



Evening Telegram

W. J. JAMES, Proprietor
C. T. JAMES, Editor

TUESDAY, March 25, 1919.

BONNE BAY DETERMINED.

The report of the North-West Coast Reform Movement, publication of which is completed to-day, shows without the shadow of a doubt that the people of Bonne Bay and that portion of the North-West Coast, extending from thence to Flower's Cove, are fully determined to insist on the rights of their demand for a better, improved and more up-to-date system of Coastal Service, a system to which fair play, justice and the importance of this section of St. Barbe entitles it. And not only a Coastal Service, but a railway extension from Deer Lake is the right of this portion of the island. As a matter of fact the Deer Lake-Bonne Bay branch should have been the very first completed after the return of the Morris Government to power in 1909, but because St. Barbe refused absolutely to have Morris candidates represent it in the House of Assembly and flatly and decisively turned down the nominee of the People's Party in 1909 and 1913, its population was deprived of the advantages which such a railway would have given them for nothing else but political spite, and the merchants and fishermen on the stretch of coastline referred to were left to an inadequate, inefficient service, performed even more inadequately by the miniature steam boats on the Straits route. But for this connection with Halifax, one well looked after by the Halifax-Newfoundland Steamship Co., at first with the S. S. Harlaw, then S. S. Seal, though last year with a smaller boat it would have gone badly with the dwellers north of Bonne Bay, and the consequence was that a great portion of the trade, which otherwise would have come to St. John's, had the steam service been anything after the rate, was diverted to Nova Scotia, and business men of that province profited, because half of St. Barbe district was deliberately and callously neglected and soured.

Bonne Bay did not parade its troubles while the war was in progress, but bore with them, patiently waiting and hoping that when peace came and the strain of the struggle relieved, it would get fair and equitable treatment. But not so, and consequently discovering that it was still ignored and forgotten, the just indignation of its people was aroused and at a mass meeting in January the North-West Reform Movement was launched. There was no opposition to this organization of the whole coast. From the fisherman to the clergyman, all stood shoulder to shoulder united in righteous determination that no longer should the rights of their part of the dominion be trampled upon, and they have now issued a new Declaration of Independence denouncing the tyranny and neglect from which they have suffered, and demanding equal rights with more favored districts.

The navigation embargo laid on Bonne Bay for four months of the year by ice in the Straits of Belle Isle and Gulf of St. Lawrence creates a serious trade condition, and as has been pointed out, necessitates the augmentation of supplies during the last two months, prior to the cutting off of the coast from water communication with the outside world. In order to feed the population during these months it is an absolute necessity that sufficient stocks of provisions be laid in to meet the demand. Unless the Coastal Service is adequate to cope with this increased traffic, serious inconvenience results. The construction of the Deer Lake branch line of railway would minimize all danger of shortage, and we emphatically repeat that this should have been the first built under the extension of the railway policy of the Government led by Sir Edward Morris, and there can be no excuse, excepting political malignity, pleaded in extension of his failure to carry out his promise.

Now that the inauguration of the North-West Reform Movement has taken place, there will be a shaking of the dry bones in the Government Camp unless the legitimate needs of

the electors of St. Barbe (North-West Coast) are supplied and their perfectly constitutional demands granted.

House to Open.

To-day's issue of the Royal Gazette will contain a proclamation, calling upon the members of the House of Assembly to meet for despatch of business on Wednesday, next, April 2nd. So closely following the "first" day of that month, the time is very appropriate.

Meth. College Banquet.

H. E. the Governor will be present at the banquet to-morrow night in the Methodist College Hall, and will give an address. The banquet is the initial step in the proposed College Extension. Other speakers at the evening will be Revs. Dr. Curtis, Dr. Bond, D. B. Hemmison, Hons. W. W. Halford and R. A. Squires, Messrs. R. F. Horwood and C. R. Duder. Musical selections will be interspersed throughout. The banquet starts at 6.55. Tickets are still on sale at Messrs. Dicks & Co.

N. P. A. Meeting.

The Nfld. Poultry Association met last night, the President, Mr. H. W. LeMessurier, C. M. G., being in the chair. Arrangements were made for the distribution of a limited number of thoroughbred hatching eggs, and those who require same should avail themselves of the opportunity of procuring same. Mr. Geo. R. Williams read a very interesting paper on "Nfld. Poultry Topics."

It is predicted that poultry raising will increase this year in Newfoundland, as feed prices are likely to drop.

The May-Day Dance.

For May Day, the merry, merry May-Day, a dance is being organized by Mrs. Charles Hutton to be held in the C.C.C. Hall, in aid of the Jensen Camp. In what more fitting way can youth and beauty celebrate this truly British holiday than in the old-time dance, especially under the management of one whose name as an organizer stands for success. Remember the May-Day Dance.

