No. 146.

ST. JOHN'S, TUESDAY, JULY 10, 1923.

PRICE: TWO CENTS

HUMBER AND RAILWAY BILLS ARE PASSED BY BOTH HOUSES

Measures Now Await Governor's Assent

COLLAPSE OF SYDNEY STRIKE IN SIGHT

LABOR ORGANIZATIONS TO MEET

CALGARY, July 9—Labor organizations in Western Canada will meet in conference this week to discuss the Nova Scotia strike situation, and according to William A. Sherman, President of District 18, U. M. W. there is little doubt that the coal miners at least will go out on a sympathetic strike.

HAD HARD LUCK

ST. JOSEPH, Mo., July 9—Lieut. R. L. Maughan, attempting a coast to coast flight between daylight and dark, was forced down at 1.10, ten miles north of here to-day, when his machine went dead.
The aviator was uninjured, but the plane was so badly damaged that he will be unable to continue the flight, but he said he would try again next week or later.

THREE KILLED IN STORM

FARGO, N. D., July 9—At least three persons were killed and damage estimated at a million and a half done by a terrible wind, hail and rain storm which swept over Dakota to-day.

WILL TROOPS BE WITHDRAWN?

CALGARY, July 9—Every effort is being made by Hon. James M. Mack, Minister of Labor, to have troops at present in the Cape Breton area withdrawn as soon as possible, according to a telegram from the Minister to William Sherman, President of District 18, U. M. W.

NO BAIL ALLOWED FOR STRIKE LEADERS

HALIFAX, N.S., July 9—Application for bail in the case of James B. McLaughlin and Daniel Livingstone, U. M. W. strike leaders, charged with spreading false tales, was continued this morning in the police court before Stipendiary M. P. Archibald, who refused to take the responsibility of granting bail and adjourned the hearing to Thursday. In the meantime the men remain in a cell at the police station.

JOURNALIST ACQUITTED

PARIS, July 9—Ernest Judet, French journalist, charged with conspiring with the enemy during the war, was acquitted to-day after ten minutes' deliberation by the jury.

President Lewis Wires Address in Reply Stern Message Are Presented

Says Strike Violation of Agreement and of Principles of U. M. Workers of America.

ATLANTIC CITY, July 9—John J. Lewis, International President of the United Mine Workers of America, to-day received a telegram from Daniel Livingstone, President of District 26 of Nova Scotia, stating he had called a meeting of the Executive Board of the Union to-morrow to act upon Lewis's instructions to end the coal strike there. Livingstone's telegram was dated Halifax. Lewis today wired Alexander McIntyre, Vice-President of the Union District, to carry out the instructions contained in the telegram to Livingstone, while the latter was in custody. Lewis's message to Livingstone was as follows:

"Atlantic City, N.J., July 6th, 1923
Daniel Livingstone,
Pres. District No. 26, U.M.W. of A.
Glace Bay, C.B.

I am in receipt of your telegram sent in reply to my previous query stating strike of members of United Mine Workers has been in progress in District Twenty-six since Tuesday midnight in protest against presence of Provincial Police and troops who are in the district in connection with matters outside the mining industry. Such a strike is unquestionably a violation of the existing agreement between District Twenty-six and the coal company parties thereto. It is also a violation of the principles and policies of the United Mine Workers which has a record of fulfilling its contract and discharging its honorable obligations. The action of the district in also permitting the withdrawal of engineers, pumpmen and other maintenance men from the mines is most indefensible and constitutes a wanton destruction of property. The existing agreement in District Twenty-six was negotiated by the officers of that district and ratified by a referendum vote of a majority of the mine workers affected. I previously advised you that formal complaint and protests had been lodged with the Inter-

Address in Reply Are Presented

At yesterday's session of the Legislative Council the Railway Bill was put through its final stage, which disposed of both the Humber and Railway Settlement Measures so far as the Legislature is concerned. The Bills now only await the formal assent of His Excellency the Governor, which will likely be given tomorrow.
Both Houses met at noon today, when representatives called at Government House to present their respective addresses in reply to the Speech from the Throne.
The House then adjourned until Thursday afternoon at 3 o'clock.

OPORTO STOCKS

The following report of Stocks in the Oporto Market was received by the Board of Trade to-day from Messrs Lind and Couto:

	July 9	July 2
Stocks (Ndd)	49,085	32,343
Consump. (Ndd.)	7,085	4,572
Stocks (Norg.)	20,629	27,029
Consump. (Norg.)	6,972	4,572

Entered—Hazel Trahey, Alice Roberts, General Trenchard, Ethel Bartlett, Ariminta, General Wood, Bastian and Navigante.

A Policeman's Problem

LONDON, June 26—The myrmidons of the law having written an order in council authorizing a policeman to demand the license of an airman "suspected of being under either the influence of liquor or drugs," the satellites of justice are wondering just how enforcement of the law is to be carried out in the event of non-compliance with orders to deliver. The only suggestion made so far is that there will have to be an addition to "Robert's" kit of a rifle, a signalling flag and a Morse lamp with a special course of signalling to enable him to bring in offenders.

The S. S. Sapper leaves Montreal on the 19th. for this port.

1200 Steel Workers Return to Work

SYDNEY, N.S., July 9—Twelve hundred men were at work in the coke ovens and blooming mill of the steel plant to-day, it was announced at Besco headquarters, where it was said the company had sufficient stock on hand to continue the operation of the mill indefinitely. It is anticipated there will be no difficulty in obtaining coal supplies. Water and gas are gaining slightly in the coal mines of the district since the fans and pumps are largely out of commission. The situation remains practically unchanged in the strike area.

AVIATOR'S BODY FOUND

PORT STANLEY, July 9—The body of Lieut. L. J. Roth was found in the basket of the ill-fated United States Navy "A" balloon, fourteen miles south west of here this afternoon. No trace was found of Lt. Hull, assistant to Pilot Roth when the balloon left Indianapolis Wednesday.

ADVERTISE IN THE ADVOCATE

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—BY—

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ADMISSION FREE.

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20,000 Hhds. Cadiz Salt

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BECK'S COVE.

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1000 Brls. Purity Flour, 500 Brls. Quaker Flour,
500 Brls. Victor Flour, 200 Brls. Ham Butt
Pork, 200 Brls. Fat Back Pork, 100 Brls.
Spare Ribs, 100 Brls. Family Beef.

GEO. NEAL, Limited.

"QUALITY IS ECONOMY"

VICTOR FLOUR

Means Quality

6"dc., tue, thur, & sat.

In Our Men's Store.

Correct Wear

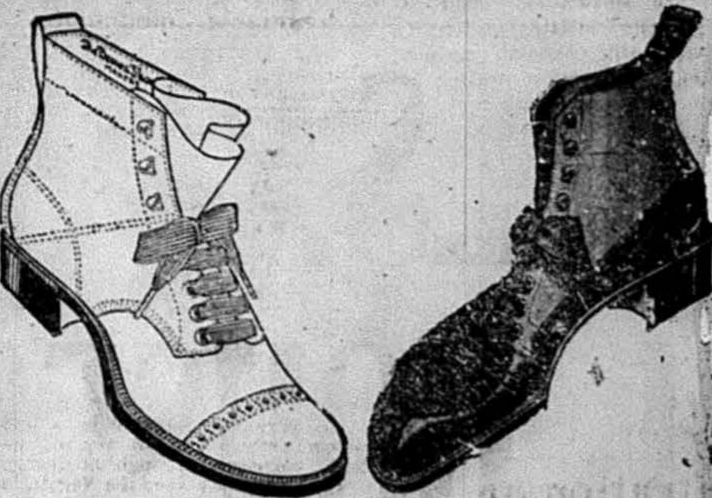
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DRESS SHIRTS, Stiff Fronts . . Assorted Prices
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DRESS BOWS, White 25, 30, 40, 45c.
DRESS BATSWING TIES, Black 60c., 1.10
DRESS BATSWING TIES, White 39c.
DRESS COLLARS, Wing Shape, 2 1/4 in. 33c.
1 3/4, 2, 2 1/4, 2 1/2 inch 37c.
WHITE KID GLOVES 1.40 pair
WHITE FABRIC GLOVES 1.10 pair
WHITE SILK GLOVES 2.20 pair
SILK SOCKS 1.10, 1.80 pair
DRESS PUMPS 1.95, 2.95, 6.50 pair
DRESS VESTS 4.80, 5.00, 6.50, 6.90, 7.40
HANDKERCHIEFS, Silk and Linen—a good assortment.

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Men's Work Boots, only \$3.00 the pair. **Men's Dark Tan Laced Boots, only \$5.00 the pair.**

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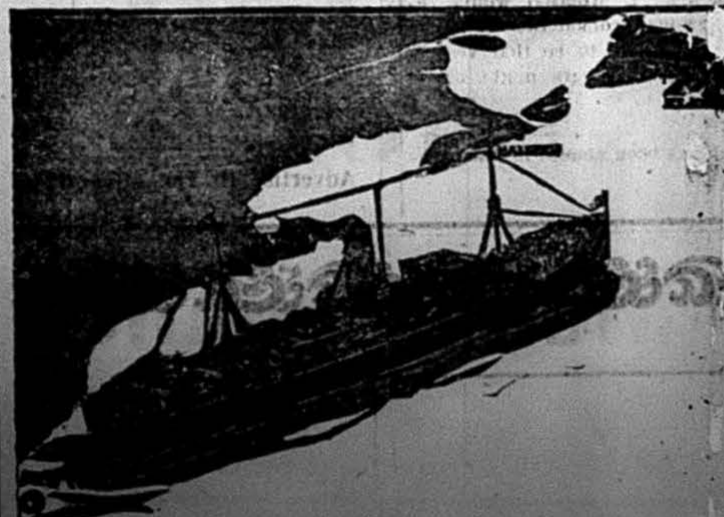
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June 30th ROSALIND July 7th.	
July 7th SILVIA July 14th.	
July 14th ROSALIND July 21st.	
July 21st SILVIA July 28th.	
July 28th ROSALIND August 4th.	

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The Blood Feud OR Love's Renunciation

CHAPTER XX.

