

1922 -- The Year of Misunderstandings, Threatenings and Disturbances -- 1922

EDITORIAL.

THE year 1921 was known as the year of storm, stress and disaster both at home and abroad. Its twelve months from January to December were filled with toil against hope, sorrow, triumph and defeat, failure, disaster, desolation and destruction generally, but out of all the hurly-burly of misfortune that Providence saw good to inflict upon the universe, a new spirit was born—a spirit of determination to overcome difficulties and hew out never and greater destinies. That spirit may not have failed, and may still be existent, dominating the future, but there cannot be any gainsaying that no matter how virile was the idea of conquest over trials that animated the world these were overcome by events beyond prevention by the happenings of the year now so soon to come to an end and depart into the limbo of the past. We have intimated the year 1922 as one of Misunderstandings, Threatenings, and Disturbances. With this characterisation, few we think will find fault or contradict in any spirit of captious criticism. It is only to take a cursory glance at the events of the past dozen months, in order to discover that the whole world has been in a seethe. That there have been, universally, misunderstandings, threatenings and disturbances, all of an exceedingly serious nature, and they have not been laid yet. Statesmen of international repute have to tackle numerous problems. Diplomats have to be wary in the manner of their walking. Governments have to carefully consider how far they may go in overburdening the masses with excessive and iniquitous taxation, lest the people rise in their might and plunge them into the outer darkness of political oblivion, where all that will be left to them will be the doubtful pleasure of weeping and wailing and gnashing their teeth. Demos is in no mood to be tickled to laughter by fair speeches and promises of prosperity that may never materialise. Newfoundland is not the only country to be beguiled by the specious promises of crafty politicians. Nor is this Colony one whit behind the other peoples of the earth in estimating the true or fictitious worth of those who rule over them. People are waking up. They no longer will consent to be voluntarily hoodwinked by the men who misrepresent them and their aims: who block all attempts at improvement and who throw cold douches upon the fires of patriotism that burn in every breast. In this Colony, the movement of the United Fishermen of the North proved the existence of such a sentiment to the hilt. In other countries Demos, the giant, is arousing from his political lethargy, and turning a watchful eye toward those who pretend to govern in his name. The signs are plainly visible. The portents show on the horizon. Watch ye therefore, ye that are in high places that your downfall is not sudden and unexpected. Europe as usual has been the boiling cauldron, with the Turko-Grecian goose in the pot. The history of that conflict has already been recorded. Whoever was responsible for the debacle which nearly brought all Europe into another and greater conflict—and writers of current events are not slow to blame Lord Curzon, the British Foreign Secretary in the Lloyd George Government for being the cause—it is surely time that haphazard politicians should be prevented from precipitating wars because of personal and private predilections. Then, all

throughout the year past there have been a multiplicity of Conferences. Even the Labrador Boundary Question has been made the subject of one of them. Of course it is internationally fashionable and therefore de rigueur. But what has been accomplished? Geneva, Paris, Brussels, Lausanne, London, with the League of Nations' Council in perpetuum at the Hague, all have been equally futile generally. Premiers and Ambassadors and Envoys and Secretaries and Diplomatic Suites rush around helter skelter to these, and in the rush forget the purpose for which they were sent or went. Why there has even been a Conference in St. John's. A so-called Tariff Revision Commission has had several sessions, but what has developed? Nothing! And so it will go on in 1923 until the people themselves take the initiative and inform tuft-hunting aspirants to honor that they will handle any situation that arises, themselves. The ultimate salvation of any country is with the people, not the politicians.

