



FOR THE BRIDE!

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PHONE 131.

Putting the Reids in Their Place.

THE FOILED PROMISE OF THE PREMIER.

Editor Evening Telegram.

Dear Sir.—"Putting the Reids in their proper place" in a council meeting is found to be a much harder task than saying that it can be done from a political platform. Those who know the relation between the R.N.Co. and the Government know that the Government is as powerless in the hands of the R.N.Co. as a mouse in the claws of a lion; and any talk from the Government about what it can do with the R.N.Co. should be considered as nothing more than chimerical for the people to blind them to the fact that the Government is nothing more than a medium through which the R.N.Co. imposes its will upon the people. I wish it to be understood that not an ill-feeling towards the R.N.Co. influences the convolutions of my psychoplasma. The Messrs. Reids are no more than any other group of capitalists. They are in business for the same reason that other capitalists are in business—to get what they can out of it in whatever manner it can be gotten. If the R.N.Co. gouge millions out of this country, it is not the fault of the Company but the fault of the Government. But strange to say, the blame is placed at the door of the R.N.Co. instead of on the shoulders of the Government. This suits the Government nicely because public attention is diverted from the Government to the R.N.Co.; so that when the Government again comes to ask the people for their votes, the Government will be in a position to tell them about all the money there was extracted from them by the R.N.Co., and that "if you elect us to power we shall see that the Reids are put in their proper place." In a case of this kind, a pertinent question to ask would be: Why did you not put the Reids in

their proper place during the last few years? And how comes it that the Reids put the Government in such an awkward position in connection with railroad matters? And since you so utterly failed to do so, what assurance have we that you will do so if we elect you to power?

A few weeks ago, in the House, the Premier nuncupated, with the determination of a Pitt, that no more money would be paid the company. But what do we see? We see the Government entering into an agreement with the company to pay all losses on the operation without even knowing what agreement it is entering into; for we are told that the details of the agreement are to be worked out later. Now, I would very much like to know how we know what we are agreeing to unless we know the details of the thing agreed to. The details are the concrete things from which the abstractions are derived. The abstraction is the agreement in general terms; and unless we know the concrete things from which the abstractions are derived, we do not understand the abstractions. The fundaments of all science consists in the understanding of the thinking process. Thinking means to develop from the material facts, from the concrete, an abstract generalization. The material fact is an indispensable basis of thought. It must be present, before the essence, the general, or abstract, can be found. But it appears the Government has entered into an agreement of abstraction without knowing anything about the concrete things from which they are derived. As a result of this lack of knowledge on the part of the Government, the agreement must necessarily be one sided; or, in other words, favourable to the Company, which means unfavourable to the country.

Paragraph 11 of the "agreement" reads in part thus: "During the said period the railroad . . . shall be operated under the management of

Richard C. Morgan and Robert G. Reid." Paragraph 12 reads in part thus: "R. C. Morgan shall have the title and all the powers of General Manager but no charges in operating policy shall be made without the joint consent of the said Richard Morgan and Robert G. Reid."

As for Mr. Morgan's management of the road, we need not look for any better results than if he had never entered the country at all. We can remember something about Mr. Morgan's former attempt to manage the road, and we can also remember hearing that someone said something about throwing some one out the window when some one said something about reducing expenses by cutting the salary of some one.

We do not believe that Mr. Morgan can do anything in the way of reducing expenses, because paragraph 12 provides that "no change in the operation of the road can be made without the consent of Mr. Reid," and unless a radical change in operation is effected, there will be no change in the cost of operation, and the cost of operation is all that matters to us.

It appears to me that part of paragraph 12 was inserted by the Government and part of it inserted by the R.N.Co. The Government wants it to be understood that the presence of Mr. Morgan is an indication that the Government has made good its claims with regard to the R.N.Co. But when we consider the circumstances under which Mr. Morgan held office before, as evidenced by the Premier's utterances in the House, to the effect that the R.N.Co. could be induced to allow Mr. Morgan to function only by threatening to withhold the money, we are pretty safe in saying that Mr. Morgan, has as little authority now as he had then; and therefore can do no more than he is allowed to do by the higher authority, who is none other than the Messrs. Reids.

As long as the people can be made to believe that the Government has done something to bring about a reduction in operating expenses, no matter whether the expenses have actually increased, the Government is satisfied. The Government hopes that by putting Mr. Morgan in as a nominal manager, the people will be convinced that the Government really has power over the R.N.Co. when, if the truth were known, it would likely be found that the R.N.Co. allowed him to function for reasons altogether inimical to the interest of the people of this country.

