



## Evening Telegram

W. J. HERDER, - - - Proprietor.  
C. T. JAMES, - - - Editor.

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Saturday, June 17, 1922.

### Which Is It?

Has Newfoundland the railway or has the railway got Newfoundland? Judging by the terms (?) of the five months' armistice, entered upon last Thursday, it looks as though the latter part of the above question could be very safely answered in the affirmative. One thing, however, is absolute—Newfoundland, as ever, has to pay, and to the millions already passed over on account of losses on railway operation, must be added the cost of running the service for the ensuing five months. Just how large a sum that will amount to is not likely to be calculated. It is not likely to be small, but no matter how big or little, the taxpayers of Newfoundland will have to grin and bear it, and find the money somehow. Whether or not the people will be pleased with the conditions of the armistice is another story. Whether they will protest the godfathering of the railway by the Government is unknown. Time was when a similar proceeding would have created a storm of popular indignation of such proportions and strength that would have blown the administration to the four corners of the earth. It may be that the course to be pursued after the ending of the agreement will be announced ere the House adjourns for a long vacation. Again it may not, as it will have been noticed that when the independent member for Harbor Grace asked the question direct, he was told by the Prime Minister that the agreement "is a five months' armistice." The big man behind it, is according to the Premier Lord Shaughnessy, who is helping the former out of the railway mess into which some of the members of the Cabinet plunged the country. Lord Shaughnessy is the head and front of the Canadian Pacific Railway, and maybe it wouldn't be a bad idea if that system could be induced to take the whole service and run it. Patching up difficulties of operation, and renewing temporary agreements cannot be carried on indefinitely. A period must be placed to them at some time. The five months ahead will doubtless be critical. Ending on November 15, about that date is the time of year when the winter service is arranged for. Supposing for the sake of argument that conditions at the concluding date are duplicates of the May tie-up, who is to guarantee that trains will be kept running? Will it be the Government or Company? The terms of the present agreement as outlined by the Prime Minister in the Assembly on Thursday are about all the public can work on to arrive at any idea as to where the country stands in the present issue. The full text which was promised the House yesterday, was not given, the time possibly being too short for its complete preparation. As matters now have presented

themselves, all that the public knows is that it is saddled with losses on railway operations for the next five months. After that, perhaps, the deluge.

Since the above was set in type, we have, through the courtesy of the Prime Minister, received the complete text of the new Railway Agreement, as submitted to the House of Assembly this forenoon. The same is published in another column on this page for the benefit of our readers, who, if they can discover anything in it that differs from that which we have said above, will indeed be miracle finders. The sum total of it all is that Newfoundland pays.

### Information Wanted.

The Editor of the Telegram will be glad to receive any information that will lead to the location of the last resting places of General Vigoureux and his son Colonel Vigoureux, of Jersey, Channel Islands. Both were stationed at St. John's, and the year of the death of the father would be 1823. No particulars of the son's demise can be ascertained, and there is nothing conveyed in the request of those desirous of acquiring the particulars asked by which even the registers which these officers must have at some time commanded or been attached to, can be discovered. It is nevertheless quite possible that some persons may recollect the surname, which is not a common one in Newfoundland.

### Miss Marguerite Torrey

is primarily a classical dancer and a singer. So far she has not had any scope for her terpsichorean accomplishments, but on Monday, Tuesday and Wednesday next theatre-goers will be treated to some exquisite classical dancing which will delight everyone.

### At the House.

#### MORNING SESSION.

#### VOTES IN SUPPLEMENTAL SUPPLY PASS HOUSE—RECESS TILL AFTERNOON.

After passing four votes in Supplemental Supply, the House took recess this morning until 3 o'clock this afternoon. This was the first time the House has met in the morning during the present session. This afternoon, the final vote in Supply will be passed and after the Railway Agreement has been debated, the House may adjourn until the last week in October. When the House met this morning, there was a fairly full attendance of members of both parties. In answer to a question put by Mr. Bennett, the Minister of Shipping stated that the sale of the "Lobelia" had not yet been completed. Mr. Bennett hoped that if any work was done in connection with this ship, that local unemployed marine engineers would get it. If this does happen, it will be the first use of the local "white elephant" will have been put to since her arrival here.

The Prime Minister moved the House into Committee on Supplemental Supply and passed the following votes:—Education Department, \$15,000; Life Saving Awards, \$860; Aerial Survey Co., \$1,000; Outport Nursing, \$1,500; Public Health, \$4,867.