An Oasis in the Desert

When he opened the door, the hot, acrid smell of food met him, and from various signs he gathered that the evening meal was in progress in the dining room. A black boy, whom he had not seen before, appeared presently with a tray laden with soiled plates.

He grinned pleasantly, and putting down the tray, stepped forward to brush Rankine's coat. It was a very friendly shining face above the clean white, linen jacket, and, in spite of himself, Rankine smiled back.

"To late, am I not, Sambo?"

"Only a leetle, sir. I'm jes gwine to bring up the chicken hash," he answered cheerily.

At an ordinary moment Rankine would have decided against the chicken hash—whatever that might mean—but he was hungry, and the fear of solitude was upon him; so, after washing his hands in a little cloak-room of the passage, he ventured into the dining room in Sambo's rear.

To his surprise, he encountered a full table at the head of which sat Mrs. Isaacstein, still in black satin, though of a newer and shinier make. Eleven pairs of eyes in addition to hers were instantly turned upon the new-comer, whom she beckoned to her side. As his tall figure made its way up behind the chairs to the place reserved for him, an insensate desire to laugh took possession of him. He was no longer Alan Rankine of Stair, heir to the noble dignity and all the prestige of a great house, but a mere bit of float-sam on the sea of life in New York! He was boarder number nineteen, and latest protege of Mrs. Ikey Isaacstein.

How did he ever get himself into such a weird position, and why had he been such a puppet in Affery's hands? He had good money in his pocket still, and surely it were better for a man to live for a few days in surroundings befitting his position than many days in such environment as this.

But what was his position after all? It was the question uppermost in his mind as he slid into his chair, with a word of apology to his landlady, and a distant bow to the assembled multitude.

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 N.B.—Orders taken at "Calvers," Duckworth Street, King's Beach.

A long, lean man with a pointed beard which gave him a ridiculous resemblance to caricatures of Uncle Sam, had been holding forth at the moment of Rankine's entrance, and now resumed in his slow, drawing voice:

"It's true what I was sayin' Mrs. Isaacstein. The great Amurrican continent ain't bein' developed on the right lines. That's why it's taken so mighty long to make good."

"Oh, come, Mr. Willis!" put in a small, clerky-looking person with weak eyes protected by enormous goggles which gave him the look of a caricature, too. "We can't allow that to pass. Can we, Miss Flo-jambe?"

Rankine started at the name, which certainly had no American sound, and following the direction of the second speaker's glance, he beheld a handsome, florid woman of very artificial appearance, slightly over-dressed, and quite evidently interested in him, for he met her eyes in a straight stare which slightly concerned him.

"Perhaps the new gentleman might help to refute or confirm Mr. Willis's statement that America is not regarded with sufficient respect abroad?" she said boldly, anxious to draw him into the conversation.

Rankine, though not naturally a conspicuously shy man in his own walk of life, felt his color rise. The whole situation seemed to him so ridiculous that in spite of himself, he

CASTORIA

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Always bears the signature of *Dr. J. C. Hutchins*

smiled. After all, why not take the comedy with the tragedy!

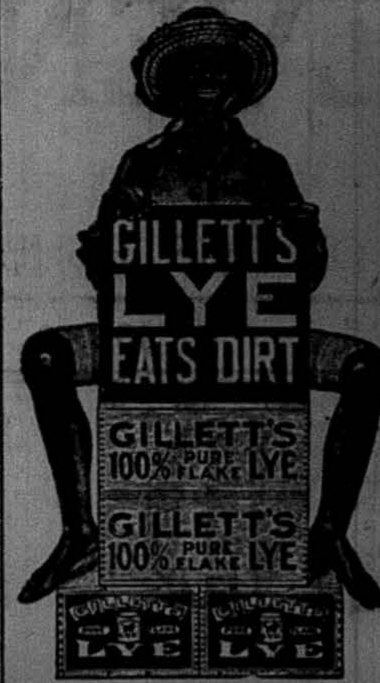
So he answered solemnly, "I have not heard sufficient of the argument to entitle me to take part in the discussion. But so far as I am aware, sir, your great American nation is fully respected and appreciated—especially in the country where I came from."

The old bore who had started the discussion began to meander on about the attributes of the great American nation, and Rankine used the opportunity, while waiting for his portion of the chicken hash, to take a further survey of his fellow-guests.

They were a motley crew, just as one might encounter in any second or third-rate boarding house. Rankine's lips set themselves rather grimly as he asked himself whether this was his measure in the new country. Apparently it was the one set for him by Affery, who was a citizen of the world.

Suddenly, about half-way down the table, his gaze encountered a pair of pleasant grey eyes which met his in a somewhat quizzical smile. They shone out of a woman's oval face, freshly-colored and thus differing from the usual pale faces of the majority of the women. Her brown hair was neatly braided, and she wore a black frock with a little tucker of clean lawn at the neck and wrists, which gave her a somewhat Madonna-like look. She might have been about twenty-eight or thirty years of age, and, while not beautiful, or even pretty, Rankine decided that she was the only person worth knowing at the table, and that he would take the earliest opportunity of getting to know her.

She did not take any part in the conversation, which, indeed, was monopolized by the usual bores. But she



listened with that quizzical expression on her face which indicated that she did not miss a single point, and that, evidently, her sense of humor responded.

The chicken hash was followed by a weird assortment of pie of various kinds, and thereafter what they called biscuits and cheese; then an adjournment was made for coffee in what was termed the lounge, or drawing room on the opposite side of the hall-way.

Just at the door Rankine had an opportunity of a word with the woman who had interested him at the table.

"Don't take the coffee," she whispered with a little smile which illuminated her pleasant face like a sunray.

"Thanks awfully. Any other things to be barred in this queer house?"

"Just a few," she answered. "You will find them out in time."

"I have the pleasure of speaking to a country-woman, I am sure," said Rankine, with his most charming and deferential air.

She nodded brightly. "My name's Dempster. I come from Pollokshields."

Rankine looked the surprise he felt.

"Then we ought to be friendly. I am an Ayrshire man. Where could we have a little talk?"

"There isn't anywhere here. The lounge will be occupied for the rest of the evening."

Rankine reflected a moment. The woman's face was so friendly, and he felt so desperately lonely and out of it, that he could not forgo the chance of learning more of her.

"It seems early days—but the Scotch are clannish everywhere. Will you come out for a stroll with me?"

"Yes, with pleasure. I know New York well, and it's a lovely evening."

Rankine's face brightened, and he did not even resent being button-holed by Willis and Co during the few minutes Miss Dempster kept him waiting.

They used these moments to good purpose, asking minute and personal questions which Rankine answered at random, giving them certain bamboozling particulars regarding himself, which they afterwards found it difficult to piece together.

"I have, vulgarly speaking, been pulling their leg," he said to Miss Dempster, when they got clear of the house. "Heavens, what a place, and what a people! May I ask if they are a fair sample?"

"What of?" asked Jean Dempster with a good-natured smile.

"The great American nation."

"Of that section of it—yes. The section which subsists on the border line. I've been at Mrs. Isaacstein's for over three years; so I've had a pretty good opportunity of studying the brand."

"But how have you stood it so long—and why?" he asked with a side-glance at the calm, clear profile of her face.

"Oh, well, it's a good boarding-house as such places go. It suits my purse and my employment. I'm at the head of a stenographer's office on Broadway. I have fifty girls under me. I have a good salary, but everything is dear in New York, and I send money home."

"To Pollokshields?"

"Yes. To my mother and little invalid sister. That's why I live with Mrs. Isaacstein. She's the soul of kindness and honesty. You'll like her, after you've been there a bit—that is if you are going to stop; but somehow, you don't look like Mrs. Isaacstein's!"

"I tried hard to flatter myself that I did not, but the man who introduced me evidently thought I did."

"Who was it? Any of those there

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to-night?"

"No. A man of the name of Affery, whose report on Mrs. Isaacstein's coincided with yours. He's gone off to-night to the Far West. Ever seen or heard of him?"

Miss Dempster shook her head.

"Never. But there are hundreds who come and go. Are you settling in New York?"

"I don't know. To-morrow I have to present some letters of introduction which will probably decide my future more or less."

"You will like New York after you have got used to it."

"It seems like a place of incredible hustle. Does everybody live and move and have their being continuously at such break-neck speed? If they do, how do they keep it up?"

Miss Dempster smiled the calm smile of superior knowledge.

"Oh, that doesn't mean anything—it's just a pose! And for work! They don't begin to know what it means to work as we know it in Scotland. They are always talking about it, but they don't get any further. Oh yes—they keep tremendous hours; but that's because they haven't mastered the elements of economy in work or business, or time. But you can't help liking them; and the better class are lovely people. I attend Trinity Presbyterian Church. I have some friends there worth their weight in gold. They are kind to me in spite of Mrs. Isaacstein's. I've met more real kindness in New York than anywhere else in the world."

(To be Continued.)

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Nature's Warning of Constipation

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Nujol is a lubricant—not a medicine or laxative—so cannot grip. Try it today.

Nujol
 A LUBRICANT—NOT A LAXATIVE

Body Of Whale But Extremities Of A Turtle

A strange sea monster was cast upon the Chilean coast by the recent tidal waves, which appears to be a cross between a whale and a turtle. Fishermen at Larin, 25 miles from Lima, reported a huge cutaneous floating in the shallow waters of the bay. Then they sent out word it was an unknown monster of the sea, and that they had killed it.

The director of the Natural History Museum of the University of San Marcos and the official taxidermist made a trip to Lurin for the purpose of studying and classifying the strange visitor. They found an animal with the body of a whale, but with a head and extremities resembling those of a turtle.

After examination they came to the conclusion that it belonged to the family of "Balaenidae," cetaceans, inhabiting the South Pacific waters. It is supposed that it was carried along by the Humboldt and thrown upon the beach by the tremendous surfs following the tidal waves of the Chilean earthquake.

The specimen was brought to Lima for mounting, and will be preserved in the University museum.

All inquiries regarding Job work, Advertising and Subscriptions should be addressed to the Business Manager of the Advocate.

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JAMES G. CRAWFORD,
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Feb 3, ed. 6m

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Decoater Tooth Brush, which is specially adapted for use with Pepsodent, whisking off the film from the teeth, and making them clean, smooth and white.

We have both.

