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Evening Telegram

The Evening Telegram, Ltd.,
Proprietors.

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Friday, June 15, 1923.

Employment.

We regret to say that although Midsummer Day is at hand when all our people should be working, there is very little improvement in the employment situation. It will evidently be a long time, probably a year or more, before the Humber Valley project will offer employment to any considerable number of laborers. At the present time there are about 900 there and this is a very small number when compared to the total of those who are seeking employment. We do not wish to take the role of a pessimist and make conditions appear worse than they really are, but truth compels us to say that the general outlook for the future welfare of the people of this country who depend on manual labor for their living never looked so gloomy at this time of the year. There is, it is true, an improvement in labor circles along the waterfront the past two or three weeks due to the arrival of so many steamers with freights of coal, salt and general cargoes; but only about fifteen to twenty per cent. of the men who want work succeed in getting it from this uncertain source. If there is a job to be done that requires only twenty men one hundred will congregate on the waterfront seeking to be taken on. The situation has been helped out somewhat also this month in the loading of some ten cargoes of dried codfish for Oporto, Brazil and West Indies. This work, however, is about over as nearly all the 1922 catch of fish has been shipped. Unless arrangements can be made to procure employment for about 1000 St. John's men at the Humber, conditions in a great many families will be very distressful in the course of the summer. What then can be expected in their case the coming winter? It is to be hoped that the fish will strike in as usual next week, and from this source many men who can procure a boat and a digger will be able to earn a good day's pay in supplying the market with fresh codfish every day when the weather is fair enough to get to the fishing ground. There are firms in town, we understand, who are prepared to purchase fish from the knife and salt bulk fish.

The Party at the Wheel.

Notwithstanding the depression in trade and business of all kinds, there are, we are informed, more motor cars running in the city this summer than in any previous year. There are about 450 cars registered and over 200 are in daily use in the city streets and on the country roads. So far, thanks be to Providence, no accident to life or limb has occurred. To encourage the drivers of these cars to keep up this good record all the season we shall attribute this immunity from accidents to their care and vigilance. If there is any doubt we feel that it is most helpful towards what we have in mind to give them the benefit of that sentiment. Encouragement will, we

believe, in this case accomplish much more good than carping criticism. We believe that every driver of a motor car does his or her best when the seat at the wheel is taken to avoid running down a pedestrian. The majority of the motor car drivers keep this intention on top in their minds till the journey is over. But there are unfortunately some few who soon become obsessed by the speed craze, and when there is no police officer in sight scorch ahead with too much speed and recklessness. When an accident involving loss of life occurs they expect the sympathy of the public. They do not deserve it and should not get it. It is better to say this now than to wait till a fatal accident occurs. It is better for the driver whose conscience tells him that he is often a perpetrator of lawless driving to read this to-day than to be confronted with it the "morning after." By doing so he may be induced to exercise more care to give up reckless driving on the suburban roads, and the accident that is possible and highly probable will not occur at all. This applies to only about five per cent. of the motor car drivers and the Motor Association probably knows who they are. Our comment has been suggested by seeing one of these drivers scorching in Monkstown Road last evening at a speed of fifty miles an hour. There were scores of children in the street, but providentially they were all on the sidewalks when the speed fiend flashed along enveloped in the cloud of dust that he had raised. Leaving such speeders in a class to themselves and turning to the careful drivers it must be said in the interest of truth and justice that the conduct of some pedestrians is a sore trial to conscientious and careful drivers. They do not exercise ordinary common sense in crossing the streets and do not stop to take a look to see if a motor car is approaching and are apparently as oblivious to possible danger as if they were crossing a field in the country. The pedestrian has his and her rights, but they have no right to abandon the use of ordinary prudence and common sense. Such conduct embitters and discourages the most careful driver and makes him think that he is a fool to be exercising such scrupulous care. Let the driver and the adult pedestrian do their sincere best all the time to avoid accidents and the chances are ninety-nine to a hundred there will be no accidents. In the case of young children it is different. The whole burden of the care must fall on the shoulders of the man or the woman at the wheel.

Resolutions Subject of Discussion.

The resolutions of the Municipal Council setting forth certain sections of the city for cab stands and motor cars for hire is the subject of much discussion by those directly concerned. The chief of these is the East End Taxi Co., which for some time past has been parking opposite their office on Water Street. They claim that having a premises on Water Street they should be allowed the privilege enjoyed by other business firms in respect to parking their cars.

A Slight Blaze.