Sir Michael Cashin expressed his surprise that the Minister of Public Works should not have read the Sanatorium report. He could not understand why the Prime Minister had tabled it instead of allowing Mr. Jennings to do it, but presumed that the Leader of the House was so accustomed to being Minister of everything except the Church, that he could not help himself. Mr. MacDonnell substantiated a charge made by him to the effect that the Prime Minister had sent men to work on the Road De Luxe by quoting from the evidence of Mr. Bambrick given in connection with this famous case. The Prime Minister denied the charge and reiterated his statement that he had sent no men to work on that road.

Mr. Bennett took occasion to refer to the Sanatorium Report. He read extracts from it, which showed the necessity for many improvements, and he paid a warm tribute to Dr. Rendell, the Superintendent. He hoped, that before long steps would be taken to make such improvements as were necessary, so that the terrible scourge of consumption could be wiped out. The question of the water supply was also referred to, and severe criticism was passed in this connection by Mr. Bennett, and by Messrs. Moore and Vincombs, who followed him.

The Prime Minister said he would furnish copies of the Railway Agreement to the House in the afternoon, and members could then debate it if they wished. Recess was taken at 12.45.

Big reduction on Sterling Silver at LAMB'S.—June 17, 21

Don't fail to hear the Recital to-morrow evening at George St. Methodist Church.—June 17, 11

## Complete Text of Railway Agreement.

Copy as Presented to the House of Assembly this forenoon.

An agreement made this fifteenth day of June, Anno Domini, one thousand nine hundred and twenty-two between the Government of Newfoundland, hereinafter called "the Government" of the one part and Reid Newfoundland Company, Ltd., hereinafter called "the Company" of the other part, WHEREAS under the Act 12 Geo. V. Cap. 16, the Government entered into an agreement with the Company under which the Government agreed to pay the actual loss of operating the railway between the first day of July, 1921 and the 30th day of June A.D. 1922 provided that should such loss exceed the sum of \$1,500,000, such excess should be borne by the Company, "which agreement is hereinafter called the 1921 Agreement, AND WHEREAS railway operation was suspended on certain days in May prior to the 33rd day thereof, AND WHEREAS an Agreement was entered into between the parties hereto on the 23rd day of May last past for the temporary operation of the railway without prejudice until the 12th day of June last past, AND WHEREAS the parties hereto have agreed upon terms for the operation of the railway and the operation of the steamships and the Newfoundland Express Company for a period as hereinafter set forth NOW THIS AGREEMENT WITNESSETH as follows:—

1. The Government shall provide the funds necessary to meet the regular pay roll cheques of the Company's employees for the months of May and June, 1922, and in addition thereto a sum not to exceed the amount of \$70,000.00 to assist the Company to meet present liabilities to parties other than the Bank of Montreal on account of railway, steamship and express business.
2. The sums to be provided under Paragraph 1 hereof shall be deposited in the Bank of Montreal to the credit of the account hitherto known as Reid Newfoundland Company, Limited Account No. 1, and all cheques to meet the purposes for which the said sums are provided shall be drawn against the said account.
3. The Company assigns to the Government by way of security for the sums to be provided under Paragraph 1 hereof and also as security for the amount if any by which the sums hitherto paid by the Government to the Company under the 1921 Agreement shall be found to exceed the actual loss of operating under the said 1921 Agreement, all its book debts and accounts receivable on railway and steamship services and all its bank balances, book debts and accounts receivable on express company service due at the date of this Agreement and all bank balances, book debts and accounts receivable on all the said services which may become due to the Company between the date of this Agreement and the 30th day of June 1922, including in each case amounts due and accruing from the Canadian and Newfoundland Governments in connection with any of the said services. The said amounts shall be deposited in the Bank of Montreal to the credit of the aforesaid Reid Newfoundland Company Limited Account No. 1, promptly after receipt. The Government shall be entitled to receive on demand all sums placed to the credit of the said Account No. 1 until the aggregate thereof is equal to the amount provided under paragraph 1 hereof and the surplus shall remain in the said Account until the balance, if any, due to the Government under paragraph 4 of the 1921 Agreement shall have been finally adjusted and settled, which balance the Government shall then be entitled to receive.
4. New accounts for the operation of the railway, steamships and the express company shall be opened forthwith both in the Company's books and at the Bank of Montreal.
5. There shall be placed to the credit of the said accounts all amounts earned by the railway and steamships and the express company from July 1st next to November 15th next, both inclusive provided, however, that the profits earned between July 1st and November 15th, 1922, by the said steamships and express company shall in the first instance be applied towards meeting the loss on the said steamships incurred between July 1st, 1921 and June 14th, 1922, both inclusive, and the surplus if any shall go to the credit of the said accounts.
6. (a) The Government shall provide all funds necessary to operate the said railway, steamships and express company from the date of these presents until the 15th of November 1922 inclusive.