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T. McMurdo & Co., Ltd
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 Water Street, St. John's.

Rev. Dean Jones Writes

The Rector of St. Thomas's has received the following from the Very Rev. The Dean of Cincinnati...

My Dear Mr. Earp—Please accept my sincere thanks for the kind message of goodwill sent to me by yourself and Wardens and in behalf also of your congregation...

I did not decide until to-day that I would accept the election to the Cathedral. Last week I went to Cincinnati to "look over" the field of service offered me...

I am here at Rehoboth for a week serving on the Faculty of our Diocesan Summer School. Our spare moments are used in keeping ourselves measurably cool under a sweltering sun.

With much love to your beloved congregation and its Wardens and Vestrymen, I remain, Sincerely yours, EDGAR JONES.

Methodist Orphanage Garden Party

The Methodist Orphanage and College Garden Party to-morrow afternoon will be a central holiday attraction. The Ayre Athletic Field forms an ideal place for a picnic.

and motherless. A holiday is soon spent and, whatever the personal gratification derived, that disappears with the setting sun.

All that is needed to make to-morrow's Garden Party a thorough success, is the presence of those who count it a privilege and a pleasure to help the little ones who have no parents to meet their needs...

CHURCH BURNING CRAZE IN LONDON

Several Imposing Buildings Destroyed and More Vestries Threatened. LONDON, June 28.—The sevenish attempt within the last few weeks to burn a church in South London took place last night when St. Leonard's, one of the most imposing edifices in the suburb of Streatham narrowly escaped total destruction.

Distinguished Masons Were Warmly Welcomed to Canada

Among the prominent passengers arriving at Quebec on the 4th inst. by the 24,000 ton liner Empress of Scotland were the Right Honorable Lord Amphil, G.C.I.M., C.G., C.S.I., Sir John Ferguson, K.B.E., Lieut.-Col. H. Hamilton Wooderborn, C.B.E., and A. A. Carlyle, prominent members of the British Masonic Grand Lodge of England...

The distinguished party, who took passage on the Empress of Scotland from Southampton on June 27th, made the statement that they greatly enjoyed their sea voyage and trip up the St. Lawrence to Quebec. On their arrival they proceeded to the Chateau Frontenac, and from there will go to Truro, N.S., where they will be met by a deputation of the Grand Lodge of the Maritime Provinces...

Later, on arrival at St. John's, N.F., Lord Amphil, assisted by his accompanying Grand Officers from England, will install the new District Grand Master for Newfoundland, Honorable John Robert Bennett, and then the party will return to Montreal, where they will visit one or more of the private lodges in that city, afterwards proceeding to Toronto to attend the annual meeting of the Grand Lodge of Canada.

While the Duke of Connaught is the Grand Master of the Grand Lodge in England, Lord Amphil, in his capacity as Pro-Grand Master, presides at all the big functions.—Montreal Star.

We are always prepared to supply Bill Heads, Letter Heads and Envelopes at short notice. Union Publishing Company, Ltd.

LABOR LEADERS WILL NOT APOLOGIZE TO COMMONS

LONDON, July 9.—At a meeting of the Independent Labour Party at Glasgow Saturday, J. W. Wheatley, Jas. Maxton, Rev. Campbell Stephen, and G. Buchanan, the four labour members of the House of Commons who were suspended on July 27, each adhered to the decision not to withdraw the statements made or to apologize. A resolution was carried demanding the unconditional reinstatement of the members.

CHRISTIANITY OFF THE RAILS, SAYS DOYLE

MONTREAL, July 9.—This is the greatest thing that has happened in the world since the coming of Christ, declared Sir Arthur Conan Doyle, in discussing spiritualism and the more recent development of which he has become the apostle. Sir Arthur claimed that christianity has gone so far off the rails that it does not apply and that there is no communication with the saints now as was the case in early days.

REVOLUTION RAGES

BUENOS AIRES, July 9.—The Paraguayan revolutionists are reported to have advanced within ten miles of Asuncion, the capital city, and government authorities, preparing to repel the threatened attack on the city, are calling for volunteers to reinforce the federal troops.

SENT TO THE CHAIR

NEW YORK, July 9.—Mrs. Anne Buzzi was sentenced to-day to die in the electric chair for the murder of Frederick Schneider, Bronx contractor, last winter. She will be electrocuted during the week of August 6th.

BYNG AT ST. JOHN

ST. JOHN, July 9.—Governor-General Byng and entourage arrived here this morning and was given a royal welcome by the civic officials and citizens. Bright sunshine graced the day and an elaborate program of festivities in honor of the King's representative has been planned.

ADVERTISE IN THE "ADVOCATE"

Advertisement for Dr. Chase's Kidney Pills, featuring an illustration of a man and the text 'Pains in the Back Disappear when Kidneys are Regulated with Dr. Chase's Kidney Pills'.

PEACE WITHIN A WEEK

LAUSANNE, July 9.—An accord has been reached between the Turks and Allies, and peace will probably be signed within a week. Thus the Near East Conference which has been in continuous session for more than three months past, has had a successful outcome.

Entertaining Masonic Visitors

This morning Lord Amphil and the other distinguished members of the Masonic Fraternity who arrived here yesterday were taken for a motor tour around parts of Conception Bay by His Worship Mayor Cook, who is District Grand Master Designate of Scottish Jurisdiction, and were entertained at luncheon by him at Topsail.

The main ceremony, the installation of District Grand Master, Mr. J. R. Bennett, will be conducted by the Rt. Hon. Lord Amphil in the Methodist College Hall at 8.30 p.m.

Following the ceremony of installation, the members of the District Grand Lodges and visiting brethren will repair to the Masonic Temple where light refreshments will be served.

served. On Wednesday morning the visitors will be taken for a motor drive and be the guests of the Prime Minister, Hon. Sir R. A. Squires at luncheon at Smithville. In the evening the newly installed District Grand Master, Mr. J. R. Bennett will entertain the Pro-Grand Master and distinguished visitors at dinner at his residence, Moakstown Road. At 9.45 p.m. a short meeting of the St. John's Lodge will be held at which the distinguished visitors will be welcomed. The meeting will be held in the Masonic Temple and will be open to all brethren.

Following this meeting, a reception will be held and all the brethren given an opportunity of meeting the guests. Refreshments will be served in the Banquet Room and at the close, Lord Amphil will address the brethren, his final act of his Masonic visit. On Thursday the party will leave in the special car "Quid Vidi" attached to the regular express en route to Montreal.

Arbitration on Liquor is Urged

New Plan to Overcome Dry Halling of American Coast.

NEW YORK, June 25.—Informal negotiations have been commenced for diplomatic settlement of the question of foreign vessels bringing sealed liquor not for consumption in American territory waters into United States ports.

Counsel for one of the largest trans-Atlantic lines has verbally suggested to Federal officials here that liquor stores for the eastward trip be brought in under foreign customs seals and that United States customs men break the seals on departing ships at the three mile limit.

If this were done, it was suggested foreign governments might use their good offices to prevent ships of their registries from engaging in rum smuggling off the Atlantic Coast.

Although no official would talk for quotation, it was said on good authority that such a proposal would receive serious consideration. The chief fear seemed to be that vessels of some minor powers might abuse the privilege, in the same manner as it is alleged the diplomatic liquor privilege has been abused in Washington.

TODAY I AM REAL WELL

So Writes Woman After Taking Lydia E. Pinkham's Vegetable Compound



Jeromeville, N.Y.—"I was nervous, easily excited and discouraged and had no ambition. Part of the time I was not able to sit up as I suffered with pains in my back and with weakness. I took Lydia E. Pinkham's Vegetable Compound, both the liquid and tablet forms, and used Lydia E. Pinkham's Sanative Wash for inflammation. Today I am real well and run a rooming house and do the work. I recommend your medicine to every woman who complains, and you may use my letter to help any one else. I am passing through the Change of Life now and I keep the Vegetable Compound in the house, ready to take when I feel the need of it."—Mrs. ALICE D. DAVIS, 23 W. Second St., Jamestown, N.Y.

Often some slight derangement may cause a general upset condition of the whole system, indicated by such symptoms as nervousness, headache, lack of ambition and general weakness. Lydia E. Pinkham's Vegetable Compound will be found a splendid medicine for such troubles. In many cases it removed the cause of the trouble.

The Airplane Attraction

LONDON, June 25 a golf putting competition from aeroplanes in flight is one of the attractions devised to entertain delegates of the British, French and Aero Clubs at the "aerial week-end" now being held at Le Touquet on the French coast. A special green has been marked out on the links for the aerial golfers. The hole, 16 inches in diameter, is surrounded by a broad white ring. The competitor must not come lower than 25 feet from the ground and must try and drop his ball—an ordinary golf-ball—into the hole.

A variation of this "game" was tried out at Chicago the other day, with players on the ground playing the ball from where it was dropped by the ones in the plane.

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ST. JOHN'S, NEWFOUNDLAND, TUESDAY, JULY 10th., 1923.

The Need for Work

Every Man Possible Should Be Employed.

The Advocate understands that a very considerable number of men are now employed on the Humber operations.

There are not, however, such numbers employed as were reasonably expected to be employed. As a consequence, numbers of men throughout the country are today seeking employment on the Humber, but their representatives have been obliged to advise them, day after day, that very few passes are obtainable and that the operations, as at present, are not such as to require any additional numbers of working men.

The difficulties which confront the contracting company in the initial stages of such development operations must be realised, and it is hard to suggest that something more in the way of employment of additional men may be done at the present time.

Still, the fact must not be forgotten that the Humber undertaking was initiated by the Government and its responsibility was undertaken by the country, through its electorate, for the purpose of securing the utmost and earliest possible employment for the people in order to relieve them in these days.

The argument may have been reasonably advanced that no great operations or preparations for great operations were possible until the measures before the Legislature were finally ratified.

Ratification has now been practically made; and may we hope that the Armstrong Whitworth Co. will realise the urgent need, on the part of those requiring work, to make all possible haste to employ as many additional men as possible; and so justify the Government policy of undertaking responsibility for a programme that had for its purpose not only the establishment of a permanent industry in this country, but also the immediate employment of a large number of our people.