Shortly after 10 o'clock this morning the Central firemen responded to an alarm of fire from box 228, Cookstown Road. The blaze, which was the residence of Mr. Ronald Martin, Freshwater Road, was caused by sparks from a chimney igniting the shingles on the roof of the dwelling. The damage done was not extensive and is covered by insurance.

Train Notes.

Thursday's west bound express arrived at Bishop's Falls 55 minutes late. The express with the Kyle's mails and passengers left for the Basques on time. The local from Carbonear arrived at 1 p.m. The Trepassey train which went out at 11.30 a.m. took a large number of passengers.

Brick's Tasteless at Stafford's, \$1.20 per bottle. June 9, 21.

Political Notes.

The Assembly was officially opened two weeks ago yesterday.

During this two weeks the Legislature sat two days.

It is to be hoped that beginning on Monday, the Government will have its full programme of business outlined and that no further delays will interrupt continuous proceedings.

That the Humber contract falls short of the expectations of public opinion is evidenced by the many who are disappointed and dissatisfied with the known terms contained therein.

The Reid's as Government contractors are the much favoured party in the agreements, an admission which was thought improbable in view of the repeated statements of the Prime Minister who said "He was going to put the Reid's in their places."

By the terms of the contract the Reid's, under the title of the Newfoundland Power and Paper, Limited, will be paid by the Newfoundland Government two million dollars in 5 1/2 per cent. bonds, the interest of same amounting to one hundred and ten thousand dollars yearly for an indefinite period.

For this huge sum the Reid's relinquish their Dock railway and transportation services which have already cost the Newfoundland Government five million dollars to operate during the past three and a half years.

In other words the Reid's are relieved of an expensive burden for which relief they are to be paid handsomely by the taxpayers of the Colony for many years to come.

The Reid's still retain their electric light, street car service, and other subsidiary enterprises which, unlike the railway and other enterprises have been good paying propositions, and will no doubt continue so.

The Reid's, with the exception of some 200,000 acres of land which were in dispute since the time they claimed it in 1904, hold all their other vast water and timber areas in the Colony.

Their claims which have been transferred to the Newfoundland Power and Paper, Limited, are in every sense of the word still held by them. As already stated, the Reid's are the controlling factors in the company this named.

Under the terms of the contract it will also be noted the Newfoundland Government which together with the Imperial Government guarantees the interest and principal on twenty million dollars; that the Newfoundland Government is only secured by a second mortgage which can only be satisfied after that of the Imperial Government, which means in the event of the enterprise becoming a failure, that the British Government will have first claim to the extent of ten million dollars and interest on same before any claims of the Newfoundland Government can be entertained. Thus it will be seen that the local Government in whose jurisdiction the project is centered, is accorded the least and last protection.

In addition to these big concessions the Reid's or the Newfoundland Power and Paper, Limited, are granted extraordinary concessions in the form of free entry for all materials that would be otherwise dutiable under the Customs' tariff, also free from any taxation whatsoever as might be levied upon equally large enterprises which have or might operate in the Colony.

Strictly speaking, Newfoundland furnishes the capital and the industry; with the vague promise of getting in return one hundred and fifty thousand dollars as a royalty on the output of the company.

The Reid's, or the Newfoundland Power and Paper, Limited, are relieved of Municipal, Income, Business Profits, and other taxes, and the Newfoundland Government is committed to a pledge which, if called upon to pay, will cost the Treasury five hundred thousand dollars a year.

So far the complete agreements have not been tabled for the consideration of the Assembly; but it is to be hoped that same will be submitted on Monday, but it is clearly pointed out that this new Humber or Reid deal is identical to that of the one introduced into the House of Assembly on Thursday, April 15th, 1915, when Sir Edward (now Lord) Morris tabled resolutions for the confirmation of a contract with the Newfoundland Project Corporation, Ltd., who were represented by one known as Caribbe Wilson and the Reid Newfoundland Company.

In these resolutions which are copied in the Journal of that year, a great deal of the matter which made up the lengthy speech of the Prime Minister in the House on Wednesday last is similarly contained.

But the contracts are vastly different, the terms are from every

viewpoint committing Newfoundland to a more serious position in comparison to the contract of 1915.

What disposition the Government hopes to make of the railway is still a mystery and many are the rumors current relative to same, one member of the Government in conversation with a Water Street business man hinted that it is probable that a new company comprising some of the heads of the departments of the present service will be formed and a contract given them by the Government to operate the railway and steamship services; the Government to make good possible losses up to a certain amount yearly.

Where the Money Goes.

Detail of money spent in District of Ferryland from March 23rd to April 21st.

