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An independent newspaper devoted to the development and prosperity of Newfoundland

The Western Star

Representing the local interests of the West Coast of the Island

Vol. 23 | Curling, Bay of Islands, Newfoundland, Wednesday, September 14, 1922 | No. 23

Curling Branch

BANK OF MONTREAL

Capital $22,000,000. Rest $23,251,850.
Total Assets $560,150,812

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SIR FREDERICK WILLIAMS-TAYLOR, General Manager.

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The name Acadia is a sign of remarkable success in marine engine construction; "keep in the lead" has always been our motto and our product shows it. Plan your spring work now. Don't wait till the last minute before deciding what kind of a engine to buy

Acadia Engines and parts now in stock

F. G. Brake Motor Supply Co.
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Our New Stock of Tweeds and Serges

OUR new stock of tweeds and serges is the result of careful selection from the best the Old Country can produce.

The price of woolens having advanced so much since we purchased these goods that we are unable to duplicate them anywhere at the same price. If you are thinking of purchasing a new suit or over coat we shall be pleased to send samples and measuring forms to any address in the Island.

JOHN MAUNDER
TAILOR and CLOTHIER,
281 & 283 Duckworth St.
ST. JOHN'S, N.F.

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The Combination that appeal to your judgment

High Quality and Honest Price

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Save money and learn true comfort by purchasing the guaranteed lines of comfort and style

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Jams	Beans	Milk
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ALSO

Marmalade	Bacon	Tea
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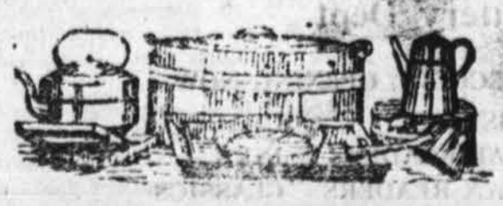


Stoves, Tinware and Enamelware

We take this opportunity of advising our Outport port Customers that we have reduced the prices of TINWARE and ENAMELWARE considerably

William J. Clouston, Ltd.
P. O. Box 65 - - 184 Water Street
ST. JOHN'S

House of Assembly

Official Synopsis

May 19, continued

Mr Bennett (St John's West) the Reids claim that they have a verbal agreement or arrangement. Hon. the Prime Minister, there was no such agreement either verbal or in writing. There were two courses open now for the Government to get possession of the Railway, one was to rush a settlement by paying them for their assets, the other one was by arbitration of their total claims.

Hon. the Leader of the Opposition said that when he left his house to come down to-night he little thought that he was going to hear such an astounding pronouncement as that just made by the Prime Minister. As a layman, he with others, was asking what caused the present situation. Why is the Government in the position it is in to-night? He thought there must be arrangements or agreements that the House knew nothing about. The dispute now is over $25,000.00 that the Reids claim is due them under the 1921 arrangements. If the Government had paid the Reids the amount claimed when the dispute arose and let them carry on until the 30th of June next, and then if they had refused to operate, would not the country be in a far better position than it is now? How was it that in the middle of the fifty year period of operation the Reid Company suddenly throws down the gauntlet and ceases to operate. Why has the contractor taken that question? What does he mean when he says we have not defaulted but we are going to stop doing business? Is the Government in the position asked Sir Michael that under the contract of 1901, it can go up to the Company's plant take control and put in a receiver? That is the position the Government ought to be in and they should have no shadow of a doubt about it.

Hon. the Minister of Justice in reply said he appreciated the grave reponsibility that rested on him as the legal advisor of the Crown. It was a trying position and he had to be very guarded in his utterances. He did not believe the position of the country was jeapordized by the Government refusing to make further payments on the demands of the Reid Company. It was entirely a question of evidence. He knew of no agreement to pay them the full amount of $1,500,000.00. The Prime Minister says he knew of no such agreement. He could not find it in any of the contracts where provision was made to buy back the Dock, Electric Light Lands, etc. The assets of the Reid Company were those mentioned by the Prime

(continued on page 4)

BACK FROM BAFFIN'S LAND

Donald McMillan penetrates to a point never before reached by a white man

Sydney, N. S., Sept. 6—After penetrating into the frozen Artic along the western coast of Baffin's Land to a point never before reached by a white man, Donald B. McMillan, noted Artic Explorer, reached Sydney Wednesday morning at 7 o'clock on his return to civilization, following 14 months in the ice in the North.

"I have heard that the salient points in and about the western coast of Baffin's land are astronomically incorrect," said Captain McMillan to the Canadian Press on his arrival here in the schooner Bodwain.

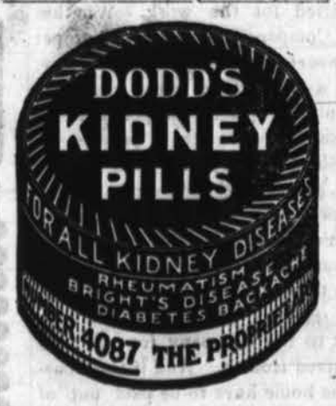
"The geography of the country has been wrong two year's back, and in fact the first explorer who went there known to the world as 'Northwest Fox,' never gave science correct data.

