

## An Open Letter on Railway Matters.

IV.

C. Morgan, Esq., C.M.,  
Winthrop, in the Dominion of  
Canada, and of the Canadian  
Pacific Railway Company, City.

Sir,—In dealing with the mat-  
ter of freight and passenger rates  
postulated, that they are inad-  
visable, because it appears from your  
statement of the records and ac-  
counts furnished you by the Reid  
Newfoundland Company the receipts  
from do not appear to defray  
the cost of maintenance, and operating  
expenses. Your admission that  
"records and accounts have not  
been verified" must necessarily, I  
think, lead you to a conclusion  
of correctness of your conclusions.  
You are, can you be sure, if you  
do not "verify" those "records  
and accounts" that receipts, which  
I have properly been credited to  
maintenance and operating expenses,  
have been so credited? For instance,  
the railway during the periods  
of construction, for construction  
purposes, been duly credited?  
The freight and passenger rates  
by steamers, Coastal and Gulf  
lines, been so credited?—those  
under the Railway Contract  
part of the Railway system, and  
part of law called upon to inter-  
fere with the Railway Contract, I  
think, so determine. Your certainly  
lost sight of the fact that the  
passenger rates referred to  
the contract are not the only  
rates received by the Railway  
Company for the operating of the Rail-  
way. Now the explanation in most  
of the affairs comes after the re-  
gulation of the whole of the facts,  
operating the Railway during  
period fixed by contract, the con-  
tractor received a very large payment  
advance, namely: enormous areas  
land, agricultural, timber, and  
mineral in fee simple; and eight  
hundred and fifty thousand dollars in  
value of lands taken back under  
contract. Was that large  
sum of money duly credited in the  
records? It certainly  
had been credited to main-  
tenance and operating account. If it  
had, then you will probably ad-  
mit that it ought to have been. It  
was said of a man, busy with  
labor problem, that he was  
"digging it out in theory, unclouded  
single fact." Your theory is ex-  
act, but what about your facts, all  
right? Have they been before you?  
I think so. In fact I am sure  
have not, and shall prove what  
I think to be correct. It was, of course,  
said by the grantors of those  
timber, and minerals, and un-  
der the contract, that the  
payment of those resources would  
augment the receipts from  
freight and passenger rates, and thus  
enable the public moderate  
for freight and passenger rates  
of the contractor's term of  
the contract. That they have not  
been, is not the fault of the  
grantors and people of this Colony,  
the sole fault of the Reid New-  
foundland Company, who, for a quar-  
ter of a century, and for some reason  
known to themselves, have failed  
to carry out their contractual obliga-  
tion to convert those resources into  
cash. Four million acres of the  
valuable lands in this country  
held by them to-day in fee simple  
and scarce an acre of those lands,  
the past twenty-five years, has  
turned into a contributory to  
the receipts. The purpose for  
the grants were given has  
been ignored by the contractors, the  
grant has been flouted, and the  
uses of this country have been  
ruined by the annual sums that  
reasonably be expected to result  
from the settlement and development  
of those lands. If any of those lands  
have been converted into cash,  
timber or minerals from off or with-  
out those lands have been turned into  
cash. If the Reid Newfoundland Com-  
pany themselves have used timber, or  
other mineral substances taken  
from those lands have you in the  
records and accounts seen  
it for them to operating and  
maintenance account? If not, then I  
think again that your postulate as to  
the rates under contract is an er-  
ror.

I have stated in your Report that  
original contract for the opera-  
tion of the Railway was—"undertaken  
under the existing Canadian  
ways, and that it was impossi-  
ble to expect that operating costs  
should be kept as low as those of  
Canadian roads, seems not to have  
been understood or appreciated into."  
The contract was entered into, I  
think, by both parties to the con-  
tract. It was not, then, for what  
reason were Four Million  
of land, timber, and minerals  
in fee simple to the contractor?  
Must have been a consideration  
of the transfer of those valuable  
resources. What was the considera-  
tion? I have stated my conviction  
that the transfer of those valuable  
resources, now that the facts of the  
transfer have been brought before