One of the brightest pages in the records of the year 1922 is the cessation of the conflict with Ireland, or that portion of it which never accepted the rule of Westminster. A struggle that has lasted for seven centuries, from the reign of Henry II. (Plantagenet) to George V. (Windsor). With its end, and the recognition of the Irish Free State as a Dominion within the Empire, but not until much blood had been spilt, there comes a peaceful period, and all who were and are interested and concerned in a free Ireland have seen their desires consummated. In another place in to-day's issue, we publish a chronological list of the chief events of importance during the year 1922, given in diary form. These are not by any means complete in so far that every diurnal event is chronicled. While that would not be impossible it would at least be impracticable, hence we have contented ourselves with showing—in tabloid form as it were—the main events and occurrences in countries other than our own. Local affairs of moment during the year now closed, have their own particular space. In concluding this somewhat superficial review of the past, may we commend to all our readers that they take a more earnest view of the future and so endeavor to shape public sentiment that there will not be any necessity for a recurrence of the trouble brought upon us, in part by our own carelessness, but in greater measure by the incompetency and ineptness of shallow politicians and their satellites. At this particular moment it is with sentiments of the highest sincerity that we wish to all alike, friend and opponent, admirer and disdainful, patron and reader, contributor and correspondent, whether in Newfoundland or out of it the Evening Telegram's best wishes for

A HAPPY AND PROSPEROUS NEW YEAR.

NEWFOUNDLAND IN 1922.

THE LEGISLATURE.

ON March 15 the third session of the 24th General Assembly of Newfoundland was opened by His Excellency Sir C. Alexander Harris, Governor and Commander-in-Chief, with the usual spectacular ceremonial, which custom, and an ambition for brilliant display, has for years honored. After the reading of the Throne had been read, and the members of the House of Assembly had returned to their Chamber, an adjournment was taken until Monday, March 20th, when the House reassembled. The debate on the Address in Reply took no little time, and during its progress some

interesting lighthearted exchanges took place between Government and Opposition members. Following the passage of the few lines of thanks to the Governor from the Loyal Commons, a further adjournment was taken, and thereafter there ensued sporadic sessions until March 30th, when the Estimates were tabled. These brought forth hostile and severe criticism from the Opposition, but were ultimately passed with some amendments. On April 4th the Board of Trade called a meeting to protest against the excessive taxation policy being pursued by the Government, and resolutions condemning this were adopted unanimously. On this day the Prime Minister delivered the Budget Speech, the Minister of Finance being as on a previous occasion, unavoidably absent because of illness. April 5th witnessed an interview with the Prime Minister by a Board of Trade deputation, which presented Sir R. A. Squires with a copy of that body on the 4th and also a petition praying that the present tariff rates be reduced. A party meeting was called on the following day to consider the resolutions and petition. Co-operative and encouraging telegrams were received by the Council of the Board of Trade on April 7 from the chief export centres of trade in the Colony. On the 11th a petition from the citizens of St. John's supporting the Board of Trade request for an early reduction in taxation was presented to the Prime Minister. House took adjournment on April 11th for Easter recess, resuming on 18th. The Estimates were severely criticised by Opposition members, but according to the table of expenditure as presented no hope of any reduction in taxation was expected, nor subsequently realized. Government members backed by a venal press attempted to use Board of Trade resolutions as a political move, but the object failed, as there could be no motive other than an universal desire for lowering the high cost of living brought about by the excessive taxation imposed by the party, priding itself on the title Liberal-Reform. The House resumed on April 26th for the usual week-end adjournment but little business was done. Sick unto death the citizens of St. John's called a public meeting in the Casino Theatre on the 28th April and passed resolutions requesting Right Honourable Sir R. Bond to step in and retrieve the present unbearable situation. The reply was a letter showing the remedy and how it should be applied. The Legislature continued dragging along its weary way, while the thousands of unemployed held indignation meetings in Bannerman Park, contiguous to Colonial Building, to all the resolutions and petitions of which the Government turned a deaf ear. While labor clamored for relief work, the members of the party in power sat snugly, rubbing their hands, and incidentally drawing their fat cheques, but doing nothing by way of amelioration. The Opposition members demanded the formulation of a definite railway policy, but none was forthcoming. This situation created a deadlock, and on the 15th May the Reid Newfoundland Company issued a notice to its employees that only half time could be paid them, unless the Government came to their rescue. This was a situation developing out of the management of the railway by the Commission of which Mr. Coaker was Chairman for the year ending June 30, 1921. Train service was thus completely tied up. House resumed on the 17th of May, but almost instantly took further adjournment, and did not meet again until the 19th, when the Prime Minister again was barren of a railway policy. All line traffic being tied up the Shipping Department was obliged to come to the rescue, dispatching Government steamers to points in Conception Bay. This relieved the situation somewhat, but all the while Reid's trains and steamers were lying idle at stations and terminal piers. On Monday, May 22nd, the House met but little light was shed upon a situation which only crass stupidity could have produced. A form of resolution on railway affairs was introduced but after a brief debate adjournment was taken until the 24th. Resuming on that day just long enough for the reading of the minutes, a recess of five days was taken, and on Monday, 29th, the Speaker took the Chair and made the announcement that a further vacation would be enjoyed until June 1st. Nothing in the way of business was done on resumption, but another holiday was given hard-worked members who were requested to attend again on Tuesday, June 4th. Adjournments certainly were a feature of the 1922 Parliament, for from the latter date until the 12th there was another cessation from Legislative labor. When the House resumed the Prime Minister announced that a temporary agreement had been made with the railway contractors, and suggested an

