



THE MONOPOLY OF MONOPOLIES.

THE contract between the Government of Newfoundland and R. G. Reid is now being published in the columns of this paper. Each one of our readers can digest its contents for himself and digest its own merits. The publication of this bargain has increased the disfavor with which the "deal" is met on all sides, until to-day there is scarcely

"A Corporal's Guard"
left in this city who would attempt to defend the transaction more in order to fasten the memory of our people upon a deed which was done, and by which the performance. We have whom it is our article as "The Monopoly of Monopolies," and we think we can, before we finish this article, point out to the public of Newfoundland that there are plenty of good and sufficient reasons to justify the title.

MONOPOLY I.

The first monopoly created under this contract is that of the local carrying trade of this colony. Reid is to be paid for thirty years for Coastal Steam \$72,000. In addition to this he will receive \$20,000 a year for the S. S. *Bowser*. It will be remembered that when the S. S. *Arctid* commenced a Coastal Steam Service, north and south, thirty years ago, wise-acres shook their heads and said:

It Would Never Pay.

She had not been a year on the service when it was found that she had created a traffic of such magnitude that she could not by any means reach upon the half of it. The S. S. *Arctid* was followed by the contract made with Bowring Brothers, which resulted in placing the S. S. *Plowee* and S. S. *Carlson* on coastal and mail service. The wise-acres again shook his head and said, it would never pay. The steamers were barely running two years when, on each trip either way, they were

Filled up to the Hatches With Freight

and the space was found insufficient to accommodate all persons travelling in them. After that contract had expired it was found necessary, in the interests of the public, to build two steamers of double the capacity for both freight and passengers, and also of increased speed to meet the requirements of the people who were continuously clamoring to have more ports of call. Even those large steamers, assisted as they are in coastal carrying trade by the S. S. *Harlow* and hundreds of schooners and freighters are found to be inadequate. With the large subsidies paid the Reids, with swift and powerful steamers all schooners and local freighters will be

Rapidly Swept Out of Existence

and the Monopoly is made perfect for thirty years. The amount from traffic, from the days of the *Arctid* to the present time, has multiplied itself eight times over, and so it is reasonable to expect by the end of the next 30 years it will have at least quadrupled itself. The Coastal contract paid Captain Cleary large dividends. It paid Bowring Brothers the same. It is now paying Harvey & Co. the same. Those gentlemen had the contract for only one-third the period the Government have given Reid. There are fortunes in it for each one of the Reids.

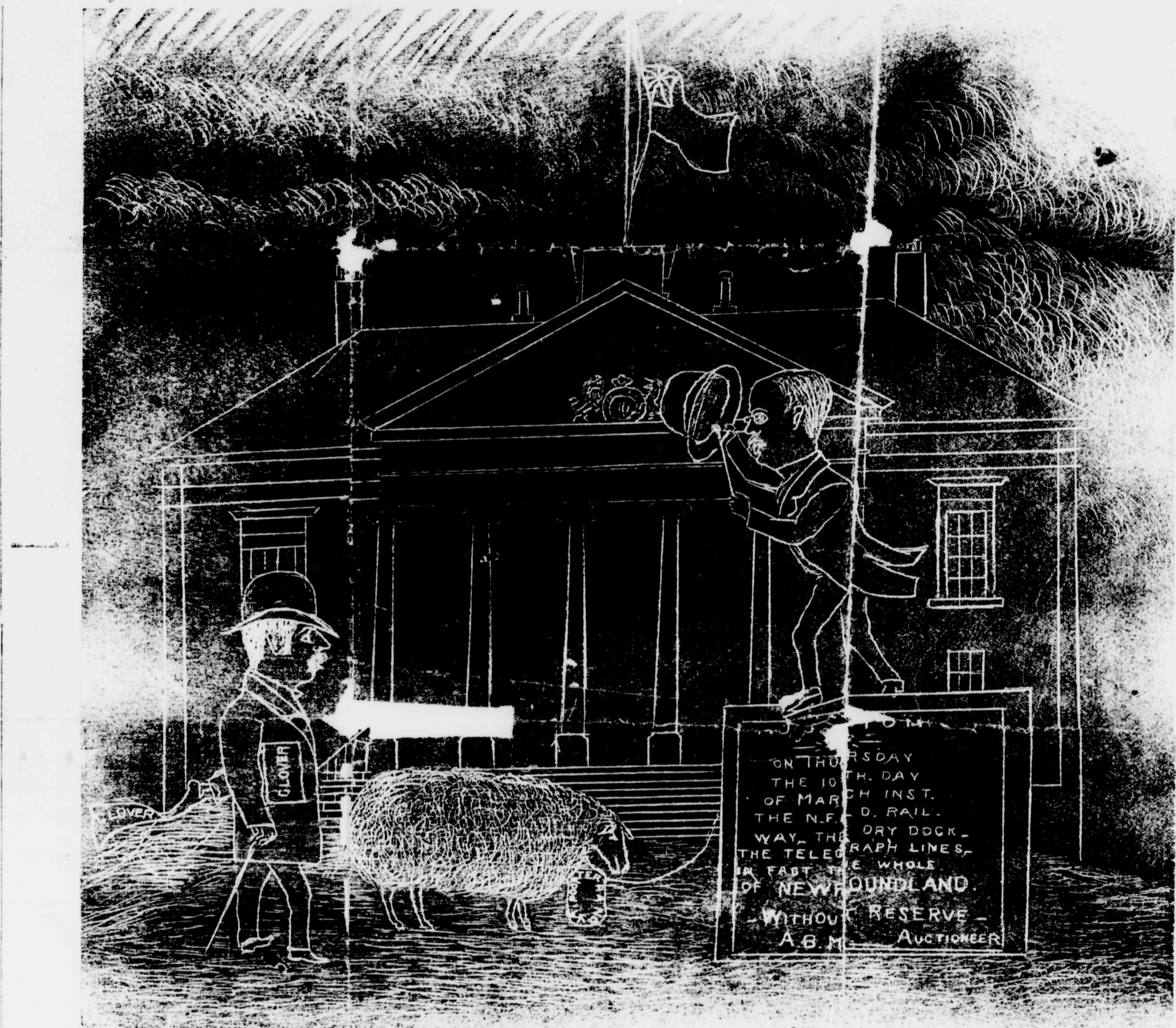
MONOPOLY II.

