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TUESDAY, OCTOBER 4th, 1921

**DEER LAKE
BONNE BAY
MOTOR ROAD**

CENTRE OF LARGE COMMERCIAL ACTIVITIES OPENED UP.

Written for The Advocate by J. H. Stemmell, M.H.A. for the District of St. Barbe.

On every hand one hears daily expressions of regret that the Government, even if only temporarily, has been obliged to suspend operations on the construction of the Deer Lake-Bonne Bay motor highway. From the start this undertaking has been immensely popular and has met with little, if any, adverse criticism. People who know the West Coast and its needs are loud in their support of the project. Bonne Bay itself is one of the most thriving and prosperous towns in the country; yet with the exception of the fortnightly calls of the Mail Boat from Humbermouth, it is practically isolated from the rest of Newfoundland. It is the centre of large and extensive commercial activities and the headquarters and capital of the coast from Trout River to Flower's Cove. It does a large import and export trade with Halifax, much of which might find its way to St. John's were there more adequate means of transportation. It has, moreover, much to attract the tourist. The scenery is of a grandeur not excelled anywhere else in Newfoundland. One finds here the highest mountains in the country, and the most delightful scenes imaginable meet the eye on the placid waters of the South West and Main Arms, which run inland for six and eight miles. Excellent fishing can also be had on the rivers and streams, and the country in the vicinity is a veritable sportsman's paradise. But in this respect, as in others, the place suffers for want of up-to-date and adequate connection with the outside world. Small wonder, therefore, that the construction of a Motor Highway over the thirty-eight or forty miles that separate Bonne Bay from the railroad at Deer Lake, was hailed with delight and acclamation by all. It means the lifting of the curtain of isolation, which has hung over the place so long, and the giving to the people of this important section of the country mail and transportation facilities which have for years been denied, though richly deserved.

DAY OF MOTOR HIGHWAY.

In his branch railway policy Sir Edward Morris had included the construction of a line to Bonne Bay and a preliminary survey was made. The advent of the war, however, closed the branch railway chapter, and the experience we have had with railways of late years is not such as will encourage any Government to embark on new ventures in the line of railway construction. Moreover, the prevailing idea in Canada and the United States at present is that of the Motor Highway as opposed to the branch railway, the advent of the heavy truck for light freights, and the large motor bus for travellers having been a large factor in determining this mode of connection. Viewing the problem from every aspect the arguments today are all in favour of motor highways as connecting links between railroads and isolated sections of the country, whether rural or coast-wise.

The Government very wisely decided to have work on this highway proceed from both ends. This was commendable as far as the Bonne Bay end was concerned, because it saved the Government and the men themselves the expense of extra transportation from Bonne Bay to Humbermouth. It

also obviated the railroad journey up to Deer Lake, and lessened the amount of inconvenience to the men in the transfer of their baggage, and in providing themselves with camp supplies and food. As some notes have already appeared in the press on the work done at Badger and Deer Lake, a few words on what has been accomplished at Bonne Bay may not be out of place.

A GOOD FOREMAN.

The first problem that presented itself was the procuring of a competent construction-foreman, and the Department of Public Works was very fortunate in this connection in securing the services of Mr. E. S. Spencer who has for thirteen years been associated with the Nova Scotia Steel and Iron Company of Bell Island as surveyor and submarine engineer. Mr. Spencer has amply justified the wisdom of the Department's choice. He has proved himself a competent road-builder and a splendid manager of men with whom, by the way, he has been immensely popular. Mr. Spencer arrived at Bonne Bay on Thursday, August 4th, and by Monday he had 270 men employed cutting the right of way, building camps, and doing such other preliminary work as is attendant to such an undertaking. The work on this end presented a difficult proposition owing to the heavy grade that had to be overcome in finding a road across the neck from the Western Arm, the starting point, to the Main Arm (Lomond) or to a point three miles inside of it. A recent survey had been made by Mr. Duder of the Agriculture and Mines Department which showed a grade of 1100 feet to be overcome on a distance of two miles. Later, part of the old location had to be condemned, it necessitating a heavy rock side cut with a grade reaching as high as 20 per cent. After both Spencer and Duder had gone over the survey again together, a location was hit upon which reduced the grade to an average of 9 per cent.

