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Our Motto: "SUUM CUIQUE" The Mail and Advocate Published every day from the office of publication, 167 Water Street, St. John's, Newfoundland, Union Publishing Co. Ltd., Proprietors.

ST. JOHN'S, N.F.L.D., JULY 30, 1915.

OUR POINT OF VIEW

The Crown Lands Department

THE Government made the foolish boast three years ago that they had increased the revenue derived through the Crown Lands office, forgetting that increase in revenue was obtained at the sacrifice of the country's natural assets, to the greedy clique who prey upon the Crown Land's office. It represented, in plain language the country's share of the robbers' swag. Morris and his party are responsible for letting loose upon the country a horde of land grabbers, who quickly laid their greedy hands upon whatever there was of value to obtain, and if their raid upon the forest and other lands, had increased the revenue, it has been at terrible loss to the country, in the final reckoning, and the gain is entirely in the pockets of the hawks who flutter around the Crown Lands office, many of whom are officials of the Government, and all are in some way protégés of the gang of political corruptionists who like pirates have flung themselves upon the defenseless ship of state, and now navigate her perilously near the shoals and breakers of insolvency. Men holding executive positions are not above making dickers with the speculators either. They are not above using the professional timber hawks as pawns in the game, many of whom are merely blinds and fences, and who merely lend their names to the transaction, for which they receive a certain share of the spoil. Officials of the Crown Lands office are said to be parties to the big game of timber robbing. It is said that they get something on the side for inside aids given the sharks, and that some of them are spending a great deal more than their annual stipend warrants. If ever a department was in need of a complete overhaul it is that of the Crown Lands. Besides being stupid and sleepy, it is said to be corrupt to the marrow. Not that all in connection with the department are corrupt, there are still honest men there, but they have nothing to fear from any enquiry that is likely to be held. It is no exaggeration to say that millions of dollars have been lost to this country through our own faults, and because departments of Agriculture and Mines are not fully awake to the duties that devolve upon those offices. We are in the same primitive state in re-

gard to the administration of these departments that we were two hundred years ago. No systematic effort has ever been put forward to the taking of a national inventory, as it were. We know next to nothing of the value of our public domains, and consequently we are forever at the mercy of unscrupulous speculators and adventurers of every sort. Our country is a proper El Dorado for the monte bank, and fake captain of industry, and in the face of the many painful jolts that we have from time to time received, and in face of the fact that we have been victimized time and again, and seen our resources one by one snatched from under our stupid and ignorant noses, we are ever ready to be gold bricked. Every bunco steerer, every quack and highwayman as he comes along can tweak a feather from our now almost naked body, and yet we are passive, gaping open mouthed at the bold fellow. Had we had knowledge of the real value of our resources, and had we had the proper and necessary data to lay our hands and above all had we had more intelligence on the Government side of the House, that now infamous Reid-Willson deal never would have been enacted, but shame to say we had no such data, and greater shame for the exhibition of utter ignorance of the country's resources that displayed its ugly visage in the People's House. There was not even an adequate survey of the region effected by the deal, and nobody on the Government side had the manliness of intelligence to demand the postponement of the iniquitous measure, till such data had been obtained. Did ever a country witness such an exhibition of stupidity on the part of men put forward to direct its interests. It is positively sickening to have to sit down under such disgraceful state of affairs. Not the least painful part of it is that no effort is being made to say to fortify us against a like contingency in the future. At any time we are liable to have men come in here and ask us certain concessions, and we will be just as ignorant then of what is involved, unless we bestir ourselves, as we were at the time of the new Reid Deal. It is high time that a stir be put in our Department of Agriculture and Mines. We should have a Geological Survey in the field constantly, yet nothing is being done in this direction. For many years we have been rittering away time and money in the utterly hopeless endeavor to find workable deposits of coal and we are as wise to-day as we were ten years ago. During all this time while our geological survey has been engaged in the coast search all other branches of enquiry coming under the duties of that department have been completely ignored, at what cost to the country it is impossible to say, but it may be assumed to amount to many hundreds of thousands. It is a penny wise and pound foolish policy to neglect having geological research going on. Have those who boast so loud and long of our great natural wealth any faith in their own words, then why do they not have the courage of their convictions and send out parties into the field to map out and discover the wealth so spoken of. Of what sense is it to have the wealth lying undiscovered till some person by accident alights upon it. THE BEGGAR "It was perhaps natural for the donor of twopenny to inquire whether the recipient had contemplated existing. 'I'd go like a shot sir, sir,' came the answer, 'but I've such a hot temper, and when I read the what them Germans have done I can't hold myself in. No, sir, if I was at the front I couldn't help committing outrages on 'em. I'm best at 'ome'."

