

The Dawn of a Brighter Day With Bennett & Better Times

THE EVENING TELEGRAM

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St. John's, Newfoundland, Saturday, April 28, 1923.

Every Assertion a Falsehood.

Railway Operation at Colony's Expense Part of Humber Arrangement.

Speaking of the Railway and the Reid steamers, Sir Richard Squires, in his Manifesto, made these four specific statements:

- (1) Wealthy English capitalists have agreed to operate;
- (2) the agreement relieves the Colony of all liability for operating deficits;
- (3) this agreement is not part of the Humber arrangements; and
- (4) the fact of the Humber arrangements made the transportation agreement possible.

It is difficult to exaggerate the importance of the subject thus spoken of by the Premier. The language which he used is unmistakable. That he deliberately used it to influence the electorate is beyond dispute.

We, therefore, speak with a deep sense of the gravity of the subject, and at the same time with a deep disgust, when we declare that each and every assertion thus made by Premier Squires was a falsehood, in letter and spirit, deliberately told to deceive the whole electorate.

No agreement has been made with English or other capitalists for the operation of the railway. The Colony has not been relieved from any existing responsibility for deficits. The Humber arrangements do contemplate an operation of the Railway; for it contains a guarantee by the Colony that efficient operation shall continue; and without this guarantee, the Humber project cannot be conducted. These statements are diametrically opposed to the Premier, and we hereby challenge him to produce adequate proof of his remarks.

Indeed, in his own Manifesto, the Premier very maladroitness furnished proof of his own falsehoods. He says: "By elimination of Reid management, and the great additional traffic (from the Humber industry); combined with capable business operation, the railway, steamship and express service will cease to be a burden on the Colony." Now, if a contract had been made with capitalists to operate the system, it would cease to be "a burden on the Colony" by reason of the contract, not by reason of additional traffic or good management; and per contra, if these are to be the means of relieving the Colony, there is no contract. In other words, if our relief from operating costs is to come from a contract, increased traffic will not concern us, and if it does concern us, it is because there is no such contract as Sir Richard has affirmed.

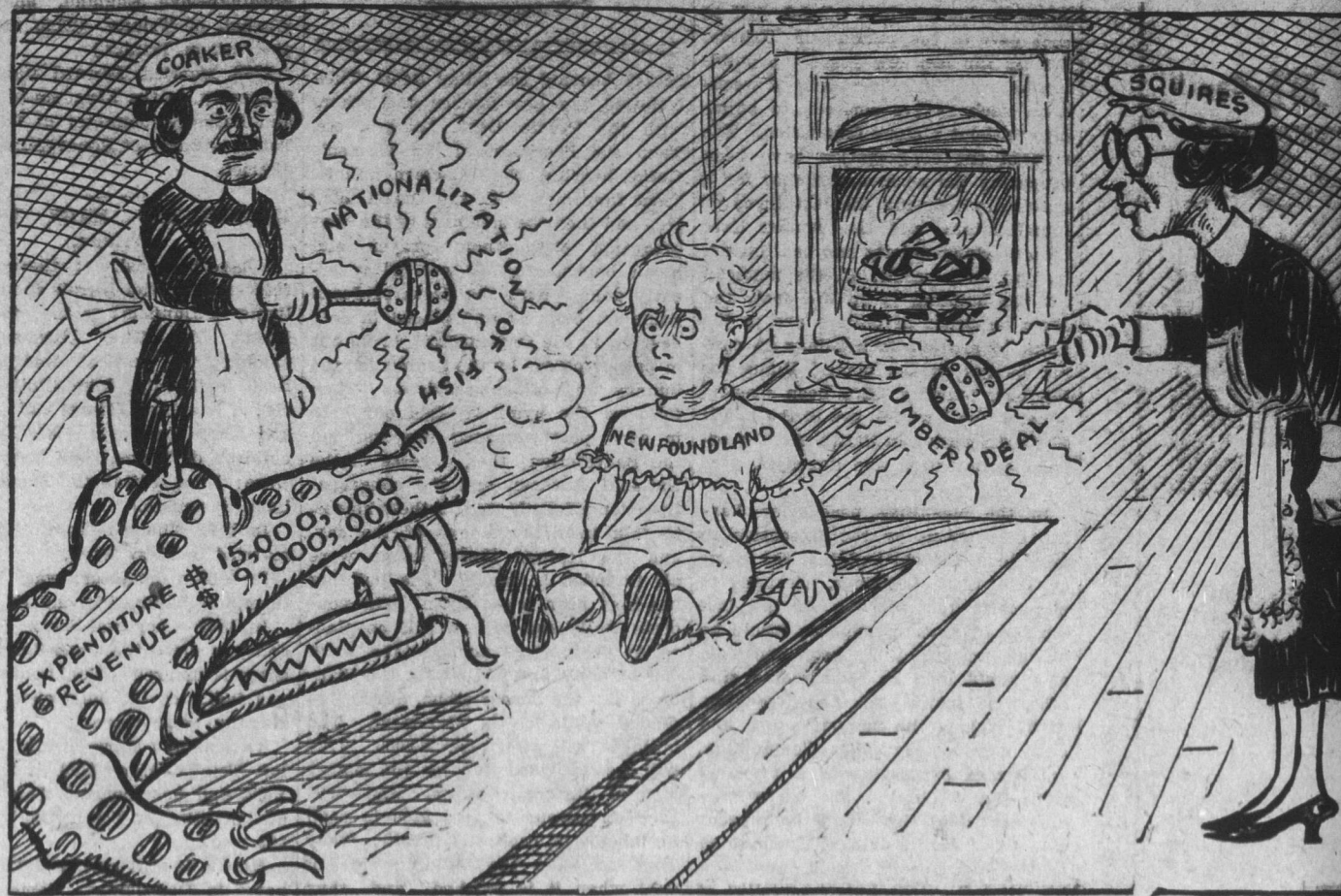
In speaking of financial relief for the Colony, from the burden of operating the railway, Sir Richard referred to a hoped-for increased traffic as though it would necessarily provide greater net revenue. But greater traffic may mean greater loss; it's all a matter of rates. Can the traffic afford freight rates high enough to pay for increased operation? Or can the industry afford freight rates high enough to pay for operation? Our narrow gauge road is expensive to operate.

