

The Evening Advocate

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ST. JOHN'S, NEWFOUNDLAND, SATURDAY, AUGUST 30, 1924.

MAY ABUNDANT SUCCESS FOLLOW YOU OLD FRIENDS

A few minutes before the last issue of the Weekly Advocate from this office went to press yesterday afternoon we were in receipt of the following press message from Port Union:

"PORT UNION, August 29.—S. S. Miranda sailed for Spain, Italy and Greece last evening with 18000 qtls. codfish, shipped by the Union Trading Co. The S. S. Trost is due here from Glasgow and will also load codfish for the European markets, taking a full cargo for the Union Trading Co.

The first issue of the Fishermen's Advocate published here will appear Monday. It will be similar in tone to the Advocate of former years and is likely to wield an influence equal to the good old days when all feared its utterances and criticisms."

On Monday in the Fishermen's own town will appear the Thunderer of the North. May abundant success attend and follow your every issue, old friend, until that day dawns which Sir W. F. Coaker, your founder, so earnestly works and prays for, namely, that our Island Home shall be made a land of peace and plenty.

We fear not that in its new northern home the Fishermen's Advocate shall, as in days of yore, wield an influence for RIGHT such as will make it feared by all who would oppress the toiler, and loved and respected by every man who stands in rain or sunshine for the policy and principles of the F. P. U.

NEWFOUNDLAND LABOR MUST BE PROTECTED

The protest of the Advocate in yesterday's issue against the action of the Armstrong Whitworth Company contracting with Canadians for a huge cut of pulp wood to extend over a period of years, and the importation of Canadian lumberjacks to take the place of Newfoundland work men, has created an intense feeling of resentment amongst the labouring classes of this city. In fact citizens generally throughout the country when they realized the import of this invasion of the rights of the workingmen of the country in such a barefaced fashion are of one mind, and that is immediate action is imperative on the part of the Government to prevent this brazen attempt to rob the loggers of the country of their means of livelihood. Not alone are actual choppers of wood to be supplanted by foreign scab labor, but the contractor who should be given a chance to engage in the logging enterprise is in a great measure eliminated if it be true that 125,000 cords of wood are to be cut annually by this W. I. Bishop Co.

The Government met last night, and we are not in a position to state if this matter of vital importance was thought worthy of consideration. The mouthpiece of the administration is ominously silent on the issue. A contemptuous silence on the part of the News is always characteristic when the average Newfoundland workman has his case up for consideration. The Robinsonian way to stifle comment is to ignore the protests of the people in their everyday concerns and to engage in the discussion of Imperial Affairs.

That of course is a cowardly attitude; but then the people are quite wise to the shut-mouth policy of the News when there is the remotest prospect of its running contrary to wishes either expressed or implied of its Tory bosses, from whom it expects to receive a plentitude of Government pap. But have a care, gentlemen, of the Government. Your apathy and neglect will bring a swift and sure condemnation. The issue has been placed before you. Delays are dangerous, and again we demand action to prevent this gross discrimination, and protest in the name of the people of Newfoundland against the importation of Canadian lumberjacks to take the bread and butter out of the mouths of Newfoundlanders.

The Railway

Elsewhere in this issue will be found a letter which we copy from this morning's Daily News. We are in entire accord with the views of Newfoundland in so far as he shows his appreciation of the management of the Railway under Mr. H. C. Russell. The first and most essential matter in connection with the efficient management of the Railway is that the Commission recently appointed refrain from forcing political heels into jobs of prominence in the railway service over the heads of experienced men and employees who have grown up with the service. Such interference with the internal management of the Road means disorder in the ranks of the employees and inefficient service. Undue criticism will not be forthcoming from us; but if some of the rumours afloat are true, then Messers the Gentlemen of the Railway Commission, you will collectively and individually hear something drop.

Our Railway

NEWFOUNDLANDER'S TRIBUTE TO MANAGER RUSSELL

The Editor,
Dear Sir:—Throwing stones at our windows is just the attitude that has retarded advancement, and appears to be the disposition of vulgar minds in ridiculing and vilifying that which they cannot understand.

Under all the rapping and rock throwing, the Railway in this country under the wise and judicious management of H. J. Russell, since 1923, took good care to do some rip-rapping while the doing was good. Railway men are too familiar with the meaning of rip-rapping and its importance in railroading for our local men to overlook the fact that the present General Manager of the Newfoundland Government Railway is the right man in the right place.

The late Lord Shaughnessy started as a boy in a very minor position on the Canadian Pacific Railway, but by his ability he eventually became the practical man at the head who understood everything from handling his men to building, operating and extending this most famous Railway. He made it a financial success although for many years they were often in a tight corner.

The present General Manager of our own Railway is a Newfoundland who has the confidence of every employee working for the good of the Railway and for whom everyone of them will work without stint. He too had his start in the fashion of the men who made "C.P.R." famous. Beginning as an office boy in September 1906, and receiving transfer to the office of the Superintendent Rioux in June 1907, he was soon marked for the advancement that continued up to the arrival of General Manager Morgan, who was quick enough to realize that his right hand man was to be a man who knew his job, thus the appointment of H. J. Russell in August 1921 as Chief Clerk to the General Manager, and again in June 1922 Asst. to the General Manager and finally successor to Mr. R. G. Morgan as General Manager in July 1923.