REPAIRS TO ROAD RAY BULLS- HOG FORD AND BRIDGES.	
April 21	
Corn. Glynn, Bay Bulls	\$ 400.00
Rev. J. Coady, Bay Bulls	100.00
J. Colbert, St. Michael's	200.00
R. Maher, Aquaforte	100.00
Wm. Nolan, Mobile	200.00
T. J. Williams, Bay Bulls	400.00
April 21	
M. Melbin, LaManche	100.00
W. Hartley, Cape Broyle	400.00
Pat. Tobin, Witless Bay	200.00
S. Maloney, Bay Bulls	200.00
Adam O'Brien, Bay Bulls	100.00
P. Williams, Irishtown	100.00
P. Dion, Goulds	60.00
P. Hearn, Goulds	100.00
P. J. Keough, Ferryland	40.00
J. L. Sullivan, Ferryland	200.00
R. Howlett, Goulds	200.00
April 13	
J. Traher, St. Ad. Beach	100.00
Hy. Trizell, Goulds	100.00
John Devine, Kingman's Cove	50.00
A. Flynn, Bay Bulls	30.00
April 14	
P. Vickers, St. Witless Bay	20.00
Wm. Maddick, Bay Bulls	40.00
Corn. Glynn, Bay Bulls	20.00
Greg. Badoock, Brigue South	100.00
J. McCarthy, Renewa	200.00
J. Shaugnessy, Fermeuse	150.00
April 17	
Hy. Trizell, Big Pond	100.00
L. French, Tor's Cove	200.00
John Clarke, Goulds	50.00
Wm. Raymond, Goulds	40.00
L. Mullooney, Witless Bay	200.00
April 21	
T. Williams, Bay Bulls	350.00
John McCarthy, Renewa	300.00
J. Williams, Bay Bulls	100.00
Jan. Barton, Goulds	100.00
Lar. French, Tor's Cove	200.00
John O'Neil, Fermeuse	400.00
Total	\$2,980.00

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EXTRA SPECIAL!
Men's Balbriggan Underwear,
59c. garment; Men's Caps, 75c.
up to \$2.50; Men's Working
Pants, good strong material,
\$2.75 pair.

THE WEST END BAZAAR,
51 Water St. West.

Kyle's Passengers.

S. S. Kyle, Capt. Cross, arrived at Port aux Basques from North Sydney at 4.40 a.m. to-day, bringing over the following first class passengers: Mrs. A. J. Bethune, Mrs. A. Curran, J. Grenoux, J. E. Baxter, Miss E. Boyd, Miss L. Blanchard, Miss F. Nichol, Miss J. Hill, Mrs. A. Hopper, F. H. Wood, Miss F. Penny, Mrs. L. Taylor, Rev. P. H. Oulhane, M. W. Starks, J. W. Dickinson, W. and Mrs. Tucker, R. Horwood, Miss M. Smith, Miss F. Smith, G. C. Crichon, Mrs. W. Vaters, J. D. McLeod, Miss H. Gale, Capt. T. J. Jackman, C. Gale, C. D. Buck, Rt. Rev. H. T. Renouf, Rev. Dr. Broshan.

Brick's Tasteless at O'Mara's,
Water Street, \$1.20 per bottle.
June 9, 21.

Coastal Boats.

REIDS.
Argyle leaving Placentia this afternoon on Bay route.
Clyde left Lewisporte at 6.30 a.m.
Home left Parsons' Pond 1.50 p.m. yesterday, going north.
Kyle at Port aux Basques.
Meikle arrived at Burin 8.30 p.m. yesterday, going west.
Malakoff left Port Union 3.35 a.m. to-day.

GOVERNMENT.

Portia left Port Union at 5.30 a.m. and is due in port at 4 p.m.
Susan left Fogo 9 a.m. to-day, coming south.

Brought Seven Railway Engines & Steam Shovels

The S. S. Canadian Coaster, arrived at Humbermouth on Friday, with a full load of machinery, flour and feeds for the Northern Construction Co., working for the Armstrong-Whitworth Company. Among the cargo are seven small railway engines and four or five steam shovels, one of which is about sixty tons.

Brick's Tasteless at Wiseman's, Carter's Hill, \$1.20 per bottle. June 9, 21.

Mr. Morine and the Mail.

June 14, 1923.
Editor Evening Telegram.

Dear Sir:—I shall be obliged to you if you will publish the following.

Yours truly,
ALFRED B. MORINE.

Editor "Mail."

Sir:—Again I am obliged to you for the publication of a letter, though you accompanied it with two columns of rambling discussion, in which you labored like a ship in a heavy sea.