"We went beyond the point touched by 'Norwest Fox,' who made his journey into Western Coast Baffin's land over 300 years ago," said Captain McMillan. Our party spent 300 days in the ice making observations never before reached by a white man.

MOOSE JAW SWEPT BY STORM

One Persons Killed, 5 Injured, and much damage

Moose Jaw, Sask., Sept 6—One death and five persons slightly injured appears to be the toll of the storm which swept through the Moose Jaw District, Monday afternoon. In addition, hundreds of windows in the city were smashed by the hail stones and the rainfall of 1.11 inches caused a backing-up of water in sewers and the flooding of basements. In the district surrounding there will be considerable damage by hail to the standing crop, and garden stuff was in many places totally destroyed. One man was struck by lightning.



MAN BURNED TO DEATH

Upsetting of lamp Supposed to have been cause of fire

The upsetting of a lamp is supposed to have been the cause of a fire which gutted the house 47 Falkland St. shortly after 3 o,clock yesterday morning, says the Acadian Recorder of Halifax, of 5th inst., and caused the loss of one life, Robert Duncan, a painter whose body was burned to a crisp, before it was removed from the room in which he had been sleeping. The house is a wooden, pitched-roof structure, and was occupied by nine or more people, mostly coloured.

TORONTO WOMAN SWINDLED

Mrs. Jacob Richman, of Dovercourt road, Toronto, was swindled out of $2,400 on Saturday by strangers who called at her home and represented themselves as mining men. They showed her a box of ore which they told her was almost pure gold and the mines they declared would make the promoters fabulously wealthy. Mrs. Richman was interested and drew a cheque for $2,400 all she had in the bank, to purchase an interest in the mine. She did this on the understanding that the box of ore, said to be worth $5,000 would be left in her possession. After the strangers had departed she opened the box and found it contained about 25 cents worth of brass tacks. Mrs. Richman hurriedly notified the bank but the cheque had already been cashed. No arrests have been made.—Daily Mail, Fredericton, N.S.

Brief and Newsy

Nineteen cavalry horses were smothered to death in a box car at Sydney on 2nd inst.

A good woodsman always puts out his camp fire and cleans up his camp before he leaves.

This year's wheat crop for the three prairie provinces of Canada is estimated at 371,900,000 bushels.

A young man, named Kevin Boyle, was drowned at South Bar, Sydney. He was a son of Charles Boyle, formerly of Placentia, Nfld.

New Castle, Eng., Sept. 5—Forty men were entombed through an explosion in a coal pit Whitehaven this morning, the Evening Chronicle states. The bodies of ten workers are reported as having been recovered.

A business man of the East Coast has been arrested under warrant on a charge of attempting to defraud an Insurance company. The arrest arises out of a fire which occured at Catalina last June. A building destroyed at the time is alleged to have been insured above its value.

Hoops! Hoops! Hoops!

Having been appointed sole agent for Newfoundland of the largest rolling mill in the British Isles supplying all classes of Iron Hoops to the Scotch herring fishery, I am now able to offer the Herring Packers of the West Coast the necessary Iron Hoops to enable them to comply with the Fishery Boards Regulations of all Iron Hooped Scotch Make Barrels or Half Barrels

Prices and Terms quoted on Application

Leonard Redman, Manufacturers Agent
Rooms 3 & 4, Bank of Montreal Building
ST. JOHN'S

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JOB PRINTING A SPECIALTY

CURLING, BAY OF ISLANDS, N. F.,
September 13, 1922

U. S. ELECTIONS AND THE HERRING FISHERY

It looks as if the Fordney Tariff will not be a very heavy strain on the herring industry, as we understand the proposed rate is only ½ cent per pound. This will made a difference of $1.25 per barrel. The Pacific herring of which there are said to be about 50,000 barrels ready for shipment, do not compare favourably either in size or in quality with the Newfoundland herring; and placed side by side in the market on eqnal footing, our herring will outsell the Alaska product two to one anytime. However, from latest advices received from United States it appears nothing definite will be settled until after elections which take place the first part of november.

THE PARCEL POST

The Parcel Post is a sub-branch of the Public Service, and one which is dependent upon public patronage in order to be of assistance to the postal revenue. To obtain and retain patronage it is necessary that it should render service. We understand from the last annual report of the Minister of Post and Telegraph that it is the desire and policy of the Postal Department to bring up that department of the Public Service to a self-supporting stage, and to operate it on a business-like basis. The durable success of any business is subservient to good and satisfactory service. To receive articles through any means of conveyance broken and rendered useless is not good service. Articles of a very delicate nature are frequently sent through the parcel post, and though they may be very carefully packed, at least ordinary care should be taken to ensure their delivery in good condition. We suggest that separate and distinct containers be used for Parcel Post, and believe the hamper very satisfactory for that purpose.