(b) The Government shall keep in force during the said period the fire and marine insurance at present maintained by the Company and shall not be answerable for insurable losses suffered during the said period not covered by such insurance, beyond such damage or loss as is properly chargeable to ordinary maintenance.

7. The amount of inventories of coal and other supplies on hand on railway and steamship account, including work in progress in the various operating departments, shall be valued as at June 30th, 1922 and credited to the accounts under the 1921 Agreement and debited to the new accounts provided for under paragraph 4 hereof.

8. The Company shall place at the disposal of the management hereinafter provided for the benefit of all contracts already entered into by it for the supply of railway ties and railway timber, and the cost thereof shall be paid by the Government.

9. The Government shall be entitled to receive on demand all sums placed to the credit of the new accounts provided for under paragraph 4 hereof and all monies which shall have been earned during the period of operation contemplated by this Agreement for the said services as and when collected.

10. The Government shall pay all debts which shall have been contracted during the said period in connection with the said services and not discharged on or before the 15th day of November 1922.

11. During the said period the railway and its branches, the steamships under subsidy from the Government, and the Newfoundland Express Company shall be operated under the management of Richard C. Morgan and Robert G. Reid.

12. For the purpose of such operation the said Richard C. Morgan shall have the title and all the powers of General Manager but no change in operating policy shall be made without the joint consent of the said Richard C. Morgan and the said Robert G. Reid.

13. No charge shall be made by the Company by way of rent hire or otherwise for the said railway or steamships or express company's property in respect of the said period nor for depreciation.

14. No salary or fee shall be paid to any Director of the Company (including the said Robert G. Reid) for services in connection with the operation of the railway, steamships or express company during the said period without the approval of the Government.

15. The period of operation contemplated by this Agreement shall be from the 15th day of June to the 15th day of November both inclusive and operation shall continue hereunder to such an extent as may be necessary to bring to their destination such passengers and freight as shall have been accepted for transportation prior to midnight of the said fifteenth day of November either in Newfoundland or at North Sydney.

16. This Agreement and all acts done or omitted to be done in pursuance hereof is and shall be without prejudice to the rights of either party hereto or to any other disputes or claims which have arisen or shall arise out of any other dealings between the parties and their respective positions in relation thereto shall remain and be the same as if this Agreement had never been made or anything done or omitted to be done hereunder.

Remember the Big Masquerade Dance in the Star of the Sea Hall on June 21st. Empire Band in attendance. General admission (spectators and dancers) 50c.—June 17, 11

Teddy Wilde.

Teddy Wilde has something good in store for his admirers next week. He will produce an act which he has written himself and which his friends of the Manhattan Company, who have seen it abroad, say is the funniest vaudeville stunt which has appeared for years. It is now running on the Keith and Orpheum Circuits and in England. He will be assisted by Misses Oswald and Thorpe and Messrs. Liddy and White. Don't miss "The Dress Rehearsal."

A rare treat in store for those who attend the Recital in George St. Church to-morrow evening at 8.15.—June 17, 11

MINARD'S LINIMENT PREVENTS SPANISH FLU.

### Here and There.

TO CORRESPONDENTS.—A. A. M. Civil Servant—Your communication received, and will be given consideration when space offers.

McGuire's Ice Cream now ready for delivery. Wholesale only. Phone 794.—June 17

ICE CONDITIONS.—Conchie reports fresh S. wind, weather fair; jam of ice from Gray Islands south; loose ice north. Flower's Cove reports no ice in sight.

Men's Silk Neckwear, slip-easy band good variety of pretty patterns for eighty-eight cents each at BISHOP'S this week-end.

COD FOLLOW CAPLIN—Few fish were taken on the grounds to-day and were of the size and well filled with caplin. Boats that went out at 2 a.m. returned shortly before noon with only 4 to 8 fish each. There is no sign of caplin on the grounds yet, and traps are not taking any fish.