The "insulting comment" on my first letter of which I complained was not that you charged me with being a director of the Bennett campaign, and with bringing election petitions in 1893, with improper motives, but that you refused to accept my denial and that you made a wholly irrelevant reference to "the Greenspond" letter, for no other purpose, apparently, than to insult and annoy.

I am a partisan journal, but I am not the fact that you have neither drawn nor attempted to prove the assertion you made concerning my position in the Bennett campaign, or relating to pending election petitions. I have asked you for the names of your alleged informants, and you have failed to reply. I have explained about Mr. Cramm and Dr. Jones, and you have evaded the point. I would not on any account attempt to teach you journalistic propriety, but I ask you pointedly, are you "playing the game" in a partisan journal?

Upon the election petitions presented in 1893 you quote the late Judge Prowse. No sane man who remembers him would accept as reliable his testimony concerning incidents in his own time, however valuable or otherwise his researches into the past may have been. It is sufficient to say of his remarks upon the 1893 election petitions, that he was removed from the Central District Court bench in 1898 by the men responsible for those petitions, and that the quotations you make use of were written after that time. His remarks on the subject are as unreliable as your own would be in a partisan journal.

You say that "Mr. Morine is not a political-factor to-day, why should we worry ourselves or the country with observations about him." Precisely! Why do you write more about him than about any other man? Why do you persistently abuse and vilify him? Why do you make statements against him which you cannot defend, yet fail to withdraw? Why take two columns of your valuable space to say he is played out, instead of showing it by omitting to mention him?

But recalling the fact that early in 1918 you came to my door in Toronto with a telegram which you said was from the present Sir Richard Squires, urging me to come back to this country, to help save it from threatened destruction, and remembering that down to the hour in 1919 when I joined the Cabinet Government, I was persons graia with you and your present associates, I am naturally puzzled to know why I should now be so little esteemed by them and you. The Greenspond letter, 1888, and the 1893 election petitions, do not explain my slump in your estimation and theirs, for you knew all about those things long before you sought my aid. What, then, has lessened the esteem in which I am held, the value placed upon me? Surely it cannot only be a matter of "your graphs." It cannot be that. I can lay the latening union to my soul that you mourn my loss, that you are lonely without me, that you would dearly love to have me with you again. Of course, you'll deny this implication, for you could not afford to admit the truth, but there are the facts for the public to decide.

"THE GREENSPOND LETTER."

You have made frequent unflattering references to me in relation to "the Greenspond letter," and I seem to be compelled to deal with an old matter which I should, frankly, prefer to let alone. My reluctance is largely because I did not quite perceive how it can be discussed without pain to certain innocent people. Let me briefly state the facts about that letter, and then reply to your question "does he regard the use of such a weapon against a political opponent as one of the characteristics of a 'good citizen'." I suppose you mean, would I regard the use of the facts that letter was intended to elicit as proper against a political opponent, for the letter itself was not intended for such use, but merely to ascertain the truth of certain charges which had been made. Your question seems to indicate clearly the quality you condemn in the letter. It was written in 1887, I think, or 38 years ago. A fine old lady of the city, the mother of the Crossman brothers, living at that time on the N.E. corner of Prescott and Duckworth Streets, spoke to me as one of the members for Bonavista district, saying that a domestic servant then in her employ had been betrayed and given a syphilis disease by a married man who was in high government office, and she asked my assistance for the girl, the daughter of a supporter living in Bonavista district. I wrote to a colleague living in Greenspond, himself a Justice of the Peace, asking him to ascertain the exact truth from the girl herself, and saying that if it proved the charges as made, I would, or might use it to drive the offender from the public office he occupied.

The truth was never ascertained, and the matter would never have been made public, but my colleague and I got into opposite political camps, and he gave my letter to my opponents, who used it against me in Bonavista Bay, the people of which heard the whole matter discussed, and vindicated me by their votes. It was, then, my opponents, not me, who actually made public use of the private matter in this connection, and my opponents have from that day to this used the private matter for their public purposes.

Would I have made use of the facts in the way my letter suggested, if they had been established to my satisfaction? I cannot now say, for at 66 years of age a man cannot say what he would have done at 30. The fact is, I did not use them, but, offended, if at all, by harbouring the thought of using them, and an offence which is merely mental, and never develops into action, seems rather small in contrast with many overt acts of my opponents. Was not my thought, never acted upon, less objectionable than the conduct of my opponents in making public use of my private letter, regardless of the hurt inflicted on innocent third parties? Was it not less so than the conduct of journalists who have used the letter publicly for over thirty years to harm me without a thought for the others they were injuring?

