



Telegram Evening

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

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Increase Over 1920 . . . 212,739

Friday, April 21, 1922.

A Vote of Censure.

We grant the courtesy of our columns to-day to the Local Council of the Fishermen's Protective Union at Port Union, in the publication of a series of Resolutions, passed unanimously at a recent meeting held in that place. As will be seen by perusal, these Resolutions severely censure the Board of Trade, and as can only be expected, back up the Government. Whether they have been inspired or not is another matter, but it is obvious from their tenor that there is a strong desire to have the Government again become guarantors of fishery supplies for the coming season. The loss made on last year's transaction does not appear to have made any impression whatever on the gentlemen who, according to the covering letter, voted unanimously for the resolutions. Neither does the fact that a very large sum on account of supplies against which the guarantee was given yet remains to be returned to the Treasury from the place where the men responsible for the resolutions reside. Is it the determination of the North to insist upon the public monies being again spent in their sole interest? The Port Union resolutions would permit of drawing that inference.

Again these resolutions in one section actually commend the Government for its refusal to revert to the tariff of 1914, yet admits in the very next sentence that a revision "to the extent of further lightening the duties on the common necessities of life" is urgently necessary. Further along there is an expression that the Government make the personnel of the Tariff Revision Committee more representative (a suggestion with which we are in complete accord) and in the same paragraph a prayer that the Government will "consider the advisability of making some reduction in duties on Gasolene, Kero Oil, Sugar and Molasses for this year." When it is considered that all the efforts of those who favor tariff revision have been in the direction of reduction in the rates on the necessities of life only, in order that the fishermen may be enabled to prosecute their avocation, a set of Resolutions of the nature of those commented upon, attacking the merchants, comes with very poor grace indeed. If this is the beginning of the resurrection of that ancient cry "Down with the Merchants" then it is high time to choke it off at the source. Hysterical ravings of that nature are of no value to-day. To prosper all must pull together, merchants and fishermen, employer and employee. The Government must be shown in what way they can do that which is asked of them for the betterment of conditions all round, and if a reasonable decrease in present duties can be made, it should be insisted upon. Construction not obstruction is

the need of the hour, co-operation and mutual assistance are more than ever necessary, but resolutions of the nature of those under review, will not have the effect of bringing about such a happy result.

Society United

Fisherme.

GRAND LODGE SESSION OPENED AT HARBOR GRACE.

The annual session of the Supreme Grand Lodge, Order of United Fishermen, was opened in the British Hall at Harbor Grace yesterday afternoon by the R.W.G.M., Bro. J. S. Curnev, with all Grand Officers and a goodly number of delegates in attendance. "Buckland" Lodge No. 75 received the Grand Master and Officers in a manner becoming both the dignity of Order and Lodge, Worthy Bro. Thos. G. Ford, Master of the Lodge doing the honors. After the usual ceremony of opening had been gone through, visitors were admitted and the business of the session commenced with the reading of the minutes of last communication. Various reports were subsequently presented and accepted. At the night session it was decided that a Church Parade under the auspices of Buckland Lodge be held this afternoon at historic St. Paul's.

Queen's College Notes.

The collections in the Anglican Churches throughout the Diocese on Sunday for Queen's College were more generous according to reports from various quarters. Hearis' Content heads the list with a total of over \$1400, with more to follow. Dr. Facey returned to town on Monday after a busy week in Trinity and Conception Bays, where he had been lecturing on the need of funds to keep the doors of our Theological College open. Judging from the amounts received to date, Dr. Facey's work has indeed been a great success.—Com.

C.C.C. Band Promenade Dance

Follow the crowd to the C.C.C. Hall on Monday night next, April 24th (Whole Holiday) St. George's Night to the C.C.C. Band's Grand Opening Promenade Dance. Tickets 50 cents each. On this occasion the regular programme will be played beginning at 8.30 sharp to 1.30.—apr21,11

Great Flying Feat.