indefinite adjournment, to which, however, the members of the Opposition proved hostile, and there were spirited lighthearted battles raging for a while, but ultimately adjournment was taken. On the 14th the Prime Minister ran amok, but little injury was done. A form of railway agreement was submitted by Sir Richard, subsequently, the tenor of which all who have to pay for it, already know. On Thursday, June 20th the session was resumed for an hour or so, and adjournment by agreement taken until October 31. What happened after that, and the display of P. M. F. by the Prime Minister has already been recorded. The vote for Supply does not run longer than to-morrow, so that Government officials cannot be paid their salaries as from that date, unless the Audit Act is violated. Notice of the prorogation of the House from time to time, according to the exigencies of the occasion, will be published in the customary form. The history of the Legislature of 1922, Upper and Lower Houses alike was a joke, and Mr. Coaker should make good his threat to abolish the whole system which has become too expensive to be worth while continuing.

THE SEAL FISHERY.

ONLY nine steamers prosecuted the voyage of 1922. Eight of these operated on March 8th, from St. John's on the northeast coast, the other in the Gulf of St. Lawrence. These all sailed on March 8th from St. John's. The reduction in numbers from former years is due to losses among the fleet, and sale of some of the ships comprising it to various scientific societies which use them for polar exploration work. Last season the smallest number ever cleared for the frozen pans with the exception of 1921, when a similar fleet went after the fat. One ship, S.S. Diana, was lost. The following description of the voyage is taken from "Chafe's Sealing Report," a most invaluable recapitulation, year by year of this fishery.

"The steamers would have sailed a day or two earlier but were held up by the marine engineers going on strike. March 11th Neptune was 40 miles N.E. of Funks, with Thetis, Diana, Eagle, Sagona and Terra Nova 10 miles astern steering N.N.E. March 12th Diana, Capt. John Parsons, struck old seals 60 miles E. of Funks with 5 ships in sight. Scott and Ranger not reported. March 13th Diana took 1,000 whitecoats and the Terra Nova 30, with Thetis alongside. East of Funks. On March 15th the seals were struck by Diana, Terra Nova, Thetis, Eagle, Neptune and Sagona from 5 miles east to 10 miles southwest of Funks from which about 70,000 were taken. The Diana killed and bled 7,000 and on the 16th the ship was jammed all day and while endeavoring to get clear lost her tail shaft. She was abandoned on March 27th about 100 miles S.E. of Cape Bonavista. The crew of 135 men were taken off by the S.S. Sagona, Capt. Job Kneeb, and landed at Old Perlican. In 1892 Capt. Wm. Barbour brought in one of the most valuable lots of seals in S.S. Diana (in two trips) ever landed by one steamer in one year, 106,148.06. Crew of 224 men shared each \$134.30. The Diana, formerly the Hector, in her 51 Springs brought in 546,412 seals.

