



Evening Telegram

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

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Increase Over 1920... 212,739

Friday, April 28, 1922.

Branch Railways.

To-day we publish the concluding article or letter of the series addressed to the late Chairman of the Newfoundland Railway Commission, and sometime advisor to the Government on Railway matters. The whole of these articles constitute a damning indictment of certain phases of the Railway policy in Newfoundland, particularly the reckless plunge into the building of useless and unnecessary Branch Railways by the Government of Sir Edward—now Lord—Morris, a policy against which the Telegram fought with all its power, but unfortunately, for the taxpayers, without success. To those who have followed the letters addressed to Mr. Morgan with that studious care that must ever accompany the reading of documents so bound up in the past, present and future history of this Colony, there must remain an impression that Newfoundland was grossly betrayed into a proceeding fraught with all the elements of danger and menace to ultimate success, a menace which the construction of so many miles of subsidiary lines to the Trunk system but intensified, and so plunged the Colony into a morass of debt from which it will never extricate itself.

Contrary to expectations and blasting the hopes of the hack scribes of the Government press, who apparently are anxious to—using their own expression—"cross swords" with the writer, his real name, for reasons, has been withheld. Over a non de plume he has given the thoughtful public something to consider, and if ever anonymous correspondent did service to a people so thoroughly exploited and mulcted financially to suit personal political exigencies, the gentleman who signs himself "A Student of Law and Politics" has clearly and straightly performed a duty which he deemed he owed to his fellow-countrymen. It is not enough for certain advocates of the policy being pursued by the present Government to shout blantly, also under the cloak of anonymity, for the real name of the writer of these letters to be made public. There is an ulterior motive behind their clamor, a maleficent motive, and one which bodes no good to the future of Newfoundland. The baleful influences which have brought the Colony to her knees, were set in motion by the adoption of the policy of building Branch Railways twelve years ago, and from the very day on which that pernicious Bill was passed by the Legislature, that day marked the Avonian descent of Newfoundland.

20c.

Will buy a Good Hair Brush at BISHOP'S DRY GOODS DEPARTMENT.

MINARD'S LINIMENT USED BY VETERINARIANS.

Citizens Are Aroused.

MASS MEETING TO-NIGHT.

All arrangements have been perfected for the holding of a mass meeting of the citizens of St. John's in the Casino Theatre to-night, and for the good of the cause of Newfoundland it is hoped that the spacious theatre will be filled to overflowing. There are many outport men now in the city. All these should attend, in order that they hear first hand just for what purpose this demonstration is being made, and witness for themselves the proceedings, in order that they may be in a position to take home with them actual statements of the conduct and object of the meeting and the number of voters present. In this manner will they be able to disprove any warped report which undoubtedly will be made in a certain section of the city press. As the notices of the meeting imply, it is for the purpose of considering and adopting a resolution requesting SIR ROBERT BOND, P.C., K.C.M.G., to deliver a public address in St. John's at an early date on the present situation of the country. That this resolution will be carried without dissent is indubitable. That the people have at length made up their minds that they need more information on public matters than they can obtain, appertaining to the conduct of affairs in Newfoundland, to-night's meeting is evidence, and there is no man more fitted to supply that information and to give advice than the gentleman who has been named. Sir Robert commands the respect and confidence of all classes, and the finalising of the purpose of the meeting to-night, backed by strong popular sentiment will be in the adoption of the resolution of invitation. No voter who believes in the future of his native land, should remain away. Irrespective of party or any other affiliations he should be present to-night, as a lover of country—a true patriot.

McMurdo's Store News.

FRIDAY, April 28.
Have you yet tried Golden Malt-aways? If not you have missed something good. They are to be obtained in three varieties—ordinary, macaroons, and chocolate covered. Inside, they are all the same—it is only in the coating that they differ. In any case Golden Malt-aways are a delicious form of candy, and are well worth your trying. In bulk or in half or one pound packages.

We have Nuxated Iron and Yeast Vitamins, a splendid tonic when taken in combination.

Wireless Telephone Communication.

OPERATORS AT CAPE RACE DANCED TO MUSIC.