HOUSE OF ASSEMBLY PROCEEDINGS Debate on Postal and Telegraph Matters, also Labrador Summer Service.

TUESDAY, May 4th (Cont.) MR. HALFYARD.—Mr. Chairman, I would like to bring one matter for the consideration of the Government in relation to Fogo District. In the fall of 1913 Government wires were sent down there, and everybody expected that within a few months telegraph offices would be erected, but nothing has been done. The service could be extended to Gander Bay and Muskrat Harbour, and I do not think I would prove very expensive as the necessary poles are available at that place. It was rumored that the Government sought to elicit votes by a act promise of communication with the outside world. The people are most desirous of ascertaining the precise intention of the Government in ending these wires there. These wires are an inconvenience to the people, and the man who has had the custody of the wires since that time, attends, I believe, claiming rent. These are the sort of things that persuade people that only Government members can help them, and a Government behaving like this acts contrary to the dictates of justice, and tends to foster the growth of a partisan spirit which will react most unpleasantly on the country. In the latter of salaries Fogo District got only \$657.00, when according to population it should get \$1,150, according to salaries paid to Postmasters in the upports. I hope the Government will take those matters into its immediate consideration. MR. COAKER.—Mr. Chairman, I wish to draw the attention of the Government to the matter just referred to by the member for Fogo. The extension of telegraph wires referred to by the hon. member would only be necessary for a distance of ten or twelve miles. The wires were taken here in 1913, and the entire establishment of this convenience would cost more than five or six hundred dollars, and would not cost more than forty or fifty dollars when once constructed. I hope the Colonial Secretary will take notice of these things as the necessity for this slight extension has been a long felt want at Fogo. MR. GRIMES.—Mr. Chairman, you are down here for the Fort de Grave mail courier the sum of \$200. Now I want to say, Sir, that this is a very small salary for a man who finds it necessary to keep a horse and carriage, and whose whole time is taken up with this matter. It needs considerable attention to keep this out on all the winter, and only one cognisat with all the circumstances knows the great difficulty in making this the worst of our country's journeys. Work at that time is constant and takes every hour of the day, and to expect a man to live with a large family on that wage is impossible. Other couriers get \$180 to 200 for places which do not require all the time necessary here, and I think that something ought to be done to allow this man sufficient to live upon. I take it that the Minister will make inquiries into this matter if any other information is needed, and make allowance for this expenditure when supplementary amounts are voted. I just want to draw the Government's attention to this and ask for their consideration. MR. JENNINGS.—I hold in my hands, Mr. Chairman, a letter from a man of S. W. Arm, Green Bay. He says he has had a summer mail but that since that time it has been taken from him and given to a man Thistle, which man gets \$7.00 per week, or \$1.00 more than he ever got. This man now offers to do it again for \$6.00 and so give the Government a chance to save \$1.00 and get work done just the same. MR. COAKER.—That was just before the last election. MR. JENNINGS.—Mr. Chairman, while these votes are still being passed I would like to call the attention of the Government to the Labrador steam service. I have in my hand a letter from a fisherman of Twillingate district. This was written on his own initiative but on behalf of the men with him. They complain against this service and say it is unsatisfactory. They were a long time cut off from all communications with their homes. I cannot, I think, do better than read it to the House. (Read Letter.) Now that will give you some idea of the circumstances to be faced, not only by men of Twillingate, but by men of everywhere. I would like the Government to see that everything possible is done to insure good service to these men. The last captain sent down there was the very worst they have had there. Captains G. Barbour and Hann gave good satisfaction and I think the Government and the Minister of Marine and Fisheries will look after the interests of these our fishermen. MINISTER MARINE AND FISHERIES.—I would endorse, Mr. Chairman the remarks made by Mr. Jennings. Last year through some misunderstanding, my recommendations were not carried out. Whether it was my fault or the Government's I do not know, but I assure you I was endeavoring to do the best possible to make this a good service. The first year I was honored with the position I hold now, I went down to Labrador on the Fiona, and went up and down the shore. Years before, I had been down that shore and seen the necessity of main ports of call and I brought the attention of Sir Edward to it. He acceded and the Fiona was dispatched to Cape Murgford. At this place the men bring up This seems to be their central station. Since this time the Government has been endeavoring to get a boat to go down there. This year I propose to recommend that a boat leave here not later than June 1st to inform the people on the Treaty coast of alterations made in view of petitions. About the last of July or the first of August men from Green Bay go down there and I believe that 9 out of 10 of them get good loads of fish. I may say that my intention is to give the fishermen down there the best possible service, and if they do not get it, it will not be my fault but the fault of the Government. There are two boats going down this year an early spring and one mail boat. Personally I think what is needed is a small boat which would be able to keep in touch with all places down there. Last year, it will be remembered the Baleine was sent down in charge of a Green Bay man. He was ordered to do whatever he could to help the men down there. That was all that we could do, we could not follow him down. I think that this year and in future whenever possible the master of this boat should take all this into consideration and get as much news as possible from the Marconi stations down there, and spread it among the people. If the Premier will promise that and will get the telegraph people to toe the line, the people would get good service. I will give Mr. Chairman my word of honor that nothing will be left undone if the Postal people will back me up in this matter. I appreciate the necessity of it. I think that the boat should call, be there mail or no mail there. I have heard no complaint against Capt. Wm. Winsor. He gave information as fast as he could. The reason was that he being a fisherman knew the necessity this is, and I believe the Government will do all in their power to facilitate this work. MR. COAKER.—Mr. Chairman, what is the answer to Mr. Jennings? What is the Government going to do? What programme are they putting down? I understand they are going to get a tug. They don't intend to hire the Baleine do they? There is no accommodation aboard her. Let the boat first have accommodation, and don't let it be a joke. You want a smart, good, seaworthy boat which will be well looked after. I agree with Mr. Jennings. A boat is no good if she misses certain ports. This is what the people complain of. Get the most suitable steamer in the country, and if you do your best to have her properly looked after no one will complain. MINISTER MARINE AND FISHERIES.—It is impossible to direct a captain from St. John's. What is wanted is a man who will use his common sense, and follow around using discretion as to where to go. These were the instructions given to Capt. Parsons last year. Captain Winsor is the only man that ever carried on that service to good satisfaction, but he incurred the jealousy of the Bonavista Bay people because he towed a Conception Bay schooner in one. MR. JENNINGS.—I would like to call attention to the Reid boats. If the Clyde would go once a week it would suit the people very well. I hope the Government will arrange for