On March 16th, Major S. Cotton and his mechanic, J. R. Stannard, in the "Martyr's Airplane" and Capt. W. Sydney Bennett with Mr. Butler and wireless operator Heath in the "Westland" left Botwood at 11 a.m. to locate the seals. The planes passed over the sealing steamers at 12.30 p.m. The "Westland" returned to Funks and Major Cotton made an extended patrol, and large patches of seals were seen by him sufficient to load all the ships. On March 17th, Major Cotton again made a survey over the icefield and reported ships jammed, and that the seals lay to the eastward of them. Parties directly interested in the venture, took quite a time to decide what they would pay Major Cotton for his information. In the meantime the ice and seals were driven a considerable distance, and when the arrangement had been finalized and the ships wirelessed the position of the seals, needless to say they could not be located where first seen. Major Cotton was prepared again to locate the seals but the ice was from 50 to 60 miles off shore and the remuneration for his services was not sufficient to warrant his flying again.

From March 25th to April 1st the Neptune, Thetis, Seal, Eagle, Ranger and Terra Nova were picking up seals 80 to 150 miles S.E. of Cape Bonavista. The auxiliary schooner F.P.U., Capt. D. White, sailed from Port Union for the icefields March 15th and arrived at Port Union on March 25th with 1464 prime seals. Newfoundland should send out 800 schooners such as the F.P.U. so that

the catch of seals would be 500,000, instead of 125,000. The catch of seals taken on the shore by Indians from Cape Frels to Bay Bulls, was about 10,000—700 of which were taken off St. John's. On April 4th, Capt. Stevenson of the S.S. Kyle reported passing through patches of seals on a regular trip to Louisbourg. The crew killed 150 and took them on board in less than an hour. Captains of the various Coastal steamers reported seals numerous during the spring, but scattered.

FISHERIES IN GENERAL.

For the purpose of this particular column we are indebted to the Newfoundland Trade Review of the issue of Saturday last. At the end of the year this very excellent journal publishes trade statistics of great value, which are gathered from the most authentic sources. Hence such figures as have been assembled are nearly as accurate as can be made on an approximate estimate, and we are greatly indebted to the Trade Review for completing the returns, which we reprint to-day, in order that their information may be circulated more widely.

CODFISH.

The year 1922 now drawing to a close, was a trying one for all in Newfoundland who are engaged in trade and commerce, more especially the producers and exporters of our great staple, dried codfish. Both the fishermen and the merchants were victims of the combined causes that made the price of codfish so low in the foreign markets this year, and dealing with the situation in a general way, it is close to the truth to say that nobody has made any money out of the codfishery this year. Most of the fishermen, after paying their summer's account had nothing left, and the majority of the exporters will barely make both ends meet when all the fish is gone out to market and the accounting is made. The low purchasing power of our customers in Southern Europe, the adverse condition of exchange, and the political turmoil in Italy and Greece, were the factors that militated against the possibility of getting a paying price for our fish.

Many exporters were glad to "break out even" on some cargoes sent over and to let the fish go at cost, while quite a few lost heavily on transactions, but realized that it was better to take the first loss than wait for a greater one.

The entire exports for the calendar year, according to the statistics at the Board of Trade to this week, were 1,393,037. Allowing 20,000 qts. a fair week's average for the time now intervening till the close of the year, we shall have a total for 1922 of 1,313,037 qts.

About 900,000 qts. of this is 1922 catch, the rest old fish from 1921. There are about 380,000 quintals in the outports and the city yet to go out.

Allowing this season's catch then to be 1,280,000 qts. of dried salt codfish and giving five dollars as the average of shore and Labrador, we get a total producer's value of \$6,400,000, as compared with \$7,810,000 last year.

HERRING.

The herring fishery this year was not prosecuted to the extent of former years owing to the poor demand and the low price in the markets, and the serious competition that has grown up since 1920 in sales of Alaska herring in the Eastern States, particularly in New York, where these herring have become prime favorites amongst the Hebrew population. There were only half the number of packers at Bay of Islands, and it was difficult to get contracts for Scotch pack.

Herring were plentiful, but the price to fishermen fell down to \$1.50 per barrel. The new American duty under the Fordney tariff was also an adverse factor in the situation. The fishery is now about over, except in the case of three or four N.S. schooners waiting to make up cargoes of frozen herring. The fishery in Green Bay this winter is only nominal and there are only four packers putting up herring at Springfield, Little Bay Islands and adjacent places. The entire catch there will be under seven thousand barrels. The statistics for the herring fishery are necessarily given for the year ending June 30th, 1922, as follows:

Bris. Value
Bulk Herring .. 11,872 \$3,353.87
Pickled .. 89,753 789,321.15
Frozen .. 9,866 51,648.45
Smoked .. 21,475 ..
Total \$853,975

SALMON.

