



Evening Telegram

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

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Wednesday, May 17, 1922.

The Result of Meddling.

If the official programme of the Government with regard to the Railway is, as outlined by the Prime Minister in the resolution submitted to the House of Assembly on Monday last, then indeed is Newfoundland jumping out of the frying pan and into the fire, for under Government operation the railway would be not alone a huge joke and misfit, but a colossal expense as well and could not give satisfaction. The Government has proved itself as incapable of running an administration, let alone a railway, and it is through the blunders and meddlings of a section of the Executive that the country today is in the unprecedented position of having the entire railway service tied up by the act of one or two members of the Cabinet. The Prime Minister is now exceeding stern and haughty in his manner toward railroad affairs. He is determined that not one more cent shall be paid out on account of loss until a full and complete statement, duly audited and proved, is submitted. Had Sir Richard been a little less complacent, and stood on his Prime Ministerial dignity in 1920, when Mr. Coaker undertook to operate the Railway by Commission, and in so doing plunged the country into the present vortex of trouble, there may not have been the deadlock between Company and Government that obtains to-day. But despite protests, despite warnings, despite advice, he permitted the Commission of which Mr. Coaker was self-appointed Chairman to practically commandeer the Railway and run it for a year, with the result anticipated. That was the beginning of the trouble, which has now culminated. Yet in the light of this one object lesson the Prime Minister professes to adopt a similar and equally disastrous line of procedure.

It will take all and more than all the array of legal talent the Colony can boast of to straighten out the present tangle, for the affair is so hopelessly muddled that only a close and searching investigation can reveal the true condition. Meanwhile the railway service is at a standstill. Trains are held at terminal stations, because the hands will not man them. And why should they when they do not know where their wages are coming from? Train hands, like all other employees, must live, likewise their families. But it cannot be expected of them to toil for nothing and ultimately drop down of starvation at their posts. Neither can the transport service of the Colony be at a standstill. Business must go on, mails must be brought and carried, passengers have to travel to and fro. Follows it then that pressure has to be brought to bear upon the

Company, and compulsion resorted to, if necessary, that the service may be maintained. Yet diplomacy and square dealing may succeed where strong measures would inevitably fail. Have all the means at disposal been exhausted? Have negotiations other than the voluminous and unconvincing correspondence, already published, disclose, been carried on? There is, there must be a way out. But few members of the Government realise what a general tie-up of the railway means. Fewer still have any knowledge of the legal aspects of a prolonged battle for supremacy in the Courts. The Prime Minister and his colleague of Justice both know and appreciate. If they fear to move in an effort to extricate the country from the mess into which they and their following have gotten it then there is but one manly course open to them. They should get down and get out. At the moment the next move is with the Government. The railway company have placed their piece on the square and have as they claim called check. But not yet. The Government, if they know it, and know the game have a better position, and one which may be instantly taken advantage of. If they do so at once, it will have a far better effect than shouting from their place in the House of Assembly that they will take over and operate the railway. Such shrieking is merely to keep up the little courage left them, and to obscure an issue for which no one is to blame but themselves.

Supreme Court.

(Before the Chief Justice.)

In the matter of the petition of Harold C. Ayre of St. John's, praying that Edgar F. Peyton of Botwood, Lunenburg, be insolvent, and praying that he be declared bankrupt. The Chief Justice, in answer to the petition, ordered that the petition be read and that the insolvent be heard and files filed of composition and moves that insolvency proceedings be discharged.

It is ordered that the proceedings be adjourned until Wednesday, May 31st, so that Mr. Bradley may obtain an affidavit from the insolvent as to the amount and value of creditors agreeable to composition deed.

Disclosures.

It is said that certain secrets of Nature are on the verge of discovery, the importance of which will be so far-reaching and overwhelming as to revolutionize human thought and conduct. Mr. J. W. Morris, B.Sc., in George St. Church Basement, Thursday night, with the aid of a moving picture film entitled "Revelations," will outline some of the recent studies and discoveries in the realm of Science. Tickets at Dicks & Co.

Successful Play.

*WAR MEMORIAL PROFITS.

A message received by the Telegram from Padre Nangle this forenoon, announces that Mrs. Bellamy and Troupe staged the play "Oh Susannah" at Harbor Grace last night. The Hall was packed with an enthusiastic and appreciative audience, all of whom entered into the spirit and motion of the actors and scenes. The handsome sum of two hundred and fifty dollars was realized for War Memorial.