It should also be borne in mind that to carry increased traffic, great additional rolling stock will be needed, to bear heavier loads, new rails will be essential, and to pay for new rails will require many millions of dollars. Sir Richard spoke of recent decreased cost of operating, and omitted to mention two important reasons: first, that he was comparing a wasteful expenditure in the earlier days of his own government with a recent decrease under an imported man, and second, that much of the decreased cost was due to decreased operation. Operation would cost nothing if it were much less than it has been during the past four months.

The Manifesto refers to certain legal opinions given by counsel employed by the Government, and goes on to say, the railway, the Reid steamers, the express service and the dry dock will no longer be Reid properties. This language is used with deep design to give the impression that the properties in question are to be taken from the Reids by legal process, as a result of Reid default in operation, and under the advice of Counsel, whereas the truth is, that the transfer is to take place as the result of a purchase from the Reids by the Government, for which several millions of dollars are to be paid by the Colony to the Reids. They are not to be treated as defaulters. They are not to be deprived by any process of law, or as a punishment, but as a matter of agreement, by which they are to be relieved of their burdens, and compensated for their claims and property.

This railway matter is not second in importance to the Humber project. It has been deliberately kept in the back ground by the Government, as far as possible. Why is no mandate sought from the people on this matter? Why is no reliable information published for the enlightenment of the public? Why is the truth covered up, or worse still, why are carefully framed falsehoods being disseminated? The rights of the Colony are being sacrificed. Great burdens are being lightly undertaken. Contracts made involving millions are being suppressed. Wake up, wake up, Newfoundlanders! your future and the future of your children are being pledged! Will you not at least demand a halt until the dark places are made light? Will you rush blindly on to destruction in face of all the warnings given to you?

Soothing the Sacrifice



The Mail and Advocate are frenziedly endeavouring to detract attention from the danger upon us by means of sweet enticements of a wonderful future.

Newfoundlanders! Be not led to the slaughter. Your eyes are open to the great menace, so vote for BENNETT AND BETTER TIMES, AND SAVE THE COUNTRY.

Humber Deal an Accomplished Fact.

The Project Must Go Through no Matter What Government is Elected.

Statements Published in Advocate, Also That of Chief Justice Horwood Show That the Deal is Finalized--Bennett Will Make the Best Bargain Possible For Newfoundland.

Attempting to break its way back to another four years control of this unfortunate country, the Squires-Coaker misfits are using the Humber Deal as a bribe. They say that the Deal is not an accomplished fact and will fall through if Squires is not returned. This claim is false as has been proven on many occasions. Hon. Geo. Shea made this clear, so did Mr. Coaker, so did the Advocate, and the Western Star, which quoted his Excellency the Administrator Sir W. H. Horwood as saying the Humber Proposition was a fait accompli, that is a thing already done. The Advocate of Nov. 8th commenting on the finalization of the Deal said:

"The announcement made by the Advocate yesterday, that the Humber Proposition is at last assured beyond all peradventure, was received by all classes throughout the city with jubilation. People had become depressed and disheartened. Consequently when the announcement was

made that the British Government, in spite of everything that we said against their action, had actually sealed, signed and delivered the agreement of a ten-million-dollar guarantee to provide the launching of this great industry in Newfoundland. It was received with a general sigh of relief."

