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—ADDRESS—

THE NEWFOUNDLAND FOX EXCHANGE,

P. O. Box 67

St. John's, N. F.

(Continued from page 6.)

from the time we get fish in the store until the season is over.

Fish that we carry over winter we spread that in the spring of the year. We keep putting fish upon the flake until the end of the season when we get a fine day. We had no flake there the first year we bought the premises. I don't think we had the flake there the second year. I think the second or third year we handled 20,000 quintals. To the best of my knowledge I don't know whether it was the second or third year we handled 30,000 quintals. We dried some on the wharf, I don't think we had a flake that second year, but since the flake has been built that is where we dry the fish.

Handled 20,000 Quintals

Fish dries better on the flake than it does on the wharf. We handled 20,000 quintals of fish there the second or third year. I don't think we had the flake there at the time, but we dried the fish. I suppose we dried it on the road and wharves.

We have about four men constantly employed on the premises, laborers, clear of two store keepers. These four men are employed at different things, everything that comes along. Two of them are carpenters to do carpentering work; they are at fish and various things all the summer. These men are paid by the month. I think they get from \$24.00 to \$32.00. One I think is paid \$24.00, another I think is paid \$32.00. I am not so certain if he is getting \$32.00, and he may be getting more. These men may carry goods from the reserve shop to the store, but if they are heavy goods they get the men on the wharf to help them. The heavy goods are such as molasses, pork, tar, etc.

We keep tea, leather, etc., in the upper store. We have two wharves there to the west stores, and there is a wharf here from the salt store. We keep brushwood in that store, and cod oil, and there is a lot of brick in one end of it now. We have nothing by the side of those wharves at the present time. I had a vessel there this winter and wouldn't let them keep there. I don't spend very much of my time at Trinity. I go there and spend one or two days and go away, and an away for perhaps a month or a fortnight.

Not Used Continuously

I can give you the names of some of our vessels, but I can't give you the names of the vessels going there. During the summer months those wharves are not continuously used and occupied; perhaps for a fortnight or three weeks there wouldn't be a vessel there. The wharves are only there for provisions for the vessels to come in the spring and take in supplies for the fishery, etc., and in the fall of the year to land fish, etc., and take in supplies then. There are times in the summer, two or three weeks, and there mightn't be a vessel there.

The fish brought to our premises comes there in crafts, and the goods that come to our premises for the purposes of the shop come by water also. The store keeper looks after the landing of the goods. I cannot tell you the quantity or value of goods that we get from this reserve store to the shop. You are always taking goods back and forth because it is sort of a supply store.

I base my estimate first that I will be deprived of the use of the gallery to the store altogether. I was told that the road was so near the wharf that it would go down too far. I claim that there will be an interference with the other rights of way to our premises. Nothing will be so convenient as it is now. It will be steeper in some places if two men were going up a hill with a load on their fish barrow than if they were going on a level. They would have to carry goods to the store. Everything that comes into my shop has to go over there from the wharf. All stock that comes into my shop got to go across these rights.

Trade Considerations

Suppose, for instance, I carry on business one hundred feet from a place where a steamer calls and another man seven hundred feet. If the other man who carries on business

seven hundred feet from where I carry on, if I sell my goods for a certain price it is useless for him to put a bigger price on his goods because he could keep them in his store and never sell them. Taking into consideration the conduct and management of his business a distance of one hundred or two hundred feet would be no use in that way, but he can't handle as much, he can't do as much in a day, therefore it will cost more, but he can't put the extra cost on his goods because if he did he wouldn't sell them.

The inconvenience is when we will lose that brick there. We go upon that principle that we will lose that brick. We estimate that that interference is going to be worth \$100 a year to us. We may find actually that it will be worth \$200, but we may find that it will be only worth \$50. That railway is going to either build up or depress, consequently it will be a rise and a fall whichever way we look at it.

Short Cut.

We use the steps for a short cut getting to the store quick. It is open to the public, the public use it, my store-keepers use it, my shop hands use it. That gallery to the store was there when I bought the premises.