The Marconi Company's Wireless Telephone Broadcasting station, 240 Water Street, made a test this morning with their station at Cape Race, and the latter reports excellent results, both speech and music being very loud and clear. One of the gramophone records used in this test was the "Banks of Newfoundland" and Mr. Kerton the officer-in-charge of the Cape Race station reports the music was so loud that the operators danced a jig to this tune in the office.

\$1.25

Women's New Chamollette Gauntlet Gloves are selling for this price at BISHOP'S Showroom.

Goes to England.

AVIATOR LEAVES.

Mr. F. Sidney Cotton leaves shortly for England to arrange for the purchase of an aeroplane and other matters in connection with his flying experiments in this country. Mr. Cotton will probably return in the summer and will do some flying in a machine equipped with floats. He hopes to make arrangements for a regular aerial mail service next year, and also for an aerial survey of the ice-fields.

Mail Courier Drowned.

CROSSING PLACENTIA GUT.

A message from the Postmaster at Placentia to the Minister of Posts and Telegraphs this morning, conveyed the sad intelligence that Mr. William Power was drowned, the dory, in which he was conveying mails, from the town to the train, capsizing. No further details are yet forthcoming.

Personal.

Mr. W. A. Preble of Bonne Bay is in the city on business. Recently Mr. Preble made a dogteam trip from Bonne Bay to Deer Lake, boarding the express there for Port aux Basques en route to Halifax.

Mr. M. S. Sullivan, M.H.A., is expected to arrive shortly at Montreal on S.S. Montcalm. He will leave at once for St. John's.

Rev. Fr. Nangle is at present at Grand Falls where his efforts on behalf of the National War Memorial are meeting with considerable success.

Minard's Liniment used by Physicians

An Open Letter on Railway Matters.

(Concluding Article.)

To R. C. Morgan, Esq., C.E., of Winnipeg, in the Dominion of Canada, and of the Canadian Pacific Railway Company, City.

Dear Sir—Such legislation as I have had under review, and such improper conduct on the part of a public Contractor in connection therewith, is wholly contrary to the traditions of Responsible Government, and could not fail, if it were overlooked, or condoned, to profoundly impair public confidence in the integrity of the Legislature of this Colony. But further, in view of your strong condemnation of the construction of the branch lines as "unwarranted" and your portrayal, as an Expert, of the dire financial consequences to this country that must ensue from continued operation, I think the basis of this country's claim against the Contractor for damages is well established. More than Ten Million Dollars have been lost to this country by the construction of Branch Lines, when you include cost of flotation of Debentures, payment of right of way, lawyers fees, and Arbitrators fees. The situation existing, is sufficient to cause the utmost dismay, and it is not surprising, therefore, that the only way out of the difficulty that you can suggest, is the immediate closing down of the Branch Line Railways, unless the loss upon operating account is assumed by the Government. From my point of view, no such alternative is possible. My position is, that unless the Contractor is compelled to carry out their contractual obligations, the branch lines must be closed down, for the country cannot afford to assume the loss of a Quarter of a Million Dollars, which is "your approximate" of what the annual loss will amount to. It is a shocking thing to contemplate. But is there no possible way in which these branch lines may be put? If I may humbly offer a suggestion, it is, that you should take into consideration the advisability of not only "recovering the rails from the Port aux Basques Branch, and replacing worn rails on Main Line from such recovered rails," but the recovery of the rails from all the Branch Lines for the purpose you have mentioned, and the conversion of the road beds, of the respective branch lines into suitable motor roads. As you are aware, motor transportation of freight and passengers has become a most important factor in the United States, and is competing to such an extent with Railway Companies, as to cause them to turn to those Companies. A recent investigation by a Committee of the New England Traffic League, "showed that for certain classes of freight, "distances of fifty miles or less, motor trucks rates were lower than the "railroad rates. And to the railroad rate must be added the cost of cartage at point of origin and again at the point of destination. The business community seems to have decided that for one hundred miles or less the motor is to replace the railroad for freight carrying." This was a very remarkable and important pronouncement, and I respectfully submit, coming from such an important source is worthy of your consideration in connection with our railway problem. At present there are nine hundred thousand motor trucks in use in the United States, for passengers and freight purposes, and the number is being rapidly augmented, to compete with the Railways. Of course in this country the motor service could not exceed seven or eight months during the year, but neither does the Railway service more than that, nor does the traffic warrant more. The comfort and convenience of passengers would undoubtedly be greatly conserved, for distance would be covered in one third or more of the present time table, and passengers would be able to get off at any point. The same applies to freight. Further, the substitution would be an incentive to tourist traffic, and thereby a very valuable source of revenue to the Colony, and a contributing revenue to the Main Line Railway. Rails are now exceedingly expensive, and to re-rail the Main Line as you suggest, at present prices of rails, would entail a very large expenditure, if we had now to go into the market to purchase; but, we have almost sufficient rails on the branch lines to re-rail the Main Line, if they were "recovered," as you say, and sufficient Rolling Stock to keep us supplied for some years. I venture this suggestion in view of a possible default on the part of the Contractor to carry out their contractual obligations, and the then taking over of the Railways, temporarily, by the Government. As a Railway Engineer, you probably would not be in sympathy with the idea, but, perhaps for the moment, and under the circumstance that confront us as a people, you may be able to forget your professional position, and assume that of a General Adviser of the Government on traffic facilities. Sir, I have about completed my task. Pity, the Elder, who, as you will doubtless remember was