you? Further, to say that such far-  
seeing, astute, business men and rail-  
way men such as the present Lord  
Shaughnessy and the late Sir Robert  
Reid, partners in the enterprise, did  
not "understand or appreciate at the  
time the contract was entered into"—  
what they were doing—is, I would  
say with all respect, to play with the  
credulity of this people. But, as I  
have before remarked, if it could pos-  
sibly be imagined that those experts  
did not "understand or appreciate"  
what they were doing, does not the  
fact stare us in the face that they had  
an opportunity two and a half years  
later, in 1901, to seek for an amend-  
ment of the rates, and failing that,  
to throw up the contract? That they did  
not look for an amendment, or redress  
of more of experience in operating the  
Railway, and did not throw up the  
contract, as they might have at that  
time without incurring legal penalti-  
es; and in as much as they then en-  
tered into a new contract upon the  
same operating terms as those of  
1898, surely it must be regarded as  
proof, that the freight and passenger  
rates, plus the cash and lands received,  
in advance of the rates, were en-  
tirely satisfactory to them. There is  
a Law maxim which declares,—"an  
act done against my will is not my  
act." Acts, me invito factus, non est  
meus actus,—that is to say, if a per-  
son is compelled, for instance, thro'  
fear or duress to sign a contract or  
other writing, the deed is rendered  
void by the compulsion. There was,  
of course, no compulsion, it was a pur-  
ely voluntary act on the part of the  
contractor, or company, and it is  
therefore incumbent upon him or  
them, under the law, to carry out the  
contractual obligation voluntarily as-  
sumed, or stand the consequences and  
penalties provided for under the con-  
tract. It has been the apparent in-

ability of the contractors to recog-  
nize this obligation, and the failure of  
the Government of the Colony to apply  
to the Supreme Court to compel the  
contractors to perform it, that has  
brought about the present lamentable  
condition of Railway affairs that you  
have had under review. Again, you  
appear to advance as a postulate,—  
that because the freight and passen-  
ger rates over the Canadian Pacific  
Railway and other large and impor-  
tant railway systems are so much higher  
than those over the Reid Newfound-  
land Company Railways, therefore the  
latter rates should be equalized, or at  
least increased. People are not usual-  
ly expected to pay for conveyance by  
a one-horse, rickshaws, chaises, the  
same fare as if travelling by a  
"Rolls-Royce" Motor Car. The con-  
trast between our Railway accommo-  
dation, and that supplied by the  
Canadian Pacific, and the other Rail-  
way Companies, you have referred to  
is pretty nearly, if not quite, as great.  
(To be Continued.)

### Preliminary Meeting

IN L.S.P.U. HALL.

A meeting of citizens to arrange for  
a mass meeting is being held in the  
L.S.P.U. Hall (former residence of Dr.  
Rendell, Duckworth Street) to-night  
at 8 o'clock, which meeting will de-  
cide on what course is to be adopted  
in dealing with the present high tariff  
and extravagant government expendi-  
tures. Several prominent gentlemen  
have been approached and asked to  
speak. Other speakers will be from  
the floor, and it is anticipated that a  
large gathering will be present.

### From Cape Race.

Special to Evening Telegram.  
Wind north, light weather, fine.  
Two small icebergs are in sight about  
five miles S.W. drifting off. The  
schooners Over the Top passed in  
Western Annie and several others  
passed west yesterday. The Over the  
Top is still in sight about ten miles  
east. Bar. 30.05; Ther. 38.

Eat MRS. STEWART'S Home  
Made Bread.—apr4,6mo

## The St. George's Coal Fields, Limited.

We wish to advise our Shareholders as well as the general  
public that since starting our development on the above named  
area some three years ago, we have uncovered and prospected over  
FIFTY SEAM SEAMS OF COAL, SEVEN of which come well  
within the range of workable COAL SEAMS, namely:—

Containing  
The Howley on the Robinson River . . . . . 4 ft. 2 inches Coal  
The Cleary on the Barachois River . . . . . 2 ft. 2 inches Coal  
The Jukes on the Barachois River . . . . . 5 ft. 5 inches Coal  
The Murray No. 1 on the Barachois River . . . . . 3 ft. 3 inches Coal  
The Murray No. 2 on the Barachois River . . . . . 5 ft. 5 inches Coal  
The Tom Diamond on the Barachois River . . . . . 2 ft. 2 inches Coal

Total . . . . . 25 ft. 10 inches Coal

As we are now satisfied we have a Coal property with sufficient  
Coal in sight to warrant any reputable Company to finance and  
work on an extensive scale, we have invited Engineers to ex-  
amine the area during the coming spring.

