

The Bank Wreckers and the SAVIOUR of the COUNTRY

The late Sir William Whiteway, whose memory the present Government profess to revere, and whose "legitimate" successors they impudently declare themselves to be, gave the following explanation of the Bank Crash of 1894 (we copy from the official report of debates in the House of Assembly):—

"I imagine that any person acquainted with the trade of this country will have no difficulty in accounting for the recent failures of the Banks and mercantile establishments. It has been caused by the withdrawal of capital by the retirement of old members of firms, or the representatives of old decayed members. Take Job Brown, Robert and Thomas Job, and also Mr. Stephen Rendell, having drawn what they could from the firm, left the young men remaining dry—no working capital. . . . The same remark would apply to Messrs. Goodridge, the old gentleman, Mr. Allan Goodridge died, and the sons had to pay out to his widow and daughters—leaving but little working capital. Many others I could name, but these are sufficient for illustration. These young men took the places of their predecessors as directors of the Banks. Some of them lived extravagantly—kept their carriages driven by liveried coachmen—imported their pairs of horses costing large sums. Things were done which would provoke a smile were it not that we were paying for them and did not know it. Where did they get the money which they spent upon luxuries? They got it from the Banks and were charged six per cent compound interest with half yearly rests. The books and accounts speak for themselves. It required a business which is only to be found in a gold mine to keep this up. Their predecessors had worked hard, built up their fortunes, were cautious and saving. The good name which the old people justly won for themselves and for the Banks was traded upon by the young people. They were viewed as honorable like those who went before them, but perhaps some of them were lacking in that capacity for business possessed by the old people—they borrowed from the Banks and became deeper and deeper involved until the final collapse."

The foregoing is the late Sir William

Whiteaway's statement in respect of the Bank Crash, a very different version from that given by Sir Edward Morris to the electors of Foxe District.

On the same occasion Sir William Whiteaway dealt with the run on the Savings Bank, and he made special reference to Mr. Donald Morison. Here is what he said:—

"Mr. Morison was paid \$1,000.00 in specie, November 12th, '94. \$2,000.00 placed to credit of his wife and drawn by her before the 26th February, 1895. This was at a time when the run was taking place on the Savings Bank and all these purist gentlemen united to make a run themselves, for they helped themselves and their friends and seemed bent on a general destruction."

This is the same Mr. Donald Morison who forgot the law in respect to Crown Lands, whose actions "staggered" the late Governor, and who is now law adviser to the Government of this Colony under Sir Edward Morris.

If ever a Bank Crash comes again it will come from the same source and from the same cause, namely, a riot of extravagance. Look around you to-day and see the scores of automobiles, costing thousands of dollars each, rushing along the highways and byways at the risk of the lives of poor but honest wayfarers. The carriages and pairs driven by liveried coachmen that Sir William Whiteaway ridiculed have been replaced by motor cars of five times the value, and the same old game of extravagance is going on and the Government is setting the pace.

After thus proclaiming Sir Robert Bond the Saviour of his Country he turned in withering contempt upon P. T. McGrath and those others who did all in their power to prevent Sir Robert from accomplishing his great task. Sir William Whiteaway said:—

"I cannot help putting on record that the difficulty experienced by Mr. Bond in negotiating the loan arose largely from the discreditable efforts of our defeated and exasperated opponents to prevent his success. To gain a party triumph they were willing to ruin the credit of the country. They did not hesitate to circulate false representations abroad about the condition of the Colony with the view of preventing financiers from making the loan. Wherever he went Mr. Bond had to meet and fight against their misrepresentations. But he was able to overcome them all."

If the Morris-McGrath gang want any further information as to Bank Crashes and Bank Wreckers we shall be glad to furnish it, or if they would like us to follow their example and produce from the Record Office a memo of the mortgages given by themselves and their supporters, we will even accommodate them to that extent. Some of them over which we have glanced would be highly interesting and instructive.

In his Manifesto to the Electors in 1897 Sir William Whiteaway said:—"The terrible commercial crash of December 10th, 1894, is too familiar to you in all its details, and in the cruel sufferings it inflicted on thousands of innocent, confiding people. Seldom, if ever, had a Government to grapple with such difficulties. Our only two Banks were in ruins—hopelessly insolvent; the community without a cur-

Cable News.

Special to Evening Telegram. LOCKOUT, Sept. 15. Goldfield has been swept by torrents from a cloudburst. Five are dead, and losses exceed \$100,000.

COBURG, Germany, Sept. 15. Eight persons were killed, the bodies of seven others are believed to be burned in the ruins, and six more are injured through the collapse of a tenement house, through gas explosion.

HALIFAX, Sept. 15. The derelict towed in by the Seneca, is the schooner Lottie R. Russell, which sailed from Charleston on April 11th for New York, and was abandoned two days later, and her crew rescued.

TOKIO, Sept. 15. The Government to-day despatched two cruisers and several torpedo boat destroyers to the Chinese coast. Japanese demands in connection with the recent killing of Japs at Nanking, have been agreed to in principle by China, but pending their actual settlement and the re-establishment of order, the Japanese Government feels the presence of an increased naval force justifiable.