a good service this year, and include places like Point Leamington in the schedule. MINISTER OF MARINE AND FISHERIES.—Mr. Chairman, I have heard of no application from these places. I do not think I am far astray when I say that I do not know of any Government getting a boat to call there. This place has become a lot more important since Mr. Crowe took charge there, and I think application was made to my friend Mr. Coaker. I think it is only just and right however that these should have the services of the boat. The Chairman left the Chair at 6.30 until 8 o'clock. The Chairman resumed the Chair at 8 p.m. MR. JENNINGS.—Mr. Chairman: Before the vote passes, I would like to say a word in support of the statement that the Minister of Marine and Fisheries made here before the House adjourned. Point Leamington not only has a large population of itself, but there are many other settlements near by which would benefit almost as well. It is, I think, about ten or twelve miles from the nearest port of call of the Clyde, and about twelve miles by road from Botwood. There was a man down there last Fall that wanted to get some fresh meat over to Botwood. He simply had no drag across, because there was no other way by which he could get it there. There are a number of others, too, in that part of New Bay, to whom it would be a great advantage if a steamer were to call and give them a chance to send their goods in that way. MR. COAKER.—I was hoping that the Colonial Secretary would have some reply to the observations of Mr. Jennings, because this matter is very important. MR. HON PRIME MINISTER.—I am going to say that just before we left the Colonial Secretary and I conferred in relation to the matter. I hope to have a conference with Mr. Jennings and others to see if the desired end cannot be brought about. MR. GRIMES.—Mr. Chairman: With respect to this vote for Brigus of \$325 for the operators in the telegraph office there, I notice that there is an increase there of \$120. Now, I must strongly protest against this vote, because I consider that the Government as established a principle whereby they are spending money unnecessarily, for no useful purpose whatever, and merely, as far as I am informed, to meet the requirements of certain supporters of the Government. Now Mr. Kent raised a principle here this afternoon, namely, the filling of vacancies in the civil service by promotion. If a vacancy occurs, the person filled the position immediately below that should be promoted, if he is found to be qualified for such promotion. In the telegraph office at Brigus there was a vacancy some time ago and the assistant, instead of being promoted to the office, had to give way to a person who had no experience whatever in telegraphy. The consequence was that there was great dissatisfaction amongst the people there. I do not understand, Sir, how the Government can think that appointments of this sort in any way help them or tend to increase their popularity. I venture to assert that in this particular instance, that appointment has done the Government a great deal of harm—much more than all offset any good that they can possibly derive from it. I have to object to this increase of 10, when there has been no increase in the receipts of the office (the receipts of that office have averaged for the last four years in the neighborhood of \$238) and when there is no increase in the work to be done. I consider, Sir, that this is one of the cases in which the Government is using the public moneys in an extravagant manner. There is an office at Clarke's Beach, the operator of which gets \$120 and the assistant \$36. That office has to do an equal amount of work, if not more than the office at Brigus, and yet we find this difference of over \$100 between the two offices. The only answer that can be made, so far as I have been able to learn, is that the Government has had to satisfy the demands of certain supporters who have been looking after these positions. This is the system that has been followed on for years. The point that was raised by Mr. Kent here this afternoon should be followed out by the Government. These positions should not be filled by persons who are not qualified for it; simply because they supported the Government in the last election. We have heard here of the demoralization that has occurred in various departments. Assistants in these offices find that despite their long years of service, they are set aside for those who have no qualifications whatever. There should be something done to remedy this condition of things. I should like to ask the Minister here to-night, to put in other offices the \$120 voted for Brigus, which does not need it. The Ministers believe that there should be a re-