This industry is growing and has a great future, especially in canned salmon. The Atlantic Fisheries Co., with their cold storage system, exported \$116,662 worth of chilled salmon last year, including the output from Labrador. This can be very much increased by better efficiency in collecting the salmon from all over the island and transporting them chilled to the central depot at St. John's, or what would be better, have subsidiary cold storage plants in different parts of the country, where salmon are plentiful.

There is an unlimited market for them in both Great Britain and the United States, and it is only a question of having the fish transported in good condition. The industry of tinned salmon is also increasing every year, and the prices are now sufficiently attractive to induce a much larger number of packers to engage in this business. The salmon output for the fiscal year ending June 30th, 1922, is as follows:

	Tierces	Value
Salmon (pickled) ..	5,669	\$125,060
Salmon (fresh)	116,662
Salmon (preserved)	5,886
Total	\$247,608

SMELTS.

The smelt fishery this season has been very lucrative for the comparatively few fishermen engaged in it. The industry is one that has grown up within recent years, and is almost exclusively confined to Port-au-Port and other places in Bay St. George. A ready market is found in New York, where these delicious little fishes sell at 30 cents a pound.

We are informed that they are found plentiful on several other parts of the coast, but the people do not find them because of the difficulty of finding a market. The exports for the year ending June 30th, were 123,092 lbs., valued at \$36,927.

LOBSTERS.

The year now ending was a successful one with lobster fishermen in respect to price. The catch was on the whole, about an average of the past ten years, but the price was the best on record, exceeding the limit of 1913, the banner year, by four dollars a case. Many packers received \$32 per case, and a few \$33. We are justified then in putting the average at \$30, sales in July having been made at \$26 and \$28. The total catch we estimate to be 7,000 cases. To date 6,966 cases have been exported and very few are held. Total value to producers then at \$30 per case is \$210,000.

DRIED SQUID.

This is a desultory industry and the foreign markets go to one extreme or the other every year, according as the Chinese demand fluctuates. If properly organized it might be made a great asset. No one will invest capital to carry the industry without first having received an order or made a contract. When the enquiry comes nobody has squid to send forward. Despite all these disadvantages the industry is gradually increasing. The exports last year (June 30th, 1921) were 113,058 pounds, valued at \$19,638.

HADDOCK.

Haddock, halibut, trout and turbot are, of course, minor fisheries, but each one could be made a great industry with capital and concentration. The customs records show that there is a gradual increase in the exports in a period of ten years, and the total value of these exports last year, was \$183,759. We have then the total products of the year which are as follows:

Dried codfish ..	\$6,852,429
Herring ..	853,975
Salmon ..	210,000
Squid ..	247,608
Haddock ..	10,638
Turbot ..	77,643
Trout ..	54,600
Halibut ..	12,520
Smelts ..	38,994
Total	\$8,395,540

IMPORTANT LOCAL EVENTS.

As They Occurred in Order of Diurnal Sequence.

SUDDEN DEATH.

Jan. 5.—Thomas McGrath, aged 60 years, and a native of Torbay, dropped dead suddenly of heart failure near King's Road.

NEW COUNCIL MEETS.

Jan. 5.—The first Municipal Council elected under the new Charter, met at 4.30 p.m. when the Councillors were sworn in by Mayor Cook. The latter was sworn, took the oath of office during the forenoon.

L.S.P.U. HALL DESTROYED.

Jan. 9.—A splendid Hall owned by the L.S.P.U. and situated on Victoria

Street, was started to the ground by a fire which raged at 3 a.m. The danger from the burning building was not passed before nine o'clock, and it was not until after the all the embers were quenched. The insurance on the building amounted to over \$21,000.