The Evolution of Aircraft.

In to-morrow's issue will appear the second of the series of articles on Aviation and things aeronautical, written especially for the Telegram by an expert now in the city. The first was entitled "The Conquest of the Air," while to-morrow's will be on "The Evolution of Aircraft."

After West Coast Trade.

The following news cutting from the Western Star, shows that Halifax interests are by no means inclined to slacken up in their attempt to capture the trade of the North West Coast; and in view of the protest, which Bonne Bay is making, against the treatment accorded that important trade centre, the item referred to is most significant. Unless a change takes place shortly and an improved and more adequate transportation service given the district of St. Barbe, local wholesalers will have to witness a bigger share of their business going to Halifax. Isn't it that case that some one got busy and looked after this extensive trade, which should be done from St. John's better than from Nova Scotia, carrying facilities being equal.

"Parquhar & Co. of Halifax advises Bagg Bros., agents at Carleton for the Farquhar line, that they have purchased the Canadian government steamer Princess, for this service; that ship will take up the route from Halifax to this Coast as soon as navigation opens. The Princess is a steamer about the same size of the Seal."

Hr. Grace Notes.

The many friends of Mr. Graham Munn, son of Mr. J. G. Munn, were pleased to see him in town yesterday on a visit. "Day" as he was familiarly called by his friends left here for Sydney some seven or eight years ago and has since been employed by a tailoring firm there. It is said he now takes a position with a St. John's firm. Graham was accompanied on his visit here by his sister, Miss Jean Munn.

An effort is being made to get the S.S. Hawke from her winter quarters at the shipyard, and the ice is being blasted for that purpose. The ice in the inner harbor is very heavy.

Mr. Max Verge, a returned soldier, opened a hair dressing parlor on Water Street on Saturday last. Max is very popular and no doubt will receive a share of public patronage.

Word was received in town last week that Mr. Michael Stapleton, formerly of this town, had died in Boston on the 11th inst. after a short illness. He leaves besides a widow, two daughters in that city. One brother, Mr. John Stapleton, resides in this town, to whom and all the other relations we tender our sympathies.

Mr. George Stewart's motor boat has been practically re-built the past few weeks and is now well fitted for the work she is to take up—that of conveying freight and passengers to and from Bell Island and other places in this Bay. She is only waiting now for the ice to move off to begin work.

CORRESPONDENT.
Hr. Grace, Mar. 24, 1919.

Queen's Road Congregational Ladies' Aid intend holding a Social in the Lecture Hall of their Church, on Thursday evening, April 3. Particulars later.
mar24,3i

His Lordship's Lecture.

His Lordship Bishop White gave a lecture in the Synod Hall last night under the auspices of the C. M. B. C. on "Education."

The audience was fair, and the meeting was presided over by His Excellency the Governor, and on the platform were also Rev. Canon Bolt and Chief Justice Horwood.

The Governor in his preliminary remarks, regretted the absence of Rev. J. Brindley, through illness, and also the comparatively small audience, but was himself glad to attend a lecture on Education.

His Lordship referred first of all to the school system in vogue in his boyhood days, and stated that then the child's curiosity and activity was too much suppressed. He stated that as far as possible when increasing educational facilities, old plans should be retained if good, and others adapted if suitable for adaptation, while of course new and better things should be utilized.

He said that State Education did not generally exist before the 19th century, and consequently the masses were neglected, but under democracy it is suitable for adaptation, while of course new and better things should be utilized. The lecturer reviewed the different system of the chief European countries and also the Mother Country and the U. S. of America. In connection with the Homeland he showed the effect of religious instruction upon the moral character of the people, and the efforts being made at present to meet new conditions. He paid tribute to the Christian Brothers in their educative system, as inaugurated in Ireland. Coming down to our own country the lecturer stated that the first school was founded at Bonaville in 1726 by the S. P. G., and also spoke of Godher and school founded much later. The lecturer stated that the denominational system, as we have it now, was the best, and refuted the arguments of the opponents, especially the argument of economy. He referred, moreover, to the denunciation in the country who emphasize the religious education, and yet whose secular educational work is equal to any in the country. Undoubtedly the chief points of the lecture were the two things which the lecturer pronounced as important and essential for us.

(1) A good and intelligent training of teachers undernominally; (2) Better salary for teachers. His Lordship, but this with-out doubt many would disagree with some of his arguments, but his sole object in giving the lecture was to evoke thoughts on the subject so important to us all.

His Excellency the Governor moved a vote of thanks to the speaker which was accorded by acclamation, after Justice Horwood and W. B. Grieve, Esq., proposed and seconded a vote of thanks which was tendered by His Lordship to His Excellency for attending and presiding, and the meeting closed with the National Anthem.