famous as a Roman historian, and also as the man who warned the citizens of Pompeii of the great eruption which, proceeding from Vesuvius, destroyed that city of fifty thousand inhabitants, in the year A.D. 79—I have stood on the spot where Pity himself, overcome by the sulphur fumes, fell dead—I would as Pity did, from this spot, warn my fellow countrymen of the doom that awaits them if they heed not the sign of the times. Pardon this digression; I was about to remind you that Pity has told us that Ohio, one of the seven Sages of Greece, caused the two mottoes—"Know Thy Self" and "Remember the End," to be inscribed in letters of gold on the walls of the Temple of Delphi. I say, with all reverence, "would the Council Chamber of the Government of 1909 had been adorned with Ohio's mottoes, for then, perchance, the worshippers at that Delphic Temple would have taken heed as to their ways, and we would have been spared the tragic fate that has, in part, been realized. I have only to add that I entirely dissent from your postulates, but, I associate myself wholeheartedly with the clear warnings that flash out from your Report; they may be summarised as follows, namely:

1. The deliberate violation of Contractual obligations by the Railway Contractor, and the duty of this Government in the premises.
2. The utter unfitness of the Reid Newfoundland Company to manage their great public trust, for you have not hesitated to declare that from the frenzied on the engine to the manager in his office, all require to be "educated" in their respective duties.
3. The complicity of the Contractor in the matter of the Branch Line Railway Scandal, for you have termed it "unwarranted," "ill-advised," "entered upon without reliable estimates," and "a great burden thrown" upon this Colony.
4. The criminal folly of Government interference in any manner whatsoever with the Contractual duties of the Contractor, save only to enforce these duties.
5. The absolute necessity for all Contractual obligations, to-day the Government are actually committing parties to the violation of some of those obligations by permitting the Contractor, and without legislative authority either to reduce the number of trains provided for by Contract.
6. The duty of the Government as public trustees, to bring back into the Reid Newfoundland Company, by process of law, all rights and chattels, if improperly alienated, and that may properly be considered attachable for damages done this people, namely: Lands granted, as payment in advance, for operating the Railways; Right, holders, and fifty thousand dollars received by the Contractor for lands sold to the Government in 1901; the sum of one million eight hundred thousand dollars, being award and interest thereon, received from the Government of this Colony under the Telegraph Award (said Telegraphs being part of the chattels conveyed to the Railway Contractor under the 1898 Contract).

I would here say that some years ago, at the instance of a Shareholder in the Reid Newfoundland Company, who came to consult me, I wrote the Attorney General of the day suggesting, that as the question of the transfer of that Telegraph Award to the private account of R. G. Reid, as was alleged, was a matter of great public concern, the Government might, with advantage to the Colony, stand before the Supreme Court. I received no reply from the Attorney General, and the Shareholder, for some reason best known to himself, did not proceed further in the matter.