Would it have been right to use the truth in the manner suggested? That is to say, if men holding public office are guilty of grievous moral offences in private life, is it right to make public use against them of their misconduct? In Great Britain the answer has not been consistent. Delke and Parnell, for instance, were driven from public life, practically, by an exposure of their misconduct in private life, but on the other hand, the private faults of many public men are never mentioned. Perhaps the quality and number of the offences themselves determine the propriety of using the material. Moderate drinking should not be used against a candidate, but how about drunkenness? One theft might be forgotten, but if an habitual thief becomes a candidate, would it not be right to expose him? The fact of one sexual offence might be suppressed, but a notorious evil doer in this respect might properly be opposed on this ground as a candidate. I confess that even now I do not think that notoriously bad men in private life should be trusted with public office. What do you think on this point? In the case of the Greenspond letter referred to, the offence alleged was very grievous, and the victim apparently was one I was under some duty of defending and protecting, for, in 1885, a member for a district was a sort of protection for all the people he represented. When the letter was written, I believed the charge was true, and, being impetuous naturally, I acted upon the spur of the moment, with the thought of going to the offender with proof in my hands, but what I really would have done, had the proof been produced, I cannot now say, being older, and more prudent, I hope, if not any better otherwise.

Now, these are the facts about "the Greenspond letter." They have long been known to you, Sir, and to many others, and advantage has been taken of my comparative helplessness, because, for the sake of others, I did not wish to discuss the matter, to grossly misrepresent the letter year after year, until I am at last weary of misrepresentation. What was so wrong about my conduct, that it should be used against me for 36 years. In the last general election campaign, men on their own side circulated slanders concerning the private conduct of a certain Bennett candidate, and it is undoubted that if you could lay any such charge against me, as the Greenspond letter refers to, you would be overjoyed to do it. The writing of this very letter was a private matter, which never eventuated in any public action by me, and all your tribe use the private act to do me harm as a public man. In 1919, the Greenspond letter was widely circulated in pamphlet form by your associates to injure me and my party. In 1912, it was sent to Canada, and accompanied by the greenspond letter, and it was used there to injure me in the public employment I held. The cowardly attack made upon me, in the Commons at Ottawa, in which one Carvell made use of it, has been republished here by you on more than one occasion to injure me politically. What can be said in defence of using my private confidential letter publicly, by those who, like you, condemn me for the mere expression of an intention to use against a public man the fact of his gross immorality in private life. Why do you use my private letter against me, yet condemn me for merely harboring the thought of exposing the private misdoings of a public man? My thought, if a wrong one, was very excusable in contrast with the offence my letter referred to, yet though both thought and offence were private, you publicly condemn me with evident zeal for privacy, thinking of publicly exposing a very gross wrong upon a poor girl. My private conduct you condemn, yet if it were wrong, it was in that it proposed to do what you are all the time doing in my case, condemning the private acts of a public man. When you came to me in 1918, seeking my help, you knew all that you now know about the Greenspond letter. So did all your

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STATIONERY.

June 15, 20, 20

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Due to-day ex. S.S. Sachem from Liverpool:

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June 15, 17.

political associates. Yet, apparently, you and they saw no unforgivable harm in that letter, and were glad to have me as a colleague; yet in 1919 and ever since you and your associates have never allowed the memory of the Greenspond letter to die, or lost an opportunity to injure me by referring to it, coupled with hypocritical whining about the enormity of using the private misconduct of public men to their public disadvantage.

Yours truly,
ALFRED B. MORINE.

The Norway of the New World by Victoria Hayward, in The Sunday Leader, June 15th. The Atlantic Seaboard, great illustrated week-end paper, has special article on Newfoundland, under the above title replete with illustrations and informative reading matter; also Reviews, News, and Pictures from the entire world. Book your orders now with Garland's Bookstore.

June 15, 21

From Cape Race.

CAPE RACE, To-day.
Wind light and variable with light sea.
The steamer Watuka and schooner C. passed in last evening; steamer Randolf west at 8, and schooner Digby in at 11.30 a.m. to-day, 20.78, ther. 52.

Shipping.

S. S. Canadian Sapper left for Montreal Wednesday morning for port via Charlottetown, and is on Monday or Tuesday next.
S. S. Brattingsboro, 14 days to Cadix arrived yesterday with cargo to A. H. Murray & Company.

Brick's Tasteless at O'Mara's, Water Street, \$1.20 per bottle. June 9, 21.

MINARD'S LINIMENT FOR COUGHS & COLDS.