NOTICE.—The electric power will be shut off from the city from 3 a.m. to 10 a.m. to-morrow (Sunday).—June 17, 11

MAGISTERIAL ENQUIRY.—The enquiry into the motor accident at Topsall last week when the boy Duff was killed, was continued before Judge Morris yesterday afternoon. Medical evidence was given after which the hearing was adjourned until this afternoon.

### From Cape Race.

Special to Evening Telegram. CAPE RACE, Tuesday. Wind East, fresh, weather fine with fog offshore; a steamer passed in, a three masted schooner was sighted bound in this a.m., three bergs are in sight near Cape Ballard inshore; Bar. 30.18; Ther. 50.

### Floral Tribute to the Departed.

Nothing so nice as Flowers in time of sorrow. We can supply wreaths and crosses on short notice, and guarantee satisfaction. We will endeavour to meet the humblest purse, "Say it with Flowers."

VALLEY NURSERY. Tessier Brothers. Box 294, St. John's.

### BORN.

On June 12th, a daughter to Mr. and Mrs. Harold J. Weather, of Cape Race, at Marytown, P.E., on June 12, 1922, a son to Mr. and Mrs. John Butler, formerly of St. John's.

### MARRIED.

On June 10th, at the R.C. Cathedral, by Rev. Monsignor MacDonnell, Miss Mary Drake of Carbonear to Mr. Thos. Tobin, of Fermanagh.

DIED. Passed peacefully away, last evening, after a long illness, Christina, beloved wife of Edwin Cook, Funeral on Sunday at 2.30 p.m. from her late residence, "Woodland Farm" (Sugar Loaf). Friends will please accept this, the only intimation.

NOTE OF THANKS.—Mrs. Thomas J. Allen and family wish to thank all those who helped them in their bereavement, especially the following for wreaths:—The firm of Bowring Bros., Ltd., labourers of Bowring Bros., lower Southside, the Clancy family, Mr. and Mrs. L. Clancy, Mr. and Mrs. T. Hamilton; also the following for notes of sympathy:—Terra Nova Council K. of C., Dr. T. M. Mitchell, T. A. E. Society and Ladies' Auxiliary, Mr. and Mrs. J. Martin, Miss M. Penney, Mrs. Long and family, Miss M. Murphy, R. Redmond, Mr. and Mrs. J. Tobin, and all kind friends who helped in any way to lighten their burden.—adv.

NOTE OF THANKS.—Mrs. S. H. Peet and family desire to sincerely thank the following for wreaths and flowers:—Mrs. R. C. Ayre, Mrs. W. J. Herder, Mrs. D. W. McCowry, Sir R. A. Squires, Avalon Lodge, A.F.A.M., S. G. and Mrs. Collier, W. R. and Mrs. Smallwood, A. M. and Mrs. Tooton, Gordon and Mrs. Peet, John and Mrs. Peet, Arch and Mrs. Peet, Joseph and Mrs. Miller, H. G. and Mrs. Butler, P. and Mrs. Butler, T. and Mrs. Butt, J. and Mrs. Shields, Employees of Ayre & Sons, Ltd., Employees of F. Smallwood, M.G. Band; and all those who sent notes of sympathy; also all kind friends who helped in any way in their recent bereavement.—adv.

### CAR OWNERS.

Send us your next Tire needing Vulcanizing. Expert workmanship at reasonable prices. Tubes Vulcanized, three for Fifty Cents. DOMINION VULCANIZING SERVICE, 4 Adelaide Street. may22,1mo

### NOTICE.

Notice is hereby given that the International De Lavand Manufacturing Corporation, Ltd., assignees of Dmitri Semakoff de Lavand, proprietor of Letters Patent No. 361 for "New and Useful Improvements in process and apparatus for the manufacture of metal articles by rotary or centrifugal means" is prepared to bring the said invention into operation in Newfoundland and to license the use of same or to sell the same upon reasonable terms to be obtained from GIBBS & BARRON, Solicitors for Assignee, Bank of Montreal Building, St. John's, June 15th, 1922. June 17, 11

## KNOWLING'S New

Silks, Dress Satins, Georgette Crepe, etc., etc. Special Values

JAP SILK, 22 in. wide; shades of White, Pink, Old Rose, Cardinal, Ciel, Paon, Saxe, Midnight Blue, Black and Emerald, only . . . 48c.