Prospero Sails.

TRAIN MAILED DESPATCHED BY SHIP.

S. S. Prospero, Capt. Field, sailed on the northern service at 10 a.m. today, taking a full freight and the following additional passengers: N. Hicks, A. Bauman, P. Lane, Wm. Lockyer, T. Lockyer, H. Russell, T. Devine, Mr. Windsor, A. Tilley, Chas. Kelly, Mrs. A. M. Bauman, Mrs. W. Snelgrove, Mrs. Erikson and 20 additional second class. Mails which usually go by train for the northern districts were despatched by the steamer.

Weather and Ice Report.

Tide Cove—Strong westerly winds; ice moving off.
Nipper's Hr.—Moderate N. E. wind; no ice in sight.
Seal Cove—S. W. wind; ice moving off.

The Railway Deadlock.

RAILWAY PRESIDENT MEETS EXECUTIVE GOVERNMENT—MAY DISPUTE WORDING OF ACT—NO TRAINS MOVING YET—STEAMERS MAY ALSO BE TIED UP.

The railway deadlock continues today and no trains are moving on any section of the line with the solitary exception of a freight which is conveying pulp wood for the A.N.D. Co. This morning the Executive Council met to consider the situation. Mr. H. D. Reid, President of the Reid Newfoundland Company, and Mr. C. W. Conroy, the Company's counsel, met the Government and discussed the matter. The tenor of their remarks is believed to be that the Railway will not be operated until the Government advance the payments demanded. Unless they accede to his request, their sole alternative is to obtain the necessary legislative authority and assume full control of the railway. This can only be done if the Reid default, and this, the Company has no intention of doing if they can avoid it. What the Government may do is send a special commissioner to the railway offices, give him full control, and let him operate the line until a permanent settlement is made. If possible, however, they wish to avoid such drastic action. The point of the Reid claim is a legal one and is due to the fact that the payment paragraph in last year's Act is believed to be ambiguous. The Government reading of it is that payments should be made only as losses accumulate. The Reid attitude is that the Government are bound to make periodical payments to the full extent of the \$1,500,000 guarantee. Then, if there be any amount over and above losses at the end of the fiscal year, to be refunded. There is a fine legal point involved which may ultimately have to be settled in the Courts. A pronouncement will be made in the House to-day by the Prime Minister. In the meantime, the situation in a nutshell is that until the Government accede to the demands of the Company for payment, the tie-up will continue. The train hands held a meeting yesterday afternoon which lasted for over three hours. What their decision was may only be concluded from the fact that engineers did not turn up to work either yesterday or today. There is no question of a strike. The men's attitude is that as there is no pay, they do not propose to work until they see a chance of getting it. The only steamers held up so far is the Kyle, but it is expected that when the other ships reach the various terminals, the crews will refuse to work until they receive last month's pay.

Offers Employment.

ARMYMAN AND HAWKES SAY ENTERPRISE.

Employment for 800 to 1,000 men will be offered by the Aerial Survey Company as soon as it receives the occupation license land in Hawke's Bay, for which the Government has been asked. It is proposed to employ these men in cutting and preparing pit props and pulpwood in Hawke's Bay. The company is in direct communication with users of these products and it is very probable that permanent contracts for supplying them will be made. Why the Government hesitates to grant the concessions asked for is not very apparent, and in the meantime they are interfering with the solution of the unemployment problem. Mr. Cotton told the Telegram this morning that immediately the concessions were granted the men will be employed and the first 300 will be given an opportunity to obtain work during the winter.

Schooner Reports Derelict.

WRECKAGE SIGHTED.
A message to the Deputy Minister of Customs from the Sub-Collector at Burin states that the schooner Ruby and Dorothy reported passing two broken spars and a topmast, supposed to be attached to a submerged derelict. The Ruby and Dorothy was on the passage from Oporto with a cargo of salt and passed the wreckage in lat. 38.30 North, long. 22.33 West.

Girl Out on Bonds.

Mary Barton, a girl who appears at frequent intervals before the Magistrate for vagrancy, and whose last appearance was only a few days ago, was charged this morning with house and disorderly conduct. This girl has a home here but will not go to it and prefers to wander about the streets. She is not quite sound in her mind and the Judge had no option but to place her under bonds of \$100 or 30 days imprisonment.

Shipping Notes.