The Winter Government have committed the absurd folly of selling our telegraph wires to Reid. No greater act of folly can be imagined. Reid, with his immense interests, shall know all that passes over the wires. He shall know the business status of every man in the colony. What he ships, what he buys, and what he wants. No King had ever such vast control over his subjects.

We have created Reid a barbaric king; but we have gone further and given him all the engines of modern civilization. It is useless to say that the same thing applied to the Anglo-American system. The Anglo-American has not the same interests in this colony that Reid has; and even as it was, there were people in the community who at times doubted the privacy of some of those offices. Reid has by this deal a monopoly in the hearing of all business conversation going on throughout the colony.

MONOPOLY III.

The contract also gives practical control and the monopoly of all the waters of the harbor above MacLaughlin's wharf. The Dry Dock that cost \$150,000 loaned to him for \$225,000, and one-third the water frontage of the harbor goes into it as a tilly. This municipal water, prop-



A. B. M. (Auctioneer).—"What am I offered?"
E. P. M.—"One Million Dollars!"
A. B. M. (Auctioneer).—"One Million Dollars offered. Going at One Million Dollars. Going! Going!! Going!!! GONE! Who is the purchaser?"
E. P. M.—"I'm the purchaser for Mr. R. G. Reid."

erty and facilities are worth at least a \$150,000. With the Dock under his control, he can sell at 25¢ wages. With the machine shops on the Dock premises, and those to be moved there from Wiltoune, he can fix the scale of wage of all iron workers. So much for the third monopoly.

MONOPOLY IV.

The Railway is sold in perpetuity to Reid for the paltry sum of \$1,999,000. Of this sum \$110,000 goes back to Reid as follows:—\$100,000 to build the line from Topsail Road to the dock; \$110,000 to pave Water Street for the convenience of his own street railway; \$100,000 for the right of way, and \$100,000 to re-rail the Harbor Grace and St. John's track. In reality Reid pays us but \$500,000 for the Railway that cost the colony so much money. Is not this an

Outrage on all Decency and Honesty?

Are there any men of public spirit left in the colony? By the purchase of these several railway services and rolling stock, Reid has secured to himself, his heirs, executors, administrators and assigns for ever, complete, perfect and sole control of the whole internal trade of the colony, in addition to his monopoly of carriage by sea. In addition to this it should not be forgotten that we have to pay him \$45,000 a year to carry our mails

over what was our own railway. Add this to the \$92,000 for steam subsidies, and we see that in a year that we must pay Reid.

MONOPOLY V.

The fifth item in the programme covers a gift of 7,500 square miles of lands. This 7,500 square miles is equal to 4,800,000 acres. All the land must be good. He need not take swamp, bog or barren. The island has 42,000 square miles, 14,000 of which is covered with water; 14,000 is rocks, bogs and barrens. This leaves but 14,000 square miles available to the people. Of this, 3,500 square miles is already taken, laid out and granted. This leaves 10,500, of which Reid takes 7,500, and there is left but 3,000 square miles the property of the commonwealth of Newfoundland!