I will go further and state, without fear of contradiction, that if the Railway is to be run successfully, he is the man to do it. In the past it appears that no attempt was made to make ends meet or put the Railway on a paying basis, but a few days ago we find a slight change in the old time Table released two first class locomotives, valued at \$30,000.00 each, two baggage cars valued \$5,000 each, two second class cars valued at \$9,000 each and two day coaches valued at \$12,000, or avoiding the necessity of new rolling stock to cope with the increasing traffic throughout the country. The saving was brought about by using three trains to do the work of five schedules offsetting the necessity of assigning an entire train equipment to any one schedule, and further realizing another saving of about forty thousand dollars per year in operating expenses.

The Minister of Railways for Canada, in submitting to the House of Commons, May 28th, the annual statement of Canadian National Railways, made an eloquent appeal to the Members of Parliament for a square deal for the Government owned and controlled road.

He said in part,—"If we are going to make a success of this enterprise, we must allow it to function approximately under the same conditions as a private company, and in respect to the work of Sir Henry Thornton, knowing something of the energy which he throws into his work, it is a marvel that even his strong physical frame is able to bear up under it. As he has stated himself many times, his one ambition is to make a success of the

Canadian National Railways. I again appeal to the people of this country to give him a square deal, and an opportunity to accomplish that object."
Following this, Arthur Meighen, leader of the opposition, assured the House, he was a staunch supporter of the Government enterprise. He added,—"I am one of those who believe we have launched the right machinery by which we can best of all hope to make a success of this great enterprise."
We read admiringly of the Canadian Pacific, and we watch from day to day the progress of the Canadian National right here before us, and stretched all through the country, we have the Newfoundland Government Railway, with immense opportunities to make it a paying proposition. Newfoundlanders are proud of things done well, and to change another long felt disgrace into a thing of pride, we will embark upon the right mission when we decide one and all to put the swing in railway matters that the Canadians put in their railroads.

NEW YORK WELCOMES THE PRINCE OF WALES

NEW YORK, Aug. 28.—Edward Prince of Wales arrived today. Three airplanes hovered over his ship, while thousands ashore and on small boats around Boregas strained their eyes for a sight of the distinguished young Englishman who is making his second visit to the United States. The Prince was completely surrounded by newspaper correspondents and reception committees. He shook hands with few of them and in response to a few formal questions made a hasty search through his pockets for his written statement, finally turning to Major Solbert, his American aide, he said, "I've got a written statement somewhere, where is it." While the statement was being found, more queries came from the journalistic group, and the Prince in reply said: "I am happy to be in America. I like your country very much. The fact that I came over here for a holiday is the best I can say in that direction." The only display of any sort was airplane escort, which circled around the Berengaria as she steamed into the Bay. From one of the planes addresses of welcome, written by Governor Smith, and Mayor Hylan, were read into a radio transmitter, while the Prince listened. The liner bearing the Prince did not fly the Royal Standard, the visit being nominally unofficial.

CHANCELLOR MARX THANKS REICHSTAG

LONDON, Aug. 28.—On the occasion of the adoption of the Dawes report Chancellor Marx has issued in the name of the German government, a proclamation thanking all the members of the Reichstag who have contributed to bringing about this result, says a Berlin despatch to Reuters. The proclamation proceeds to explain the attitude of the Imperial government with regard to the question from "war guilt" as follows: "That the statement made by us in the Treaty of Versailles, under the overwhelming pressure to the effect that Germany had let loose the world war,



E. Stuart Taylor
Who has been appointed General Superintendent of Agencies of the Crown Life Insurance Co. Mr. Taylor has been associated with the Sun Life of Montreal for the past eighteen years, latterly as Secretary of Home Agencies. He enters his new position immediately and will reside in Toronto.

through her aggression is contrary to the facts of history. The Imperial government declares that it does not recognize this statement, and that it is the just demand of the German people to be freed from the burden of the false charges; until that is done, and so long as a member of the committee of nations is branded as a criminal to humanity, no true understanding and reconciliation between the peoples can take place. The Imperial government will take the opportunity of bringing this declaration before the notice of foreign governments.

German Reichstag Adopts Reparations Agreement

BERLIN, Aug. 29.—The German Reichstag today accepted the Dawes Reparation plan agreement concluded at the recent London Conference by adopting a vote of 314 to 127, the necessary two-thirds majority, the railway bill to put in effect the provisions of the London Agreement. Nationalists Deputies voted in favour of the measure. The German Nationalists whose open opposition to the agreement and whose attacks on it during the debate yesterday and to-day had made the result of the voting problematical, voted in favour of the Railway Bill but against the banking bill, another of the Dawes measures which nevertheless was adopted by a vote of 295 to 172, the two-thirds majority being necessary for this bill.

Newfoundland

God bless dear Newfoundland, Hold her in heart and hand, Father we call, From all enemies defend, Be her faithful friend, Crown her at the end, Greatest of all.

Give her prosperity, Keep her true people free For ever more, From Thy Almighty Throne, Guard Thou her safe, alone, Bless Lord, our native home, Guard Thou her shore.

God save our Glorious Land, On her Thy peace descend, Throughout all time, Lead Thou her people right, Be their bright guiding Light, Protect them by Thy might, All praise be Thine.

Lord keep dear Newfoundland Firm ever may she stand Under Thy wings, Prosper her as of old, O'ra, Bless her manifold, Lead, Lead her to The Victor's Goal Great King of Kings.

Selby Hawkins Aug., 1924, Chelsea, Mass.

The Whole Truth

A clergyman called away suddenly and unable to officiate at the services in his own church entrusted his new curate with the duty. On his return he asked his wife what she thought of the curate's sermon. "The poorest I ever heard," she declared; "nothing in it at all." Later the rector, meeting his curate, asked him how he had got on. "Fine, sir," replied the curate. "I didn't have time to prepare anything myself, so I preached one of your sermons."—The Continent.

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