Schr. Cecil Jr., 48 days from Tor-reveles via Gibraltar reached port last night with salt to Capt. A. Kean.
Schr. Bessie McDonald, Florence E. and Alameda, have arrived at Grand Bank from the Bank fishery, hauling for 600, 1100 and 1400 qts. respectively.
S. S. Rosalind is due from Halifax this evening. Owing to head winds and fog it is likely the ship will be delayed until late.
COTTON'S PATCH.—The amusing burlesque, "Cotton's Patch," drew another crowded audience to the Casino last night. In connection with our report yesterday, the dancer was Miss Marshall, not Miss Kennedy. Miss Marshall is a daughter of our well known skater.

Our Local Peeps.

HIS DIARY.

May 16th.—Up betimes and to the office, where I busy myself all the morning. Comes news that the railway is closed down, being that the men have not gone to work, nor will till the Cabal do pay them their wages. Indeed, a most distressful thing to happen, and will, please God, soon come to an end. Poor in dismal mood, tells me how there will be no trains for a long time, but he ever a gloomy fellow, and I will not believe him. I think that the Cabal will pay the wages, and so more time given to consider the situation. This, I believe, to be the only wise course. Meeting Mr. Moore, he tells me how he hears that Sir W. D. Reid comes from Canada about the matter, but will not touch for the truth of it. I to lunch with the Rotarians, and Mr. Ayre presents me to Mr. J. Jamieson that is here from Toronto. A pleasant man, and tells me he did come only with an overcoat and golf clubs. This, I think, to be a display of wit on his part, and I much amused thereat. I sit by Rotarians Hartnett and Morris, and did have much pleasant discourse with them. Mr. Morris tells me of electricity, and certain other things, which did interest me greatly. I very much wroth with the printers, they leaving out a word in my journal of yesterday, which did make it seem as if it were due to my negligence. The weather turned very cold, and so I did not take out my motor coach, as my wife did pray me to, whereas the wretch did nag me to high on bed-time, and says how I will do nothing to please her, but will waste my time in idling at the Club, and with smiling at other women. I greatly angered and did bid her hold her peace, which seeing my irate mood, she did do.

Church of England Orphanage Garden Party, Wednesday, July 19th, 1922. All women of the four city parishes who are willing to assist in any way at the Annual Garden Party in aid of the Orphanage are requested to attend a preliminary meeting at Canon Wood Hall, Thursday, 18th inst., at 8 p.m.—may16.21

McMurdo's Store News.

WEDNESDAY, May 17.
We have, among other seeds, a good selection of the herbs, such as winter and summer savory, Sage, Rosemary, Lavender, Thyme, and Thyme Marjoram. These are easily grown and make excellent seasonings. These seeds are all Sutton's, carefully selected, and will give satisfaction. Price 20 cents a package.
Our Reunion Omelette, made from an old recipe which has come down to us in the business from the earlier part of last century, is a really good one, and has cured some severe cases. Price 30 cents.

Published by Authority.

His Excellency the Governor has been pleased to appoint Messrs. Robert G. Dunne (Fortune Harbor, N.D.B.); Simeon Piercey (Winterton, T.B.) and Richard Modell (Port aux Basques), to be Justices of the Peace for the Colony. Mr. Charles Slade, to be a member of the Church of England Board of Education for the District of Kingswell in place of Mr. George Rodway; Mr. William Quinton, to be a member of the Church of England Board of Education for the District of Haystack, in place of Mr. T. Wakely; Mr. C. W. Hodder, to be a member of the Church of England Board of Education for the District of Harbour Buffett, in place of Mr. N. Dicks.
Department of the Colonial Secretary, May 16th, 1922.

Op-tom-etry.

If the movies hurt your eyes . . . it is probably your eyes . . . not the movies.
Correctly fitted glasses give better vision, greater efficiency and are a blessing to humanity. Consult an Op-tom-etrict once a year.
H. B. THOMSON, Optic, C.D., Optometrist.
Fully equipped Optical Parlour, 836 Duckworth Street. Hours: 10 to 12.30, 2 to 5, 7 to 8. Phone 8-0-5. may17.21

From Cape Race.

Special to Evening Telegram.
CAPE RACE, To-day.—Wind north, fresh, weather dull; steamer Gracia passed east, Canadian Ranger west and schooner Poltem passed yesterday afternoon; steamer Daisy passed in at 7.30 a.m. to-day. Bar. 29.88; Ther. 48.