MONOPOLY VI.

In addition to this enormous grant of mines, minerals and timber, he is given the privilege of three years to make his choice; and so the 3,000 square miles left to Newfoundland will be Reid's gift. For Reid, the pick of the best; for the Newfoundlanders, the duff. In the short way of putting it. We—for three years—have forbidden any capitalists to come. For three years we have tied up the country to Reid. For three years our laboring people may starve, in order that the man of this insat-

able monopoly may be stuffed to repletion. It is more than the patience of any people can bear.

MONOPOLY VII.

In order to give the Reids full control over all the mineral products of the colony, a toll is placed on all minerals mined under this contract, except coal. In a short time Reid, with the enormous pull of a plethoric purse, will be able to make this taxation general. Then, with his control of water carriage and inland carriage, and ownership of both services, he can so hamper the mineral industry that it is quite possible for him to kill out any industry in competition with himself that he may desire. The taxation of four cents a ton on iron will, in all probability, effectually nullify against the mines at Bell Island and Bay-de-Verd. The margin of profit on iron is small.

Is Extremely Small!

and to make it pay, the stonest economy must be observed. The tax of \$1.25 a ton on coal is simply a tax on raw materials—a tax on all our struggling industries. The measure of iniquity contained in this contract cannot be grieved by a cursory reading. Time and intelligent thought are required to develop all its evils and all its abuses.

MONOPOLY VIII.

The sale of all our resources to one man is effected, and the labor of the

country is harnessed to the wheels of this juggernaut. Under an by-virtue of the immense powers placed in his hands, Reid can control and monopolize the fresh-fish trade of the near future. He can control the lobster fishery; he can control the pickled fishery industry; and by means of the great services at his disposal, and by the construction of a few depots, he can control the whole food importation of the colony—and all its exports, for that matter. This is not idle talk.

It is a Solemn Fact.

It is a serious thing for Newfoundland. It is the height of absurdity to say that he will not utilize the immense powers within his grasp. Did not Reid monopolize the sale of provisions on the railways? Did he not, by a system of petty persecution and annoyance, drive all other traders and competitors off the line? Did not Charles Harvey, who voted for the contract a few days ago, last fall, while denouncing the Reids in Conception Bay, hold in his hands an account of the Reids with one of their employes, and show, by comparison with one of his Labrador sharmen's accounts, that the charges in Reid's were 25 per centum greater than those in his own?

In Conclusion.

The tentacles of the Octopus are around the Island. Each tentacle is a monopoly in itself, and is a feeder of

the one great monopoly. Every industry in the colony, to feed this great devilish, shall be bled as white as chalk. The tentacles of our outlaws extend all over the land. This immense monopoly has a precise mechanism and a structural organism as complete as that of the Octopus. Its tentacles or feelers can, at the will of the brain of the Monopolist King, move all over the Island and cup any existing industry until it languishes and dies. There is no colony of freemen in the world that would put such an incubus on their shoulders, or could allow any

prevalent Gang of Knavish Politicians.

to fit such a yoke of serfdom to their necks. It shall rest and gull for all time. You, freemen of Newfoundland, are sold into the bondage of King Reid—your children shall feel the burden of this yoke ten times more than the present generation. The names of those connected with it shall be branded with infamy for all time; and still more accursed in the memory of the people shall live the names of the traitors to the Liberal cause who, in the hour of trial, betrayed thepass and sold Newfoundland and her people, for all time, to the worst monopoly that ever passed as a blight and a curse over a nation or a country.

THE DEAL.

SAID Alfred B. to Jim, said he,
"I'll let you do the steering,
And after you have curried them,
I'll do the auctioneering."
"For Mr. Reid, he has agreed,
When we've lassoed the cattle,
To pay the rhino on the rail,
Laws! how the tin will rattle."
"First we have got, that corner lot,
Lasso those grinning monkeys,
Well, they'll go low, ten pounds or so,
Will fetch those crawling bunnies."
"That gang will follow at my beck,
But think of our position,
If three or four would cross the floor
From out the Opposition."
"Reid or Murphy, Horwood, Down
Or Bowring, we can't carry,
And Callahan's too much a mess,
We won't get Oue or Larry."
"But one or two among the crew,
If we can't get them come over,
If we can't get them come over,
And just to drink of clover."
"For instance, Neil, with whom 'tis said,
That sell to more than Parry,
He'd do for our new Cabinet,
When we turn down Mike Carry."
"Oh, he'll not stop to keep his native
Country from the hammer,
His patriotism's 'bout as pure
As is his English grammar."
So get the bill in proper shape,
And rush it in a hurry,
If you can't get the Upper House,
I'll force Sir Herbert Murray."
St. John's, March 10th.