While we believe Mr. Morgan is a good railroad man, it is too much to expect that he would favor the people of this country by bringing about a reduction in the operating cost of the road and thus work against the interest of his co-workers in the railroad world. Mr. Morgan is a railroadman, and as such he has that feeling for the railroad business that is engendered by the railroad, which every railroadman feels that has worked on the job, and which no politician knows anything about. Therefore our politicians need not expect that Mr. Morgan is going to do anything that would be disapproved of by his co-workers.

Take paragraph 14. You start off reading in the indicative mood, when you are told that the Directors are to get no fee, and you are beginning to believe this to be true when all at once you stumble against a phrase at the end of the paragraph, which, when taken at its true meaning, shows you plainly that the Directors are to get their fees, and, no doubt, good ones at that. Such phrases, clauses, and model advices, which modify and suck the blood out of other words, are what the late Mr. Roosevelt called "weasel" words. And rightly so, because they certainly make the meaning altogether different from what the casual reader draws from written words. Governments, as well as lawyers, know that the average man is a casual reader, and that he scarcely ever pays any attention to the grammatical meaning is often allowed to escape the notice of the reader. This makes it easy to slip in a word, phrase or clause, as the case may be, that sucks the very life out of the meaning that is intended for the common herd. Hence, the modifying phrase that concludes paragraph 14, and enables the Directors to get their salaries.

Before writing the last paragraph I should have written the one that I just started, because, in this paragraph I want again to refer to Mr. Morgan's position. Mr. Morgan could be used for the interest of the road as well as used by the Government to make the public believe that the Government is "putting the Reids in their proper place"—and he could be used in this way.

The officials of the road have always maintained that they are operating the road as cheaply as it is possible to do so, while others claim (the writer included) that the road can be run on its own bottom under proper management. Now, Mr. Morgan is considered a good railroadman (which is quite a different thing from saying that he understands the needs of our railroad, as I shall show in a subsequent article), and if he cannot bring about a reduction in operating expenses, it must be accepted that the road has been run as cheaply as anyone can run it, and, therefore, demands on the Government in future for funds will be justified.

Remembering Mr. Morgan's connection with railroads, it is not to be expected that the cost of operation for the next five months will be less than

the cost for any five months in the past. I should be surprised to find the contrary; but would not be surprised if it is found to be higher than any five months in the past history of our railroad (the time the Commission had charge excepted). And here let me say the reason I am expecting the cost to be higher the next five months is for a reason similar to that which made the cost so high under the Commission.

Yours truly,
W. L. BUTLER.
Shoal Hr. June 20, 1922.

The Week's Calendar.

JUNE—6th Month—30 Days.

26.—MONDAY. Mount Carmel Cemetery consecrated by Bishop Mullock, 1855. Sir R. L. Borden born, 1854. U. S. troops in France, 1917.

27.—TUESDAY. Joseph Smith, founder of Mormonism, shot, 1844. Earl of Clarendon died, 1870. Llandovery Castle torpedoed, 1918.

28.—WEDNESDAY. Coronation of Queen Victoria, 1838. Cawnpore massacre, 1857. S.S. Argo (Galway Line) lost near Trepassy, 1859. Germans signed Peace Treaty at Versailles, 1919.

29.—THURSDAY. St. Peter A. & M. Acquist of the Seven Bishops, 1688. First Railway excursion to Kelligrews, 1882. First excursion across country, by rail, 1898.

30.—FRIDAY. Weights and Measures Act first put in operation—Newfoundland, 1864. First session Diocesan Synod of Newfoundland opened 1873. Second battle Verdun ended, 1918.

JULY—7th Month—31 Days.

1.—SATURDAY. Memorial Day, Newfoundland. Dominion Day—Canada. Storming of Santiago, 1898. Battle of the Somme (Besumont Hamel) 1918.

2.—SUNDAY. 8rd after Trinity. Visitation B.V.M. Battle of Gettysburg, 1863. Battle of Sadowa, 1866. Great Forest Fires, Newfoundland, 1887.

Extensive Preparations

FOR BELVIDERE GARDEN PARTY.

The Belvidere Garden Party enthusiasts are rapidly completing their arrangements for a successful affair on July 6th. This year new events will be inaugurated including a three mile road race, inter-Brigade relay race, some special gymnastic exercises and some other surprise items. Last year's flower festival was the cornerstone of the annual Garden Party and now with an enthusiastic committee of ladies and gentlemen no effort will be spared to make the coming event all that the friends of the orphans desire.

A LIST OF FRESH ARRIVALS

ELLIS & CO'Y.

LIMITED,

203 WATER STREET.

French Sardines.
French Petit Pois Fins.
French Haricot Verts.
French Champignons.
French Macedoines.
Imp French Plums, 1 and 2 lb. bottles.
Leaf Gelatine—Pink and White.