TO LABRADOR AND BACK IN NINE HOURS—MRCOTTON MAKES ANOTHER RECORD.
From Botwood to Labrador and back in nine hours, after delivering mails at three places, is the new record which Mr. Sydney Cotton has set up. This wonderful flying feat was performed yesterday and the return to Botwood brought Winter flying to an end here for this year. This is probably the greatest achievement which Mr. Cotton has to his credit. Despite the many difficult flights he has made since his arrival here last fall, leaving Botwood at 10.15 a.m. yesterday, Mr. Cotton made his first landing at St. Anthony, where mails were delivered and others taken. He then proceeded to Labrador, but being unable to land at Battle Harbour, where the ice was broken, he came down at Hoop Hole Cove. Return mails were taken from Labrador to Botwood for transit to St. John's. The time table of the flight was—
Botwood, depart 10.15
St. Anthony, arrive 12.30
St. Anthony, depart 1.10
Over Battle Harbour 2.30
Landed at Hoop Hole Cove 2.50
Hoop Hole Cove, depart 3.25
St. Anthony, arrive 4.10
St. Anthony, depart 4.25
Botwood, arrive 7.05
Mr. Cotton will come to town on the express. He may do some flying during the summer with floats. Mr. V. S. Bennett and Mr. A. S. Butler are now in the city. The latter leaves by the Rosalind en route to England. Mr. Martynside is the only machine which can be used as the Westland cannot be repaired until certain necessary parts are received from England. Mr. Cotton has good reason to feel satisfied with the experiments which he conducted this winter. While from a financial point of view his flights may not have been a success, he has demonstrated the value of an aerial mail service in this country, and he has accomplished achievements hitherto unequalled in aviation circles. Moreover, he has served to advertise Newfoundland as a result of his great feat. Next year, it is to be hoped that the value of Mr. Cotton's services will be more readily recognized, and that full advantage will be taken of them.

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THE GOVERNMENT'S REPLY.

"Dear Sir,—Referring to the proposition submitted by you under date of the 28th-ult., I have the honor to intimate that the Government have taken the same into careful consideration, and have been obliged to arrive at the conclusion that they would not be warranted in placing upon the Colony the very heavy liability involved therein.
I have the honor to be, sir,
Your obedient servant,
(Signed) R. BOND,
Colonial Secretary.
"W. D. Reid, Esq., Vice-President of Reid Newfoundland Company."

The Rejoinder by the Reid Newfoundland Company is of much importance, in view of present conditions. Here is a quotation from it:—"I must submit that the question is not whether there is a heavy liability involved in the acceptance of our proposal, but taking into consideration the express purpose for which the Railway was built, the development of the Colony's resources, whether the Colony is not involving itself into a much heavier responsibility in rejecting it."

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An Open Letter on Railway Matters.

VIII.

To R. C. Morgan, Esq., C.E., of Winnipeg, in the Dominion of Canada, and of the Canadian Pacific Railway Company, City.

Dear Sir,—Let us come to facts in respect to the Branch-Line Railway policy. Who is primarily responsible for that policy? That is an all important matter. If, as you appear to postulate,—the policy was forced upon the Reid Newfoundland Company—then, your recommendation, that whereas "the Branch lines were built without any hope of remunerative traffic," and whereas "the Branch lines were constructed without warrant, through failure to properly forecast their earning possibilities, unless maintained as public charges, they should be closed down," is intelligible if not convincing. I beg to remind you, however, that your first postulate,—in respect to the operating of the Main Line Railway, was, that the Contractor did not "foresee, appreciate, or understand, at the time the Contract was entered into," what he was doing. To follow what you have advanced, in both instances, to its logical conclusion, both the Main line and the Branch lines, "unless maintained as public charges," should be closed down. Do you really mean that? After a very close study of your Report, I am convinced that that is precisely what you do mean. It might be accepted as very sound and excellent advice, if the people of this Country had not to realize what you have failed to realize, namely, that the Reid Newfoundland Company have been paid by the Government a very large subvention in advance, as I have endeavoured to make perfectly clear to you. For each mile of the Branch Lines of Railway constructed under the Contract of 1909, the Contractors received in fee simple four thousand acres of land, and a subsidy of sixty-nine dollars and fifty cents per annum for every mile of Branch Railway constructed." But to return to the query, who is primarily responsible for the Branch Line Railway policy? The fact is to be searched for in history, from 1898 to date. I have proved, by quoting from historical records, that between the years 1898 and 1900 there was created and established in this Country a Political Machine. That Machine has never ceased to operate, but, it becomes particularly active before a General Election in this Country, usually twelve months before. It was hoped, that after the passing by the Legislature of the 1901 Railway Contract, and the remarkably generous and conciliatory speech of the introducer of that measure, an extract from which I have quoted for your information, that the operations of the Machine would cease; but, you shall have proof abundant that it did not. In the year 1903, the year before a General Election, the Reid Newfoundland Company proposed to the Government of the day, in a letter dated April 28th, the construction of a number of Branch Line Railways. The proposal was accompanied and garnished with several attractions,—the establishment of a paper mill at Grand Lake, Cold Storage on the West Coast, and the exploration of Coal areas. These trimmings to the Branch Railway proposal were, however, only to be entertained if the Government guaranteed Bonds to the extent of Three Million Dollars at four per cent. The Government refused to entertain the proposal. Here is a copy of the refusal.