NOTICE—Grand Excursion to Carbonear, May 24th. Train leaves St. John's at 7 a.m., stopping at all stations from Brigus Junction to Carbonear. Returning will leave Carbonear at 11 p.m. C. L. B. Band in attendance. Tickets \$4.00, can be had from members of Band and at Ewing Brothers, Ltd., A. S. Wadsworth, Percie Johnson, Ltd.—may16.22

What Are We Doing to Attract Tourists?

Editor Evening Telegram.

Dear Sir.—Some little time back I noticed by one of our papers that Mr. Higgins had in the Assembly referred to the necessity for taking steps to encourage a tourist business. More recently I saw a letter in your column from a Mr. Stafford telling of the advantages that would accrue from such a business. In fact for quite thirty years some one, more or less, qualified to discuss the topic, has been harping in the Press upon the great possibilities that a tourist traffic would hold for us, but not a single one of all the writers have offered a practical suggestion as to how we are to acquire such.

Those writers have all told us that we possess a delightful summer climate, really magnificent scenery, and unequalled sporting opportunities. All quite true but the handicap is that those very real attractions are not available to the tourist when he comes to us. One may fill up a hungry man with beefsteak and his discomfort is only accentuated thereby if his digestive organs are not functioning properly, or even if they be, he derives no benefit, no pleasure after sensation of comfort unless his system can assimilate the life sustaining constituents of the meal. Precisely similar conditions are operative with us in the matter of a tourist traffic.

We have the wherewithal to make Newfoundland an ideal vacation resort, but we take absolutely no steps to make the many attractions that we possess and which the tourist comes to enjoy, available to him. The summer vacationist is a very practical person, he is always one of moderate means. The wealthy take their vacation aboard their own yachts on which they live all the time. The American business man is probably the hardest worked man alive. To enable him to stand the continuous grind a fairly lengthy summer vacation is absolutely a physical necessity. He is as practical in this as he is in all other things; to get the full benefits of a real vacation, of the ensuing year, he is prepared to spend as liberally as his means will permit, but, in every case, he wants value for his money.

This is recognized by every country that caters to the tourist traffic. In Europe it has been reduced almost to a science by the Swiss. Even in Britain and in Ireland every provision is made to ensure the comfort and to facilitate the exploiting of the most interesting spots and objects by tourists. Some twenty years ago Nova Scotia undertook to develop a tourist business and has succeeded in making the effort a creditable and profitable investment. Nova Scotia selected as its most promising location for a tourist resort the beautiful Chester Basin, on its Atlantic Coast and but a few miles west of Halifax. They concentrated effort there and for some years it has been the summer home of thousands of Americans who leave, it is estimated, a million dollars a year in the country.

The writer has had opportunities to judge the merits of what Newfoundland has to offer to tourists—he is also familiar with the natural attractions of Chester and some other summer-favoured haunts of tourists and speaking dispassionately he can assert that in enjoyable weather, in features of scenic beauty, and with our unrivalled advantages of sea and river fishing and sites for golf courses we possess unequalled advantages that we are doing nothing to convert into the industrial asset that they should have long since become. A year ago he wrote a local paper a letter, necessarily a rather lengthy one, dealing comprehensively with a tourist business. He was told by the Editor that the letter was so excellent and interesting that he had reserved it for his "Christmas Number." As a matter of fact it did not appear at all and he was subsequently told that a clerk, who had been instructed to file it had mislaid it. The real reason was a disinclination to incur the cost of setting-up the paper in question is supposed to be devoted to the fostering and development of industrial and commercial enterprises. With your permission Mr. Editor, I will again trespass on your space in this subject as it is of so great importance as to merit being treated somewhat fully.

Yours truly,

May 14th, 1922.

Red Parade in Hamilton on May Day

Wearing red rosettes and marching with a flaming red flag, 250 men and a few women from the ranks of the unemployed, held a May Day parade in Hamilton, and collided with the police. A short but sharp riot ensued. The police drew their batons and cracked heads right and left. Occurring as it did in the very heart of the downtown district, King and James streets were soon choked with thousands of pedestrians, automobiles and street cars. Citizens who volunteered to aid the police in quelling the riot, received blows from the fists of the reds, who loudly resented their leaders being arrested. After laying out a few of the most active, the police placed three men and one woman under arrest.

Floral Tributes to the Departed.

