

## The Evening Advocate

**The Evening Advocate.** The Weekly Advocate.  
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ST. JOHN'S, NEWFOUNDLAND, THURSDAY, MAY 1st, 1924.

## NFLD. FIRE PATROL

Few persons in the country have any idea of the scope or importance of the work of the Fire Patrol of Newfoundland which represents the only organized effort towards the preservation of our valuable forest areas, one of our most important national assets. An interesting pamphlet has just been issued by the Fire Patrol for the purpose of showing the public just what is being done in this direction and the manner in which contributions towards the movement are being expended.

The Association dates from the year 1910. Before that time individual efforts had been made to inaugurate a Patrol, but in the spring of that year a meeting of representatives of Timber Licensees was convened in St. John's by the Premier, Sir Edward Morris, now Lord Morris, with an object of forming an organized association to protect the timber limits of the country from fire. Since that time the Government have maintained their interest in the movement, and the Minister of Agriculture and Mines has always occupied the position of Chairman of the Fire Patrol.

Any traveller passing through the Country by train cannot fail to be struck by the continuous trail of burned land on both sides of the railway. At the time of the formation of the Fire Patrol all Limit Holders were at the mercy of the many fires which constantly originated from the railway, and so the main object of the Patrol authorities was—and has continued to be—the patrolling of the railway line in an organized and systematic manner after the passing of each train, so as to extinguish and fight every fire that occurred. The scope of the Patrol has naturally been limited by its finances; but each year a stretch of railway—some 282 miles long—from Burton's Grade on the west to Camp Pond Grade near Port Blandford on the east, has been patrolled.

The Fire Patrol is financed partly by an annual contribution from the Government and partly by the voluntary subscriptions of timber limit owners. The Government originally contributed \$4,000 annually and this amount has now been increased to \$6,500 a year. The subscriptions from individual limit holders were originally based on an average rate of 66 cents a square mile, but unfortunately some subscribers have not seen their way to maintain this rate. Many limit holders who enjoy the protection afforded by the Patrol subscribe nothing. It must be remembered that limits at a distance from the railway are protected just as much as those which are close to it, because it is impossible to say to what distance and extent a forest fire will spread unless it is checked. It is the earnest hope of the Committee that all limit holders in the Country will eventually be brought to see the necessity of supporting financially the work of the Fire Patrol.

The Patrol is under the management of a Controlling Committee which is elected at the annual meeting of representatives of licensees and others interested held in the Department of Agriculture and Mines, St. John's, towards the end of each year. This Committee elects its own Chairman and Secretary, and arranges all details in connection with the Section. The area patrolled is divided into twelve sections, and a local Superintendent is appointed in charge of each Patrol. Superintendents of sections are elected as far as possible from responsible people directly interested in timber and most of these gentlemen give their services free. Each Superintendent engages his own patrolmen, supervises their work, and forwards their reports to the Secretary of the Committee. In addition the Committee employs a travelling inspector who is constantly travelling over every part of the patrol area, and is in touch with the local Superintendents.

In its early days the Patrol was carried out entirely on foot, but after some years the present system of small one-man cars, known as velocipedes, was introduced and it was found that with the help of these men could follow the trains much more quickly and so arrange a more effective patrol with less labour and less cost, as one man on a velocipede can now do the work of two on foot. Each year the number of velocipedes has been increased until finally it is hoped that almost the whole area will be patrolled in this way, though on certain sections owing to the constant curves and bends of the line it may be found desirable for reasons of safety to retain the foot patrol. As the years have gone by the Committee has constantly endeavoured to improve the working system. Efforts have been made to dispose systematically of the brush and slash left lying along the right of way by burning it at the safe seasons of the year. Pamphlets calling attention to the dangers and ruinous loss caused by forest fires are provided in all passenger trains. Warnings against the danger of throwing lighted cigarettes, cigars and matches from trains are displayed in all smoking apartments. A very thorough inspection is made periodically by the officials of the Government Engineers Department of the ashpens and screen nettings in the smoke stacks of all locomotives and in this connection any engine which is found to be setting a number of fires is at once reported by wire to the Government Engineer, who gives instructions for it to be held up wherever it may be and examined and, if necessary, repaired. A very satisfactory understanding has also been arrived at with the officials of the Newfoundland Government Railway who do all in their power to assist the work of the Committee.