"THE GOVERNMENT'S REPLY.
7th May, 1903.
"Dear Sir,—Referring to the proposition submitted by you under date of the 28th-ult., I have the honor to intimate that the Government have taken the same into careful consideration, and have been obliged to arrive at the conclusion that they would not be warranted in placing upon the Colony the very heavy liability involved therein.
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C.C.C. BAND PROMENADE DANCE—The popular Promenade Dances of the C.C.C. Band will in future take place in the C.C.C. Hall, and on Monday Night next (Whole Holiday) their first Dances will be held. Tickets 50c. Hear all their new music. Splendid Hall; Splendid Music and a Splendid Time for those who attend.—apr21,11

Through Hunger and Exposure.

MEN DIES AT MILLER'S HEAD COVE.
Magistrate Courage reports to the Justice Department from Bay L'Argent that he had information from Grand John, Fortune Bay, stating that Wm. Wells had died through hunger and exposure at Miller's Head Cove. The only particulars given were that Wm. Wells and his son on the way home from Bay L'Argent had to make a landing at Miller's Head Cove, and that during the night the father passed away.

C.C.C. BAND PROMENADE DANCE—The C.C.C. Band Promenade Weekly Dances will hereafter take place in the C.C. Hall only, and the Grand Opening Dance takes place on Monday next (Whole Holiday) St. George's Night. Tickets 50c. Music by the C.C.C. Band in all their latest.—apr21,11

Cattle Shipment.

The first spring shipment of live Canadian cattle arrived by the S. S. Sable 11 this morning. The animals of which there are some 45 head are in splendid condition. One ox in landing from the ship had its leg broken and had to be conveyed to slaughter on a truck.

Eat MRS. STEWART'S Home Made Bread.—apr4,6mo

TO-DAY--AT THE CRESCENT THEATRE--TO-DAY.
"BETTY DONN"
IN SONG INTERPRETATIONS.
Miss Donn will sing each afternoon at 4 and each night at 9 o'clock.
First National Pictures present Constance Talmadge in "GOOD REFERENCES"—8 big reels—8.

Spencer Club Dance.

A MOST ENJOYABLE EVENT.

Spencer College Hall last night was the scene of a most enjoyable dance organized by the members of Spencer Club, comprised of principally former pupils. About eight couples were present. The dancing hall was very neatly decorated by the courtesy of Eric A. Bowring, Esq., and the supper room converted into a fairy hower by the artistic hands of Mr. Walter Chafe. The Church Lads Brigade Cadets Battalion Band under the personal supervision of Capt. Morris, provided the music which was most acceptable. This Band is improving in its dance music most wonderfully and is now able to furnish what is required to meet the most critical demands. Mr. Fred H. Ellis very courteously acted as floor manager and gave every attention, helping in a great way to make the dance more enjoyable. The catering was done by the Ladies of Spencer Club, of which Mrs. Geo. R. Williams is President; Mrs. S. C. Thompson Vice-President; Mrs. Fred Stirling Treasurer, and Miss Edgar Secretary. The supper menu was quite above expectations and heartily enjoyed. Mr. Harold Hayward, an enthusiastic Old Fieldian, acted as Club Treasurer during the evening, for which he as well as many others who helped in other ways to make the annual dance of 1922 such a complete success, received the grateful thanks of the Committee.

Grand Promenade Dance, Prince's Rink, to-night. Admission 25c.

Personal.

Mr. J. H. Wornell of the Bank of Nova Scotia leaves by the S.S. Rosalind on a health trip.
Mrs. M. Power is a passenger by Rosalind to Halifax on a business trip.
Mr. George Allan England, the American author who was at the seal-factory collecting material for a novel is a passenger by S.S. Rosalind to New York.

McMurdo's Store News.

FRIDAY, 21.
Just in, the latest thing in fine candies! Golden Meltaways is the general name, but they may be had in three forms, the "Golden," the Macaroons, and the Chocolate coated Meltaways. All of these candies are really delicious and are all well worth a trial. They are sold at the moderate price of 50c. a pound, or for the chocolate coated ones, 65c. a pound. Drop in and get some to try.
Hyplozone is going strong. Those who have used it say they are surprised at its value as a disinfectant, antiseptic or healer. See our windows.
EXPRESS LATE.—The incoming express with the Kyle's mails and passengers is taking a long time to make the run across country. It is due to arrive in the city at noon tomorrow.