JAP SILK, 28 in. wide; Fawn, Ciel, Belgian and Midnight Blue, Pink, V. Rose, Emerald, Myrtle and Black, only . . . . . 90c. yard

JAP SILK of a heavier weight, in nearly all shades; 23 in. and 27 in. 90c. and 1.35

CHIFFON TAFFETA, Black, 36 in., 3.30, 4.90

CHIFFON TAFFETA, all shades, 4.90

Also GLACIE SILK, MERVE, BENGALINE, MOIRE, SHANTUNG and SATIN, all shades, at our usual low prices.

GEORGETTE CREPE and CREPE DE CHINE, all shades.

DUCHESSE MOUSSELINE, all shades; 38 in. . . 2.75, 3.30 & 3.75

SAN TOY, White, Fawn, Saxe, Navy and Black. Special value . . . 3.90

SATIN CHARMANTE, Ivory, Saxe, Nigger, Taupe, Brown and Black; 40 in. wide, only . . . . . 4.40 yard

SATIN CHARMEUSE, Ivory, Myrtle, Saxe, Navy, Black, Brown; 40 in. wide, only . . . . . 7.80

SHOT TAFFETA, 36 in. wide; Rose, Sky, Nile, Saxe, Navy, only . . 3.90

PALETTE, 36 in. wide; Sky and Pink, only . . . . . 1.95

## G. KNOWLING, Ltd.

June 17, 1922



All Old Comrades and Ex-Members of the C. L. B. C. are requested to be at the Armory on to-morrow (Sunday), at 10 a.m. for the purpose of attending Divine Service at St. Mary's Church.

D. SHUTE, Secretary.

### St. Bonaventure's Old Boys.

The Annual Meeting of St. Bonaventure's College Alumni will be held to-morrow (Sunday) at noon, in the Aula Maxima, for the election of officers for the coming year and other business. A large attendance is requested.

P. K. DEVINE, Hon. Sec'y.

### NOTICE.

A Special Meeting of the Holy Cross Committee will be held in the Holy Cross Schools on Sunday, June 18th, after 10.30 Mass. Will all members kindly attend? By order, THOS. J. DALTON, Secretary.

### Nfld. War Memorial.

A meeting of the Executive will be held in the Board of Trade Rooms on Saturday, June 17th, at 4 o'clock. A full attendance requested.

R. G. RENDELL, Hon. Chairman. P. E. OUTERBRIDGE, Hon. Sec.-Treas.

### NOTICE.

Notice is hereby given that the Sheriff's Sale in the matter of Holmwood & Holmwood, Ltd., and Holmwoods, Back & Manson, Ltd., vs. Jos. Sellers, which was advertised to take place on Thursday, June 15th inst., has been postponed until Saturday, June 24th.

SYDNEY D. BLANDFORD, Sheriff for Nfld.

### HOW MANY PEOPLE WANT \$1000.00

HOW MANY PEOPLE WOULD REFUSE 500.00

When won on a Ten Cent Ticket in the B. I. S. Grand Drawing? Don't you think the winner will be happy? June 17, 1922

## Opening Announcement

THOMAS J. O'ROURKE (formerly with James Baird, Ltd.) wishes to announce that he has opened the store 124, DUCKWORTH ST., formerly occupied by late Wm. T. Hearn, carrying a full line of First-Class Groceries and Provisions.

'Phone No. 1242.

Ring us up for a trial order.

June 15, 21

## STEWART'S Bakery & Lunch Rooms.

Beginning Monday, June 19th, Mrs. Stewart is prepared to cater to a limited number of gentlemen with table board—Breakfast, Dinner and Tea; rates \$1.50 (one dollar and fifty cents) per day. Private dining room, first class food, and plenty of it. Reservations can be made by calling personally or phone 1177.

STEWART'S BAKERY, WATER STREET EAST.

June 15, 21

## Market Talk!

The recent reaction shook out a lot of weakly-margined accounts and strengthened the technical position of a great many issues.

We consider the market generally to be a purchase on all reactions like those of Monday and Thursday.

Those who shorted Studebaker as per our suggestion can now cover at a profit.

J. J. LACEY & COMPANY, LIMITED,

June 15, 21

## NOW LANDING 2500 Tons BEST GRADE

## Cadiz Salt!

Advisable to book orders early as only limited quantity of Cadiz to arrive this season.

M. Morey & Co., Ltd.

June 17, 1922

Forty-Three Years in the Public Service--The Evening Telegram