HOME BRINGS NEARLY 300 PASSENGERS

The s.s. Home, Capt. Norman, arrived from Straits at about 2 o'clock Friday morning, bringing a big freight and very nearly three hundred passengers inclueing 126 men from Hawke's Bay who went on strike there. The Home reports little cod with trawl and hook and line; herring not very plentiful, except at Henley Hr. Many of the people have most of their fish cured and shipped, and are getting ready to return to their homes.

ENGINEER ARRIVES ON HUMBER

Mr. Hackett, Hydraulic Engineer, was a passenger by private car Quidi Vidi, attached to Sunday's express. Mr. Hackett is now at Deer Lake in connection with the Humber River development proposition.

CASTORIA
For Infants and Children
In Use For Over 30 Years
Always bears the Signature of Chas. H. Fletcher

THAT HAWKE'S BAY AFFAIR

Some most exagerated reports have gone afloat relative to the strike at Hawkes Bay amongst the pit-prop cutters. We feel it our duty to try and correct at least some of them and give the truth of the matter as we have been able to glean it. In the first place men and boys were engaged to go there from other parts of the country who knew nothing whatever of woodcutting, some with wooden legs and fingerless hands. What a class of persons to engage as woodsmen! There were however some good men in the party. Some of the men claim they were placed in bad wood and therefore could not make a day's pay at the work on contract. Others, however, evidently were not anxious for work as it is said they did not cut a stick of wood from the time they arrived. Their demand of the company was $75 a month. The company offered the men $55 a month, to place them in good wood and to supply horses and cooks, providing the men guarantee an average of 10 cord per man for the month with a bonus for any quantity cut over that amount. This the men declined. They viewed that as they had had about $20 worth of food, etc., from the company, the month's work would leave them only $35 to feed themselves and pay their way home, that in the month they would have a cargo cut for the steamer due there about that time, and that there was no guarantee of the work and the terms continuing longer than that period. There was no disorder at anytime. The men were given to understand that if they remained on the opposite side of the river they would be provided with passage to Humbermouth, and that they would have food sent them from day to day. The men accepted the proposition and awaited the arrival of the Home, which ship was telegraphed to come and take the men away. When they heard the Home was coming they crossed the river so as to be ready upon her arrival. There was no confusion or uproar. In fact not a murmur. The men went aboard the steamer in as orderly a manner as any passenger would. Their luggage was put below. And it was only after then that they were told they must pay their passage or leave the ship. Nobody left and the Home proceeded on here via her usual ports of call. Upon reaching Humbermouth a train was waiting to convey them to their homes.

We hold no brief either for the men nor the company. We consider the Company's agents were at fault to send men to Hawke's Bay to cut pit props who were altogether unfitted for the work. Whether the Company has had fit and proper management is not for us to say, but we fail to see why foreigners should be placed in positions of command when they possess no qualifications beyond that of our own people, and are quite unconversant with local conditions and requirements. On the other hand the men were under moral obligation to render service for what they had received. They to-day are in debt to the Company for all they received from it. And if their passages home have to be paid out of the treasury of the country, then they are in debt to the tax payers of this country to that amount.

Note of Thanks

I wish to thank all the friends who were so kind to me during the illness and death of my dear mother which took place on Thursday, particularly the following: Mr. and Mrs. John Gushue, Mr. and Mrs. Joseph Gushue, Mrs. James Fisher, Mrs. John L. Buckle, Mrs. James Stewart, Mrs. James P. Buckle, Mr. and Mrs. Wm. P. Brake, Redmond Power and Miss Mary Power, also all those who so kindly sent flowers.

MRS. THOMAS KENNEDY.

JOHN HERBERT D. CARTER PASSES AWAY

On Tuesday afternoon, 5th Sept. the various settlements throughout Bay of Islands were shocked by the announcement of the sudden death of Herbert Carter. As Mr. Carter apparently enjoyed good health, was always active, lived an absolutely temperate and even life and never had occasion to solicit the services of a physician, it seemed hard to realize that he should have passed so quickly beyond this sphere of sense and time.

John Herbert Daniel Carter, son of the late Thomas and Caroline Carter, was born at Summerside, Bay of Islands, Sept. 8, 1872. The early years of his life he preferred to live practically unknown and exercise his usefulness in spheres of action far too small. He was a man of retiring disposition and disliked alike notoriety and its worshippers. It was only during the past few years that his name was coming prominently before the public. The failure of others seemed to be his opportunity.

Nothing gave him greater pleasure than undertaking and always carrying to completion the apparently impossible. In confirmation of this two of the many instances might be mentioned. The salvaging of the American tug boat Potomac was said to be by an eminent engineer an utter impossibility. Mr. Carter, with a few men from Summerside, Bay of Islands, boarded the ship off Port Saunders. Having freed and repaired the ice covered and broken machinery, brought her under her own steam to Bay of Islands.