Lord Morris Loses His "Duds."

Arrested after being under observation of Detective-Inspector for nearly 2 weeks, Percy W. Playhead, thirty-one, night porter at Durran's Hotel, George Street, was committed for trial from Marybone Police Court on charges of stealing six suits of clothes and other property valued at \$100 belonging to Lord Morris, Etienne Landy, and proprietor of the hotel, Alfred Gibson.

The man was charged last November on his discharge from the army, and from time to time since then property had been missed. Inspector Burrell said he stopped him in Portman Square after he had left the hotel to go home, and asked him his name and address. He gave the name of Playhead and he was arrested at Waterloo. "I know you do not," said the Inspector. "I recognize you as an ex-convict on license who has failed to report." The prisoner admitted that that was so and when charged with the thefts said: "Well, you have got me fair, I may as well own up to it. I did have the duds, and sold them to a man for £10."—Lloyd's Weekly News.

Western Notes.

(From the Western Star.)
General elections will take place next fall, according to latest advices to hand.

Barreled herring were brought to the edge of the ice in Humber Arm on Friday and Saturday from Middle Arm, and hauled to Curling by teams.

There was good codfishing off Spruce Point, on Thursday. John Pennell jigged about a hundred weight through the ice, and several others made good catches.

The people of John's Beach are going to build a new church. They have the framing out of the woods and also some logs to make lumber, which they are taking to the mill to be sawed.

Herring are plentiful at Middle Arm, and last week big catches were made. The price commenced at \$2.00 per barrel and on Thursday went to \$2.50. Fleet Co. and Boga are packing at present. We understand that other packers will commence this week.

It was the year 1862 that 30 sail of sealing vessels were lost in Green Bay off of a fleet of 1000 boats, as the Green Bay Spring. The year previous, 1861, is known as the Year of the Big Haul.

There is considerable controversy going on in the St. John's press just now relative to the erection and maintenance of a monument to hospital for that city. Can't the city erect its own hospital.

Bonne Bay is asking for a division of St. Barbe District. We are of the opinion that there should be a general re-distribution. This district, too, could be divided with advantage. Let us have one-man districts, and don't have them too unwieldy.

When you want Roast Beef, Roast Veal, Roast Mutton, Roast Pork, try ELLIS'.

Holyrood Celebrates St. Patrick's Day.

The celebration of St. Patrick's Day at Holyrood was a decided success. The day was an ideal one, with sunshine and sharp crisp air, west winds and good sleight paths, admirably suited to pleasure-seekers to tour abroad to display their Shamrocks and costumes of green and gold.

A large congregation assembled in the Star Hall, where Rev. Father Finn, P.P., officiated at low Mass, and preached a learned and instructive discourse on Ireland's great Apostle St. Patrick.

Immediately after Mass the Star of the Sea Association held a special meeting to prepare for the day's party. The production of the Star Hall to the Presbytery where President Veitch in a very nice and appropriate speech paid the respects and tendered the grateful for the association to the Rev. Spiritual Director, Father Finn, especially complimenting him on the marvellous success of his new church collection, and the all round good work he was doing for the Association and the parish, and happily alluding to the part taken by young Holyroodians in the world-war and the hopeful prospects of Ireland's autonomy coming soon, and of having the next annual parade to the new church. The President's speech elicited from Father Finn a congratulatory, hearty and happy response for which he received loud and lusty cheers for himself, Ireland, The Royal Nfld. Regiment and the Star of the Sea Association. Then the procession returned to the Hall where the President congratulated the members on the success of the parade, and some of the members relate. Look for signature of E. W. GROVE. Cures a Cold in One Day. 30c—tues,tf.

St. John's and New York.—"Faster than aeroplanes," remarked a fan of the L. N. & P. Assn., "only a few minutes from the city to New York by way of Grace Building." Come in and let us show you how. The L. N. & P. Assn.—mar25,3i

INFLUENZA.—One case of influenza was reported yesterday from Mundy Pond Road, the sufferer being removed to hospital.

Only One "BROMO QUININE" To get the genuine, call for full name LAXATIVE BROMO QUININE Tablets. Look for signature of E. W. GROVE. Cures a Cold in One Day. 30c—tues,tf.

CROSS-COUNTRY TRAINS.—The cross-country train service has again been established, and the regular express trains leave Sundays, Tuesdays and Thursdays, as formerly.

TO-DAY'S FEATURE ARTICLE.—We draw our readers' attention to to-day's feature article, appearing elsewhere in this issue. In an interesting manner this tells of the close connection of Castrol R. with aviation. No doubt Castrol R. is well known to many of our readers, especially to those who have been in touch with aviation during the war.

