

# 145 PRIZES

IN THE  
C. C. C. FINANCE COMMITTEE  
ELECTION SWEEPSTAKE  
1923  
PERMISSION GRANTED.

## PRIZE LIST:

1st—Total added vote of all candidates	500.00
2nd—Total added vote of all candidates	200.00
3rd—Total added vote of all candidates	100.00
4th—The vote of the highest elected candidate	100.00
5th—The vote of the highest defeated candidate	100.00
6th—The vote of the lowest elected candidate	100.00
7th—The total number of ballots polled in the election	100.00
8th—Total added vote of all candidates for St. John's East and West	100.00
9th—Total added vote of all candidates for Burgeo and LaPocle	25.00
10th—Total added vote of all candidates for Harbor Main and Port de Grave	25.00
11th—Total added vote of all candidates for Burin and Bay de Verde	25.00
12th—Total added vote of all candidates for Placentia and Fogo	25.00
13th—Total added vote of all candidates for St. John's West and St. Barbe	25.00
14th—Total added vote of all candidates for St. John's East and St. George's	25.00
15th—Total added vote of all candidates for Bonavista, Burin and Ferryland	25.00
16th—Total added vote of all candidates for Trinity and Twillingate	25.00
17th—Total added vote of all candidates for St. John's East, Bonavista, Fortune Bay	25.00
18th—Total added vote of all candidates for St. John's East and West and Placentia	25.00
19th—Total added vote of all candidates for Trinity, Bonavista, Twillingate, Harbor Grace	25.00
20th—Total added vote of all candidates for the three seat districts	25.00
21st—Total added vote of all candidates for the two seat districts	25.00
22nd—Total added vote of all candidates for the one seat districts	25.00
23rd—Total added vote of all candidates for three seat and two seat districts	25.00
24th—Total added vote of all candidates for St. John's East	25.00
25th—Total added vote of all candidates for St. John's West	25.00
26th—Total added vote of all candidates for Harbor Grace and Carbonear	25.00
27th—Consolation on each side of 1st Prize—2 at	25.00
28th—Consolation on each side of 2nd Prize—2 at	10.00
29th—Consolation on each side of 3rd Prize—2 at	10.00
30th—Consolation on each side of 4th Prize—2 at	10.00
31st—Consolation on each side of 5th Prize—2 at	10.00
32nd—Consolation on each side of 6th Prize—2 at	10.00
33rd—Consolation on each side of 7th Prize—2 at	10.00
34th—Consolation on each side of 8th Prize—2 at	10.00
35th—Consolation on each side of 9th Prize—2 at	10.00

100 Come-and-see-me Tickets at \$2.00 each.

## GUARANTEE:

We, the undersigned, guarantee that the amount of the Prizes, as per the Prize List advertised, will be paid.

*Chas. O'Neill, Conty*  
Chairman C. C. C. Committee.  
Lieut.-Col. C. C. C.

## CONDITIONS:

In the case of Prizes Nos. 2 and 3 a fraction of a vote will count as a whole.  
In the case of Prize No. 8 the number of ballots polled will be decided by the official notice.  
All other Prizes will be awarded on the addition of the votes polled by all candidates as they appear in the different counts.

## Sweepstake Committee:

JAS. J. MAHAR P. F. COLLINS  
J. T. NANGLE J. T. WALSH, Treasurer.  
Three Chances on a Ticket. Tickets 10c. each.  
April 14/23 (Cut this out for reference.)

## Durant Cars!

A shipment of Durant Cars are here and are open for inspection. Let me show you how superior those cars are compared with others that sell for more money.

Free Storage on all Durant Cars. Catalogue and demonstration, from

**Parsons, The Auto Man,**  
KING'S ROAD.  
Apr. 16/23, 8mos

Four Years in the Service of  
the Public—The Evening Telegram.

## West St Barbe.

### Where Glaring Electoral Anomalies are Freely Discussed and Condemned.

J. D. HENRY.  
(Final Article.)

Port Saunders.—(By Aerial Mail, Delayed.)—A well known Newfoundland timber and mining pioneer recently landed at St. John's from the Rosalind and gave the Evening Telegram a brief interview in which he suggested a miscarriage of justice in the Bay discovery and development honours. What alone is of public interest, if only for humane reasons, is that Port Saunders and Hawkes Bay have this winter saved north-west St. Barbe from starvation. This is an undeniable fact. Without the work provided, the wages paid and the food landed and stored at great risk and expense at Hawkes Bay the people of this coast would now be engaged in their first real life-and-death struggle with the wolf of poverty.