I carry \$9,000 insurance to the best of my knowledge. The premium we pay is from 1 1/2 to 2 1/2. We pay 1 1/2 on fish stores, 2 1/2 on the shop.

I don't know how many building lots can be had out of this unoccupied land myself. I thought that 5c. per square foot was a reasonable rate for it. I don't know how I arrive at it. I don't know if there are plots of land being laid out as building lots in Trinity. I cut hay off one meadow and had the other for grazing. We cut five to six tons of hay. It didn't cost much to cut that hay off it, because we got our hands at it. I can't tell you how much it cost to raise the hay. Cows do be grazing in the other place. They don't belong to me; I have no cattle there. We rented it to the same people. We got \$10 for it because Mr. Lockyer, who formerly had it, we let have it at the same.

Mr. Lockyer I may say had charge of this place for the owner after Mr. Bremner left it, and he had let it to some man there for \$10, and when we went there we let him have it for the same. No rent was paid by any of these parties to me. I get 25c. per year for MacFarlane's place. The people whose names are marked here own this land as far as I am concerned. I had no interest in it. We have an interest in the property adjoining here. The land outside here is all I may say a cliff. There is a public road here and it runs up here to the high street. There is a magazine for powder built on this place here.

Not Sure.

I don't exactly know how the railway is going to keep us from docking in that cove, it comes along here. We put the anchors ashore up here on the bank. We run the vessel in head on. If we want to get at her stem we bring her in stem on. I don't think the tide goes over that beach at high water. There is a beach there, it is on that beach we put her bow or stem as the case may be, and then over part of this beach the tide ebbs and flows.

I consider the risk of fire would be greater by the train going along there and fire and ashes going out, and where we pay \$9000 insurance now I think we will have to pay pretty well our full insurance on them. We know that the railway has set the woods on fire and we have lots of fires since the railway has gone through as far as this. I understand they have put up the rate of insurance as soon as the railway goes in there. So far I am led to believe they will put up the rate.

We claim interest on whatever award is made because it is a customary thing, we are entitled to this thing this way because I thought this would be settled long ago. The statement of claim was never asked for until this year not to my knowledge.

Docking

The amount of labor paid for the place for docking was done by our own men and the schooner's crew. We don't do much docking in that cove. This \$400 we claim is only an esti-

RAILWAY ARBITRATION AWARDS MADE TO THE RYAN'S AT TRINITY

mate, \$20 a year for 20 years. I have docked vessels at Indian Arm from King's Cove. I had a vessel there last winter, she wanted a good bit of repairs, and she was in the harbor a fortnight running before she could get on the dock. I had my men on board that vessel, they were paid from the time she left Trinity until she returned. We couldn't dock her at Trinity, she wanted too much repairs. We put a piece of stem or a piece of keel in the head or stern of the vessel.

We make up that estimate of \$4000 for carrying the fish that extra distance on extra labor. To the best of my knowledge it would cost four times as much to carry the fish over there than where we intended to make the flake there. With 100 quintals it would cost four times as much as if I had that 100 quintals on my own flake where it is now.

We employ 12 hands to spread out that amount of fish in the morning and turn it over and after they come from their dinner. Take out fish in the morning on a fine day, we may not be able to turn it over until after dinner, the fish may not be dry enough. That 12 hands will be employed pretty well all the time. These men would take out 100 quintals.

Hold 100 Quintals.

The flake would hold 100 quintals to the best of my knowledge. We give the men engaged at that work from 80c. to \$1, there is a couple at \$1, I don't exactly know, say two at 60c. and the rest at 80c. We wouldn't have

always the same class of men, sometimes we may only have boys, it is all according how they would come along in the morning. They would work from 8 to 9 or 10 hours at that, sometimes they handle it quicker than they do others. I regard four men in the stores putting it on the wharves, four men taking it out, and four men putting it on the flake. At the present time we have just got to go up over the end of the store and on to the flake.