The re-floating of the schooner Douglas Adams was a task equally as difficult. High seas had carried this vessel three hundred and fifty yards in over Cape Breton sands. After a month's work by Lauder & Co., Halifax, the attempt to even move her was abandoned. As a last recourse the services of Mr. Carter were solicited. Needless to say in a comparatively short time he again placed this vessel on the bosom of the deep blue sea.

In his death Newfoundland suffers a distinct loss. Had ambition equalled his genius, an early university training would have easily placed him among world famed engineers.

After Requiem Mass by the Rev. Father Kerwan, the body was laid to rest beside his father and mother in Mount Cecilia cemetery.

He leaves to mourn his loss, a wife, a brother, Mr. F. J. Carter, of Boston, and five sisters,—Mrs. Wm. O'Brien, Boston, Mass; Mrs. J. N. Petipas and Mrs. Thomas Moore, Halifax; Mrs. Bartholmew Dunphy, Salmonier, Nfld.; and Mrs. (Capt.) Charles Stewart, of Bay of Islands.

BEECHAM'S PILLS
Safest and best family medicine

STEAMER SAILINGS SHOULD BE BULLETINED

There was considerable dissatisfaction expressed in business circles on Saturday over the sailing of the Home on Saturday morning without her time of sailing having been duly advertised. It was currently rumored and understood on Friday that the ship would not sail until Saturday evening and business houses made their arrangements accordingly, and did not risk their goods a night on the wharf unnecessarily. If the ship was not sailing from Humbermouth until Saturday evening, then they considered Saturday morning would be soon enough to begin delivering freight for her at Curling. They were, however, greatly surprised when on Saturday morning they learned that the Home had sailed north shortly after midnight. Several persons also who intended taking passage by her were left behind. We understand the reason the ship sailed Saturday morning was to enable her to get clear of Bonne Bay before Sunday. The ship being several days behind schedule owing to extra work and bad weather the past two trips and if she did not get away from here until Saturday evening she would have to lay up all Sunday at Bonne Bay, she would not get back before the end of next, or the beginning of the following week, and would thus lose a whole trip; besides there are many people on the Straits coast who are anxious to get home, and every day of delay is placing them at great inconvenience.

However, as we see it, some improved and reliable method should be adopted to give the public due and definite notice of the sailing of the ship. Her sailings should be bulletined 12 to 24 hours before the time set in order to give our business people an opportunity to deliver freight at the wharf. And space should be reserved for the freight offering from here. Not infrequently parties have had freight to go north laying on the wharf from 12 to 24 hours and have had to truck it back to their stores owing to the ship not being able to take the Curling freight.

We understand General Freight Agent, Mr. Taylor, is coming here to look into the whole matter, after which we have no doubt he will be able to recommend a remedy for the grievances.

An open fall with no cold weather until late in December, has been predicted by Henry Prince, a grandson of the great Indian Chief Peguis.

Dr. Walter F. Gear
Dental Surgeon
GRAND FALLS
Write ahead for appointments so that you will not be delayed - -
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Stationery Dept.

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CAREFUL ATTENTION TO MAIL ORDERS

CURLING BRANCH

Had Not Lost a Day Since He Took Tanlac

"Before I had finished my first bottle of Tanlac I began to straighten right up," was the statement made recently by William Anderson, a boiler maker, living at 97 St. James St., St, John, N. B.

"I had suffered from indigestion for five years and neither medicines or dieting seemed to do me any good. There was a steady gnawing pain in the pit of my stomach day and night. Sometimes I was in such agony from it that the sweat would just roll off me and I would get so weak I simply had to give up. I couldn't sleep or rest and got up mornings all in. During this time I had to give up work several times, and the last time was off four weeks.

"But in a short time after I began to take Tanlac I was ready for my three square meals a day. I have not lost a day from work on account of my health since Tanlac set me right, nearly two years ago. I eat anything I want, sleep fine and I can do an honest day's work and feel good and strong at the finish. My wife was all run down and her blood was poor, but she took tanlac, too, and to-day she is as well as she ever was."

Tanlac is sold by all good druggists.

HERRING AT PLEASURE HR.

Other Interesting Notes

Henley Hr., Labrador, Sept 4—The codfishery here has been the worst for twenty years, and the trapping is over.

There are from two to three qtls. of cod per boat, got daily by trawls.

Herring are plentiful here now, and have been for some days.

Butt's two schooners came here yesterday from Red Bay, where they made and shipped their summer's catch of codfish, about 100 qtls. each. They went down the shore to-day to begin packing herring.

Bakeapples were very scarce here this season.