GRADE IS OVERCOME.

which is regarded as heavy grade in any case, but which it is absolutely impossible to avoid in crossing the neck in question. This neck is 7 1/2 miles long, and the road taps the Main Arm of Bonne Bay three miles inside of Lomond headquarters of the St. Lawrence Timber, Pulp and Steamship Co. and to which place it is the intention later to construct a spur from the main road. The starting point in the Western arm was at Mackenzie's Bridge. This Bridge which is 170 feet in length was reconstructed and is now sufficiently strong to carry loads of twenty tons for the next fifteen or twenty years. At least seventeen other bridges will have to be constructed on this neck ranging from thirty to seventy feet, these latter bridges covering gulches some of which are as deep as twenty-five feet. In addition to these bridges there are eighty culverts to be constructed. The bridges are all built of timber cut along the line and have been built by a gang of men whose special duty it was to construct them. Under foreman William Ball, an experienced builder, splendid work has been done by this gang. The road itself takes a 35-foot right of way, the actual road bed being 21 feet from ditch to ditch, with a graded road 15 feet wide in the center, having a foot and a half berm on either side. The ditches have been very skillfully executed and where the ground is soft, great care has been taken, ditches in such places being sloped. Special attention has been paid to the matter of drainage.

COMPOSITION OF ROAD.

In the main the composition of the road is as follows: Over bog land the road has been double corduroyed, that is, trunks of trees laid thickly on the swamp across and lengthwise

the one over the other. The soil from the ditches is turned in on the corduroy, this being covered in turn by stone followed by gravel. There is abundance of slaty stone in the vicinity, which has proved splendid material for the work. In places, however, no material scarcely was needed as the natural surface, when laid bare was almost perfect. The heavy grades necessitated a great deal of blasting, which was done under the direction of expert miners. This heavy grade extends over a mile and a half, and has proved to be the most expensive part of the road to construct, owing to the heavy side cuts prevailing. At the time orders came for the closing down of the work about 600 men were employed, some of whom had come from as far as Eddy's Cove 170 miles north of Bonne Bay. The most perfect organization existed as regards the camping and supplying of the men. Each camp's crew ordered its supplies from whatever store at Woody Point (the business centre) it chose, and a motor boat was employed in taking these supplies up the Arm, a distance of six miles to the starting point. The health of the men was perfect, only one or two being laid off with slight colds for not more than a day.

RETURNED MEN CHOSEN.

Special arrangements in this connection were made with Dr. Cockburn, who visited the camp and attended to the men on the spot. Each camp had its own cook, and Mr. Spencer instructed the men in the fundamentals of sanitation etc. Returned soldiers and sailors were given preference in all the best positions. Out of 30 foremen 21 were returned soldiers, and some of them did splendid work on their sections, that of Ex-Sergeant Lawrence Mitchell being particularly noticeable. The paymaster Mr. Walter Squires of Norris Point, and his assistant, John Moxley, are also veterans of the great war.

Work was considerably hampered at the start by the scarcity of tools and it was only when orders came for closing down that a sufficient supply was in, and the men were really ready for effective work. Visitors who have seen the road are delighted and surprised with what has been accomplished and all are agreed in expressing the opinion that the road is the best thing ever undertaken for Bonne Bay. About 2 1/2 miles of road at this end is graded and actually completed and 5 1/2 miles more of right of way cleared and stumped. When the road is completed to Deer Lake it will be necessary to reconstruct the local road from Mackenzie's Bridge to Woody Point, making it suitable and safe for motor traffic as without this, the main road will be useless to the business community. This will necessitate the bridging of Croucher's Brook, and Surveyor Duder estimates that to put this end of the road in shape will cost in the vicinity of six thousand dollars.