#### NEW TIMES STARTED A YEAR AGO

The earlier Newfoundland historians do not mention this shore. The first discoveries on the east coast, and wherever mention is made of the growth of the fishery and the possibilities of industrial and agriculture development nothing further north of the Humber valley was taken into account by early travellers and writers. Hawkes Bay, called Hawke Harbour on the Admiralty charts, was terra incognita until less than two years ago. The real credit for its discovery as a natural town site and shipping port must be given to the Aerial Survey Company—Messrs. Butler, Cotton and Bennett—working through the Hawkes Bay Trading Company. It is a discovery of the aeroplane, which brought these three young pioneers to the scene of their present business activity, and it now enjoys the distinction of being the first aeroplane centre on the west coast. It is linked by aeroplane with St. John's via Botwood and is the halfway stopping place on the aerial route to Labrador. The bay has now postal and telegraph facilities and its first claim to be considered a port of the Colony is based on the fact that the coastal steamer makes regular calls and also that the English steamer Penare took away the first cargo last year and that four or five vessels are expected this summer. Mining claims have also been taken up and the bay is now boldly on the map with a bright future for its new activities.

#### SINGLE MEMBER REPRESENTATION A FARCE.

I have woven into these travel articles the distressful story of the chief needs of the coast. These make a catalogue of troubles and grievances which are a standing condemnation of St. Barbe's faithless and useless representation and a strong argument in favour of a redistribution scheme which will terminate the divisions single member farce so frequently referred to in the newspapers. The coast is full of trouble, ashore and afloat, and it was the Government's mismanagement of shipping on this coast in the late fall which led Capt. James Barry, of Bay of Islands, to sarcastically declare in the Western Star that the West Coast has ceased to be a part of Newfoundland, while the same paper, supporting the Government, but sane on this redistribution question, has published several extremely informative and statistical articles showing the proportional anomalies of the electoral system, the injustice in the cases of St. George's and St. Barbe being most glaring when comparisons are made between them and the over-represented districts of Conception Bay.

On this coast we badly want all-the-year-round industries, and as we have so many signs that these are coming along we require, for this and many other reasons, better representation in the House of Assembly than we have had, or can ever hope to have, with a single member. This is a freak division. Two of the well known reasons why the west is neglected are St. John's indifference towards western aspirations and business progress and the failure of the west to wish and work efficiently hard for a fuller representation in the House of Assembly. So long as the miserable political life of St. John's remains what it is—the forcing house for the keeping of political appetites at white heat—so long will the West Coast be neglected and the prosperity of the people be checked. It is a mistake to think the people of the west—St. George's as well as St. Barbe—are careless about political representation. In St. Barbe it is certainly not so. There may have been no sustained public agitation, even at Bonne Bay, the most important business centre of the division, but there is a strong undercurrent of feeling that the people have too long suffered a gross franchise injustice, that in fact while other places are constantly in the public eye and successfully clamour for Government benefits St. Barbe is still the Cinderella

of neglected constituencies. It has had nothing approaching able and energetic representation for a quarter of a century, half the time it has possessed the franchise, and before the last election (Mr. Clapp's last term) it had been absolutely without representation for nearly three years.

This division represents the greatest scandal of the present anomalous system of representation in the country. No one has stated the case for St. Barbe more clearly and succinctly than Dr. Blackall. This paragraph is taken from his interesting lecture, "Untrodden Paths."

"A glance at the map will show you what a tremendous stretch of coast there is in St. Barbe district and leads me to suggest that it is a physical impossibility for any one man to represent the district as it should be represented in the Legislature. No man can accomplish the impossible and when a task such as this is set a man there is bound to be something left undone, however much he may strive to effect good for the whole of his constituents. I think, therefore, it would be advisable to have the district divided into two or more sections, each being represented by a member of the Parliament of the Colony."

This is a tabloid condensation of West St. Barbe's claim to be made a separate division. Cow Head, which has also tackled this subject and tried to spur the Government on to do its duty, declared not long ago, "The present arrangement is unjust to the electors of both the north west and north east parts of the Colony. They have no interests in common; they are in no way allied; indeed, they are without active political, trade and industrial connections and it must be obvious to the Government that even if represented by a member who has a knowledge of this four hundred miles of coast line full justice cannot possibly be done to the many and varied interests concerned."

That is the position in this election. It is even stronger now because the Humber Valley and other industrial projects deeply concern St. Barbe from both bread and butter and political points of view. Given an extension of their franchise rights, it may be taken for granted that the people will display a keener interest in elections and public affairs because they realise the west has better trade and industry advantages than some of the metropolitan and east coast divisions which receive quite a sickening surfeit of

political attention and assistance. DIVIDE BOTH ST. GEORGE'S AND ST. BARBE.