Huntley & Palmer's Biscuits.

Paysandu Ox Tongues.
Split Lentils.
Ground Patra Rice.
Ground Sweet Almonds.
Almond Paste.
Calve's Foot Jelly.
Mint Sauce.
Browning for Gravies.
Lemon Squash.
Creme de Menth.
Anglo-India Relish.
Sweet Pickles.
Lucca Oil.
Fresh Edam Cheese.

Chicken Breasts in Bottles.

Horlick's Malted Milk.
Maple Syrup.
Maple Sugar.
C. & B. Malt Vinegar.
C. & B. Distilled Vinegar.

Savory's Cigarettes—Turkish, Egyptian, Russian

NICKEL

The Motion Picture Masterpiece!

B. A. ROLFE Presents;

"MADONNAS AND MEN."

A story so startlingly realistic, so remarkably dramatic and so perfectly produced that it stirs to the very depths the emotions of all who see it. Nothing so tensely dramatic ever before conceived by the brain of man.

STARTLING—PRETENTIOUS—ASTOUNDING

COMING-- "FIRES OF FATE", featuring CATHERINE CALVERT and EUGENE O'BRIEN. A powerful social drama.

NICKEL

Produce and Provisions.

(From Saturday's Trade Review.)

Codfish—Five cargoes of fish were cleared for market during the week. Schr. Harriet took 2000 quintals from J. & W. Moore of Carbonara, the F. R. Forsey 4,941 quintals from Paton and Forsey of Grand Bank, the Ronald M. Douglas 3,540 quintals from T. Garland of Gaultois, and the Sualen 3,300 quintals from the Nfld. Produce Co. of St. John's all for Oporto. In addition to these, the Faustina is loading from Penny of Ramea the Little Princess from Baine Johnston & Co. and the Russell S. Zinck from Hickman's and will be ready to sail to-day. The schr. Dazle also sailed during the week, taking 1,444 quintals from Campbell & McKay for Barbadoes.

The Oporto market is still taking the bulk of our old fish shipments and the past week's consumption shows a decided improvement over that of the week before, having increased from 8,343 quintals to 10,457 quintals, while the stocks on hand showed a decrease of nearly 6,000 quintals.

There now remains very little old fish to be disposed of and exporters say that the new fish, when it begins to come in, will find clean stores.

Codfish—There is no change in the present condition of this market, the drop of \$30.00 per ton announced last week, being the only decline that has taken place, and it is thought \$30.00, the now prevailing figure will be sustained, although the future of the market is very uncertain and dealers are not inclined to make any prediction. During the week 15,000 gallons were shipped by the steamers Sachem and Belvernon cleaning up the bulk of remaining old stocks.

The price of new oil will depend on the prospect for Fall Sales. The indications are that these will not be large because of two facts. In the first place the leather industry is not at all what it has been reported and activities therein are greatly restricted. Secondly, the output of domestic or Pacific Coast oil for the American market is expected to exceed that of many years back. There is no reason as yet, however, to fear any immediate reduction beyond \$90.00.

Lobsters—This article is now in good demand and during the week the price has advanced from \$21.00 per case to \$24.00, a figure which is confidently expected will keep up for the balance of this month and throughout July. The English market is particularly anxious to secure our lobsters and London buyers are prepared to pay an even higher price than that named above if their requirements can be met here.

Flour—Latest market reports available show good business in flour during the week and prices have a stronger tendency. Considerable quantities of wheat sold for export and this is expected to continue for some time so that stocks will be well down before the new wheat is on the market. There is, however, no fear entertained for an actual shortage. Latest quotations show an advance of ten cents, making the total advance for the week about fifty cents with the prospect of further immediate increase.

Local stocks were increased by imports per Mapleawn amounting to 5,000 barrels. Leading brands are quoted this week at \$9.70, and other qualities from \$9.20 to \$9.50, a reduction of thirty cents from last week's quotations.

Pork—This market shows little or no change. Prices are holding firm and there was very little buying during the week. Imports by Rosalind and Belvernon amounted to about 1,000 barrels and there is now a fair demand for present local demands. Fat back is being quoted at \$29.00, Ham Butt at \$29.50 and Grocers Family Mess at \$42.00. All supplying is now completed and sales have been quieter than the previous week.

Beef—This market continues somewhat weak but will, as usual, become considerably stronger during July. There have been few local transactions during the week just closing and the demand has dropped off, following the close of summer out-fitting. Imports by steamers arriving since last report consist of 200 barrels by Sachem, 500 barrels by Belvernon and 550 barrels by Rosalind. Large shipments are to arrive within the next fortnight, but in the meantime there is sufficient to supply local demands. Quotations are the same as last week, namely: Bos Flank \$28.00, Family Special \$30.50, Boneless (New York) \$19.50, and Boneless (Morris to arrive) \$18.00.