In order to defray the necessary expenses which must be  
met, such as keeping the shafts and tunnels on the various sec-  
tions of the property open and ready for the inspection of en-  
gineers and buyers during the coming summer, together with the  
payment of Government rentals, office and travelling expenses un-  
til the property is sold, we are asking your co-operation in the  
purchase of some additional Shares.

As the risk of speculation in this proposition has been borne  
by the pioneers we make no hesitation in stating that the present  
offering of shares may be regarded as an investment with enor-  
mous possibilities.

The area contains 11 1-2 Square Miles containing according to  
surface measurements of Seams 2 ft. 2 inches and upwards calcu-  
lated on the basis of 1,000 tons per acre-foot (the very lowest es-  
timate) over 190,000,000 tons, thus guaranteeing enough of Coal  
to supply Newfoundland with 500,000 tons per year for 125 years  
in addition to export 1,000,000 tons per year over a similar period.  
The consumption of coal in Newfoundland at the present time is  
about 300,000 tons per year.

With regard to the possibilities and future value of this prop-  
erty we would call your attention to the Iron Ore Properties at  
Bell Island.

When the Dominion Iron & Steel Co. purchased from the No-  
va Scotia Steel & Coal Co. a portion of the Iron Ore properties  
at Bell Island for \$1,000,000 they based their calculation on 26,  
000,000 tons of Ore just a margin over 3 3-4 cents per ton, it was  
looked upon as a wonder. To-day the total holdings of both  
these Companies are calculated to contain (according to some of  
the leading Geologists of the world) about FOUR BILLION tons  
of Iron Ore.

As a NATIONAL ASSET at a valuation of 10c. per ton in tax-  
es and 50c. per ton in labour these Mines are worth to this Do-  
minion about \$2,400,000,000 enough to pay off our NATIONAL  
DEBT about 40 times over.

Coal is the foundation on which Nations are built, no country  
can be great or even prosperous without Coal of its own, and as  
we have proven beyond doubt we have MILLIONS of tons of high  
grade Coal on our property, we are making this appeal to our  
SHAREHOLDERS and also to the GENERAL PUBLIC for their  
earnest support in the purchase of some additional SHARES to  
enable us to carry through to a successful finish the work so  
well begun.

As this may be our last appeal and your last opportunity to  
participate in this venture we would ask you to let us have your  
application as quickly as possible.

SHARES ONE DOLLAR EACH.  
THE ST. GEORGE'S COAL FIELDS, LTD.,

Per T. J. Freeman,  
Secy.-Treasurer.

Exchange Building, 246 Water Street,  
St. John's, Newfoundland.  
apr17,22

### Our Local People

HIS DIARY.

April 15th.—I took some turns in  
Water St., where it was pretty to see  
the women, how boldly they do many  
of them wear their skirts to their toes  
almost, but a year since they did have  
them to their knees. All the talk of  
the town is of the open letter on the  
railway which is appearing in the  
Telegram sheet. And some will have  
it that Mr. H. Knight writes it, and  
more that it is the work of Sir Robert  
Bond, and others even that it is by  
Mr. Morine. Nor do I think it a hard  
thing to guess the author of it and he  
one whom I myself know, Mr. Mor-  
gan, that the letter is addressed to,  
will leave to-morrow, and goes to  
Canada. I was put to much pain by  
an article in the Advocate sheet, be-  
ing that it makes unfair criticism of  
the merchants and will do it no good.  
My wife tells me she has bought a  
gown, price \$85; the same which Mrs.  
Crumlin this day bought also, which  
I was vexed for a little, though I do  
not grudge it to her. To the Croft  
Hotel, where I met Mr. G. A. Eng-  
land, a writer, that is but new come  
from the seal-fishery. He tells me of  
his experiences, which he did not find  
so much interesting, but would not go  
another time to the ice. At night, I  
to the Club, where I pass the time at  
Bridge and Billiards.