NEW YORK, Sept. 15. In hope of branding as an impostor and pseudo priest, Rev. Hans Schmidt the alleged self-confessed murderer of Anna Muller, the Church authorities began investigations to-day into Schmidt's record and his pretensions to ordination. We hope, of course, to be able to prove that this unspeakable monster had been using a foreign paper, declared Monsignor Larella, Vicar-General of the Archdiocese of New York. That is something we are trying to clear up. He came to this diocese with credentials which were apparently authentic and genuine, but we know practically nothing of him. His crime is too horrible to conceive, and we can only hope to prove he was a pseudo priest.

MANCHESTER, Sept. 15. Jim Larkin, the Dublin labor leader, who is out on bail, awaiting trial for seditious speeches, in an address to a labor meeting on Sunday, said the race which he belonged to never had been beaten. When the employers of the Irish City started to justify the boast they would beat Larkinism, they began an impossible task. Larkin said he believed he had a divine mission. Since 1907 he had raised the flag of discontent from Belfast to Cork, and brought a new hope and a new gospel to the workers of Ireland. He concluded by saying that Murphy, the owner of the street car lines of Dublin, and leader of those opposed to labor union, is one of the men who drove Parnell to his grave. I told Parnell he would break his heart; and now I'll break Murphy's, or go to my grave in the attempt.


LONDON, Sept. 15. New light will likely be thrown on the events which led to the political downfall of Charles Stewart Parnell, the great Irish leader, who died in 1891, with the publication of his love letters by former Mrs. Kitty O'Shea. The decision to make public these letters is the result of statements made by William O'Brien, M. P. Former Mrs. O'Shea explains the reasons in the following passage written to her son: "I quite agree with you as to the insult to myself and your father's memory, and above all to my late husband, Mr. Parnell, what is an unwarrantable interference of O'Brien had upon a letter of my husband published by him. I now propose, with your consent, to publish as soon as possible myself, the letters of my late husband." It is assumed Mrs. Parnell's resentment was aroused by the implication made by O'Brien that Capt. O'Shea viewed with complacency the friendship between his wife and the late Irish leader.

Your Duty. Nothing to do with the Custom House, good friend. Its only reference just now is to yourself. Let us suppose that you are a man of family with sufficient of the world's goods to keep them in comfort. Very well. You did not reach this satisfactory state of affairs without care and labour—few men do. Suppose you are awakened some night with shouts of alarm ringing in your ears. Too late then to talk of prudence; too late then to say: "If I had only, etc., etc." That "if" means too much to many forgetful people. Is it not always the duty of a self-respecting citizen to protect his home and thus provide for those within it. Is it any more then his duty to those depending on him to protect them as far as possible? Can you call your property your own when it is not insured? The answer to this argument is to carry insurance with Percie Johnson's agency, the most popular office in Newfoundland and the least expensive.

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That's What the People Say

Mary and the Motor Ferry.

IT IS GOOD TO FORGET SOMETIMES.
Editor Evening Telegram.
Dear Sir,—Well, Mr. Editor, the promised motor ferry-boat has been put on this harbor. Four years passed between the promise and the fulfilment, and that is a good thing if reports are true, as I hear the sum of THIRTEEN DOLLARS A DAY is the amount to be paid John LeDrew for the boat. I will try and make it clear to your readers that it was a good thing the Forgetful Government forgot to fulfil this promise at that figure:—
Motor ferry, at per day. \$12.00
Days in the year. 365
Total for one year. . . \$4,745.00
Total for 4 years. . . \$18,980.00
Yes, Mr. Editor, it is a grand thing they did not fulfil this promise before. Now that she is on, the people, many of them at least, claim that she is totally unfit. A few evenings ago Aunt Julia came over, and she told me the boat was kicking, just like the whole population of the island are kicking at the actions of the extravagant Government. Aunt Julia was afraid to go back in her and she walked around the Riverhead. One old lady said to Mr. Roseworthy, the ferryman:—"Take the old boat, Uncle Ed-

gar, and let this one go to—Paradise, I don't think."
Well, the Tories must think we are too green to burn to keep us four years waiting for the promised steam ferry, and then give us this thing, as much to put a few dollars in Johnny LeDrew's way as for any convenience to the public, and more so to endeavour to turn the fast flowing tide of public opinion in their favour. But the tide is flowing faster and faster against them. If this Party got in again we'd all have to live on gulls, but I don't know how we'd manage in close season. Tom says the meeting last night was a grand one, and after he came home we chatted about the squanderings of the present Government and its sons to its supporters until long past midnight. Just imagine, Mr. Editor, a grocer being given the contract to supply all the necessaries for the Island Light, simply because he is a supporter of the People's (so-called) Party. Was this work put up to tender as it should be? I doubt it.

Why should a man in the grocery business be given charge of carpenter, or blacksmith work is something that I could never understand were it not for that word "heeler."
Be not deceived, readers, when you see or hear these people shouting the praises of the Tory Party, think and see if they are not getting some little sons like the above.
Sir Robert is our man.
The grand old cause is win:
At the Poll he'll lead the van:
Drawn by the Coaker fishermen.
Yours etc.,
MARY.
Harbour Grace, Sept. 13, 1913.

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