INCORPORATED 1855

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Letter on Newfoundland

(By Geo. Richardson, Botwood, Nfld.)

To the Editor of The Advance:

Dear Sir,— Many the time have I thought how I would like to take a trip to see this country, and to have realized! I am perfectly satisfied with the trip, and not at all disappointed as a great many have been who have only seen the coast line. One has to live in a country to see the beauty of it, though I must admit, when first landing on the west coast, one gets a poor impression of country in general. I will try and give you a clear outline of the country and its inhabitants; then you can draw your own conclusions as to whether it deserves the reputation it has received from these so-called travellers of adventure for health and sport. I have met them and know for why I speak. Having resided in the country nearly a year I have been about a little and there is a vast amount to learn on this same island. and I have been learning something new every day.

Sailing from North Sydney, N.S., on the S. S. Caribou, Canadian Government boat, we cross the Gulf in about 12 hours to Port-au-Basque, on the west coast of Newfoundland. It is also the termination of the Newfoundland government railway. On arriving at Port-au-Basque to some would not be a very impressive sight, although one who is fond of nature can see more in it than the average traveller—a miniature Gibraltar, a sheer precipice. overhanging the Gulf. Port-au-Basque is also the port of customs, where one's baggage is examined and also immigration offices, where one has to go through the usual form of examinations, where you are from, etc— this does not take up much of your time. Then you are shown to your train, which happens to be the only one, on track one. No danger of getting confused or lost in the jam. A train of about 12 cars is ready to start as soon as the mails are transferred and customs cleared. We notice a few things as regards to customs revenue, which we believe was a war-time measure, which has not been removed, nevertheless through time they will catch up, as it is only recently we had a change of government.

Everybody is aboard, the conductor shouts and the whistle toots, the echo of which one can hear quite plainly along the cliffs, with all the bustle and noise. I was fortunate enough to get in with a couple of early inhabitants, the elder one a Catholic priest by the name of Father Joy. It was a great pleasure to meet a man of this stamp who knew the country from A to Z, refined and educated, and who gave me many good laughs about his earlier experience in the country. Every little while on our journey one would hear from some joker "we are still on the track"; another would say "It was just about here where she went off," and still another would pipe up, giving his experience of a snow storm on the top sails—the top sails being the highest point on a sailing ship exposed to the fiercest winds. With all these things being told I made the enquiry if they had many accidents. The answer was "Oh no, not many accidents, but the engine gets tired quite often and goes into the ditch for a nap." This I was to experience later, with nothing more than a shaking up. We get along fine, rattling away like a Tin Lizzie, at the rate of 20 to 25 miles an hour. The train crew are very courteous and kind, and answer the usual hundred questions with a smile. I asked the conductor if it was possible for me to telegraph. Yes, he would stop at the next station and put it through for me and get an answer to it a few stations further on, which he did. Where, in any other country, would they put themselves out like this?

While the train is narrow gauge, they are too heavy for the track, which has caused most of the derailments, though this has been remedied the past summer, a heavier rail being layed. The diner and waiters are as up-to-date as any train in Canada, and so are the meals. One is always ready for a meal on this train. With the water and green spruce, and perhaps a little jolting, one gets up a good appetite.

The first place of importance we stop at is Corner Brook, where the International Paper Company is. This is considered one of the greatest paper mills in the world, turning out 50 tons of paper a day, with expectations this year of 1000 tons. These places remind one of a new mining town, all wooden buildings. A brick or stone building is a rare thing to see, especially in a land of so much rock, though there may be a reason which I cannot account for. We pass quite a number of towns with mills and mining, but it would take too long to give a detailed account of the different places through which one passes. There are a great many large streams, the home of the salmon and paradise of the English sportsman. Quite a number of American and English tourists visit here for the summer.

We are still keeping up with the train and the darkness has shut out all sights. We have now travelled about 200 miles, only 40 more and I reach my destination, Grand Falls, the mills of the Anglo-Newfoundland an English company, being situated here, the port of Botwood, their place of shipment. This company has three boats for the English markets, making about seven trips each. They are called the Geraldine, Mary and Cranley. I stop at Grand Falls for the night, taking the A. N. D. Co's. train to Botwood in the morning. Grand Falls is just half way to St. John's on the East coast. Never having been to St. John's I can tell you little about it, any more than it is a great shipping port with a population of about 40,000.