M. Parsons the C. of E. Teacher at Henley Hr., will be leaving for his home in Hr. Grace about first October.

PONY FOR SALE—Age 11 year. Price $65. Apply
J. E. STONE,
Petries Crossing

SPECIAL
Midsummer Clearing Sale

Gent's Cotton Hose, Asst. Colors . . . . . 18 & 20c.	Boy's Khaki Pants . . . . . 95c. to $1 30
Ladies Cotton . . . . 20 & 25c.	Gent's Extra Quality Do $2.50
Ladies Summer Underware 18, 20 & 35c.	Brass Curtain Rods . . . . . 15 to 20c. each
Gent's Balbriggan Do . . . . . 65 & 80c.	Picture Hooks . . . 12c
Ribbons 2, 2½ & 3 inches wide . . . . 15 to 20c. per yrd.	Boy's Watches . . . $1.85
Gent's Hose Supports . . . . . 18c.	Gent's Sneaks Rubber Heels . . . . . $2.10 pr.
	Boy's Tweed Caps . . 85c
	Gents Do Do Silk Lined $1.75

Ladies & Child's Dresses, Hats, Gloves. Voiles, Cot-Cottons, etc., have been regularly Discounted.

E. Baggs Ltd., Curling

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Travel and ship your freight by our railway and steamship system

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Now is the time to to purchase a

Concrete Chimney

Size of blocks 10x12 and 10x14. Manufactured at Bonne Bay

For full particulars and prices apply to

Rowland Roberts
General Merchant
Bonne Bay

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Lieut. Doolittle, U.S. army aviator, flew 2,275 miles in 22 hours and 31 minutes with but one stop of 1 hour and 13 minutes in his one stop flight across the American continent.

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Scotch Staves per M $16.50
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Local Barrels, $1.12

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that you couldn't pass the medical examination for a Life Insurance Policy, its a hundred-to-one that you wouldn't let slip any chance to become "Covered." Well, how do you KNOW you can get Life Insurance. Hadn't you better get in touch with us and find out.

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J. P. Burke, District Mgr. — P. J. Turner
Law Chambers, St. John's, Nfld. — Sub-Agent, Curling

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Card

Dr. M. Clarence Connors
DENTAL SURGEON

Whitman Building
Telephone 23 — North Sydney, C.B.

Sportsmen!

If you wish to bring home every bird which you shoot at when you go to the "Happy Hunting Grounds" this fall, then see that you get cartridges that are loaded right, such only as are to be had at Noseworthy's.

Wm. If it's mechanical we have it Noseworthy
Limited

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Published by Authority

On the recommendation of the Minister of Marine and Fisheries, and under the provisions of Section 10 of Chapter 11 of the Consolidated Statutes (3rd Series), His Excellency the Governor in Council has been pleased to approve the following amendments of the Rules and Regulations made with respect to the Cod, Whale, Lobster, Salmon and Herring Fisheries :—

(a) By adding to the Rules and Regulations respecting the Herring Fishery the following as Rule 27.

27. No person shall use any herring net for the catching of herring for packing purposes, the mesh of which is less than two and one-half inches.

(b) By adding the following as Rule 14 to the Rules respecting "Scotch Cure and/or Norwegian Method of Pack."

14. All standard barrels to be used as containers of Scotch Cured Herrings must be hooped as follows, with six new iron hoops, viz :

End Hoops, 2 inches wide, 16 Guage,
Bilge Hoops, 1½ in wide, 16 Guage,
Quarter Hoops, 1¼ inches wide, 16 Guage.

Quarter hoops to be three inches from end when driven. Bilge hoops to be ten inches from end when driven. No second hand hoops except galvanized will be allowed, and all hoops must be closed with two iron rivets in each.

Provided that Herring barrels or half barrels made up with wooden hoops before the 20th day of August, 1922, may be used with the consent of the Minister of Marine and Fisheries and after permit issued by him, Applications to be permitted to use such barrels must be made to the said Minister and permit issued by him before any Herring are packed in such barrels. Each application shall be accompanied by an affidavit, sworn to before a Stipendiary Magistrate or Justice of the Peace, setting forth the number of such barrels in the applicant's possession, the number he desires to use, and a statement that such barrels have been made with wooden hoops on or before the 20th day of August, 1922.

ARTHUR MEWS,
Deputy Col. Secretary.

Department of Col. Secretary,
August 1, 1922. au30-3in

Obituary

The death occured at her home in Corner Brook, at noon on Thursday of Mrs. Messer, wife of the late Norman Messer. Deceased had but recently returned from Boston where she spent the past two years with her daughter Mrs. T. Kennedy, who occompanied her home and remained with her during her last illness. Mrs. Messer had been in excellent health up to a week after her return. She was attended during her illness by Dr. Fisher, while Rev. Fr. Kerwan attended to her spiritual needs, and also celebrated Requiem Mass and conducted the funeral service, which took place at Corner Brook at 8 30 a. m. on Saturday. Deceased lady was in her seventy-fourth year and is survived by her daughter Mrs. Thomas Kennedy, who resides at Boston and one sister Mrs. Daniel Reddy of Corner Brook. Her kind and gentle disposition endeared her to all with whom she came in contact. Her death is mourned by all coming as it does, so soon after her return to her old home.—R I. P.