The greatest harmony has prevailed among the men throughout and the best attention has been paid their needs. Magistrate Wilton of Bonne Bay has given of his time lavishly in caring for the men at Woody Point while awaiting transportation up to the work and to their homes on the coast after being paid off. He has been at their beck and call at all hours of the day and night, and the men are loud in their thanks for his efforts on their behalf. He has also rendered Messrs. Spencer and Duder valuable assistance, particularly in connection with the preliminary work.

HOPE WORK OPENS SOON.

Everyone was sorry when operations were suspended, and all are hoping earnestly that the work will soon open up again as with many it meant keeping the wolf from the door for the winter

**PRIME MINISTER
IS INTERVIEWED
THIS MORNING**

"The only disheartening thing in connection with my visit to New York, Washington and Boston was the backmailing of Newfoundland in the Press," said Sir Richard Anderson Squires, Prime Minister, this morning.

Sir Richard has just returned to the city from a six weeks trip to the United States, made mainly for the purpose of laying before the different leaders in the movement for the revision of the United States Tariff the facts with regard to our trade relationship with that country. While the Prime Minister spent the greater part of his time in New York, that city being more or less his headquarters, he made three different visits to Washington, in the course of which he discussed the object of his presence in the capital with the President, Mr. Harding; Secretary of Commerce Hoover, Dr. Kliegel, Secretary of State Hughes and others, while thru the courtesy of Boyes Penrose, Chairman of the Finance Committee of the Senate, he was given an opportunity of addressing the United States Senate Finance Committee on the trade relationship between Newfoundland and the United States as it would be affected by the Fordney Tariff.

The Prime Minister said that the only disheartening thing in connection with his visit to New York, Washington and Boston was the backmailing of Newfoundland in the Press. That, he said, was identified chiefly with the names of William Willard Howard and Dr. Grenfell. The Prime Minister expressed great indignation over an article in the American press in which Dr. Grenfell was quoted verbatim as making the following statement: "We are starting now a new hospital building at Twillingate and that is a help." The Prime Minister understands that the people of Twillingate and not Grenfell, were providing the funds for that hospital. The impression left by the article was that this was a philanthropic venture of Dr. Grenfell's. In the article Newfoundlanders were referred to as "the starving Newfoundlanders," and Dr. Grenfell was described as the "Angel of Labrador." Another statement is that "Dr. Grenfell has joined forces with William Willard Howard and the Christian Work of New York to relieve destitution in Newfoundland." Just what the program is, is not clear from the article, but Howard is credited with the statement

months, the fishery on the coast having been a failure this season.

The writer was only afforded a glimpse at the work done by Mr. Morley at Deer Lake, but from all reports he too has done excellent work. The land through which the road passes, it is said is some of the finest agricultural soil in the country, and the Government should stake it off in farms of from ten to twenty acres, and present it to returned men who are anxious to engage in agricultural pursuits instead of allowing it to be taken up by speculators. It will be at most only an hour's drive from the railroad and we ought to see a boom in agricultural pursuits in this vicinity when once the road is completed and open for traffic.

The Bonne Bay-Deer Lake Motor Road is not yet completed, but let us hope that the day is not far distant when the traveller and the tourist will be able to detain at Deer Lake, and in two hours at most be down amidst the scenic grandeur of Bonne Bay, a spot where beauty lends enchantment to the eternal hills.

that "much of the destitution could be relieved if one of my ships could leave now for Labrador filled to the deck beams with flour, vegetables, molasses and fish salt. A dollar of help provided now will be worth ten dollars next winter, for soon the suffering people are hemmed in by ice." In another paragraph Dr. Grenfell is reported as having used the following words: "I sent him (referring to Mr. E. C. Grant of Blanc Sablon, Labrador) a couple of hundred dollars to fit out some few fishermen."

The article referred to communications between Dr. Grenfell and Howard as Director of Newfoundland Relief, and also between Dr. Grenfell and Dr. Frederick Lynch as Treasurer of the Nfld. Relief Fund.

The Prime Minister states that he did not see the article in question till he reached North Sydney and that he is sending it to New York to have it traced.

Sir Richard refused to give any information as to what was said by President Harding, Secretary Hoover or the others with whom he spoke on the Fordney Tariff.