Molasses—Stocks have been aug-

mented since last report by the arrival to Harvey & Co. of the schr. Sunset Glow from Barbadoes bringing 495 puncheons, 100 tierces and 300 barrels. There are two or more cargoes due to arrive within the next few days. The market has continued firm and will be stronger, it is anticipated, in sympathy with sugar. New Choice Molasses is selling locally at 65 cents by the puncheon and Fancy at 72c.

Sugar—The markets have remained steady at the advance. The distribution of sugar from Cuba at the present season has been 600,000 tons in excess of that of last year, but the stocks in refiners hands in the United States are said to be about the same. The European beet crop is estimated to be about the same as last year. The indications are that no cheaper sugar can be looked for in the near future. Local stocks were increased during the week by a small shipment brought along by the Sachem. Local quotations show a further increase since last week of twenty cents per hundred pounds. Granulated in barrels is now selling at \$11.10.

Potatoes—The Island market is somewhat stronger this week and latest arrivals are selling at an advance of twenty cent per barrel. Rather heavy imports were made within the past few days and there are now pretty large stocks on hand. Local potatoes are also offering in large quantities but the demand for imported is better despite the difference in the price. Imported potatoes are now quoted at \$3.80 and local from \$2.00 to \$2.50.

Hay—Hay continues weak as has been the case for a month past. The demand is now at the very lowest and only a few bales to meet requirements from week to week are being imported. There is practically no hay offering by local farmers and the price remains unchanged. Imported it is selling at \$63.00. The local crop indications are fairly good but a considerable strengthening of the market is certain.

Oats—This market which was easier last week shows a little stronger tendency, but transactions are practically nil. The small holdings of local dealers have not greatly increased since last report as the demand at this season is at its lowest. White oats are being quoted at \$4.00 per sack, and mixed at \$3.80. A small shipment is due by the Canadian Sapper from Charlottetown to-day.

TABLE BOARD.—Mrs. P. Butler is prepared to cater to a limited number of gentlemen at her Restaurant, 340 Duckworth Street, just East of Majestic Theatre, for Breakfast, Dinner and Tea. Rate \$1.30 per day. Phone 938 for reservations. June 17, 1922

Three E. E. E. Footwear.



Made by Archibald Brothers,
Harbor Grace.

Men's Underwear!

New Goods at New Low Prices.

Men's Balbriggan Underwear
65c. & 1.30 Garment

Men's Stanfield Underwear

Light to medium weights,
Ordinary Sizes, 1.80 & 3.30 gar.
Extra Large, 2.15 & 3.90 garment.

Boys' Stanfield Medium Weight Underwear
Prices according to size.

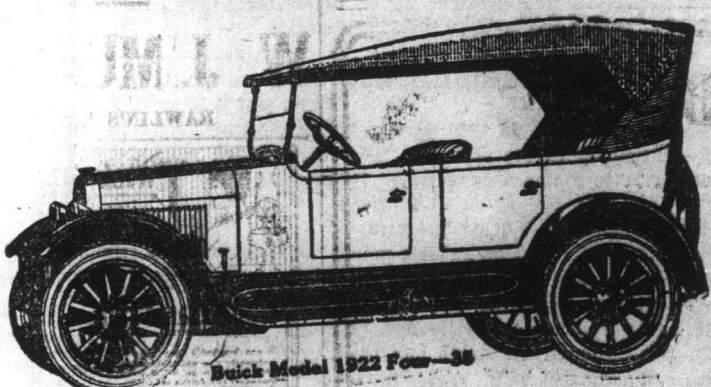
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may 27 a. to 4h. 12

Sunbeam Evaporated Milk

Absolutely best possible quality
Selling at 16 cents per tin.
P. F. MALONE,
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Forty-Three Years in the Public Service--The Evening Telegram



When Better Cars are Built, Buick will Build Them.

One need only look at the 1922 Buick Models running in St. John's to see why they offer such exceptional outstanding values.

An improved silent, powerful, and reliable Buick engine, with everlasting in-built serviceability, combined with high class body work finished in the Buick Canadian Factories, make the Buick Six and Buick Four cylinder models, cars that owners are proud of incomparably comfortable and distinctly the 1922 leaders.

Won't you give us the pleasure of asking for a demonstration? We have on hand models in a beautiful weather-proof Grey, also Black.

BERT HAYWARD,
Bank of Montreal Building,
Phone—Garage, 1149. Office, 507.
June 20, 1922.