Both divisions ought to be divided at once. The outgoing Government ought to have done the work. It was their obvious duty—an act of common fairness, a business of the heart, seeing that the whole country knows that St. Barbe in particular has been the plaything of a full generation. St. George's has an admittedly powerful case for increased representation, but the one for St. Barbe appears to me to be even stronger. St. George's is unbroken territory with every settlement linked up by the railway, and it has the advantage of accessibility. Its claim is greatly strengthened by the proposed Humber Valley industry and the inevitable increase of population. But it is the great length of the coast line and the absence of travel facilities which make St. Barbe such an anomalous electoral division and an absolutely impossible proposition when it has to be canvassed by candidates and represented by a single member.

New members will find the burdens of responsible and active representation incomparably greater than they have been in the past. Not only has the fishery been temporarily lost to the coast but St. George's and St. Barbe are on the threshold of an era of immense industrial development, and it is therefore the duty of every man who has a vote to see that candidates pledge themselves to work and fight for the introduction of a redistribution bill in the first session of the new House. It is also the business of the people and the duty of candidates to see the party leaders are asked to give written opinions on the subject of a full and adequate enfranchisement of these two western divisions directly the House meets. Election manifestoes and platform promises count for little in these days; written ones are preferable in a case like this. Things as they are cannot go on for another four years. Therefore, amend the Election Act this spring and either split the division in two (with a member for each side) or give the division as it now exists two seats. In this way will the politicians be doing something to help west coast industry in these new times. As it is now, the people of St. Barbe have practically no representation and their franchise privileges and rights are a farce.

#### WHAT THE POLLS PROVE.

It is because the men of St. Barbe know and condemn these things that they take such a small interest in the elections. Take the evidence of the polls. In October, 1913 election Clapp vs. Mott, St. Barbe had 2614 voters and the votes polled, 2124 showed 550 absentees. In November, 1919, Scammell vs. Kean, there were 3179 voters on the list but only 2157 voted. This failure of more than 1,000 voters to go to the polls is a significant expression of the contempt which the men of St. Barbe

have for the iniquitous system of representation and a doubtful compliment to the men who asked for their votes. When only two-thirds of an electorate go to the polls it shows that something is wrong and in the case of the 1919 election the votes were cast by men who were sick and without hope.

The case of St. Barbe is unique; of all the parliamentary divisions it has been the victim of the most flagrant neglect by the House of Assembly and the greatest sufferer capsule.

from faithless and useless representation. Gelatin butter color containers may be opened by heating the end of a sharp-pointed knife and piercing the

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## SIDE TALKS.

By Ruth Cameron.

#### THE INELASTICITY OF TIME.

There are some lessons in life for each of us that we cannot seem to learn by one experience.

We have to learn them over and over again. And then we don't know them.

One of mine is the inelasticity of time. I am always planning to do more things in any given space of time than could possibly be crowded into said space unless it were elastic. And I am perennially surprised when I find myself at the end of that time with not more than half of them done.

#### You Know What Happened.

You know what happened. Clothes to be sorted, stockings to be sorted and looked over, a couple of buttons to be sewed on. An interruption at the telephone. Telephone hung up, heavens, what time is it? Why 20 minutes left. Nap goes overboard. Start to dress, simply cannot find the collar that goes on that dress, hair goes up wrong. I hear it down, masculine voice at the door, "Well, are you about ready?" "Almost." I feverishly do my hair over again. Not a success but not time to change. Wriggle into an overhead dress that catches my net and pulls it out of place. Must put it on again. Voice at the door again saying—well, you know about what the masculine voice says at this stage. Rush of nervous and fagged. Where

on earth did that perfectly good hour go? And I thought I had plenty of time!

This morning I feel quite sure that I shall recall the limitations of time better after this. But I would not want to wager any large sum on myself.

#### The Most Important First.

One lesson, however, I am beginning to learn. And this is that considering the way time margins disappear, it is very wise, when you are going to do half a dozen different things in the course of an hour or a forenoon, to sort them out with relation to importance and put them first that are most vital. Then, if time runs short, you won't find yourself rushing about trying to crowd in at the last moment the things that simply have to be done. Like my dressing last night. If I had been half way sensible I would have done that first, and done the other things afterwards. But I was so sure that this time I really had plenty of time.

What a wonderful thing it must be to have time enough in one's life to do all the things you must do and want to do.

#### Killing Time!

Maybe you think there aren't any such people. Yes there are. Else where does the expression "kill time" arise? Besides, I met two of them once. They were middle aged, unmarried women in our neighborhood and one day when I was at the library digging like mad to get a bit of research work done in time to get home to dinner, they sat opposite me talking and looking at the magazines. It was Saturday night. "We're just killing time to be on time," they informed me. Fancy! But that's the exception.

Living on 24 hours a day is the problem of the average person. And one of the first things to do when attacking that problem is to get some sense about what can and what can't be done in any given amount of time.