The table of statistics published below speaks for itself. The fact that during the period of the Patrol's operation—14 years—no less a number than 11,532 fires have been reported and extinguished or an average of 824 a year, speaks volumes for the necessity of a fire patrol, for it must be remembered that although many of these fires are quite small yet it is impossible to say to what extent a forest fire will spread if not checked at the very start. Thanks very largely to the more satisfactory condition and handling of the locomotives and to the better condition of the railway line, due to the removal of many of the old rotten ties and the destruction of the slash (though in this last respect much yet remains to be done), and due also to the gradual awakening on the part of the public to their responsibility as regards the number of fires reported is steadily decreasing.

Fires of a really serious nature, or that assume large proportions are becoming less frequent, but the principle of "safety first" applies as more, perhaps, in forest fires than in anything else, and it is only by increasing vigilance and the elimination of all possible fire risks that this more satisfactory condition can be maintained. The organisation of the Patrol has put a grip on the fire danger, but to enable the grip to be held tight the organisation must be maintained at the height of efficiency.

Appended is a list of fires reported since 1910:

Year	No. of fires extinguished	No. of fires per mile patrolled
1919	718	2.55
1911	940	3.33
1912	968	3.43
1913	1275	4.51
1914	1134	4.01
1915	755	2.67
1916	845	2.99
1917	911	3.22
1918	1123	3.98
1919	917	3.25
1920	755	2.67
1921	769	2.72
1922	263	.93
1923	159	.56

The extent of the Patrol's operations in the past has, of necessity, been restricted by the amount of funds available for the work. As has been mentioned, the number of subscribers has been very small. It is hoped that as time goes on more and more limit holders will realise the absolute necessity of the work and will support it financially. As more funds are available so the scope of the Patrol can be increased, more sections of the railway can be patrolled and more attention can be paid to other dangerous places such as trout streams, places frequented by sportsmen, localities favoured by holiday makers, sites of new roads, etc. At present a very large majority of travellers entirely fail to realise the terrible danger of forest fires both to life and to property, but the public mind can be educated to realise it. Each year's experience teaches us a little more regarding the most effective and economical means of fighting the danger, and where the most dangerous spots lie. The Government Department of Agriculture and Mines, the Government Engineer, and the Railway Management cooperate promptly and willingly with the Patrol Committee in its work. Much has been done in the past, but there is opportunity for much more in the future if only the requisite financial support is forthcoming.

### Final Meeting of Executive

The last meeting of the Warren Executive Government was held at Government House at noon today, when all outstanding minutes were confirmed.

It is likely that Premier Warren will announce his new executive to-day or to-morrow, when it will be definitely known who are to be the Government line-up for the coming election contest.

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## Opinions of the Press

### The Last Chance.

**Philadelphia Ledger:** The Dawes plan is not presented for the benefit of one side or the other, but it is designed primarily to help one Government against others. It is a blueprint of a plan that may be set up to take care of a huge financial problem growing out of the political situation made by the war. America as leader in world finance plays a part inevitable from the first but long delayed by the exigencies of politics. If Europe by common consent of the nations involved can take for granted the political status quo, the contemplated financial machinery can be put to work. If not, the political shake-down brought on by futile German resistance and divisions among the Allies must continue to a lower abyss of general demoralization.

### A Cause of Fiction

**London Daily News:** (The delay in the settlement of the Jubaland dispute with Italy has caused Italian suspicions of the intentions of Ramsay MacDonald's Government.) There is clearly no reason at all for these suspicions. The insubstantial grounds on which they are based may be indicated by the report that Signor Mussolini was irritated because Mr. MacDonald on his assumption of office sent greetings to France, but not to Italy. . . . In any case it is of the utmost importance that we should place our relations with Italy on a frank and friendly footing before open discussions begin again on the paramount question of the settlement of Europe. If it is true that Signor Mussolini has decided to follow Mr. MacDonald's lead and attend in person the next meeting of the League Assembly this may prove to be a matter of deep significance.

### News and Common Sense.

**Detroit News:** (Ambassador Kellogg has told Great Britain that British papers give a distorted idea of the United States.) The ordinary life of the people of the United States is not news to the people of Great Britain. They assume from their own experience that Americans breathe, eat and sleep, that Congress passes laws; that there are occasional violations of these laws, as there are in Great Britain and elsewhere. But when 110,000,000 people are prohibited from obtaining liquors that anyone in England can obtain by paying the price, the struggles of some of them to obtain illicit beverages becomes news and when scandals develop in a supposedly honest Government they are news. Only a fool, densely ignorant of life, would jump to the conclusion that all Americans consistently violate the Eighteenth Amendment, and that the United States is a country where political corruption flourishes.