7. The duty of the Government to bring back into the Reid Newfoundland Company the enormous profits on the sale of the S.S. "Bruce" and sister ship, which ships, under the Railway Contract must be considered part of the Railway—if such profit was alienated.
8. The duty of the Government as public trustees to recover the Millions of Dollars of public money given by them to the Reid Newfoundland Company within the past two years, and the Shareholder, for some reason best known to himself, did not proceed further in the matter.
9. The unquestionable duty of the Government to abstain from an Agreement of whatever character, with the Reid Newfoundland Company until justice has been done this people by that Company.

And now, I would bid you farewell. If I have offended you, or any other person or persons, by the publication of this letter, then, I pray you and them to attribute my offence to the ardour of conviction, and that seal

for the service of my country which neither hope nor fear shall influence me to suppress. I am not a politician, nor an aspirant for political honours; but only a citizen, who recognizes that he owes something more to his country than rate and taxes, and who is determined, to exert his endeavours, at whatever hazard, to drag the wrong deer to justice, whoever may protect him in his wrong doing, and whoever may partake of his plunder.

I have the honour to be, Dear Sir, Your obedient servant,
A STUDENT OF LAW AND POLITICS.
St. John's, April, 1922.

Supreme Court.

In the matter of the Insolvency of Josiah Best of Tack's Beach, T.B. It is ordered that Michael Shea of the Monroe Export Co. be appointed trustee.

Before Mr. Justice Kent. (The Chambers.) In the matter of the alleged Insolvency of Thomas Wakeley and Isaac Wakeley trading under the name of Thes. Wakeley and Sons of Harbor Bait, Tack's Beach, praying to be declared insolvent.

Mr. Pinsent for petitioning creditor moves for postponement for a week. Mr. L. E. Emerson for Thomas Wakeley and Sons consents. Woods, K.C., for Holmwood and Holmwood consents. It is ordered that the hearing be postponed until Friday May 5th at 10.30 a.m.

Ping-Pong Tournament.

ALPINE DEFEAT C.L.B.

The Alpha Club's ping pong team defeated the Officers of the C.L.B.C. by over 60 points in the tournament which was played last night in the Officers' Mess of the C.L.B.C. Armory.

The visitors won nearly every game. Although several were closely contested. The home team missed the services of Lieut. Col. R. F. Goodridge who was unavoidably absent. A return tournament will be played shortly.

Here and There.

EXPRESS LEAVES SUNDAY.—An express will leave the city on Sunday, with foreign mails and passengers, and will connect with the Kyle at Port aux Basques early Tuesday morning.

ALL LADIES' and MEN'S RAGLANS, MACKINTOSHES, and RUBBER COATS, are on sale at BISHOP'S this week. Prices have been greatly reduced.

EXPRESS ARRIVES.—The express which left Port aux Basques on Sunday arrived in the city at 1.15 p.m. today. The express was delayed by the recent snow storm on the Topsails. It brought about 200 bags of foreign mail matter and several passengers.

14c.

Is the price of English Skipping DEPARTMENT.

INDOOR SPORTS.—The C. L. B. Athletic Association held a meeting last night to arrange the programme for the annual indoor sports, which will be held on May 18th. An interesting programme was drawn up. It includes several novel events which should cause considerable amusement.

CORRECTION.—In the article on the Harbor Grace Fire of 1892, by Mr. H. F. Shortis, published in Telegram of yesterday, a printers error made the estimated loss, one hundred thousand pounds (£100,000), read one hundred thousand dollars (\$100,000). Quite a difference.

Freshly-Made Canadian Table Butter

EX. S.S. Sable Island.

PARSONS' HOUSEHOLD AMMONIA—3 Sizes: 25c., 35c. and Largest 50c. Bottle. HEINZ SPAGHETTI—2's Tins. LIBBY'S SPAGHETTI—2's Tins. HEINZ PEANUT BUTTER, small, medium & large. CAMPBELL'S TOMATO SOUP, 17c. can, \$1.99 doz. CAMPBELL'S Assorted Kinds, 18c. can, \$2.00 doz. SPANISH SEEDLESS RAISINS 1-lb. pkg., 28c.