Important Legislation

The Humber and Railway Bills, having passed all their stages in the House of Assembly and Legislative Council, will doubtless be signed by His Excellency the Governor within a short period.

The finalization of these two measures marks a very important day in the history of this country. The Humber and Railway Bills are among the very largest measures ever enforced by our legislature, and the manner in which they were treated by both Houses, was significant of the high responsibility and importance attached to them by our legislators.

In the Government's Humber project, Newfoundland sees the birth of a great industrial enterprise, exceeding in its value and extent, the great paper and pulp establishment at Grand Falls.

The harnessing of the water-powers of the Humber and the erection of vast paper and pulp mills, with its attendant possibilities of development there, represents not only a new life to the western sections of our island, but may be expected to mark out a new line of progress for our whole country and so equalise the occupations of our people as to ensure them more valuable returns and, consequently, more reliable sources of livelihood.

Apart from the employment or wage-earning possibilities resulting from the erection of the Humber plant, which, at this time, will relieve a trying situation among the people, its permanent operation will go far to revolutionize the life of our people, hitherto largely confined to the hazardous fortunes of the fisheries.

Not to say that our fisheries are to be dispensed with; to the contrary, our fisheries must be encouraged to the utmost in order that the great majority of the people who

must go fishing, will be able to prosecute it with such advantage as to make possible a decent livelihood for themselves and families.

The Government's industrial programme so practically displayed in the Humber Bill will go far to encourage the fisheries by supplementing fishery earnings of the summer fishing season, by earnings by fishermen on industrial works during fall and winter months. This will relieve the fisheries and make it less hazardous to those who, by neglect of past governments, have been confined to eking out a bare existence at that industry, which has been cruelly injured by those who have bought the fish at sacrifice prices for the reason that their foolish business methods of exportation and sale sacrificed the prices which may otherwise be received from the markets abroad.

The recognition by the Government of the necessity of utilising our latent inland resources for the economic benefit of our people has taken a practical form; and, by the final passage of the Humber legislation, the Government have proven that the Humber was not "a visionary proposition," nor was it of that form of pre-election kite-flying, which has characterized so many election campaigns.

That the Opposition voted for the Humber measure is a proof that, in their eyes, the Humber was no longer a visionary proposition, but was such a sound, businesslike and necessary undertaking as to commend itself to their approval and merit their unanimous endorsement. This is a fact which constitutes a tribute to the business ability of the Government Party and is, truly, something of which they may be proud. The Oppositionists, who fought them through the troublous years since 1919, have been manly enough to record their votes for measures evolved by the Government in the teeth of the most difficult public problems by which a Newfoundland Government was ever confronted. The Opposition approval to the Government's policy was due to their real belief that the Government's industrial policy was a good thing for the people and the country; and for their attitude towards the measure and the despatch given to its passage, they should be commended.

As far as the Railway Bill is concerned, it is true that the measure was carried on a straight party vote. The Opposition voted against it. They may have considered it good politics so to do. That they did not suggest a better railway settlement and that they allowed the measure to pass practically undebated go to prove that the Government settlement, in their real opinion, was, under the circumstances, not so objectionable as they may wish the public to believe it to be.

The best justification for the railway settlement was, we think, the opinion of the eminent English counsel who separately advised against going into litigation against a company who, even in the possible event of a favorable decision for Newfoundland, would be unable to carry out obligations towards the country. Litigation would probably last for years at large expense to the country and at the great risk of a decision which would prove disastrous to the country; and the railway problems would still be unsettled during the period of litigation.

So from the moment when His Excellency shall formally assents to the railway bill to-morrow, the Reid Newfoundland Co. is severed from all our railway connections, and the railway reverts back to Government ownership. The Government will now be in a position to negotiate with other concerns regarding future railway operations.

DISREGARD FOR LAW

Washington Post: The stress that leaders thought throughout the country are laying on the menace of disregard and violation of the prohibition law is not misplaced. Prohibition has been written into the Constitution and enforcement has been written by Congress. It is the law of the land, and as such demands the support of good citizens. Disregard of one law makes for disregard of all law. Lawlessness of any kind is a challenge to the supremacy of government, which depends on the maintenance of the supremacy of law.

SOMERVILLE, N.P., June 29—(By Canadian Press)—After working for several hours on the family automobile and being unsuccessful in his attempts to fix it, G. Stave Schutzenhofer, of Floral Park, near here, was found by his mother hanging from a beam in the garage of the home.

Schutzenhofer, his mother said, had worried over the loss of his position and he appeared to her depressed also because he could not get the automobile in working shape. He had left the house for the garage some time before Mrs. Schutzenhofer investigated and found his body. She called a neighbor, who cut it down.

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Some Pertinent Questions for Editor of Guardian

St. John's, July 9th, 1923.

The Editor, Evening Advocate.

Dear Sir,—Through the columns of your esteemed paper, I would like to ask the Editor of the Bay Roberts Guardian a few questions. No doubt he will answer same in his usual straight-forward manner. Motorists as a whole can very well afford to disregard position taken by that paper in its issue of June 28th, with regard to work accomplished by the Motor Association of St. John's, because their work covering safety first, good roads, etc., speaks for itself.

I would like to point out to our esteemed friend of the Guardian, that position taken by him, is absolutely wrong, because the Legislation now in force was debated and passed by the entire Legislature and a matter so important as the good road movement cannot truthfully be said to have been the work of a few individuals.

Can the Editor of the Guardian point to any important road improvement in Conception Bay during the past ten years, other than the work undertaken by, or with the co-operation of the Road Commission?

Is it not a fact, that the roads in Hr. Grace District, particularly in Bay Roberts section, were and are a disgrace and discredit to any community?

Is it not a fact that the main line from St. John's to Carbonear was in a like condition?

Is it not also a fact, that if the total amount of the money that was expended, or supposed to be expended on these same main lines during past ten years, was properly handled and full returns given, that these roads would be in a far better shape than they are at present?

Is it not also a fact, that since the Road Commission has been operating that ninety per cent. of the Road Boards from St. John's to Holyrood are co-operating with the Road Commission to the fullest extent, and in this way have so improved the roads, as to bring considerable trade to their own section.

Is it not also a fact, that if the total amount of the money that was expended, or supposed to be expended on these same main lines during the past ten years, was properly handled and full returns given, that these roads would be in a far better shape than they are at present?

Is it not also a fact, that if the Editor of the Guardian would in-

terest himself to the same extent, to secure the co-operation of the various Road Boards in Conception Bay, instead of knocking the efforts that are being put forward to better the roads in his own community, that infinitely better results would follow?

May we not also ask the Editor of the Guardian, if it is not a fact, that the wear and tear, cost of upkeep and reduction in tire expenses, does not more than offset the cost to each and every individual motor car driver, than the extra tax that he pays?

The Guardian must also recognize, that it is utterly impossible to secure under present conditions, the full benefit of monies expended as Government patronage for road building or repairs, and it was not until the road commission was fully in operation that the result of their labours has been appreciated.

Motorists wonder as to whether the Editor of the Guardian has ever driven his car over the Seal Cove line prior to its being rebuilt, and also if he has driven over the same line in July of this year. Surely he must be blind, if he cannot see the vast improvement that has been made, and might also recognize the impossibility under present conditions, of having this work accomplished under the old Government patronage system.

Motorists agree that Cars, Tires, Gas, Oil, Parts, etc., are all taxed high enough. Yea! too high, but even so, would any past Government, or the present one for that matter agree to the spending of even twenty thousand dollars by an independent body of men who are above party control, unless at least part of that amount was paid by themselves. No, Mr. Editor! You have the wrong side of the case. Come over and boost the good road movement; boost road improvement for your own district. Any crank can knock down, but it takes a strong man to build up.

MOTORIST.

Whatever you WANT you may have by reading and using the WANT ADS. in work. Advertising and Subscriptions should be addressed to the Business Manager of the Advocate.

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MOUNTED POLICE REPORT ON DEATH OF ROBERT JAMES

NINE HELD ON MURDER CHARGES AND THREE SUSPECTED

QUEBEC, July 4.—That nine Esquimos are being held in the northern territories on charges of alleged murders and that the Canadian Mounted Police is investigating three other reported murder cases was the startling announcement obtained from reliable sources, this morning.

As already stated the S.S. Arctic, which leaves on Saturday for the northern regions, will have on board a special judicial party, which had been delegated with powers to deal with the charge of murder laid against one Esquimo and the charges of complicity against two others as the result of the death of Robert James, a Newfoundland trapper.

At the Attorney General's Department this morning information regarding the whole affair was available for the first time and the details of the far north case made known. From the information gathered Robert James, a native of Newfoundland, who had established a post at Ponds Inlet, Inlet, Inlet, was on the eve of returning after four years sojourn in that section of Canada, when he was shot at Cape Crawford, some distance from his post.

The shooting took place in March 1920 and according to the crime report filed by Sergeant Major Joy, of the Canadian Mounted Police, who investigated the affair, death was inflicted by one NOC-TAX-WAT-SOO an Esquimo, two other Esquimos, ROOII-RE-Way-Nak and Ah-Tee-Tak are claimed to have plotted the death with the alleged murderer and having paid him with white fox skins.

It is claimed in the report of the special coroner that James was persuaded by the three Esquimos to go on the ice at a few yards from his temporary home and that while he was there he was fired at. He fell to the ground and as he was trying to get up again the two Esquimos above mentioned finished him. The story was naively told by other Esquimos, who, however, added that James was mad and that the Esquimos were afraid that he would kill them as he had menaced them.

It took several months before the Canadian Mounted Police were informed of the affair and in March, 1922, an investigation opened and led to the arrest of the three men. The body of James was found at some distance from Crawford Cape. It was then also that it was disclosed that three Esquimos, who resided near Crawford Cape walked several hundred miles to get lumber to prepare a coffin for the dead man. It was these who advised the Canadian Mounted Police. In June last, the preliminary investigation, conducted by Sergeant Major Joy, acting as coroner, resulted in the indictment being returned against the three Esquimos.

A few weeks ago Sir Lomer Gouin, Minister of Justice, appointed L. A. Rivet, K.C., Montreal, as stipendiary judge, Mr. Leopold Tellier, as attorney for the accused and Mr. F. X. Biron, Crown Prosecutor, Mr. Falardeau stated this morning that most likely the case would not be heard before a jury.