The Port of Botwood is where I am living now, and of the many places I have been in in this country it is one of the most picturesque and quiet places I have ever seen. It lies in from the sea, some 60 miles and a perfect haven for boats. As I have given you a hurried account of my trip I will tell you about the life of the people, their work, which is not varied, fishing, mining, sealing and lumbering.

Well, you know when I speak of fishing it means a whole lot to me, and anyone knowing me know that it was my greatest hobby, and would naturally be the one I would take the greatest interest in. My trip to Fogo on the South coast gave me my first sight into the cod fishing. The fishermen now do most of their fishing with motor boats. This means they get to the fishing grounds much sooner. They fish off what they call the Funks. These are islands some three or four miles out. Standing at 5 o'clock in the morning and returning about the same time in the evening, the day's catch is brought in, cleaned and left in salt for about one week; the bone is removed, washed, left to drain over night, and then taken out and put on flakes, what we would term as racks, and left to dry. They are put in piles each night and covered. This process is carried on until the fish is cured, which is about one week taken into the stores, left a few days and then sold at so much a quintal (about 112 lbs. in weight worth $7 to $8 a quintal). In dressing these fish splitting or taking the bone out is done only by those who are experts, a special splitting knife being used.

There are various other fish that are marketed and would take too long to give a good description of all. The salmon is very plentiful, also the lake trout and mud trout, known to Canadians as the Speckled Trout. In speaking of the latter, I might say that I never had better sport in my life than I have had here; one can go out and catch anything from ten to twenty dozen in three hours. Another small fish is the Caplin, which is caught in the spring with Caplin nets, used mostly for fertilizer, but when cured and dried taste very much after the red Herring or smoked herring, about half the size of a Georgian Bay Herring. The different kinds of the finny tribe are too numerous to mention, and I am not likely to forget some of them I have brought out, one especially called the Scalpin or Sculpion, or some name of that sort. my first landing of one of these gave me quite a thrill. It was the ugliest looking things I have ever brought out and I was certain that I was bringing up a young Chinese Dragon. Very large of mouth, black with yellow spots. To suggest the name Scorpion would come nearer the truth. Another class of reptile is the Sea Cot; the nearest I can come to this is between an eel and dog fish. I might mention the Lobster, at one time very plentiful, but now almost extinct. These were very plentiful along the South coast —Fogo and Twillingate—and are now considered almost a luxury. I have now exhausted all my knowledge on Fishology.

(Continued Next Week)

Health Service

- of the -

CANADIAN MEDICAL ASS'N

EDUCATION PAYS

Throughout our country we have under the provincial governments, provision for education. In most places, Education is compulsory, the law being an expression of public opinion that education is desirable, not only for the individual child, but for all children. It is desirable that all be educated, and so all are taxed to pay for the educational system, regardless of whether or not they have children, or the number of their children.

After a community has completed the provision of such services as pure water, safe milk and food, and all the other health services which protect us from disease, there remains the equally large and equally important question of personal hygiene. The health of each individual will depend fully as much upon his own actions, upon his practic of personal hygiene, as upon the protection the community health services afford him.

If personal hygiene is to be known, understood and practised, the individual must be taught. The question we might ask ourselves is — Does health education pay?

During the past few years, there has occurred in many places a great reduction in the number of infant deaths. This reduction has taken place in thos communities which have made provision for the education of mothers as to the care of their babies and which have provided a safe milk supply. The reduction of sickness among infants is in proportion to the success achieved in instructing the mthers. The fact that fewer babies die is not a matter of chance; it results from a cause, and the cause is education. This is an example of what has occurred in other fields of health work that have been approached by education.

The human race, in civilized countries, is, to-day, more free from disease, and enjoys a longer and healthier life than ever before. The reason for this is the application of modern scientific knowledge to combat disease and to preserve health. Never before has the masses possessed the knowledge they now have concerning health. It repays the individual to improve his own health knowledge; it repays him to see that education in health is given to all.

Questions concerning health, addressed to the Canadian Medical Association, 184 College Street, Toronto will be answered personally by letter.

TRAVELLERS CAN SAVE

While in town last week a traveller, residing in Toronto, intimated that he will move his family here this summer. He estimated that his saving will be $60 per month by residing here. He has three children. 2 of whom will start to school in September. With the paved highway he can motor to and from Toronto in less tahn 2 hours, and the big saving looks good to him.—Orangeville Sun.