Special-Cooked Dinner—2's Tins, 15c. formerly sold at 25c.

CAMPBELL'S, LIBBY'S, ARMOUR'S BAKED BEANS 15c. can. SLOAN'S LINIMENT, 32c. Bottle. PURE GOLD ICINGS, 18c. Pkt.

I.X.L. Prime Cooking Oil.

"Forest Cream" Maple Butter—1-lb. Glass Jars

A splendid filling for pies with a delicious Maple flavor. DEL MONTE, 2's BLOOD RED BEETS, 25c.

C. P. EAGAN,

2 Stores:

Duckworth Street & Queen's Road

Feildian Meeting.

The annual meeting of the Feildian Club will be held on May 3rd in Bishop Field College Hall. The report of the Secretary and Treasurer will be presented, and the election of officers for the forthcoming year will take place. The club has had a very successful season and is in a flourishing condition. The meeting should be largely attended by Old Feildians. Mr. W. McNelly is the President and Mr. H. C. Hayward the Hon. Secretary.

Ships Still Fog Bound.

TUG HUGH D. SPOKE BOTH.

Owing to rough weather and fog the S.S. Winifredian with the disabled freighter Oxonian are unable to enter port. Both ships are about 7 miles off the Narrows. The tug boat Hugh D. was alongside the two steamers at 8 o'clock this morning. The Captain of the tug reports the Winifredian lying to with a very long tow line of chain and steel wire out to the Oxonian. The steamers will have to await a change of wind to shorten the towing ropes before entering. Both ships were out from Boston and the Oxonian is bound to Liverpool and Antwerp.

BIG BREAK.—Playing billiards recently at the Masonic Club, Mr. George Rabbitts, made a break of 105. Mr. Rabbitts, who was one of the Masonic representatives in the Memorial Inter-Club Billiard Tournament, has frequently made large breaks, but has rarely exceeded the century.

BORN.

On April 27th, at "Walton," Leslie Street, to Mr. and Mrs. C. P. Penney, a son.

On April 26th, daughter, to Capt. and Mrs. T. J. Connors.

DIED.

Passed peacefully away after a lingering illness, Julia Smith, widow of the late Charles Smith of Scotland, in her 76th year. Funeral on Sunday, at 2.30 p.m., from her late residence, St. John's, Topsails Road. Friends and acquaintances please accept this the only intimation.

Last evening after a lingering illness, Thomas Barnes, aged 65, widow of the late Charles Barnes, leaving a wife and two sisters to mourn their sad loss. Funeral on Saturday, at 2.30 p.m., from his late residence, Water Street, West.

Passed peacefully away on April 27th, after a lingering illness, Mrs. Charles Jenner, wife of the late Charles Jenner, (nee) Gertrude Spurrell, daughter of William and the late Sophie Spurrell, leaving a father, step-mother and two step-sisters and one step-brother; also a large circle of friends to mourn their sad loss. Funeral on Saturday, at 2.30 p.m., from her father's residence, 15 Central St. Friends and acquaintances please attend without further notice.

When the soft dew of kindly sleep which left Port aux Basques on Sunday arrived in the city at 1.15 p.m. today. The express was delayed by the recent snow storm on the Topsails. It brought about 200 bags of foreign mail matter and several passengers.

NOTE OF THANKS.—Mr. and Mrs. Wm. Abbott and family desire to express their deep appreciation to the following kind friends and relatives who rendered acts of kindness during the illness and at the death of their dear daughter, Mary Rev. Dr. Carter, Sisters of Mercy, Mrs. Walter McDermott, Mrs. Mahoney, Mrs. John Day, Mrs. John Parling, Mrs. John Adams, Mr. and Mrs. Robert Gruchy, Mrs. J. Abbott, Mrs. Conliffe, Pupils of the Academy of Our Lady of Mercy, Misses Joan and Kathleen McGrath for floral tributes, wreaths and notes of sympathy, Mr. Cariboo Co. Girl Guides, Mrs. P. Ring, Mrs. T. Ring, Mr. and Mrs. T. Voisey, Miss Kathleen Davidson, Misses Nina and Stella Earle, Mrs. A. Howell.—adv.