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Prime Minister's Address on Our Railway Problems

(Continued)

Canada's Experience

In the neighboring Dominion of Canada, the Liberal government of Sir William Laurier in 1904, undertook the construction of a second trans-continental railway from the Atlantic to the Pacific to operate as a rival to the Canadian Pacific, and to open up new territory, especially in the west, as the prairies were then being largely settled by immigrants from Europe. Whether, without the war that railroad system would have paid it is idle for everybody to say to-day. The war stopped immigration, the war reduced production, the war took hundreds of thousands of the best and the strongest of young men from Britain and other European countries, young men of the material out of which successful colonists are made. The war killed more than 50,000 of Canada's best and maimed twice that number; the war killed or maimed probably five or six times as many more British boys from overseas who would have settled in Canada, so that it is absolutely impossible to say what would have happened if the war had not broken out. We only know what has happened since the war broke out.

In a large measure as a result of the appeal to arms made in Europe in August, 1914, we are not alone confronted with the railroad problem in Newfoundland, but Canada's railroad problem is quite as grave as is ours and quite as difficult of solution. This Government has been criticised and will doubtless be criticised further in this debate for having made grants of money to carry on the railroad and for providing stock and other equipment. In Canada they have been compelled to do exactly the same sort of thing, and find-

ally they have had to do what we are now finding ourselves obliged to do; they have been forced to buy of the Grand Trunk and the Canadian Northern railroad systems and consolidate them with the Inter-Colonial as one system of National Railways.

Cost Canada Millions

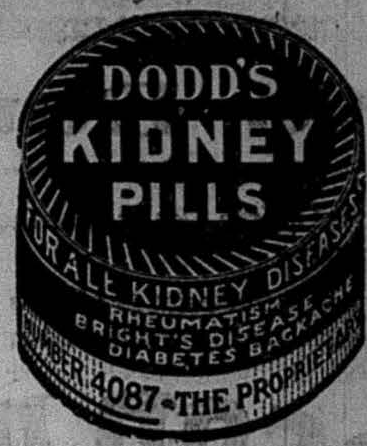
The Canadian Governments, three of them in turn, Borden's Conservative, Meighen's Coalition, and King's Liberal advanced millions of dollars to the Grand Trunk and the Canadian Northern Railways and found themselves confronted with the same problem as ourselves, namely, that if further sums were not provided the railroad would have to close down and the employees remain unpaid. They had to deal with this situation as we had to deal with ours, namely, making provisions whereby they took control of the railways and operated them more or less as Government agencies.

They had to go still further and they had to provide for the submission of monetary claims of the Grand Trunk to a board of arbitration, on

which Board ex-President Taft, of the United States, represented the Grand Trunk, and they had to pay \$10,000,000 for certain rights held by the arbitrators to be vested in the Grand Trunk in respect of certain of its stocks, while in addition to that, the Grand Trunk appealed to the Privy Council against that award and although the decision was against the Grand Trunk, it is recognized as entirely likely that before long Canada will have to make a substantial payment to the holders of this stock, not as a matter of right, but as an act of grace in order to allay the feeling of bitterness which prevails among these shareholders because of their view that they have been unjustly treated.

Decision of Privy Council

The decision of the Privy Council in the Grand Trunk case was published in the London Times of November 16, 1922. It was read by Lord Birkenhead and it discussed exhaustively the whole history of that railway enterprise. I do not propose to read it because it is very lengthy, but my legal friends can find it in the Law Reports. It is merely necessary for me to point out that the recital of the chronological developments on that matter closely paralleled our own and that the steps we have taken here in Newfoundland from year to year to deal with our railway prob-



lems were almost identical with those which had to be taken in the neighboring Dominion of Canada about the same time. I would merely add here that whereas the decision of the majority of the Board of Arbitration, namely, Sir Walter Casselle, the judge of the Exchequer Court in Canada, who was the Chairman, and of Sir Thomas White, who represented the Canadian Government, was that the stock was valued at \$10,000,000 the award of Mr. Taft who represented the Grand Trunk valued the stock at \$48,000,000. This means that if the Privy Council had overturned the award the Canadian Government would probably have been obliged to pay the Grand Trunk shareholders five times as much as they actually paid them.

This is important when we remember that the arrangement we have just made with the Reids is one by which they abandon all their claims and transfer us the railway, railway telegraphs, eight steamers, the express company, the dry dock, etc., for 20 years 5 per cent bonds of the face value of two million dollars, the Reids assuming all expenses and lost in connection with their flotation.

Litigation Expensive

We might have undertaken costly protracted litigation before the same Privy Council, but there was the possibility that the Colony might lose and have to pay an enormously larger sum than two million dollars.

On the other hand, it might be argued that we would win and be entitled to receive a large sum of money, but in the first place we were advised by some of the leading lawyers in England that the possibility of winning this action could not be assured and in the second place even if we won we were next faced with the question of how we were to secure payment of our bill of damages from a company which was admittedly bankrupt and had no substantial assets whatever to respond to any claim which we might make against it. That is to say, whatever private resources the Messrs. Reid might possess of their own, these were not liable for the debts of the railway nor for any judgment awarded by the Privy Council against the Reid Newfoundland Company as a Corporation as distinct from a partnership.

Nobody here or elsewhere will seriously dispute that the Reid Newfoundland Company, apart from the private fortunes, if any, of the individual shareholders, is hopelessly insolvent, and unable to meet annual operating losses. It seems therefore a proposition that answers itself absolutely, that our position would have been hopeless from the outset had we carried this case to the Privy Council, as even if we won we could not collect substantial damages, while if we lost we might be let in for an immense sum in order to satisfy the Reid claims and would also have to settle with them as to their future relations with our railway system.

No Failure By Government

We have been criticised because it is alleged that we promised to make the Reids carry out their contract and failed to do so. I deny that there was any failure whatever on our part. We have done everything humanly possible to compel the Reids to live up to their contract but we found ourselves in such a jungle of lawsuits and other complications combined with the fact we were dealing with a bankrupt outfit, that the task was hopeless.

These legal difficulties were not of our making—not a single one of them. We inherited every one of them.

They were the outgrowth of 30 years of railroad contracts, amending contracts, and other agreements between the Reid Company and the Governments of Sir William White, Sir James Winter, Sir Robert Bond, and Sir E. P. Morris, down to the day we took office.

We had to move very cautiously and we did what I think the judgement of the whole country will approve of our having done—we took the best advice we could get in England as to our position, and acted upon it. One of the gentlemen who advised us on the matter was Sir William Finlay, a son of Lord Finlay, ex-Lord Chancellor, and himself one of the leading members of the British Bar. Another was Mr. Barrington Ward, K.C., an eminent English counsel who has represented Newfoundland in many important matters.

As a special additional precaution we obtained the opinion of Mr. (now Sir) Douglas Hogg, K.C., who shortly afterwards became Attorney General in the Ministry of Mr. Bonar Law and fills the same position in the present administration of Mr. Stanley Baldwin. Sir Douglas Hogg, K.C., is rightly considered one of the most outstanding figures in the British legal world today, and judged to be one of the ablest who has ever filled the important office of Attorney General of England.

Dangerous Situation

The opinion of all these gentlemen was that there were grave risks attached to arbitrations and appeals to the Privy Council on the matters in dispute between the Reid Company and this Colony and that it would be better for us, if at all possible, to settle the matter outside of arbitrations and litigation; and even if it



involved substantial expenditure, get rid of Reids and the paralyzing influence which their incompetent management of the railway system has had upon the trade, industry, commerce, and general progress of this country for many years past.

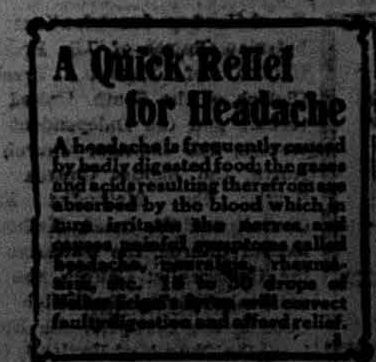
It is not possible within the limits of the patience of the House to discuss the details of the immensely complicated situation which from a legal standpoint confronted us in regard to the obligations of the Reids on the one hand and their rights on the other. It will have to suffice for me to say, and I think my assertion will be confirmed by any legal man in this country who has had occasion at any time to study the questions arising out of those contracts, that they are most puzzling, contradictory and hopeless of reconciliation.

I admit that there are those who claim that we have strong claims against the Reids. On the other hand we have to ask ourselves if we are justified, in view of the pronounced opinions expressed by these eminent English counsels, in taking our dispute to the highest Tribunal of the Empire imposing upon the country a tremendously heavy outlay for legal expenses alone, and taking the risks of heavy damages against us if the decision of that Tribunal was adverse to our interests. Even if we won, we were no better off because they have little of practical value to respond to damages.

Nothing to Recover From
Everything the Reid Company possesses is mortgaged to the Bank of Montreal and as to the Bonds which we pay them under this settlement probably the entire net proceeds of their sale will be absorbed by the Bank in liquidation of indebtedness to that institution. Furthermore, even if we secured a decision in our favour there would still remain the necessity of acquiring some of the properties of the company such as the steamers for instance. These are covered by mortgages and we would have to purchase them from the mortgagees or acquire other boats to carry on the service.

After studying the problem from every angle, we consequently decided that in the best interest of the country there was no alternative for us but to clear the Reids out at the cheapest figure we could make a clear cut settlement once and for all, between them and the country, and secure for the country the railroad and its allied services—its steam boats, its express company, its telegraphs and its dry dock.

Today, for the first time in almost 35 years, the country can draw a free breath. It can say that it is through with the Reids as a transportation agency in this country. We felt that we could not in justice to the people of Newfoundland and our descendants permit the Reids to continue to manipulate this country in the future as they have in the past, in its politics, in its business, and in every aspect,



until their association with it has done more to discredit Newfoundland abroad than any other combination of circumstances in our recent history.

Let it be thought that I am exaggerating the seriousness of the situation, let me quote from a report by Mr. R. C. Morgan, who for nearly two years past has been in charge of operation of the railroad system. This report, which is very exhaustive and was tabled here last session as a Parliamentary paper, was summarized in the Canadian Railway Marine World for May, 1922, and I will quote from that report which gives all his facts in condensed form.