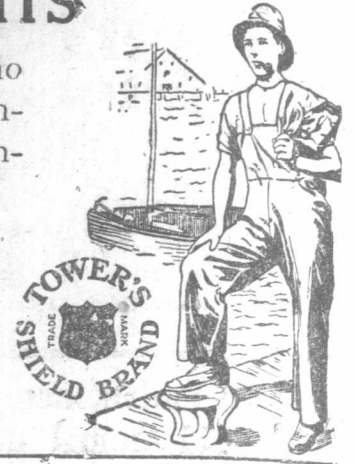
### Byron and Greece.

The monument to the memory of Byron which the Premier of Greece has unveiled at Missolonghi is apparently not the only one which is there. Byron's final resting place is in the family vault in the parish church of Huckwill Torkard, Notts, where many of his ancestors and his mother are buried. The spot is marked by a square slab of rosso antico presented by the King of Greece. But "the Greeks insisted upon having his heart," writes Mr. W. Bailey Kemping in The Fortnightly Review; "it is buried at Missolonghi beneath a magnificent monument. The effigy of the poet, girt in academic robe, looks toward Athens from a high divided pedestal. The

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Byron arms are incised below, and the base is gracefully stepped into three stages. Athens herself has provided the monument of 'Greece crowning Byron.' Elevated on a round base-work, the poet stands, soldier-like, and martial-draped, with right arm extended and hand open, as it were, for Liberty. The figure of Greece presents a right hand to his breast, and with her left is placing the emblem on his head. This is a really fine thing."

## Governor of Indiana Gets Ten Years Jail

**INDIANAPOLIS, April 30—**Warren T. McCray, who retired to-day as Governor of Indiana, was sentenced in the Federal Court to serve ten years in Atlantic Federal prison on the charge of using mails in furtherance of a scheme to defraud. In addition he was fined \$10,000. A few minutes before the sentence was passed Emmett P. Branch, at Martinsville, Lieutenant Governor, was sworn in as Governor.

Mr. W. Squires, of B. I. is in the city to-day.

AT THE CROSBIE—E. Simmons, Thos. Walsh, Harbour Grace.

## FRECKLES

Now is the Time to Get Rid of These Ugly Spots

There is no longer the slightest need of being ashamed of your freckles, as Othine—double strength—is guaranteed to remove these homely spots. Simply get an ounce of Othine—double strength—from any druggist and apply a little of it night and morning, and you should soon see that even the worst freckles have begun to disappear, while the lighter ones have vanished entirely. It is seldom that more than an ounce is needed to completely clear the skin and gain a beautiful complexion. Be sure to ask for the double strength Othine, as this is sold under guarantee of money back if it fails to remove freckles. Stenhouse, Ltd., 35 St. Francois Xavier St., Montreal, Que.

### Another Preliminary Hearing Started

This morning, at half past ten, the preliminary hearing of the case against J. Whitford McNeilly began before Judge Morris. A brief opening statement was made by Mr. L. E. Emerson on behalf of the Crown. Mr. McNeilly was not represented by Counsel but said he was ready to go on. Mr. H. A. Winter, who is associated with Mr. Emerson as special Counsel in these proceedings, was also in Court.

The first witness called was Mr. Sydney Hart, 2nd Clerk and Accountant in the Department of Agriculture and Mines. At 12.30 an adjournment was taken for lunch and the case will be continued at 3.30 p.m.

### POLICE COURT

Two young men drunk and disorderly yesterday afternoon on Queen's Street were arrested by Sergeant Stapleton. They were fined \$2.00.

Three drunks were discharged. A lumberman given in charge by his wife for assaulting her, did not appear to the Court to be mentally responsible for his conduct. He will be examined by a doctor and will probably be kept in charge until the liquor is gotten out of his system.

Two girls were convicted of disorderly conduct. Constable Cahill told the Court that he found them in a doorway on Water Street West Sunday evening. Their language was trifling, so the officer said, but they denied. One of them admitted using blasphemy. They were fined \$2 each.

### SUPREME COURT

**Gladys Higgins vs. Joseph Nosworthy, Administrator of Ernest Nosworthy.**

Money was deposited in the name of Ernest Nosworthy in a joint account. The sister claims as survivor she is entitled to the money. The father claims the money belongs to the estate. This is the second argument of the legal position before Mr. Justice Kent. Mr. John Barron, the plaintiff, Mr. J. G. Higgins for the defendant.

Tomorrow the hearing of the case against Magistrate O'Reilly of Pictou begins.

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