FIRST WINTER AERIAL FLIGHT.
Jan. 14.—The first successful winter aerial flight in Newfoundland was accomplished to-day when Major F. S. Cotton and Capt. V. S. Bennett landed safely on Quidi Vidi Lake after a two hours flight from Botwood. The machine used was a Martinside fitted with skids.

UNEMPLOYED MEETING.
Jan. 15.—A mass meeting of unemployed was held at the T. A. Armoury to demand work. As a result arrangements were made by the citizens committee and some 500 of the most deserving cases were put at stone breaking and snow shovelling.

BELL ISLAND MINES RE-OPEN.
Feb. 1.—Bell Island mines re-opened in order to give work to unemployed. Agreement made to remove royalty on condition that 1500 men would be given half time work.

AIR MAIL EXPERIMENT.
Feb. 1.—Martinside aeroplane, piloted by Major Cotton dropped copies of the Evening Telegram and other daily papers at various points in Conception Bay. This first experiment of a winter air mail service proved a great success.

CABOT BUILDING FIRE.
Feb. 5.—A fire doing damage to the extent of \$100,000 broke out in Cabot building at 10.30 a.m., 5 shops and many offices were gutted before the blaze was subdued.

HOCKEY CHAMPIONS.
Feb. 1.—For the third consecutive year the Fiddian Club became League Hockey Champions. The final game was between Fiddians and Saints.

SEALING SHIP DEADLOCK.
March 2.—300 sealers held up at Gambo awaiting settlement of a deadlock between the sealing ship owners and the engineers.

SEALING SHIPS LEAVE.
March 8.—Nine sealing ships left today for icefields. On the S.S. Terra Nova there were three generations of the sealing family, Capt. A. Capt. Nat, his son and Master Cyril Kean, grandson.

AERIAL ACHIEVEMENT.
March 12.—Major F. S. Cotton landed at Quidi Vidi at 5.05 p.m. after a five hours flight from Cartwright. Major Cotton, first airman to fly to Labrador.

LEGISLATURE OPENS.
March 14.—The Legislature opened for business and passed resolutions of sympathy on the death of Capt. John Lewis, M.H.A., for Harbor Main.

SEALING SHIP ABANDONED.
March 22.—S.S. Diana with her tail shaft broken and otherwise damaged was abandoned and set on fire about 60 miles East of Baccalieu. The crew were transferred to the S.S. Sagona and landed in Old Perlican.

JUBILEE ANNIVERSARY.
March 29.—The L.O.A. attended a Jubilee Service Parade and banquet. The Church Service was held at the Anglican Cathedral.

ST. GEORGE'S DAY.
April 20.—St. George's Day was celebrated by a joint parade in which the City Brigades, Societies and Scouts took part. The celebration included a religious service in Gower Street Methodist Church, which was attended by thousands of people.

CALL TO SIR ROBERT BOND.
April 25.—At a mass meeting of over 2000 people, resolutions were passed urgently requesting R. Hon. Sir Robert Bond, P.C., K.C.M.G., to address a public meeting in St. John's and assist, guide and counsel the people in the present difficulties.

L.O.O.F. ANNIVERSARY.
April 30.—Local celebrations in honor of the 103rd anniversary of the institution of the Confraternity of Odd-fellows, was concluded by attending Divine Service at Gower Street Methodist Church.

OKONIAN TOWED TO PORT.
April 30.—S.S. Winifred towing the disabled freighter Okonian, arrived in port after a four days battle with the elements off port. Both ships had a large number of cattle on board.

CHINESE FRACAS.
May 3.—The most sensational crime in the history of Newfoundland occurred when three Chinamen were murdered in their laundry on Murray Street, the attempted life of a fourth, while the gunman, named Wo Fen Game, fired at himself and inflicted a severe wound.

DESTRUCTIVE FIRE OCCURS.
May 7.—The Martin-Royal Stores Building was gutted by fire. The estimated loss being in the vicinity of \$150,000. The firemen by their heroic efforts saved the adjacent buildings from destruction.

UNVEILING CEREMONY.
May 25.—A Memorial Tablet to the members of Gower Street Church, who made the Supreme Sacrifice during the Great War, was unveiled at a Mem-

orial Service which was attended by a very large congregation. The address on the occasion was delivered by J. Alex Robinson, L.L.D.