If I could dry the fish close to the store there that is where I would dry it and not carry it the 450 feet, but there is no wharf or other place that I could dry it better than the flake. It would cost more to put it on the road, but I don't really know how much. It is only natural to suppose the further I carry it the more it will cost. We don't dry all our fish on that flake.

As I said before we spread it on the wharf, the wharf is suitable, but some days we can't get any of it on the wharf after a heavy frost or snow. We always put fish on the flake first.

Would be Available.

(Examined by Mr. Howley)—The longers and beams in the present flake would be available for the new one and a lot of the posts, a great many of the posts, possibly half of them, the others would be too short. More than half the material in the present flake would be available for the new one. A lot of the posts wouldn't come in, they would be too short. I should say that from \$50.00

to \$70.00 is the value of the material in that flake which we could use in the new one.

As to the railway depriving us of the use of that dock, as far as I can see the railway will go out over the beach on the inside part, and there would be no way that we could put an anchor or chain in over the line to secure the vessel to keep her in. It is absolutely necessary to secure the vessel in that way to do the work, and with the railway there it will be impossible to do that without putting the anchor chain in over the line. I think the railway will go along on the outside part of that beach.

Speaking of those meadows, the one meadow I may say is rented for \$10.00 a year for grazing purposes. It is only for the summer for people to put their cattle there. I consider that I would have to cancel it like if the cattle were put in there the 1st July to go along till the end of October. There is no term or anything like that, just the other person has it for the summer months.

Didn't Lease It.

This other piece that pays 25c. per year ground rent, I had nothing to do with the leasing of that. It falls in my possession in about ten or twelve years. They had rights under an old lease which expire in ten or twelve years. In Mr. Bremner's time he used to collect this 25c. from the person who occupied it. I sold one piece of that land since I bought it, I sold that last spring. I sold it for

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Agent Ford Washer,

BOX 294

ST. JOHN'S, N.F.

\$180.00. I didn't sell any other land, but I had applications. There were two persons trying to get another piece. They were trying to get that piece, that is lot marked No. 5 on our plan.

I was asked what I wanted for that piece of land, and being asked, I thought that the person had no intention of buying, and I said, well, about \$450.00. After a little talk the person who was treating with me left the office and went out of door, came in in about ten or fifteen minutes and asked me right off then, would I accept \$450.00, and I said no, I wasn't prepared just then. Then I was asked if I would give him the first offer for it when I was going to sell, and I said I would. That happened, I think it was last April.

Another person was asking me for another piece of land up here on the other side of the road, but I refused. I said that I would give him an offer for it later, and that same person had asked me, I suppose, four or five different times whether I was prepared to sell the piece of land, and I said no, I wasn't.

Didn't Know.

I really can't remember when I got a notice that my land would be required for railway purposes. I immediately appointed my arbitrator when I received the notice. I don't know that I was asked to go to Trinity to arbitrate last January twelve months ago, but I think my brother was. That was in January I think. We met in Trinity a month or so ago to proceed with the arbitration.

We intended to build a flake there by the other store, but we didn't last summer in fact for the past two summers. I don't know that you can build a flake anywhere else than the site marked E; it is the best place that I know of. I told Mr. Gibbs that I used the wharves for spreading fish, and also used the road before and since we had the flake. We want a flake space in addition to any spreading that we may do on the road.

I may say that people now have got in the habit of ship their fish off more than they did when we went there six years ago. I put a good difference in men trying to ship their fish off in a damper stage than when we went there. I told Mr. Gibbs this morning that our wharves would be utilized for a considerable length of time, that would be after the Labrador men went away, and before the fish would come in.

Pretty Busy.

After the fish would begin to come in we would be pretty busy some days, and more days we wouldn't be doing much. We would dry some of it on our wharves if we could manage it although on this long wharf here we can't get labor enough. I may say we have rails laid down to take along the fish there as we can't get labor enough. When we are landing from a fore-and-after we run this trolley with two or three barrows of fish on it and run it over here.

I may say that we have a schooner called Our Lady comes into the wharf, and we put the fish from her on the skete and take the fish to the store, she is a craft of 47 tons I believe. There is water deep enough to float a schooner. We can't build a flake there because in the summer months and September we are very busy and skiffs come along and crowd in here.