NORMAL eyes do not give you pain or discomfort. It is these faulty ones that make you conscious that your eyes are a burden to you. Call today for an examination. Know to a certainty. H. B. THOMSON, Optician, Office and residence, 4 Kimberly Row, opp. Star Hall.—mar10,tf

BORN.

On March 24th, at the Southcoast Hospital, a son to Mr. and Mrs. F. R. Clark.

MARRIED.

On Wednesday, March 5th, at the Gower Street Parsonage, by Rev. Mr. Forbes, Miss Julia LeShana, daughter of Mr. William LeShana, of Carter's Hill, to Mr. Gordon G. R. Ryan, son of Mr. Charles Ryan, of John Street.

DIED.

Suddenly, at New York, Mar. 4th, Norah Constantine, beloved wife of James Hunt, daughter of the late James and Mary Constantine. R.I.P.

Passed away at St. Lawrence, on Feb. 18, 1919, Cressida, eldest daughter of Henry and Emily Turpin, aged 18 years. Left to mourn a father, mother, two brothers and three sisters. R.I.P.

At Everet Mass, on the 14th, Dorcas, eldest of the late John Maddock, Esq., Harbor Grace. Burial at Woodlawn.

There passed peacefully away at 7 o'clock this morning, March 25th, at her residence, 111 Signal Hill Road, Margaret Hennessey, the beloved wife of Thomas English, leaving 3 sisters, 2 brothers, 2 daughters and 3 sons to mourn their sad loss. May her soul rest in peace.

Passed peacefully away last evening, fortified by rites of Holy Church, Miss Annie Coady, daughter of the late Sergeant and Johanna Coady, leaving two sisters to mourn. Funeral to-morrow (Wednesday), at 2.30 p.m., from her late residence, 12 Chapel Street.—R.I.P.

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Smartest for Spring Sunshine — Just the thing for Spring downpours and drizzle — Innocent of Rubber.

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Shares \$10.00 each.

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By J. W. MITCHELL, Vice-President, Dominion Securities Corporation, (Inc.)

Constant familiarity with current financial events is one of the prerequisites of successful investing.

We have prepared a pamphlet briefly reviewing the Canadian Financial situation during the year 1918. Final figures for the Victory Loan and comparative statistics of Canadian bond sales, 1910-1918, are included. We shall be glad to furnish a copy on request.

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Steel Frying Pans, Steel Fire Shovels.
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AVIA

"Castrol R's" Close

Seen by the Telegram reporter last evening, Mr. D. Woods Mason, aeroplane and seaplane pilot, gave many facts concerning matters aeronautical, and we are to-day enabled to pass these on to the readers of the Telegram. Mr. Mason, who is released from service in the Royal Air Force, is here as the commonly known representative of the Aviation Department of the C. C. Wakefield Co., lubricating engineers, in connection with this and other proposed Transatlantic flights. The Wakefield Co. is in the unique position of lubricating, free of all charge, practically every British machine entered in the flight. The whole of the firm's knowledge and material is being placed at the disposal of all the competitors at absolutely no cost to themselves. The firm was the first in the world to realize the great necessity of employing experienced engineers in each department of its business. These departments are roughly divided into three: the motor and aviation, locomotive, and general engine lubrication departments. Just at present we are mainly concerned with the aviation department, and a brief resume of this great firm's connection with the greatest of modern sciences may prove of interest to our readers.

In the early days of aviation at high-speed internal combustion engines were lubricated with Castor oil, which was the only lubricating fluid which would in any way stand up to the enormous variations of temperature imposed upon it. Sir Charles Wakefield, the governing director of the firm, realizing that the supply of Castor oil was uncertain in both quality and quantity, employed an expert staff of chemists and engineers, who working under his guidance, attempted to solve the difficulties involved. Months of expensive trials on every type of engine were made. During the whole of these trials money was being poured out and no return was being made. Only the faith of Sir Charles in the ultimate success of aircraft, now so obviously justified, caused him to persevere in spite of their lack of faith and their opposition.

Before the first meeting, held at Bournemouth, England, took place, Sir Charles Wakefield was able to put before the aviators an oil, afterwards known as Castrol R., which was not only as good as Castor oil, but possessed a superiority of every quality essential to perfect lubrication. Castrol R. was used by every aviator who succeeded at this meeting. Also at subsequent meetings held at Doncaster, Blackpool, Scotland and at Hendon, so great being the success of the oil, that every machine competing at those earlier contests demanded Castrol R.

Looking back at the names of our familiar aviators, such as Hamel, the first British pilot to loop the loop, Hicks, the well-known Hendon pilot.

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The Buick is always what you desire to go—it never lets you down.

When you press the Buick is always on the job to take you where you require it.

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BERT HARRIS

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