NOTE OF THANKS.—Mr. and Mrs. John Carew wish to express their sincere thanks to the Sisters and Nurses of Cowan Ward, especially Mrs. Wilson and Cowen, for their kind attention; also Messrs. Dicks & Co., Ltd. for flowers, fruit, etc., and all other kind friends who visited their daughter whilst at the General Hospital.—adv.

A Public Meeting

OF CITIZENS OF ST. JOHN'S WILL BE

HELD IN

The T. A. Hall

(Casino Theatre),

Friday Night Next

APRIL 28TH AT 8 O'CLOCK,

for the purpose of considering and adopting Resolution requesting

Rt. Hon. Sir Robert Bond

P.C., K.C.M.G.,

to deliver a public address in St. John's at an early date on the present situation of the country.

THE PASSION PLAY PICTURES

FEATURING THE LAST PRESENTATION AT

OBER-AMMERGAU IN 1910.

Preceded by 14 Pictures of the

WAY OF THE HOLY CROSS,

With brief explanation by Rev. Canon Smart,

AT THE NICKEL THEATRE

Sunday Evening,

APRIL 30th, AT 8.30 P.M.

Mr. F. Ruggles will sing Liddle's "Abide With Me," "Life Was Given for Me," will be sung as a quartette. Mrs. Ruggles will sing "The Holy City." All three illustrated with beautiful coloured slides.

ADMISSION FREE. A collection for the Canon Smith Memorial Studentship will be taken.

GAIETY SOAP



A thousand times as good for complexion ill or according to the complexion of your soap.

Gaiety Soap feeds the skin, purifies it of poisons, leaves it cool and creamy and preserves its bloom year after year.

Agent: T. B. CLIFT, Water St., St. John's.

Here and There.

PIP PROPS FOR ABROAD.—It is understood that a steamer to take the first load of pip props out this year in Placentia Bay is due here from England on May 15th. Another ship will likely follow a short time afterwards.

New Guampe Blouses specially designed for the sleeveless dress are among the many new novelties now showing at BISHOP'S Showroom.

ACCUSED DISCHARGED.—Three boys who had previously been remanded, appeared before Judge Morris to-day on a charge of larceny of cigarettes from a city shop. They were represented by Mr. L. R. Curtis. There was no evidence before His Honor of a direct larceny. Under the circumstances he discharged the accused.

BANDS BRASSIERES FOR LADIES and sixty-five cents each at BISHOP'S Showroom to-day.

KYLES MOVEMENTS.—S.S. Kyle left Port aux Basques at 1 a.m. to-day for North Sydney, taking the mails and passengers brought along by No. 1 express which left here Sunday and reached the terminus at 11 p.m. yesterday. The Kyle will leave North Sydney to-night on the return trip to Port aux Basques and is due there tomorrow morning. She is expected to have a very large mail.

JUST ARRIVED

2000 Bottles BRICK'S TASTELESS LESS COD LIVER OIL

Use: Spring tonic and blood purifier. The ideal tonic and blood purifier. For Coughs, Cold, and down condition. For the weakest child, it brings health, strength and increases the health is not good.

TRY A BOTTLE. Price \$1.20 bot.; postage 5c. Brick's Tasteless makes you feel like a child again. Wholesale and Retail Chemists, Druggists, St. John's.

BANDS BRASSIERES FOR LADIES and sixty-five cents each at BISHOP'S Showroom to-day.

PREPARING FOR RUGBY.—Pupils of Bishop Field and the dist. Colleges are now preparing the Rugby football season, which opens as soon as weather permits. Rugby is played by the colleges only, and there is a trophy up for competition. The Kyle has been won three years by Methodist College and five by Feild. Last year's champions were Methodist College team.

Have You Contributed to The War Memorial Fund