adjustment of the expenses in connection with some of the offices. I have found out that in these two offices alone the Government can meet the need and satisfy the people much better, and also the assistants, showing them that fair play will be given them in the future. I should like to say that this vote of \$120 increase should be divided up between Clarke's Beach and Port de Grave more especially Clarke's Beach. The Colonial Secretary is well acquainted with the receipts that come in from that office, which are just as great as those coming in from the Brigus Office. HON. COLONIAL SECRETARY.—Mr. Chairman: I may say in reference to the remarks made by Mr. Grimes, that the member referred to the appointment of an assistant for the Brigus office. The assistant in that office is considered by the Postmaster General to be too young. She is only fifteen years of age, and too young to have that responsibility. She was replaced by an older person, with the hope that before long she would be capable of resuming her duties in that office. But there has been no desire to treat her unfairly. MR. COAKER.—Mr. Chairman: I think that it is a very serious matter when a member complains that too much money is spent on his own district. The Government ought to give due consideration. That is a very poor answer to the member's question that the girl is too young. It is very rare that you will find that members set up and protest against so much expenditure in their own district. MR. WINSOR.—Mr. Chairman: I may say that this sort of thing has been going on year after year. I do not see why the Government wants to stop this grant this year. The Government is continuing this extravagance, and I do not agree with it. I think that the people ought to be given a fair show. The office was only put here for the use of Dr. Smith. Brookfield is one of the fishing stations as well as any other place. It does not require great expense on the part of the Government to put somebody here. The Government should carry on this grant. I hope that this will receive due consideration. HON. COLONIAL SECRETARY.—Mr. Chairman: I wish to say that this office was originally opened when Dr. Smith was at Brookfield. Afterwards Dr. Keen succeeded Dr. Smith, but he was not an operator. I have no doubt however, that the Government will provide for it. I can assure the hon. member that if it is found practical to open that office, it shall be opened. The only reason why it was closed, was because of the want of accommodation. MR. GRIMES.—Mr. Chairman: The people of Cupids again ask for a telegraph office. They want the telegraph line to extend from Brigus station to that place, which is a distance of about a mile. A man would be only too ready to take charge of it. It is not convenient for them to go two or three miles in order to send a message which may be very important. For the small outlay I think that the Government would do well to consider his request. HON. COLONIAL SECRETARY.—The hon. member has already written me in respect to it. I wrote to Mr. Saunders on the matter. He said that since the office was put there it did not warrant that expense, because the business there is too small. That phase of the question has never been represented to me. I will take a note of it and see to it. MR. GRIMES.—Mr. Chairman: In reference to what Mr. Saunders said, the man who controls the office there is a business man, and the people here do not want their affairs known to this man. I think that if the Colonial Secretary would consider the matter, he would satisfy the public generally. MR. STONE.—Mr. Chairman: We have already presented a petition from the inhabitants of Trinity East for a telegraph office. I think it would be only fair for them to have one. I notice that \$120 is dropped this year in connection with Clarenville. I think that if that \$120 was given for an operator in Trinity East, it would be a good thing. MR. TARGETT.—Mr. Chairman: The people of that place are not at all satisfied with the condition of things there. I got several letters about the matter. I would like the Colonial Secretary to have a change made so as to give satisfaction. HON. COLONIAL SECRETARY.—Mr. Chairman: I have not had any notification about dissatisfaction with the state of affairs down there. At least not within my memory. If the hon. member has had letter I will see what can be done. MR. TARGETT.—Mr. Chairman: The fault down there is not with the operator but with the fact that the office is in a business place. There are several people speaking about it. MR. STONE.—Mr. Chairman: I have also had letters from the same place about the same thing. Two petitions have been sent to the Postmaster-