COMING BACK TO NORMAL CONDITIONS

United States Dollar at a Discount in Canada

Montreal, Sept. 7—The United States dollar is being quoted at a discount of one-quarter of one per cent. here. On very large amounts one-half of one per cent. will be asked here.

Fredericton, Sept. 7—American motorists arriving here recently report they were charged two per cent. discount on United States funds in Nova Scotia and eastern New Brunswick points.

The s.s. Portia resumes the south-west coast route and leaves St. John's to-day.

FOR SALE

MOTOR BOAT "COMET"

36 ft. long, 8 ft. wide, 16 h.p. 4 cycle Lathrop engine only three years old in good running order. Boat built in Canada and elaborately fitted for pleasure, capable of seating 25 passengers. For further particulars apply to,

W. F. BUTT,
Bonne Bay

my3-tf.

FOR SALE

1 Fairbanks Motor Engine 10 h.p., only one year's usage, valued at $480.00 selling now for $175.00; also

MOtor Boat, built this year, equipped with 4 h.p. Acadia Engine, sails, etc., selling for $250; also

Horse, Carts and Harness

S. MASOOD,
Channel

au16-1m

AFTER TUNA

De Genall, his wife and two sons who spent some weeks at Tompkins and enjoyed good salmon fishing on the little Codroy River, have hired Captain Ryan's schooner, of Ccdroy and gone on a tuna expedition. They proceeded to Channel on Friday and will come in the Gulf from there and contemplate cruising the waters of Bay of Islands, and possibly go north as far as Bonne Bay.

Curling

The s.s. Home sailed north at about half-past one o'clock on Saturday morning.

The s.s. Stella Maris brought a big freight for here on her last trip from Halifax.

Harvey Small, M. H. A., spent the week end here booking up business for Harvey & Co. He proceeded east by Sunday's express.

Several persons who missed their passage by the home sailing earlier than expected, took passage to Bonne Bay by the Stella Maris.

Ladies' Fall Hats and Coats now in, also general line of Fall Clothing. See our values.—THE AMERICAN CLOTHING STORE, CURLING.

The little steamer Ewayea recently purchased by Elias T. Basha at St. John, N. B. for use of the firm of T. Basha & Sons in the fisheries of Bay of Islands, arrived at Curling yesterday in charge of Capt. Wm J. White.

The steamer Stella Maris arrived from Halifax and Cape Breton ports on Saturday evening. After landing freight here and at Humbermouth she sailed for Bonne Bay Sunday morning, and returned again Monday evening. She sailed for Halifax yesterday morning.

FOR SALE—STRAWBERRY PLANTS. Grow strawberries and make money. This is the month to plant strawberry roots. Only $3 per hundred. Sold in any quantity. Send your order by mail and the plants will be delivered you. MRS. J. W. MCCARTHY, McCarthyville.advt sept5-2ins.

Dr. V, P. Burke, Deputy Minister of Education, who had been to Charlottetown, P. E. I., attending a Rotarian convention, stopped off here from Friday's No. 2 express to spend the week end with his brother, the druggist, and renew old acquaintences in Curling. He proceeded to St. John's by Sunday's express.

BUY RANCH BRED FOXES

proven breeding strain. Silvers and Cross pups to choose from. Experience given to purchasers if desired.

J. F. & D. GILLIS,
Crabbes Station

sep13-1mo

PUBLIC NOTICE

Inland fishing for trout and salmon, closes September 15th.
Caribou Season closes October 1st to 20th (both inclusive).
Season for Birds and Rabbits opens September 20th
Season for Otter, Marten, Lynx and Muskrat opens October 1st; and for Fox on October 15th. No open season for Beavers has been proclaimed.
Hunting with Repeating or Automatic Shot-Guns is prohibited.

sept13 2ins — Game & Inland Fisheries Board.

Wedding Bells

Scott-Blackmore

George Street Methodist Church was the scene of a very pretty wedding when on Saturday evening Annie Margherita, daughter o Magistrate and Mrs. W. J. Scott, of Curling was united in the silken bonds of matrimony to Mr. Pearce Blackmore, the well known and popular young buisness man of Pilleys Island. The cermony was performed by the Rev. Fairbairn, pastor of the church. The bride looked charming as she entered the church leaning on the arm of Mr. Wallace Goobie, who acted the part as father giver in a very admirable manner. The bride wore a beautiful dress of grey crepe de chene with hat to match, and carried a beautiful shower boquet of carnations and sweet peas, while Miss Floss Scott, maid of honour, wore a beautiful peach radium cloth dress, and bouquet of sweet peas and asparagus fern. The groom was ably supported by Mr. Thomas W. Sparkes. Mr. Bert Noseworthy presided at the organ and rendered the wedding march in a very skilled manner. The groom's present to the bride was a magnificent beaver coat, and to the maid of honour a gold piece. After the ceremony a reception was held at Donovans, where the health of the newly married couple was ably proposed by Mr. Wallace Goobie, and duly responded to by the groom, other speeches were made by Messrs. Geo. R. Williams, H. Russell, W. Esbary, and T. W. Sparkes. Games and dancing were then indulged in until midnight.