"Coming simultaneously with the long-awaited news that the Humber Proposition was an accomplished fact, the splendid message of Hon. W. F. Coaker, also published in the Advocate yesterday, and dealing with the big announcement, was the subject of scarcely less enthusiastic comment."

Here is Mr. Coaker's special message:—
(Special to the Evening Advocate.)

PORT UNION, Nov. 7.—The country will receive with thankfulness the announcement that the British Treasury has finalized an agreement with Messrs. Sir W. G. Armstrong, Whit-

worth & Co. for the guarantee on two million pounds for the establishment of a great 400 ton paper plant at Deer Lake.

I congratulate the people of Newfoundland on the accomplishment of this great industrial proposition and trust it will be the means of speedily dispelling the depression that has encompassed Terra Nova during the war reconstruction period.

The Advocate Editorially said, The agreement has been a fact for some weeks, but the details were being worked out, and the solicitors had to finalize the wording of the agreement. The protest of the Paper-makers had no effect. The British Trade Facilities Act recommended that the guarantee on Two million pounds be given, and the matter was then put before the British Treasury, whose signature was necessary as the final "push-off." This authority was given last night, when at six o'clock, the Treasury Minute was signed.

Viking Homeward Bound.

STEAMING THRO' OPEN WATER.
Messrs. Downing Bros. received a message from Capt. Wm. Bartlett, of the Viking via St. Pierre, at 11 o'clock last night, advising the owners that the Viking was now homeward bound. She gave her position as 100 miles E. by S. ½ E. Cape Ray. The captain reports heavy ice on the outside, but

was making good headway towards open water. The Viking is the last of the sealing fleet to arrive, and is expected to make port late tomorrow night or early Monday morning. Capt. Bartlett in his last report of total number of seals on board, was March 31st when she had 6,300 stored. Since then much steaming

Anchor Cigarettes can be obtained at all stores on Monday, April 30th.—apr28.11

See our assortment of CARRIAGE LAMPS, \$5.50, \$8.00 to \$12.00 pair, at AYRE & SONS, LTD., Hardware.—apr28.11,24,25

Inter-Club Bowling.

The standing of the various Clubs of the St. John's Inter-Club Bowling League at the finish of the sixth round is as follows:

	Points.
C.E.L.	15
C.L.B.	13
B.I.S.	11
Feldians	9
Masonics	9
Star	9
St. Mary's	8
T.A.	7
St. Andrew's	7
Dunfield	7
Guards	6
Highlanders	4

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Coastal Boats.

REIDS' S.S. Clyde sailed at 1 p.m. for points in Placentia Bay.
S.S. Glenora is reported at Burin.
S.S. Kyle left LaPolla this morning for West.

GOVERNMENT.

S.S. Seal will not be sailing for the Westward before Monday next.
S.S. Malakoff left St. Mary's this morning for Branch.
S.S. Sagona left Little Paradise yesterday for points in Placentia Bay.
S.S. Portia left Hermitage this morning for Gaslois.
S.S. Seal left Burgeo yesterday afternoon for Port aux Basques.
S.S. Watchful arrived at Argentina last night.

Spanish Valencia Onions, 10 lb., 50c. Special price by the case. C. P. EAGAN.—apr 28.11

Magistrate's Court.

A drunk arrested for fighting on the public street, pleaded guilty. A fine of \$2.00 or 7 days was imposed.
A drunk and disorderly arrested at the instance of his boarding mistress, was allowed to go. The complainant failed to appear against him.
A case for assault was dismissed.

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Oh! Mr. Advocate
Special to Evening Telegram.
GEORGES BROOK, T.N.
April 27th.
The statement from White Rock in Advocate April 26th, that Stone and colleagues were advised to move on when visiting George's Brook recently is false and a rather low rating of our morality and mentality as well.
MALCOLM PELLET.

How Three Million Dollars of the Peoples Money Was Wasted

Dr. Campbell was Given an Open Account to Spend \$800,000---What Did He Do With It?---Two Hundred Thousand Dollars Sugar Scandal.

\$500,000 of Government funds, appropriated by Coaker to purchase Labrador fish; 77,767.92 was used by Coaker to purchase salt. S.S. Tuckahoe landed most of the salt at Port Union and dynamite had to be used to blast it out of the stores. \$198,488.98, direct loss on sugar purchases. The Sugar Control Board's gamble was a much greater indirect loss. Six cents duty on one pound of sugar had to be handed out to make good this bungle. \$100,000 paid for Fish Commissioners and Fish Inspectors. Some of these were drawing as high as \$7,988 each for salaries and expenses. \$266,284.47 for purchase of Malakoff, Sebastopol, Smet and Daisy. \$46,885.28 paid Reid Newfoundland Company for alteration to Malakoff. This amount was in addition to the purchase price. The cost of alterations to the other ships do not appear in the Auditor General's Report to hand. \$400,000 for purchase of S.S. Prospero and Portia; \$42,824.74 paid Reid for branch line to Argentina; \$47,667.40 paid for building sheds and wharf for the terminus.