NOTICE TO CREDITORS

In the matter of the estate of JESSIE HENDERSON, late of the city of London, the province of Ontario, (formerly of the Village of Feversham, in the said province) Widow, deceased.

Creditors and others having claims against the estate of the said Jessie Henderson, who died on January 2nd, 1929, are hereby required to send full particulars of such claims to the undersigned Administrator of the Estate of the said deceased, on or before the 30th day of April, 1929, after which date the assets of the said estate will be distributed having regard only to the claims of which notice shall then have been received.

The London & Western Trusts Co.
Administrator of the Estate
FRASER & MOORE
Solicitors for the Administrator

NOTICE TO CREDITORS

In the matter of the Estate of Alice McLauchlan, late of the village of Priceville, in the County of Grey, Widow, deceased

Take notice that all persons having claims against the estate of the said Alice McLauchlan, deceased, are required on or before the 8th day of May, A. D. 1929, to send to the undersigned Administrator particulars of their account.

And further take notice that after that date the Administrator will proceed to distribute the said estate having regard only to the claims of which it shall then have notice.

Dated at Owen Sound, this 9th day of April, 1929.

Grey & Bruce Trust Saving Co.
by their Solicitor.
C. C. MIDDLEBRO.

A Baking Expert says:

"For light cakes that keep moist for days, use 1 tablespoon less per cup of Purity if your recipe calls for ordinary pastry or soft wheat flour."

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Still the Best f . Bread

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SPECIALS FOR THIS WEEK

Choice Oranges, per dozen	23c.
Spy Apples, 4 pounds	25c.
Creamery Butter, per pound	45c.
Jan. 1929 cheese, 2 lbs. for	55c.
Canned (sliced) pineapple, 18c, 2 for	35c.

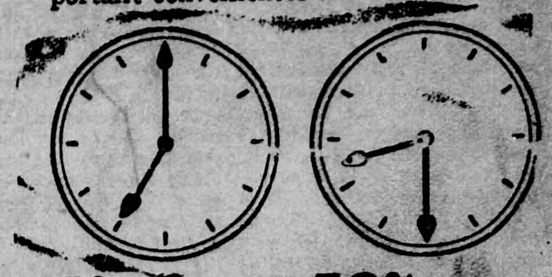
Leave Your Order With Us for Buns, Doughnuts
Cherry and Nut Loaf, Etc.
FRESH VEGETABLES

:- Perkins & Freeman -:

Remember! Half Holiday Commences in May.

New Telephone Rates
Cut your bills

The reductions in long distance telephone rates made effective in February are accompanied by some important conveniences for subscribers.



25% OFF at 7⁰⁰/PM

50% OFF at 8³⁰/

Evening rates on station-to-station calls now begin at 7.00 p.m. with about 25% off the day rate. Night rates on station-to-station calls now apply from 8.30 p.m. to 4.30 a.m. with about 50% off the day rate.

(The minimum reduced evening rate is 35 cents and the minimum night rate is 25 cents).

and—You can reverse charges/

As an additional convenience you can now reverse charges on station-to-station calls where the rate is 25 cents or more.

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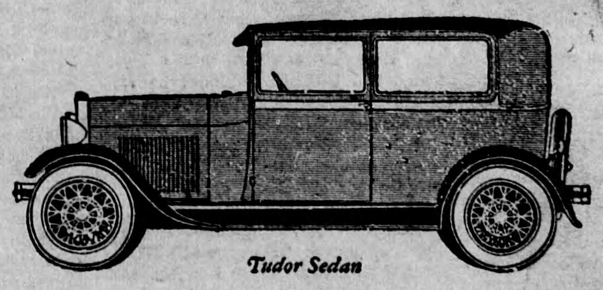

Tudor Sedan

The Ford car is one of the easiest-riding cars on the road because of its low centre of gravity, minimum unspring weight, Houdaille hydralic shock absorbers and the unique construction of its transverse springs.

Furthermore, you are as comfortable in mind as in body when you drive the Ford car. You have confidence in the performance of the car because you know somehing of the quality that has been built into it.

Remember these two points when you select your new car. These are combined to an uncommon degree in the Ford.

Come in and drive a Ford car yourself through thickest traffic, up steepest hills, over roughest roads. A thirty-minute demonstration will convince you that there is nothing quite like it anywhere in simplicity of design, quality, price and performance.

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