The interviews that took place between him and them were informal and the matter was not discussed in an official way as between the Prime Minister of Newfoundland and the leaders of the United States tariff revision, the object of the discussions being merely to give the latter the facts as to trade relationship with this country.

**Haig and Harding
Write About Washington
Conference**

EDINBURGH, Oct. 3.—Field Marshal Earl Haig, who commanded the British forces in France and Belgium in the great war, speaking at a grand rally of the Edinburgh branches of the British legion held here, said he had written to President Harding congratulating him upon what he was doing in connection with the calling of a conference at Washington on the limitation of armaments and the problems of the Far East, and that he had received a reply to his communication. The Field Marshal read the President's letter to the audience. In it President Harding said he was deeply impressed with the warm congratulations upon "our efforts to establish more firmly the foundations of world peace."

**British Columbia Plants
Trees For War Memorial**

VICTORIA, Oct. 3.—Lieut. Governor W. C. Nichol yesterday afternoon planted the first tree in what is expected to be one of the outstanding War Memorials of the Empire in the form of an avenue which, when completed, will contain one tree for each British Columbia soldier who lost his life in the Great War. A name plate will be embedded at the base of each tree.

DeValera Will Not Go

DUBLIN, Oct. 3.—Eamonn DeValera will not be one of the Sinn Fein delegation who will go to London to explore the situation with a view to settlement of Irish difficulties on October 11th, according to announcement made to-day by Desmond Fitzgerald, Sinn Fein Minister of Propaganda.

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LATEST.

GENEVA, Oct. 4.—Several amendments to blockade regulations of League of Nations were adopted at this morning's Assembly of League. Principal changes made were in provision for adjournment of blockade by particular states which in judgement of Council run too great risk from neighbor which has violated covenant. Additional clause stipulated place and if delegates from accuser state should on such occasion be member of council; he would be debarred from voting.

HULL, Oct. 4.—Inquest over victims of ZR2 wrecked over Hull Aug. 24th, was resumed here this morning. Coroner instructed jurors they should find whether disaster was in any way due to criminal carelessness. If it was they should inquire what precautions should be taken to prevent repetition of catastrophe.

LONDON, Oct. 4.—The reply of the Soviet Russian Government to recent charges by Great Britain of intrigue against the United Kingdom is understood to be on its way to London. The reply does not attempt to answer the charges; it is said, but attributes the evidence of intrigue to "notorious German agency."

LONDON, Oct. 4.—South Wales coal miners at a meeting yesterday at Cardiff decided to accept the invitation of the mines department of the Government to refer to arbitration board dispute over terms under which the subsidy was granted to hasten the end of the recent coal miners' strike. Under the Government's interpretation of the terms, the mine owners are asked to pay seven hundred and fifty thousand pounds more in wages to the men.

LONDON, Oct. 4.—Under sliding scale adopted by board of conciliation and arbitration affecting manufacture of iron and steel trade of north England wages will be reduced twenty-five per cent. immediately, making total reductions since January of one hundred and thirty-two and a half per cent. The present wage scale is ninety-seven and a half per cent. above pre-war scale.

LISBON, Oct. 4.—The steamer Quest, having on board Sir Ernest Shackleton and his party on the way to the Antarctic in a trip of exploration expected to last four years, has been placed in a difficult position by heavy storm of Cape Darosa west of here. She has asked for help.

LONDON, Oct. 4.—Lloyd George after vacation often interrupted by business, planned to leave Gairloch to-day. Although his health is reported much improved by the air of the highlands his physician has forbidden him to address public meetings. Much impressed by the gravity of the unemployment situation it was reported to-day, however, he would not delay laying before the public immediately information as to important conferences he held over last week end.

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**UNION MEETING
HELD AT EPWORTH**

(Special to The Advocate)
EPWORTH, Oct. 3.—There was a large gathering of fishermen on Saturday night under the auspices of the Union. Great enthusiasm was felt re Nationalization.

W. F. N. BUGDEN.

Among the passengers outward by the express this morning were Mrs. A. E. Erikson, Hon. S. Milloy and Mr. J. R. Bennett.

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