\$399,555.40 paid out for the notoriety of the guarantee of supplies for the fishery; \$188,414.92 net loss on the rope cut in 1921. The loss on the Deer Lake branch road. These amounts, practically wasted, have been taken from the most reliable data available. There are many expenditures which might be mentioned. Such as the new wing of the Post Office, the Model Farm, the road operations, phonics, the School, purchasing The Advocate, not to mention the \$50,000 a share. The \$1,000 a session Government which is responsible for the penditure of the people's money, asking for another 4 years of power. How convenient it was of the Minister to call "a Special Election" It was needed long ago. How there's a silver lining, through dark clouds shining, and a G.R. going to the Squires' outfit on May 1st. Then we can look to a capable business like Government headed by Hon. J. R. Bennett, to handle ship of state.

The Hand-Writing on the Wall

Squires Flees to Hr. Grace--Knows Certain Defeat Awaits Him in St. John's West He Seeks to Gain the Good Will of the Voters of the Second City.

That Squires and his colleagues will be ignominiously defeated in St. John's West on Thursday next, is admitted by all; but his action of running away to Hr. Grace at this late hour of the campaign is perhaps on the part of himself the best admission of what is in store for him by the voters of this important district. Sir Richard promised each and every one of his well paid candidates that he would visit all the districts in Conception Bay, Placentia, Ferryland, and St. John's East. It was with this belief that he induced many of his dupes to assert his course. To-day Squires' chances of winning one seat in these districts are very meagre, and knowing this he sets out to prepare for the worst to feel his way with the voters of Hr. Grace, that if by chance his party was returned with a majority, he would seek re-election there.

A pitiful position for a Prime Minister to be placed in. Sir Richard's attempt to stomp the voters of Hr. Grace and other parts of Conception Bay proves conclusively "the Handwriting on the Wall." With Mr. Coaker, he must be charged for incompetence, graft, corruption in their political and life dealings. Squires is playing losing game and no one knows better than R. A. Squires himself. His three years of terrible misrule will be remembered with regret. Three short years of bungling misrule have paralyzed the industry, ruined the industries of the country, and the country's history as that of Sir Richard Squires' name will be written in red ink on the pages of the country's history as that of the worst Prime Minister to have presided over the Legislature since responsible Government.

"Smilin' Through."

A REAL TREAT--PLAY HAS SUCCESSFUL RUN.

Another capacity audience greeted the Canadian players at the Casino theatre last night. The audience was the largest yet for a Friday night attendance since their stay, and it speaks well for the talented troupe in running such a delightful show with splendid success all through the week. Amongst those present last night was the American Consul Mr. J. B. Bennett, and his wife. Upon their arrival at the theatre they were received by Manager Wilmer M. Bentley and troupe, and after a few congratulatory words, the party were escorted to seats in the box. Mr. and Mrs. Bentley enjoyed the fantastic comedy "Smilin' Through" immensely, and at the close they warmly congratulated the entire troupe in placing such an excellent play before a St. John's audience. The show was undoubtedly the best yet seen here, and all who can should make an effort to get to the final performance to-night. The stage setting was particularly fine, and the flower arrangements were exquisite and delightful. Amy Dennis in the dual roles of Kathleen Duncannon and Mountingbelle made a distinct hit last night. She has come to stay, and clearly showed her ability as an actress. The whole audience was wrapped up with her clever interpretation of the roles, and she would bring the smile of joy to the face of the most serious of men. As John Cartier, the lead of Kathleen, who played the role of the staid, but not unkind, old man, until the climax is reached in the act, was realistic and feeling. Mr. Frank Harvey as Dr. Owen Bentley, a next door neighbour of John Cartier, played in his usual manner. He fixed matters right with Kathleen Duncannon when she was usually married the man she loved. Wayne and Jeremiah Wayne (of Kenneth) gave a splendid performance, while the minor roles were played by Lotta Lee, Miss Ida Moulton and Nettie Davenport. The play was a real treat, and a great love for Kathleen Duncannon, failed to win her a splendid impersonation of the actress, and kept the audience in a state of suspense throughout the whole of the play. This afternoon there will be a new matinee for the kiddies, and the show promises to be a fine production, and it has been staged by Grace George in "Woman's Way" shows and her local theatre goes. Mr. Bentley is now busy preparing scenery and all will be ready Monday night.

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MINARD'S LINIMENT FOR SALE EVERYWHERE.
AND PAINS.