Too Many Miles of Road

He shows in the beginning that we have too many miles of railway; and the traffic is insufficient; that we have too many non-paying branches; that the more business they do the greater is the loss. He also proves by comparison with Canadian conditions that the freight rates are too low and that the mail subsidies are insufficient. His next point is that the maintenance of the road was started until the past two or three years, when funds were provided by the Government to make the line safe for life and limb, and that the same conditions applied to the rolling stock.

Other factors which hurt us according to his report, were the abnormal cost of labor and material, and losses on the station agencies three out of every four of which he stated were not paying the cost of their maintenance. I quote here Mr. Morgan's observations on these points as summarized in the publication referred to.

Mr. Morgan's report is based on the assumption that the railway has been a losing venture from its inception, which is borne out by the figures given in an appended table showing the earnings and expenses of the line for the 18 years from 1904 to 1921 inclusive. In each of these years there was a loss, ranging from \$19,163, in 1910 to \$1,681,261, in 1921. The increasing rates of expenses to earnings began to amount up with the bringing into operation of the new branch line constructed in 1910, and as a still greater extent for 1918, when the increased cost of coal, etc., and higher wages due to the war took effect. In 1919 the earnings were 88% of the expenses; in 1918, 80%; in 1917, 69%; in 1920, 52%; and in 1921, 45%. The totals for the whole period were: Earnings, \$14,317,343; expenses, \$20,096,346; loss \$5,779,003. Average of earnings to expenses, 70%. The report discusses the whole situation in considerable detail and assigns seven main reasons for the losses as follows:

Insufficient Traffic.—Nearly 1,000 miles of line have been built to serve a population of 250,000 a large proportion of whom live beyond its reach, and the balance live at points directly accessible to water transportation.

The main industry of the colony is fishing, and as practically the entire population lives at tide-water there is very little traffic which could not move by water, and a great proportion does not. There are, so far, no pro-

ducting mines to furnish a large and continuous tonnage for the railway, and the existing pulp and paper mills are so located that they have direct access to ocean transportation. All centres of population are located on excellent natural harbors, and as water transportation is admittedly cheaper than rail transportation, it is not to be anticipated that rail traffic will greatly increase, unless new industries are developed in the interior, where they would be obliged to depend on using the railway facilities now provided. The volume of traffic is also adversely affected by unnecessary and unfair steamship connections fostered by government subsidies. In 1920-21, 30,950 passengers were carried, earning \$737 a mile of road; and 27,006 tons of freight were carried, earning \$651.55 a mile of road.

Excessive Gradients, etc.—Owing to the light construction of the line, the light gradients, over the entire line, it has never been possible to get an average train-load much over one-tenth of that obtaining on Canadian lines. The railway has a large amount of heavy gradients that most cases on the American continent, and while no high elevations are crossed, the line is a succession of gradients, largely 2 1/2 per cent. A computation of the amount of elevation in feet over come by a train making a trip from St. John's to Port aux Basques shows the total to be 8,600 feet, a greater climb than is necessary on any trans-continental line in crossing the Rocky Mountains. This handicap cannot be overcome, owing to the physical character of the island making it necessary to touch at water level points, and to cross high ridges of land between such (water) points. The railway is laid with high rails, and the bridges are of light construction, which precludes the use of anything but light locomotives; the capacity of the cars is low to conform with the narrow gauge of the tracks (3 1/2 ft.) and the light nature of the railway generally. Efficient handling of freight consists of getting a heavy carload and a heavy trainload, or in moving the greatest possible number of tons of freight with the fewest number of train miles. Train mileage cost does not vary greatly on different railways. For 1920-21 the Newfoundland Railway handled its trains at a cost of \$3.06 a train mile, a not unfavorable comparison with the C.P.R. and other lines, but when account is taken of the number of tons handled per mile run the comparison is most unfavorable, being .41, as against the C.P.R.'s .498. The Newfoundland Railway in 1920-21 earned \$146 a train mile run against the C.P.R.'s \$4.64. The result shows that the Newfoundland Railway carried on at a loss of \$1.60 against a profit of 74c a train mile on the C.P.R., or carrying the analysis still further, it cost the Newfoundland Railway 74c to carry one ton of freight one mile, while it cost other countries less than 1c. The revenue per ton mile for 1920-21 was 2.55c, representing about one-third of the cost of operation.

(To be continued)

BACK TO TENNEYSON

London Times: Not long ago, the father, his armchair, and the poems he enjoyed in it, were red rag to modernity. Seeing them, you attacked, or cried: "Progress!" and passed on. Now you pause and smile upon their quaintness. Tenneyson is already returning to power. The wicked parent is acquiring a halo of benevolence. Very soon revolutionary young women of the fashionable sort will put away their Oriental divans, and, and, and, leaning their heads against antique antimacassars, will read the "Idylls of the King."

P. O. BOX 1054 PHONE 1530
WANTED---RAW FURS.
25,000 Muskrat Skins; 1,000 White Fox, also Cross and Red Fox, Otter, Lynx, Marten, Weasel and Mink.
PROMPT AND SATISFACTORY RETURNS for all shipments received by mail or express.
We are also buyers of Cod Oil, Seal Oil, Lobster, etc., and will pay HIGHEST MARKET PRICES for same.
Gordon Butler,
Correspondence Invited. Consignments Solicited.
Rooms 10 and 11, Bon Marche Building, Water St.
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Headquarters for
Columbia Batteries, K-W. Spark Coils
Also All Motor Boat Supplies.
Repair parts for FERRO, LATHROP and FAIRBANKS-MORSE MARINE and STATIONARY Engines.
Agents AMERICAN SAW MILL MACHINERY COMPANY.
A. H. MURRAY & Co., Ltd.
BECK'S COVE.

St. John's - - Boston, Mass. FURNESS LINE.

The S. S. DIGBY will leave St. John's for Boston, calling at Halifax enroute on or about July 17th, 1923. This steamer has excellent accommodation for passengers and bookings now being made. Apply to:-

FURNESS, WILBY & CO., LIMITED,
PHONE 130. WATER STREET, EAST.

Unclaimed Letters Remaining in G.P.O.

- B**
Barnes, Miss E., McDougal St.
Barrett, Miss Susie, Rennie Mill Rd.
Buggs, Walter
Blanford, S., care G.P.O.
Blair, Miss Alice, Gower St.
Bennett, Miss, care Mrs. Mike King.
Bearn, Mrs., Newford Rd.
Bennett, Miss Stella.
Bright, Miss N., Circular Rd.
Bishop, Miss N., Circular Road.
Bishop, Miss Hilda, Rennie Mill Rd.
Brown, Mrs. Margaret, Hamilton St.
Brown, O. E., care G. P. O.
Brown, Miss B., LeMarchant Rd.
Brown, Robert, Goodview St.
Burse, Miss G., Monroe St.
Buckley, Geo. W.
Burns, Joe, Flower Hill.
Brown, Mrs. F., Water St.

- C**
Carr, P. L.
Carow, (Spr.) J., care G.P.O.
Campbell, Tom.
Chafe, Joseph, Newtown Rd.
Carroll, Miss Annie, Gower St.
Carroll, Mrs. J. T., Broad St.
Crocker, Mrs. Alex., Hunt's Lane.
Crotty, John, St. John's East.
Cummings, Miss A., care Normal School.
Carbery, Michael, Allandale Rd.
D
Dawson, Mrs. J., late Grand Bay.
Dalton, Miss Florrie
Dyer, Mrs. Denis, Burton's Pond.

- E**
Easto, George, Willow St.
Ellis, J., Card.
F
Flannigan, Mrs. E., Carnell St.
Fever, Mrs. John
Fisher, Mrs. John, Hamilton St.
French, Mrs. Chas., Woodville St.
Fitzpatrick, Miss D.
Fowler, Walter, Water St.
Fowler, Mrs. Henry, Pleasant St.
Furlong, Thos., Newtown Rd.
Finley, James J., Brine St.

- G**
Grace, Miss Nellie, Barnes Rd.
Garland, Charles, Bond St.
Graham, Mrs. Jan.
Greig, W. G.
Gear, Nellie, Long's Hill.
Greenon, C.
Green, C. W., late Halifax.
Green, Miss S., card, Water St.
Griffiths, G. R., Hamilton St.
Gilbert, Miss Janie.

- H**
Hanrahan, John, Quidi Vidi Rd.
Hallett, J., Balsam St.
Hamilon, Mrs. Ned, Howley St.
Hamilon, Master Joseph, care J. Clark, G.P.O.
Halloran, Peter, Military Rd.
Head, Mrs. Eli
Hirst, D. J., care General Delivery.

- Holloway, Miss Susie, Prescott St.
Hodder, A. S.
Hodder, Miss M.
Hollett, Miss B., New Gower St.
House, Miss Elizabeth, care G. P. O.
Hull, Mrs. B., late Methodist Church.
Hutchings, Mrs. E., Pennywell Rd.
Hughes, J. A.
Hudson, Miss H.
Hollett, Miss Beasie, New Gower St.
Hodge, Mrs. S., Barnes Rd.
Hoskins, Miss B., Charlton St.

- J**
James, John
Jackson, Mrs. Archibald, Flower Hill.
Jones, Mrs. J.
Johnson, Mrs. May J.
Jaynes, Miss Hannah, Springdale St.
Jones, Mrs. John, Charlton St.

- K**
Kennedy, Miss E., New Gower St.
King, Miss L., LeMarchant Rd.
Kean, Mrs. Alfreda, care Mrs. John Griffin, Carter's Hill.
King, Matthew, care G. P. O.

- L**
Leonard, Miss Isabella, care G.P.O.
Lynch, Miss Gertrude, 9 Gower St.
Lynch, John T., New Gower St.
Lynch, Mrs. John, late Fort Angeles.