Now in addition to the ice in winter there is a further objection that that is the deep water and interferes with the fishing boats, etc., coming in here during the summer. If we knew it was going to be a fine day we would put fish out as soon as the men would come to work, that would be six o'clock in September and October, then late in the fall we would begin at seven o'clock. We wouldn't have the sun at six o'clock, nine o'clock in the morning on the inside part of the flake; it would go I think till about four or five o'clock. That is some seasons of the year. I would say from the 1st of August till the last of September it would go that way, then it begins to shorten as we get nearer the fall.

We get the sun on the outside part of that flake near the road quicker than we do where the store is. During that busy season of handling the fish we can never get enough of people, we always take more if we could get them. Some days we would have

ten, some days fifteen, and some days twenty, all that we can get. We can always find work for more if we can get them when we are at the fish.

No Agreement.

(Examined by Mr. Gibbs)—Referring to the piece of land which was rented during the summer months, I have no agreement, there is no agreement on anything, but I can take it back. All I know about that house is that we collect this 25c. a year from the person who was in the house. I sold that piece of land since the railway was projected towards Trinity. I sold that to Mr. Christian, and those other applications I have had for land have been since the railway was about to be built there.

The second application was I think before the road had been laid there at all, but the contract had actually been made for the building of the railway. Some days during the summer there would be boats or trap skiffs there, say seven or eight skiffs, there might be seven to twelve some days, and some days there would be more. I appointed an arbitrator immediately after I got the notice. I don't know if I got a notice at all. The person appointed first to arbitrate upon the property was objected to by the Department of Justice.

Best Place to Dock.

(Examined by Mr. Goodison)—It isn't possible to do our docking there the same as in this other cove. This cove it is all overhanging unless we have a chain and anchor from the shore put down in a hole in the earth, and it is that overhanging that does the business. We got a vessel hauled up there all the winter and she is pretty safe. She is 35 tons. It was cheaper for me to send a vessel there and put a piece of keel in her or any work I had to do then send her on to St. John's.

I was asking a young chap who was with me at the time, and he told me we had one year 20,000 quintals of fish there. We had the stores full. We were shipping it away as fast as we could, putting it in casks and shipping it away. We had it in September, and we had all that fish or nearly all gone away about the middle of January, a little more than three months. A certain portion of it we would be carrying over the whole winter. I put very little insurance on our fish, one thousand dollars that is all I ever had on it.

I wouldn't make such a claim if the railway had gone just clear of my property. I think I should have had a claim. I think my premises are more in danger than if there was no railway. If it went along on the road, that would not be on my premises at all. I think I would have had a claim for compensation for insurance.

Size Flake.

That flake I claim \$250 for is about 90 feet x 30 feet. It is a longer flake. I don't think I can buy longers 30 feet. To the best of my knowledge I don't think you will get many longers in that flake 20 feet long. I think you would have to pay ten or twelve dollars a hundred taking the mat twenty feet. Running them along then for 90 feet you will find that you will get 540, and then putting another 50 per cent that you will get \$800.

If I save enough material out of the old flake there is the labor of taking down and putting up. We get some longers up at Bonavista but we can't get any in Trinity. The flat rails in the side of the wharf we pay twelve to fourteen dollars for those. To the best of my knowledge we spread about 100 quintals of fish on that flake. We take from one hundred to one hundred and twenty quintals of fish off that flake, that is shore fish. Shore fish will spread much better than Labrador. I never asked the underwriters that there would be any increase in the rate of insurance.

(Examined by Mr. Howley)—When I bought that premises for \$5900, I didn't mean that that was the value of it. I knew it wasn't the value of it. Certainly if it was the value of it I wouldn't have taken it. As I said before I consider it was worth five times as much as that.

I don't think the place was being filed many years. There was no business carried on in the place when I went there, and the first summer when I took it (I bought it in March) the next summer I had several men there fixing it up during the summer, posting it and shingling it.

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