The bride and groom left by Sunday's express for Pilleys Island, their future home, quite a number of friends assembled at Donovans Station to bid them bon voyage. The beautiful selection of gifts speak volumes for the popularity of the newly married couple. The bride is not a stranger to Pilleys Island, as she was there a few years ago in charge of the Grenfell Hospital where she made hosts of friends and who will be delighted to have her come among them as a permanent resident.—Telegram

[The gift to the bride by her parents waa a silver tea set.]

Brief and Newsy

The schr. Conqueror, Capt. Osmond arrived at Bonne Bay from Straits of Belle Isle, with 200 qtls. codfish.

The Greek cabinet has resigned as a result of recent reverses of its troops in Asia Minor.

There is a cut of 10 cents an hour for Montreal longshoremen in the recent new agreement with the steamship owners.

The church at Seneca Falls, N. Y., where the first women's rights convention was held at in 1848, is now used as a garage.

A woman made off with a tray of rings from a Montreal jewelery store while a man held up the proprietor with a revolver.

There is a shortage of thirty million tons of hard coal in United States, due to the coal miner's strike in that country.

The schr. Edward Winslow, Capt. Taylor arrived home to Bonne Bay last Wednesday from Straits hailing for 200 qtls. codfish.

The Burin Import and Export Co. shipped a cargo of 2 200 qtls cod from Burin to Oporto, by the schr. Ethel M. Bartlett last week.

The British Mediterranean fleet is now concentrated in Eastern waters, and British cruisers at Malta have been ordered to Smyrna.

A little girl named Kevin, aged 10 years, was killed on Wednesday at Ganooque, Ont., public school, by being accidently struck by a swing on the grounds which she endeavoured to pass while other girls were swinging.

The officers and crew of the Canadian Trooper have been awarded $8,000 for towing the steamer Otter to Halifax. The Canadian Merchant Marine gets $17,000 for services rendered and damaged sustained by the Trooper.

Zam-Buk

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Personal Mention

Rev. Fr. Kerwan went to St. John's on Sunday.

Mrs. W. J. Scott left by Sunday's express on a visit to Twillingate.

L. G. and Mrs. Freitag came up from Forteau by the last trip of the Home.

Frank Roche who was north as Parson's Pond, returned home by the s.s. Home.

Geo. W. Wilton and Chas. Read proceeded to Bonne Bay last week by the launch Rambler.

Miss March who was to Sydney and Halifax returned home by No. 2 express on Wednesday.

Miss Mable Payne who has been to Halifax the past year arrived by Friday's No. 2 express train,

C. T. James, editor St. John's Evening Telegram, went to Channel by express train on Wednesday.

Insp. Peet who was to Hawke's Bay in connection with the strike at that place returned home by the Home on Friday morning.

Mrs Louise Scott who was visiting friends at Grand Falls, has arrived home, accompanied by her cousin Miss Marion Peyton.

Colonel Riley who has continued prospecting on his copper claims at Blomidon the past couple months, proceeds to England within a few days.

Rt. Hon. Sir Robert Bond was a passenger enroute to Halifax by last Friday's No, 1 express. Sir Robert will be away about two weeks.

Miss M. Stone, of Henley Hr., who spent last winter at St. Anthony, is now visiting her old home. After a few weeks, she expects to return to St. Anthony for the coming winter.

Miss Olive Petley who is taking a course in nursing at the Memorial Hospital, Rhode Island and, has completed very creditably her first year, arrived home by Wednesday's No. 2 express on a month's vacation.

DO NOT OVERHEAT GLUE

Animal or hide glue is considered indispensable to such industries as cabinet making, furniture manufacturing, coachbuilding, and others using jointed or veneered wood. It is therefore of importance for those engaged in such industries to note that this animal glue loses its strength very rapidly at temperatures approaching that of boiling water (about 212 degrees F.) which are those obtained in the ordinary double glue pot It is asserted by the Forest Products Laboratories, Forestry Branch Department of the Interior, Canada, that hide glues being melted and applied should be maintained at a temperature between 140 degrees and 150 degrees F., and that above that temperature the strength value of the glue is imparted.

House of Assembly

(continued from page 1)

Minister which they had agreed to sell at $2,400,000.00. He was in the difficult position of having to advise the Government what was best for the country. He felt that every member of the House should approach the consideration of this momentous issue at stake without bias of and kind.

Mr. Higgins (St. John's East) feared that judging by the reckless manner that the Company had rushed in and thrown down the gauntlet that they knew what they were doing. If default had come after June 30th next any claim of the Company would have been offset by the country's claim for damages on account of breach of contract. Now if default has not occurred you have no such set off. He denounced the 1901 contract as a rotten contract which had involed this country in tremendous obligations. It was negotiated by a gentleman who was then regarded as the Savior of the country, and he noticed that this same gentleman is recently supplying other methods by which the country might be saved. It was nonsensical to say, as the Board of Trade had suggested, that this country could be held up for weeks or months without a railway. Surely, some agreement can be arrived at without prejudice by which the road could be run temporarily. The Reids owed something to Newfoundland, after all were they going to penalize the whole people to the extent, which an absolute tie-up of transportation meant? He would favor any legislation which would overcome the difficulty.