General, but I don't know what has been done in the matter. MR. LLOYD.—Mr. Chairman: The objection is that the office is in the chief business place of that settlement. The people object to having the business and telegraph office in the same place. MR. COAKER.—Mr. Chairman: I know something about this matter. The trouble in that place is that you have got to pass through Eaton's store in order to get to the telegraph office. This is transacted in the office is known outside in the shop. The office ought to be put somewhere else. If you do what our men ask, you may be taking some of our votes from us, for that is the sort of thing that we want us here. MR. COAKER.—What is the explanation of the increase of vote at Springdale from \$120 to \$350? HON. COLONIAL SECRETARY.—I am not in a position to answer that question just now. I will take a note of it and let you know to-morrow. MR. HALFYARD.—Mr. Chairman: I notice a number of places where an allowance is made for messengers in Fogo District there is not a messenger in any of the telegraph offices. Application has been made for a messenger at Fogo, and I would suggest that when Supplementary Supply is brought down that the Minister will take a note for a messenger at Fogo proper. It has been brought to the notice of the Government and I see no reason why there should not be a messenger in Fogo Office as well as in some others. MR. COAKER.—Mr. Chairman: This afternoon I referred to the matter of the repairing of telegraph lines after interruption. I have here now a statement that I can give to the House in back up what I stated. The branch line connecting Twillingate and Fogo on Feb. 11, 1914, was interrupted and it was not repaired until the next day at three o'clock. Feb. 26th, line interrupted at Change Islands for two days. April 15th, between Clarenville and Brooklyn, line interrupted, took two days to repair; April 16th, interruption at Western Cove, took until the 18th to repair; May 16th, interruption at Change Islands, took three days to repair. From Beaverton to Change Islands should not take longer than six hours to get over. Why that interruption took so long to repair we ought to find out. What we want to know is are these officials at their posts? June 16th (in the summer) as interruption at Musgrave Harbour which took two days to repair; June 20th, interruption at Moreton's Harbour which took a day to repair; July 6th, another interruption at Musgrave Harbour which took one day to repair; still another interruption at Harbour Breton took another day; another interruption at Northern Bight took a day; Oct 3rd interruption at Herring Neck; it is not a very long distance there, and yet it took two or three days. October 4th, interruption at Musgrave Harbour again took two days to repair; October 17th, interruption at Tilt Cove took one day. October 18th, interruption at Coachman's Cove took two days to repair; 19th, interruption at Parsons' Pond, two days. Another interruption at Old Perlican took two days to repair. This is a serious matter. There are two repairers and it took them three days. On Nov. 25th Port Saunders interrupted, took two days to repair. At Bonne Bay it took one day to repair. These are serious matters, and it is evident that the repairers are not doing their work. That is not a very creditable showing for the Department, and the head of the Department is not doing his duty, when he permits this to go on. I know enough about repairing lines and the cause of interruption to show you that these men are not doing their duty. We have a large number of repairers; they cost us \$12,000 a year, and we ought to get better satisfaction from them. We ought to have an enquiry into this matter and find out where the trouble is. Peat Powder as Fuel For Locomotives A Swedish engineer has perfected a process for utilizing peat powder as fuel for locomotives. The peat powder is fed by an automatic process into the furnace of the locomotive, which is specially arranged to consume it. Substantially the same results can be had from one and one-half tons of peat powder than one ton of coal will produce. Peat powder may be burnt with an admixture of about 5 per cent of coal. As to firing with peat powder the work is nothing as to comparison with firing with coal, because the powder is forced into the furnace by automatic process. No change had to be made to the boiler and none in the fire-box except installing the special apparatus. There is no difficulty in bringing the powder from the tender conveyance place. Another advantage in using peat powder is that no cold air can get into the fire-box, and neither smoke nor sparks escape from the smokestack.