April 16th (Easter Sunday).—A fair  
frosty morning, as it were the very  
midst of winter. Comes Mr. Pory to  
tell me how all relief work was stop-  
ped yesterday by order of the Cabal,  
and God knows what will come of it  
albeit, the proper thing to do and  
should have been done long ago. This  
will now drive me to the fishery. He  
tells me also how Mr. Morgan did not  
leave today, and thinks he stays at  
the request of the Cabal. Out at  
night and have supper with friends.  
So home and to bed.

### Easter Services.

COCHRANE STREET CENTENNIAL  
CHURCH.

The Services were attended by very  
large congregations. The Pastor, C.  
H. Johnson, M. A., B. D., spoke of the  
facts of resurrection, and set forth  
the many proofs of that great event,  
which means so much to Christianity.  
At the Evening Service the Pastor  
spoke of the Resurrection as portray-  
ed in poetry, and gave several selec-  
tions that were very beautiful, both in  
description and in the application of  
the great truths of the Resurrection.  
The sermon was very suggestive, and  
was greatly enjoyed by the congrega-  
tion.

There was a large Choir present,  
and the music was splendidly ren-  
dered. The Soloist was Miss Vincent,  
who for a number of years has been  
a member of the Choir, and has ren-  
dered very valuable and acceptable  
work in her rendition of Sacred Song.  
Miss Vincent purposes leaving for  
Montreal this week, and will reside  
there in future, so that yesterday was  
the last occasion of her singing at  
Cochrane Street Church. She will be  
greatly missed. Her host of friends  
unite in wishing her many years of  
happiness in Canada.

The Anthem "Unto the Paschal Victi-  
mally" by John E. West, was finely  
sung. It is rather difficult Anthem,  
with much independent work for the  
various parts, the central section de-  
picting the wondrous strife between  
Death and Life. The Choir also sang  
"Worthy is the Lamb," from the  
"Messiah." They took up the various  
leads perfectly, and this fine chorus  
received a good rendering. There was  
a bright Easter Carol during the  
Offertory. The congregational singing  
was splendid. At this church  
special attention is given to the sing-  
ing by the people, and they are en-  
couraged to join heartily in this part  
of the service. The large congrega-  
tions with the solid well known tunes,  
sang with volume, and a cheerful  
gladness in keeping with the festival  
of Easter.—COM.

### Relief Work Stopped.

MEN RESENT BEING PAID OFF.

On Saturday evening some five  
hundred men who were working at drain  
digging and snow shovelling were  
paid off. This morning some of the  
men, about 50, were given tickets at  
the Employment Bureau to go to work  
at the widening of Waterford Bridge  
Road. The men resent being paid off  
as they were given to understand that  
relief work would be found for them  
up to the end of April. They say the  
premature stopping of the work was  
not on the score of economy, as the  
amount to be expended on relief work  
had already been provided for in the  
Budget Speech.

CARD PARTY AND DANCE  
—Don't miss the Card Party and  
Dance in the Star of the Sea  
Hall on Easter Monday night,  
commencing at 8 o'clock sharp.  
Admission 50c.—apr15,21

MINARD'S LINIMENT FOR COUGHS  
AND COLDS.



## Selecting a New Hat for Easter

Is an easy matter for the man who makes a practice of buying his needs at The Royal Stores. In addition to the fact that Easter is upon us, there has been a distinct feeling of Spring in the air during the last few days—sure signs that the time has arrived when one must give an eye to the renovating of one's personal appearance.

The Royal Stores is fully prepared to furnish a man with all he needs at reasonable prices.

We offer here a splendid assortment of

## Smart Hats and Caps

This season's latest styles from England and America.

### Velour Hats

In shades of Mole, Grey, Brown, Natural  
and in Black. Silk lined Hats with high  
grade leather bands; all sizes.

Prices . . . . . \$5.25 and \$7.25 each

### Soft Felt Hats

Smartest shapes in colors of Amber,  
Brown, Steel Grey, Natural and Black; silk  
lined; perfect fitting leather bands; all sizes.

Prices . . \$2.50, \$3.20, \$3.85, \$4.25 and \$4.50

### Hard Felt Hats

Latest London styles, high grade black  
felt in all sizes.