Our Local Peppys
HIS DIARY.
April 20th.—Up with much discomfort from a cold of the head which my wife tells me is from my debauches this evening, but I bid her hold her tongue. To the Majestic Theatre, where I see "Way Down East," a most wonderful picture and my wife will have me take her to it. The House still on the business of the Estimates and some votes pass. In the night, to the Club and to play at Bridge. A fierce, chill, blowy day.

CALIFORNIA FRUITS,
Fresh and New.
TO-DAY, APRIL 21st, '22.
SMALL BEETS, FRESH CUCUMBERS,
FRESH TOMATOES, FLORIDA GRAPE FRUIT, med. & large,
LARGE RIPE BANANAS, CALIF. NAVEL ORANGES, three sizes,
LEMONS 55c. Dozen.
Irish Butter,
47c. lb.
MUSSELS, 1-lb. Cans 50c.
LOWEY'S BREAKFAST SOUP 15c. & 18c. Can
LOOSE BREAKFAST SOUP 30c. lb.
BAKEAPPLES, 1-lb. Cans 37c.
CHICKEN HADDIE, 1-lb. Cans 25c.
FRESH EGGS, per Dozen 50c.
CLEANED CURRANTS, 1-lb. Packages 17c.
LOOSE CLEANED CURRANTS 15c.
HOLDS RAISIN AND COMPOSITION CAKE 40c. lb.
CEREAL TABLE SALT, 1-lb. Cans 15c.
NEW HAY SEED (Fresh Timothy) 12c. lb.
SUNLIGHT SOAP, Cartons of 8-12 oz. Bars 42c.

C. P. EAGAN,
2 Stores.
Duckworth Street & Queen's Road

KNOWLING'S
ARE NOW OPENING
HATS
Millinery Untrimmed Ready-to-Wear
Hat Shapes Flowers
G. KNOWLING, Limited.

ROOFING!
We can supply MONARCH ASPHALT in 2 and 3 Ply.
FELT in 1, 2 and 3 Ply.
COATING—COAL TAR, in Tierces, Barrels, Half Barrels and Tins.
ASBESTOS ROOF COATING in 4 gallon Tins.
PRICES RIGHT.
Mail Orders receive our usual Prompt Attention.
Ayre & Sons
LIMITED
STORE DEPT.
apr21,21

PELLEY'S
Popular Prices!
LADIES' BLACK FLEECED HOSE, only . . . 35c. pair
CHILD'S and MISSES' DARK TAN HOSE . . . 25c. pair
COUCHES, Black or Brown covering . . . \$15.50
MATTRESSES from . . . \$4.85 to \$25.00
COPPERED WIRE SPRINGS . . . \$5.85 to \$6.50
KITCHEN CHAIRS, good strong make . . . \$1.75
Special: Bedstead & Mattress for \$16.50
White and Gold CUP and SAUCER for 25c.
Special Spring and Summer CAP for Men (818-Lined), Only . . . \$1.39
Plain White CUP and SAUCER \$1.30 for 1/2 dozen
White Shirting 25c. per yard
Blue Bird CURTAIN SCRIM 20c. yard.
Sash Curtain EXTENSION RODS 10c. 12c. 15c. to 30c. each.
Make you old Hat look like new with COLORITE 35c. per bottle.
TOILET PAPER 2 Rolls for 15c.
HERB TOILET SOAP Only 17c. per cake
Pound Shirting, Fleece Calico, Blanket Ends, Fancy Sateen, Art Ticks, Flannelette at Low Prices.

D. E. PELLEY'S
VARIETY STORE,
Corner Water and Springdale Streets.
Shipping Notes.
Schr. Allan F. Rose has cleared from Rames with 2,460 qrs. codfish for Oporto.
S.S. Susu is now undergoing a thorough overhauling. The ship is being put in readiness to begin the Fogo service on May 1st.
S.S. Dicky was to leave Liverpool at noon to-day for this port.
S. S. SABLE IS PASSED—S.S. Sable, I. arrived in port a.m. from Halifax via the bringing a full freight and the passengers: Geo. Grand, Grandy, H. C. Love, Wm. Frank Taylor, W. J. Prebble, M. and J. Grandy, George Goble.
GASOLENE at Melville 55c. per gallon.—apr18,21