- M**
Martin, Mrs. Frederick, Alexander St.
Martin, Miss Bride, Duckworth St.
Martin, Miss F., Freshwater Rd.
Mahon, J. T., Allandale Rd.
Merry, Miss Esther, care Mrs. Valah.
Morgan, Miss Mary, Gower St.
Morris, Mrs. Eliza
Milley, Frank, Pennywell Rd.
Milley, Mark, Pennywell Rd.
Milley, Francis, Pennywell Rd.
Morey, Sidney, schr. Evelyn.
Murphy, Miss K.
Mugford, Robert
Murrin, Wm.
Murphy, Mrs. E. F.
Murray, Miss Nellie, Patrick St.
Murphy, Mrs. Peter, Avenue St.
Matthews, Robert James, care G.P.O.

- N**
Neville, L., LeMarchant Rd.
Neville, Miss Janie, Water St.
Norman, James, care Gen'l Delivery.
Norsworthy, James

- O**
Oakes, Miss Katherine, Duckworth St.
Oldford, A. W.
Oldford, Miss Della, Water St.
O'Brien, Mrs. John, Water St. West.
O'Reilly, Mrs. Thomas, New Gower St.

- P**
Parsons, R. R., care Gen'l Delivery.
Pardy, Wm., card, Flower Hill.
Pardy, Master George, care G.P.O.
Pelley, Raymond, care G.P.O.
Pretty, C., Pennywell Rd.

- P**
Pender, W., Bond St.
Penney, John, New Gower St.
Percey, Miss Susie M., New Gower St.
Penney, William, Carter's Hill.
Power, Edward
Pike, John C., Chapel St.
Pynn, Miss Elsie, late Carbonear.
Pike, Arthur, Willow St.
Pynn, Miss Elsie M., Queen St.
Power, Miss Margaret, Power St.

- R**
Raymond, Miss S., Hamilton St.
Reidy, James, Saad Pitts Road.
Reddie, John M.
Reardon, Michael, Brine St.
Rossitor, Mrs. Michael, Prospect St.

- S**
Stanfield, Thomas, Allandale Rd.
Sparks, Miss A. V., Water St.
Starr, A. H., care Gen'l Delivery.
Stamp, J., Pennywell Road.
Sparks, N.
Sweeney, Miss M.

- S**
Steed, Mrs. E., care Gen'l Delivery.
Seward, Henry, care Gen'l Delivery.
Smith, Miss L., care Gen'l Delivery
Smith, Clarence, Circular Rd.
Simpson, A., Belvedere St.
Simpson, Alexander, Belvedere St.
Smith, Wm.
Smith, Miss Lizzie, card, Fleg St.
Soper, Miss Ethel, Circular Rd.
Snow, Jas. S., Pennywell Rd.
Soper, Alice, Cabot House
Soper, Joseph, George St.

- T**
Travers, Miss Josie, Coronation St.
Temple, J., Thomas St.
Thompson, Miss K., Hayward Ave.
Tobin, R.
Tucker, Henry, Long Pond Road.

- W**
Walsh, Miss Mary E., Blackhead Rd.
Walsh, Jack, care of Wm. Maher, Lime St.
Wall, W. P., card, Long Pond Rd.
Walsh, Robert F., Mount Solo
Waddleton, Miss V., Watertord B. Rd.
Walsh, Miss K., Gilbert St.
Whelan, James, Hamilton St.
Weeks, Miss K., King's B. Rd.
Williams, Thomas A., Harvey Rd.
Williams, Master Walter
Wilson, Miss B., Duckworth St.
White, A., Gear St.
White, John L., Water St.
Wiseman, Mrs. Michael, Casey St.
Williams, Mrs. F. J.
Wiseman, Miss A., care of G.P.O.
Wingrave, Mrs. George
Winsor, R. O.
White, Mrs. G. G., Military Rd.
White, Miss Mary, care of General Delivery.
Workman Publishing Company.
Winsor, J. W.
Walsh, Miss T., care Gen'l Delivery.
Walsh, F., Water St.

Grove Hill Bulletin
CUT FLOWERS
Crysothemums, 50c. to \$3.00 doz.
Carnations \$2.00 doz.
Narcissus \$2.20 doz.
Calendula 50c. doz.
Calendula 50c. doz.
POT FLOWERS
Cyclamen \$1.75 up
Primula \$1.00 each
Geraniums 50c. up
Azaleas \$5.00
Ferns 75c. up
Tel 2470. P. O. Box 729.
Inspection Invited.
J. G. McNEIL

From The Masthead

By The Lookout.

Not far off, possibly, is the day when the average man will possess his own private airplane, exactly as so many men in the United States, for example, possess their Ford motor car.

Do you know that Henry Ford manufactures his motor cars at the enormous rate of 6,000 cars a day? 36,000 cars a week? 144,000 cars a month? or over a million cars a year? And Ford is but one of many automobile manufacturers in America.

M. Defitine, a Frenchman, is the designer of a 15-horsepower airplane, and he paints the picture of the sky being filled with these aerial flitters. He is trying to interest Henry Ford in the manufacture of the airplanes. "My aviette can be manufactured as cheaply as a Ford by means of mass production," he declared, "and even if manufactured in small quantity can be sold for about \$700. The great advantage of the light plane is safety. It has a landing speed of only 15 miles an hour, and will land anywhere with a level space of 25 yards, or start off at the same speed in a similar space. Equipped with folding wings such as I am making," he concluded, "you can easily put a couple of planes in an ordinary Ford garage."

That 18 miles he mentions does not mean that that is the speed of the machine. He means that in landing the engine can be slowed down to 18 miles, and thus make landing very much safer than with a bigger machine or a faster engine. The advantage of being able to take-off from such short space is obvious to anyone. At present the average machine requires quite a little run to enable it to gain enough momentum to get the air.

Frank A. Vanderlip is an American multi-millionaire, financier, author, and philanthropist. He was President of the National City Bank of New York, has been sent on important missions to Japan and other countries by the United States Government, attended the Genoa Conference as unofficial American observer, and is well known in America as a liberal-minded man.

Read these words he uttered in Washington recently at a distinguished gathering of the National American Council, where General Pershing was a listener.

"I am getting an obsession against the word 'patriotism,'" exclaimed Mr. Vanderlip. "In Europe today one of the greatest troubles is that patriotism is transplanted into intense nationalism."

"America first. If in well-doing, fine. If in selfishness, not so fine. It is no finer to be selfish nationally than individually."

That last sentence is worthy of being inscribed in the copy-book of every school-child in the world. It is a lesson highly needed in this world.

Here is news to gladden the heart of all who despise religious hatred and enmity. It comes from Jackson Heights, L.I. in the United States, where twenty-one Protestant denominations attended religious services for the first time in the Community Church dedicated by Bishop Luther B. Wilson. The prayer was offered by a minister of the Dutch Reform Church, Scripture read by a minister of the Baptist Church, sermon delivered by a minister of the Episcopal Church, benediction given by a minister of the Presbyterian Church. Membership in the church includes

the following denominations: Presbyterian Church of U.S., Presbyterian Church of Canada, Presbyterian Church of the South, United Presbyterians and the Independent Presbyterians, the Baptist Church of the North, the Baptist Church of the South, the Methodist Episcopal Church and the South Methodist Episcopal Church, the Unitarian Church of the Universalist Church, the Congregational Church, the Dutch Reform Church, the Disciples, the Episcopalians, the Church of England, the Moravian Church, and four independent church organizations.

I do not wish to have it understood that I like to see everybody thinking the same or believing the same don't. The only time all people agree is where they have no ideas anyway. No, I don't want unanimity of belief. But what I do like to see is people who are not hating each other because they believe differently. If people of different ideas could get together to talk things over it would result in giving each man a width and breadth in his ideas that it is quite impossible for him to have when he mixes with people who believe exactly as he does.

Atlantic Lodge Installation

The installation of officers of Atlantic Lodge, I.O.O.F. took place last night, the installing officer being D. D.G.M. G. T. Phillips, assisted by the following acting as Grand Lodge officers: Past Grand Charles Phillips, G. Phillips, R. Young, J. Carber, W. Quick. The newly installed officers are:

- N.G.—James Butler
- V. G.—Charles Quick
- R. S.—Walter Garf, P.G.
- L.S.—H. Blackmore
- Treas.—Charles Hammond
- Warden—A. A. King
- Cond.—Arthur Tilley
- Chaplain—A. L. Blackmore
- O. G.—R. Hennebury
- J.G.—R. Newell
- R. S. V.G.—S. Butler, P.G.
- L.S.V.G.—H. Patrick
- R.S.S.—Samuel Case
- L.S.S.—Charles White

Just previous to the congratulatory addresses, the pleasing duty devolved upon the D.D.G.M. of presenting a Past Grand Jewel to Bro. Walter Garf and a combination jewel to Bro. A. Heath.

Extra Attractions at Mt. Cashel Garden Party

Friends of Mount Cashel will be glad to learn that this year's sports program promises to be of unusual interest. In addition to the football fives by the senior league team and the pony and horse races as in years past, new features will be introduced by exhibition pyramids by the well-known C.L.B. class.

Because of the dropping of baseball there will be served in this year a three-mile race on the field as well as a relay race by the Junior League football teams.

For both the latter events, handsome prizes have been offered. In view of the success of past years, the addition of these new features should tend to make the 1923 Garden Party a bigger success than ever before.

No Game To-night

Owing to the Masonic installation which takes place in the Methodist College Hall to-night, the league football match between the C.E.I. and Fieldians has been postponed in order to give the players who are Masons an opportunity to attend the function.

The game will be played at the end of the season.

The Junior League has been given the field for to-night, and the Cadets and B.I.S. teams will play.

No Doubt

It is important to the Dealer that the price of his flour should be right—

BUT the question of price is of very minor importance to that of quality—such as you'll find in

WINDSOR PATENT

"Canada's Best Flour"

PERSONAL

Mr. C. W. Horwood of Grand Falls who was in town attending the funeral of his father, the late William H. Horwood, returns to his home by to-day's express.

YESTERDAY AT THE HOUSE

The House met at 3.15 p.m. yesterday and following the tabling of answers to questions etc., the House went into Committee of the Whole on Supply.

Minister of Finance and Customs Cave went thru the estimates, explaining the various votes and accounting for the increases and decreases in the estimates for the different departments, the amounts of which in many cases have been considerably reduced.

At the request of the Opposition Leader, no votes were passed and the Committee rose till this afternoon at 3 o'clock.