Nothing so nice as Flowers in time of sorrow. We can supply Wreaths and Crosses on short notice, and guarantee satisfaction. We will endeavour to meet the humblest purse. "Say it with Flowers."
VALLEY NURSERY, Tender Brothers, Box 994, St. John's. Phone 124.

Launch Damaged.

"FIXIE B." MAKING GOOD PROGRESS.

The gasoline launch "Fixie B." owned by the Aerial Survey Company, left St. Mary's this morning to continue her run to Hawke's Bay. She is making good progress. The "Fixie B." left St. John's last Saturday with supplies for the destitute settlers in the neighbourhood of Hawke's Bay, but a slight accident to her outboard water pipe necessitated a visit to St. Mary's for repairs.

Fooled Thousands.

MAN WHO PRETENDED TO BE THE GREAT NAPOLEON.

What hold did the bogus Napoleon have over the real Napoleon? That the man who so successfully impersonated Bonaparte had come hold is shown by the fact that the lightest of sentences was imposed when the imposture was finally discovered. The "false Napoleon" was a man named Jamilnac, a chasseur officer in the French Army. When it was announced that the Emperor was to visit Poland Jamilnac not only represented himself as the French general in that country, but was feted in a manner becoming one whose name was on all the lips of Europe. He bore a striking resemblance to Napoleon, and he was able to imitate the Corsican's shrill, harsh voice, as well as his abrupt speech. Many of the Emperor's best friends were deceived, and would not believe that they had been tricked—even when the imposture was exposed. Upon his arrival at Warsaw Jamilnac found the Polish capital swarming with the most prominent men of the country, ready and anxious to do honour to the great general.

Made Wealthy for Life.
He was royally entertained everywhere, and many were the noble ladies who offered their heart and hand, hoping in this manner to secure the friendship of the great Napoleon for their oppressed country. The imposture went on for weeks, and Jamilnac collected enough presents and money to make him wealthy for life. His game was soon to come to an end, however. A French officer, who had left Paris only a short time previously, and knew that the Emperor had been in the city at that time, exposed the false emperor.

Jamilnac's arrest was ordered at once, and he was finally brought before the man whom he had impersonated, receiving the extremely light sentence of a dismission from the army, with no mention even of the return of the money or presents he had collected. After Napoleon was banished to St. Helena the former officer of the chasseur was compelled to grow a moustache and otherwise disguise himself in order to avoid arrest on a charge of being the Emperor himself.

He lived to a ripe old age—well taken care of by the funds which he had amassed during his daring impersonation of the great general. But the reason for Napoleon's forbearance still remains one of the great secrets of history.—Pearson's Weekly.

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BORN.

On Sunday, May 14th, a son to Mr. and Mrs. Ringman, 402 Water Street. On May 16th, to Mr. and Mrs. R. J. Kent, a son.

MARRIED.

On the 15th inst., by the Rev. R. B. Fairbairn, Miss Marion LeShano to Thomas Garland, both of this city.



For Health and Beauty
ERASMIC HERB TOILET SOAP is of the highest quality, superfatted, and delicately perfumed. Suitable for all complexions. Made from pure materials under the supervision of eminent chemists. Agent: THOMAS B. CLIFT, Water St., St. John's.

Houses! Houses! Houses

Now is the time to make some good investments and not wait until the value of property increases. I have the following property for sale on very easy terms: Five houses on Bannerman Street (no reasonable offer will be refused as this estate must be realized); one three-tenement house on Cochran Street, partly brick, all fitted up with toilets and sinks in each tenement, ground rent only twenty dollars per month; one house on Belvidere Street, fitted up with all modern improvements, suitable for two tenements or can be made to suit one family; one house about two miles from the city; other properties too numerous to mention. Terms of payment made easy. Apply to

J. R. JOHNSTON, Real Estate Agent, 304 Prescott Street.

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YOUR TELEPHONE CALL IS OUR SELF-STARTER.

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Telephone 318. Catherine Street.

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Kelly-Springfield Tire.

1919-\$160. 1920-\$150. NOW \$51.00.
The high prices were occasioned by the 16 per cent dividend which was discontinued two years ago. This, however, is a seasonal issue, its product a high-grade tire of excellent reputation. Recently, a modern plant has been erected at Cumberland, Maryland, affording greatly enlarged production. Holders at current quotations should not handsome profits in early market appreciation or by a resumption of cash dividends.

TRADED ON MARGIN \$10 PER SHARE.

J. J. LACEY & COMPANY, LIMITED.

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