The House adjourned at 11.30 p.m. until Monday afternoon.

Monday, May 22.

The House met at 3.15 pursuant to adjournment.

On motion of Hon. the Prime Minister "An Act to amend the Customs Act," and "An Act to Amend the Sales Tax Act" were read a second time. These acts are made necessary by reason of recent changes in the tariff.

Hon. the Prime Minister in reply to the Leader of the Opposition said no further information was available which would enable him to say positively when the railway would be operated again. He hoped, however, to be in a position to make a definite statement when the House meets on Thursday. He, the Prime Minister, stated Mr. R. C. Morgan had left Winnipeg on Sunday and was then at Montreal enroute to St, John's.

Mr. Sullivan (Placentia and St. Mary's) asked now that the Reids had refused to operate the road was it the intention of the Government to operate it under Government control.

Hon. the Prime Minister answered that was a matter for the Legislature. There were two positions to be considered, one, arbitration, the other, a mutual settlement. In either even, he said, the Government will have to take over the Railway and temporarily operate it.

Mr Sullivan and Mr' Walsh pointed out that the lobster fishery in Placentia Bay was being hampered by the failure of Reids to convey several hundred cases of lobster cans which have been accepted for transhipment to points in placentia Bay and were lying around in Reid Company's sheds.

Mr, Sullivan wanted to know if it was not possible to get a ruling from the Supreme Court on the main issue as to whether the Reid Company had defaulted.

The Prime Minister pointed out that weeks must elapse before the matter could be presented to the Courts for argument. The Minister of Shipping was busy getting ready and securing steam service to relieve the situation as far as possible.

In reply to Mr. Bennett (St. John's West) said the Government was securing outside legal opinion.

Mr. Higgins (St. John's East) said if the Reid Company intended to do business in this country along other lines as indicated by them, then they should realize immediately what was expected of them by the people. It was incumbent on them to fall in line with any practical arrangement which would start the railway at once.

Hon. the Minister of Justice stated that he submitted the question suggested by Mr. Higgins to counsel in England. In addition to the outside opinion he had retained Mr. Jas. P. Blackwood. He was in accord with Mr. Higgins' suggestion that some arrangements should be made with the Reid Company without prejudice to operate the Railway for the time being. There were serious obstacles in the way, however. One was the question of who would pay the running expenses, etc. However, he thought every effort should be made to get the railway running as quickly as possible. He also pointed out to the House that the questions mooted were of such magnitude that he must see clearly every step before he advised the Government. Grave issues were at stake and he realized that as law officer of the Crown a mistake by him meant a large amount of censure at an early date.

Mr. Sullivan asked if nothing could be done to get fishery supplies forwarded by rail.

Hon. the Prime Minister said the position of the Reids to-day was in no way different from what it was 2½ years ago, when they came to the Government and said they were unable to run the railway because they had no money. This was a repetion of their regust that the Newfoundland Government should finance the railroad.

The Reids had utterly failed to provide for the operation of the Railway. New blood should be put into the concern. If the country was called upon to pay a large amount of contribution we should know where the money went. Mr. Morgan who left here a few weeks ago and was now returning, was a highly efficient man in whom he believed the country might have full confidence. He was a high priced man and was not prepared to give up his services with the C. P. R. to come to Newfoundland permanently but he had agreed to come here and reorganize the service, putting it in such shape that the Newfoundland Government would be in a position to make a contract with private parties to operate a railway system within the Colony. The Prime Minister said under no circumstances did he favour a Government controlled railway.

Mr. Archibald (Hr. Grace) wanted a boat for Conception Bay. He was told that the Minister of Shipping was attending to the matter.

The members for Placantia drew attention to the need of immediate relief in certain sections of that district.

Hon. the Prime Minister said the Commission of Charities had been specially instructed under Minute of Council, to have those cases attended to.

The remaing orders of the day were deferred and the House adjourned until Thursday next.

(To be continued)

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"I feel that if anyone can recommend Dr. Chase's medicines I certainly can. I suffered for ten years from severe headaches, and although I took all kinds of headache powders they just relieved me at the time. I became very nervous and run-down, and everything seemed to trouble me. I have taken eighteen boxes of Dr. Chase's Nerve Food and it has made an entirely new person of me. I felt that I could not have lived without it. I do not have one headache now for every hundred I used to have, and my nerves are good and strong. I just weighed 109 pounds when I began using Dr. Chase's Nerve Food, and now I weigh 121. Knowing what this treatment has done for me, I cannot too highly recommend it to others."

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Price list and pamhlet giving directions will be sent to any address on application.

ALBERT G. BAYLY,
Secretary of Agriculture.
jy28.

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