Sable I. In Port

The s.s. Sable I., Capt. Murley, arrived in port last night. Only two passengers, Messrs Knight and Burke, came by the ship.

The trip was a very stormy one, and the cargo consists of about 7 carloads of general freight and one of sheep.

Will Pass Over "Guard"

The formal ceremony of passing over the raceboat "Guard" by the C.C.C. Boat Club to the C.L.B. will take place at the race course to-night.

The C.L.B. Band will be present and will render a program of music. It is expected that a large number of supporters of both clubs will be present.

Guards Victorious

In last evening's football game the Guards defeated the C.D.B. by three goals to nil. The game, like the attendance was perhaps the poorest for the season, the C.L.B. being out-distanced at every turn by their opponents.

ALL FOR TEN CENTS

Just to get new trade we will send one package handsome Silk and Satin Remnants, for Fancy Work, 3 yards beautiful Lace, one Aluminum Thimble, one package Embroidery Silk, Stone Set Ring and Flower Pin. All these goods sent postpaid. Only 10c., three lots 25c. Money back if not well pleased. Address:

Seville Lace Co., Box 217, Orange, New Jersey.

LATEST SHIPPING NOTES

SYDNEY, July 9.—Comparative quiet marked the progress of the coal workers' strike in Cape Breton up to midnight, while from Halifax came a glimmer of hope that a settlement was possible in the news that Rupert Curtis, International Representative of the steel works had left here for Halifax to interview Premier Armstrong and members of his government, with a view to effecting mediation between the strikers and operators.

So far as the steel strike was concerned on the other hand, a more serious turn of events came with the announcement that Pictou County miners had, at a mass meeting on Monday night, resolved to strike at midnight in support of the demands made by the Island strikers.

Information from Springhill was to the effect that miners in that section remained loyal to the international union to far and had not announced any intention of striking, but a mass meeting is to be held there Tuesday night at which definite action would probably be outlined.

Disorders have been practically nil through out the strike area and further troops arrived during the day to reinforce those already there. Twelve hundred men were working all day in the coke ovens and bloom mills, and Besco officials stated their belief that more could be obtained if it was decided to expand present operations.

CALGARY, July 10.—It is with difficulty he is restraining miners of District 18, U.M.W. from walking out in sympathy with the strike, as a result of the handling of the Nova Scotia strike by the authorities, stated William A. Sherman, President, in a wire sent this morning to James Murdock, Minister of Labor.

LOCAL ITEMS

No matter what price you pay for your toilet soap, you cannot get a better quantity than Ivory. Yet Ivory is not expensive. You can buy it at the Union Stores for five cents a cake. There are larger size cakes too selling for ten and fifteen cents. Each is well worth the money and will please you immensely.

As good as any soap can be that's Ivory toilet soap. Yet the price is not high. Every family can afford Ivory soap. It is a sensible economical soap. No fancy wrappers or stylish boxes, just plain wholesome pure soap that's what you want isn't it? Ivory at all Union Stores now.

MAGISTRATE'S COURT

A young man was charged with the larceny of two cart loads of iron from Belvidere Orphanage valued at \$23. It had been given to the Orphanage from the old Signal Hill Hospital and was stolen by the defendant and a man named Walsh who, has since left the country. The accused pleaded guilty and was sentenced to six months with hard labor.

An East End man was charged with stealing a britching strap and wipers from Chas. Lester. The owner did not wish to prosecute and the accused was reprimanded and let go on payment of costs and on suspended sentence.

Two boys were charged with the larceny of cash, cigarettes, tobacco and 25 yards cotton valued at \$20. Through their counsel Mr. Higgins, K.C., they pleaded guilty. Mr. Higgins made a strong plea for leniency. They were fined \$10 each or 30 days.

The evidence of a witness in a postponed Prohibition Case, was taken as the witness in question was about to leave town. He is a native of Hopedale, Labrador, and said he had bought rum from the defendant at his house on Water Street, paying fifty cents a drink.

Ranger Back From Labrador

The S. S. Ranger, Captain Abram Kean, returned to port Sunday morning, having been as far north as Smokey. It was impossible to get beyond there as a solid jam of ice extended up the coast. On June 27th the Ranger picked up the Seal's call for assistance and immediately went to her aid. At first it was thought the propeller was broken, but it was found later that the shaft had broken in two and the propeller fallen off. On the morning of June 28th the Ranger towed the Seal into Lord's Cove, the Silvia II, which is on an exploration trip to Stag Bay for the Aerial Survey Company, was spoken to. All the crew with the exception of one man were in excellent health. The man had his shoulder dislocated by being hit by the main boom, but he had been carefully attended to and was recovering rapidly. At the time the Seal met with the accident the ship was within fifty yards of the rocks, but a change of wind worked the ice inside and formed a barrier. Captain Kean reports the Labrador coast blocked with ice and very little doing with fish. Many schooners are along the French Shore awaiting an opportunity to get across the Straits.

OBITUARY

HECTOR ROSS

After a protracted illness, the veteran railroad man and master car builder, Mr. Hector Ross breathed his last at Topsail on Sunday evening, where he had gone only a few days previously. The deceased was born in Richmond, P.Q., in 1848. During C. P. R. construction days Mr. Ross began his career as a railroader, and during the building of that line as well as the Inter-Colonial he was associated in business with the late Sir R. G. Reid. He came to Newfoundland 32 years ago and worked for some time at railway construction, subsequently assuming the position of chief of the Car Building Shops of the Reid Mfd. Company, a position he held up two years ago, when failing health compelled his retirement. Mr. Ross was a prominent member of the Presbyterian Church. One daughter, Mrs. Boyd Baird, and one son, Hector, of the firm of William Heap and Co. survive him. The funeral takes place this afternoon from the residence of his son-in-law, Mr. Boyd Baird, Monkstown Road.

Picked Up Buoy

A message received by Mr. H. W. LeMessurier yesterday, tells of the picking up of a Canadian whistling buoy in Placentia Bay.

On last Saturday, Mr. Peter Shea, of Bar Haven, reported having seen a buoy in Placentia Bay.

Inspector Dee proceeded to search for it two miles from the Downs, where it was a menace to shipping, and towed it to Argentea. The buoy is an automatic whistler with fifteen fathoms of 1 1/2-inch chain attached. It bears the Canadian official number 694.

The S. S. Silvia arrived at Halifax from New York at 7 o'clock yesterday morning. The ship leaves Halifax today and is due here early Thursday morning.

A REMINDER

Sir—I hope that my co-religionists will not forget to attend in goodly numbers at the Kilbride Garden Party, the proceeds of which will be spent in the cost of erecting the new Church. I am sure that the generosity shown in the past will be in evidence on the occasion and that the Rev. Fr. Rawlins will have cause to be joyful over the success of the event. I have written this note as a reminder of the party which takes place on the eighteenth of the month, and before closing I wish to thank you very sincerely for your courtesy in giving it publication.—CITIZEN


Retirement of Dr. Bond

After fifty-two years of varied and influential ministry, the Rev. Dr. G. J. Bond retires from circuit work. A brilliant student of Mt. Allison he was the originator and first editor of The Eurhetorian Argosy. Serving a number of years in the Newfoundland Conference he was thrice its President and was also President of the Nova Scotia Conference.

After eight years of distinguished service as editor of the Wesleyan, he was elected editor of the Christian Guardian with promise of much success, but sore bereavement, followed by ill-health, obliged him to relinquish office at the loss of his term.

Dr. Bond wields a classic and facile pen, is especially interested in missionary work, and is also a close student of current events, and it is hoped that in his now great leisure he may, for a long time, be able to take an active part in advancing the interests of missionary and other good causes.—Wesleyan.

City of St. John's



St. John's Municipal Council

NOTICE

All persons indebted to the Municipal Council for City Taxes to June 30th last are hereby notified to make payment on or before the 31st instant, after which date all amounts outstanding will be placed in the hands of the Solicitor for collection.

J. J. MAHONY, City Clerk.

St. John's Municipal Council

NOTICE

City Cabmen and Truckmen are hereby notified that the Annual Horse, Cart and Carriage Taxes are now due and License must be taken out on or before the 31st instant.

All persons liable for same please take notice accordingly.

J. J. MAHONY, City Clerk.

St. John's Municipal Council

PUBLIC NOTICE

The attention of the Public is called to the Sections of the St. John's Municipal Act, 1921, regarding the keeping of Dogs within the City Limits and within one mile thereof:

Section 197.—The owner of every dog or bitch kept within the City Limits or within one mile thereof in any direction, which is six months old or upwards, shall register such dog or bitch at the City Hall on or before the first day of July of each year, and shall pay to the City Clerk such fees as the Council may determine, for the use of the City.

Section 198.—The City Clerk shall supply such registered owner with a metal tag for each dog or bitch registered, with the number of the registration stamped thereon, and the owner of every registered dog or bitch a collar with the tag attached thereto.

Section 199.—No owner shall allow any dog or bitch to run at large in the city unaccompanied by some person in charge thereof, the owners shall see that same is securely housed between the hours of 11 p.m. and 6 a.m.

Section 200.—The owner of dog or bitch who contravenes or fails to comply with the foregoing sections shall for each offence be liable to a fine not exceeding five dollars.

J. J. MAHONY, City Clerk.

jly9,2i



For all Aches & Pains use

STAFFORD'S LINIMENT.

STAFFORD'S LINIMENT can be used for all muscle troubles such as Lumbago, Rheumatism, Sciatica, Strains, Swollen Joints, etc., and in nearly all cases will cure.

It can also be used for Headache, Toothache, Neuralgia, Colds, and will give great relief.

Try a bottle if you need a good reliable Liniment and we are sure you will get results.

FOR SALE AT ALL GENERAL STORES.

Manufactured by

DR. STAFFORD & SON,

Wholesale Chemists & Druggists, ST. JOHN'S, NEWFOUNDLAND.

jnel.ed.lyr

Reid-Newfoundland Co'y., Limited

HUMBERMOUTH-BATTLE HR. STEAMSHIP SERVICE

Until further notice Freight for the above route will be accepted at the Freight Shed every Friday, instead of Thursday as at present.

Reid-Newfoundland Co'y., Limited