RAILWAY AGREEMENT.
May 25.—An interim arrangement for the operation of the railroad was made at special meeting of the Executive Government. The railroad had been tied up for a week owing to a deadlock over who was to operate it.

PASSING OF W. J. HERDER.
May 25.—Mr. W. J. Herder, founder and proprietor of the Evening Telegram, passed to his reward, at the age of 78 years, although not a member of Legislature, the leaders of the House referred to his demise and passed an informal motion of condolence to the family. The deceased was laid to rest at the West End Cemetery and the funeral was attended by a very large number of prominent people.

BONNE BAY FIRE.
June 1.—News of the destruction of Bonne Bay by fire was received by the manager of the Bank of Nova Scotia. The loss was estimated at \$150,000, on which there was approximately \$120,000 insurance. Most of the business places were razed to the ground.

SILVER MINE RE-OPENED.
June 2.—Silver Cliff Mine, at Argentina which for a long number of years had lain dormant for want of capital was re-opened by Mr. W. A. McKay. The mineral discovery at Argentina, was made over forty years ago by Mr. John Burke, Little Placentia.

FENCIBLE COLORS RECEIVED.
June 3.—The colors of N.F. Fencible Regiment deposited in the Museum. The colors, two banners had for years hung in the Church of St. Bréda, Jersey, Channel Islds., and were secured to the Colony by the efforts of the Newfoundland Historical Society.

SYNOD OPENS.
June 21.—The 25th Biennial Session of the Diocesan Synod of Newfoundland was opened at 9 p.m. by his Lordship Bishop White at the Synod Hall.

REGATTA DEADLOCK.
June 29.—The Regatta Committee reached a deadlock over demands made by several Boat Clubs, and adjourned indefinitely. The Clubs in question demanded that other clubs and societies be debarred from holding sweepstakes on the Regatta.

COMMEMORATION DAY.
July 1.—The 16th anniversary of Beaumont Hamel was honored in the usual manner by the Church parade and ceremony at the Sergeant's Memorial, following which the King's colors (replacement) was formally presented to the Regiment by his Excellency Sir Alex. Harris. The presentation took place at Government House where the colors are now deposited.

CONFERENCE OPENED.
July 8.—The Ministerial Session of the Methodist Conference opened at 9 a.m. to-day at Grand Bank, Rev. Dr. Fenwick presiding. The Conference memorialized the Government to nationalize the second Monday in November as Thanksgiving Day.

K. OF C. VISITOR.
July 6.—Supreme Agent of the Knights of Columbus, John P. Dunne, paid a special visit to the local branch of the Order after completing a tour of the United States and Canada.

COUNTRY FIRES.
July 15.—A house and barn owned by Mr. J. Pooley, Cambridge, on the Long Bay Road, were razed to the ground by a fire which started at 6 p.m. A few minutes afterwards, a barn and its contents owned by Richard Drunken, of the Torbay Road was burned to the ground. Both parties carried very little insurance.

APPELLING CATASTROPHE.
July 22.—A gloom was cast over the city when it was learned that a dual drowning tragedy had occurred at Ocean Pond, when the lives of two St. John's citizens, in the persons of Charles R. Duder, Manager of the Standard Mfg. Co., and Chesley Crocker, foreman of the Paint Dept. of the same concern had met their death while out fishing. The boat was found bottom up near the shore, while the bodies were not recovered, until some days later.

MASONS HOLD LODGE OF SORROW.
July 31.—Representatives of all the Masonic Lodges, under both Scottish and English Constitutions, met at the Masonic Temple at 8 p.m. and held a Funeral Lodge Service to the memory of the late Right Worshipful District Grand Master, S.C. Bro. Chas. Robert Duder.

REGATTA DAY.
August 1.—The 1922 Annual Regatta was held at Quidi Vidi Lake. The day was notable for the preliminary race which was a dash from the bottom of the pond to eliminate one of the five boats that had entered in the mercantile event. The championship

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Cove Fishermen—Tina

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H.M.S. RALEIGH

August 3.—H.M.S.

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Isle. The Raleigh

the North Atlantic