Special, each . . . . . \$4.55

### Smart Golf Caps

Made of high grade Scotch Tweed, in as-  
sorted light and dark patterns; all sizes.

Prices . . . . . \$1.30, \$1.60 and \$1.80 each

### Boys' Tweed Caps

A huge assortment in good quality Tweed,  
light and dark shades; all sizes.

Prices . . . . . 75c., 95c., \$1.10, \$1.20 each

## The Royal Stores, Ltd.

### 150 Crates New Green Cabbage.

150 Cases Sunkist Oran-  
ges.  
60 Boxes Table Apples.  
110 Brls. Northern  
Spies.  
15 Bunches Bananas.  
25 Cases Fresh Eggs.  
Book your orders at  
once.  
Further shipment due  
Wednesday.

### Soper & Moore.

Phone 456-302. P. O. B. 1245.

### DO IT NOW.

When business is hard to get the  
thoughtful merchant works harder.  
Very often poor business is due to  
lack of application. We apply to the  
trade to-day and say to them that, we  
are in a position to offer at Reduced  
Wholesale Prices the following prepa-  
rations:—  
Stafford's Liniment.

Prescription "A"—small & large  
size.  
Phorastone Cough and Cold Cure.  
Essence Ginger Wine.  
Ess. Peppermint, 1/2 and 1 oz. btl.  
Frier's Balsam, 1/2 and 1 oz. btl.  
Tincture Iodine, 1/2 and 1 oz. btl.  
Sweet Epsilite Mixture, 1/2 and 1 oz. btl.  
Glycerine, 1 oz. bottle.  
Pargoric, 1 oz. bottle.  
Camphorated Oil, 1 oz. bottle.  
Oil Eucalyptus, 1 oz. bottle.  
Briek's Tasteless Cod Liver Oil.  
DR. P. STAFFORD & SON,  
Wholesale and Retail Chemists and  
Druggists.  
mar22,17 St. John's, Nfld. mar14,17

### ST. JOHN'S GROCERY STORES.

AT LOWEST PRICES.

GREEN CABBAGE.  
SMALL ONIONS.  
PARSNIPS.  
LOCAL TURNIPS.  
LOCAL POTATOES.  
FRESH EGGS.  
LIMA BEANS.  
FRY'S COCOA, 1-4s.  
PICKLED BOY-OGNA.  
CREAM OF WHEAT.  
SULTANA RAISINS.  
SEEDLESS RAISINS.  
—also—  
VALENCIA ORANGES,  
35c. Dozen.

J. J. ST. JOHN,  
Duckworth St. & LeMarchant  
Road.

### JUST IN!

FRESH TURKEYS,  
CHICKEN, CELERY,  
TOMATOES, CABBAGE,  
APPLES, ORANGES,  
PEARS, GRAPE FRUIT,  
BANANAS.  
—SPECIAL—

Fresh Local Eggs, 50c.  
dozen.

W. J. MURPHY,  
Rawlins' Cross.

THIS IS A

Studebaker

YEAR.

In New York alone during  
January and February the  
STUDEBAKER Retail Branch sold

866  
CARS.

SILVERLOCK & CULLEN.

apr8,21,ead

### Shipping Notes.

Schr. Elizabeth Rodway arrived at  
Marytown yesterday from Barbados.  
Schr. Cearina from Bahia bound to  
this port has put into Cape Breton  
owing to ice conditions.

Schr. Over The Top was reported  
yesterday as passing Cape Race, and  
to-day was still in sight from this  
Signal Station.

Bargt. Clutha is now ready to sail  
for Brazil, but owing to a string of  
very heavy ice off the narrow ship-  
ping is unable to enter or leave port  
until it moves off.

Halifax at noon to-morrow and is ex-  
pected here on Thursday.  
S.S. Sable I. leaves Halifax at noon  
to-morrow and is due here on Friday.

PUBLIC DEBATE.—The question  
of Woman's Suffrage will be fully  
discussed at the public debate which  
Wesley Debating Club will hold to-  
morrow night. The leaders are, Ar-  
thur J. R. Smallwood, Negative  
F. Gushue. The subject is topical and  
the debate should prove most in-  
teresting.

Stafford's Liniment for all  
Aches and Pains, only 20c. per  
bottle.—mar17,17