



Evening Telegram

W. J. HERDER, - - - Proprietor
C. T. JAMES, - - - Editor
Saturday, January 14, 1922.

A Lost Industry.

According to the Board of Trade returns the exports of pickled (Salt Bulk) fish for the month of December were two thousand, one hundred and twenty four quintals, whereas if we look up the records of the same month in other years not including December 1920, when only about one cargo was exported, it will be found that the salt bulk fish trade on the South and West Coast ran into thousands of quintals. At that period all the big fish manufacturing centres in the New England States were sending schooners to Newfoundland for the purpose of purchasing cargoes. In many cases the fish were bought fresh from the knife and salted down in the holds of the vessels, the returns accruing to the fishermen from this transaction being immediate. Sales were made up weekly and all the producer had to do was to take his cheque to the local bank and cash it. Thus there was a constant circulation of money, and no person was in need. To-day the change is radical. No schooners come from U.S. ports to purchase the products of the toiler. The South and West Coast trade with United States buyers, except in so far as the Bay of Islands and Bonne Bay herring fishery applies is all but nil. The loss to the toilers is proportionate, and causes a diminution in the catch. Where there is no competition there is little industry, and for that reason other avenues of employment, beyond those of the fisheries have to be found.

Breaking Stones.

Convicts are usually associated with this process, and it must seem hard for the unemployed of the city of St. John's to have to take up a class of labor usually told off for state prisoners. Yet that is what was suggested by the Militia Employment Department to relieve the acute labor situation existing in St. John's at the moment. The working implements for breaking stone are a hammer and a canvas apron. We wonder how would the aristocratic (?) hangers on at this department like to be employed on a similar job themselves? At least if they were, they would be productive of something, and not barnacles adhering to the Government hull as they are. The Council in turning down this "insult" and offensive proposition, and we must congratulate Mr. Cook and his associates on their courage in repudiating the idea of a military autocracy, which has foisted itself upon the body politic and is helping to drain the financial blood of the taxpayers of the country to no beneficial advantage.

Express Passengers.

The following passengers arrived at Port aux Basques at 6 p.m. yesterday from North Sydney and are now on the incoming express, due here early to-morrow morning:—H. Batten, G. Bungey, A. Rowe, W. James, Miss C. M. Fitzgibbon, M. J. Duff and Rev. Fr. Cacciola.

The express is also bringing 150 sacks of foreign mail matter.

Letters From the Front.

BANK OF COMMERCE ISSUES MEMORIAL VOLUME.

The Management of the Canadian Bank of Commerce deserve to be congratulated on the manner in which they have perpetuated the memory of those members of their staff who served, and in many cases, fell in the Great War. The Bank's Memorial takes the form of a book containing extracts from letters written by members of the staff while on active service. The volume is most elaborately bound and is printed in large clear type on excellent paper. It is illustrated with very fine photographic reproductions of those members of the Commerce Staff who gave their lives in the War, were awarded decorations, or were mentioned in despatches. In his introduction, Sir John Aird states that 1700 men enlisted from the various branches of the Bank. He gives the credit for the compilation of "Letters from the Front" to Mr. Charles Lyons Forster, Staff Inspector. "Canada," writes Sir John, "has had to pay in full the price of a victorious campaign. We in the Canadian Bank of Commerce are privileged to record with grateful pride the death, in action, from wounds and from sickness, of 258 of those who went forth from our service. We are proud of the many honours won by our soldier-bankers. These honours include every award in the British list for service at the front, and not a few for foreign decorations." The letters contained in the volume were first published in pamphlet form and their aim was to keep the various members of the Bank staff on active service in touch with one another's doings. It was, indeed, a happy thought, to put the contents of all these pamphlets in book form, thus making a memorial, than which nothing could be more appropriate to the deeds of sacrifice which it commemorates.

Twenty Years Ago To-Day.

(Evening Telegram, Jan. 14, 1902.)
R.M.S. Buenos Ayres, Capt. Eastway, arrived from Glasgow to Liverpool after a stormy passage of 94 days.
Schr. Imogene, Capt. Geo. Jackman, arrived at Barbados dismantled and in a battered condition.
Missionary meeting at St. Mary's Church, South Side. Amongst the speakers were Revs. Bolt, Cogan, Woodward, Colley and His Lordship Bishop Jones.
President Roosevelt named White-law Reid, General Wilson, Champ Clarke as a special embassy at the Coronation of King Edward VII.
British cruiser Amphion struck a coral reef and had to put into Vancouver, B.C. to prevent foundering.

Another Big Project Mooted.

St. George's Coal Fields Ltd.
A report was current in the city that the coal areas at St. George's had been sold. In order to ascertain if there was any truth in the statement, a reporter of the Telegram called at the St. George's Coal Fields Ltd. office yesterday afternoon. Our reporter was placed in a position to state that the coal areas are now seriously considering the area owned by this Company and that a party of engineers will be visiting the property during early spring. Whilst it has been long known that the St. George's Coal Fields Ltd., owned a very valuable property, it has now been discovered that the coal is of very exceptional quality and in consequence other industries are contemplated.

It looks as if a big project is in sight. With this and the present Humber Project the possibilities ahead for the western side of the Island are unlimited. Every inhabitant of the country should see to it that, no interests are allowed to pass by, and that every reasonable concession by way of encouragement be granted. It is work and money that is needed if we are to be a prosperous people.

Instantly Killed.

Tragic Happening on Schr. Georgiana.
A message was received yesterday from Messrs. Kemp & Co., Placentia, in Captain J. Kemp of the schooner Georgiana, now at Gloucester, stating that John Molloy belonging to St. Lawrence had been instantly killed on board the vessel. The unfortunate man is married and a sad circumstance connected with his untimely death is the fact that his wife is now at the General Hospital undergoing treatment. Arrangements are being made to have the body sent home for interment.

Seeking Work.

On the arrival of the S.S. Sabie L., a crowd of over 500 men assembled on Harvey's wharf seeking a job discharging the ship's cargo. Stevedore Bartlett had a trying time to distribute the tickets to the few men required. There are over 1600 members of the Longshoremen's Union now out of work.

Successful Winter Aerial Flight.

Botwood to St. John's in Two Hours--Landing at Historic Quidi Vidi.

The Martinside aeroplane, in which were Major F. S. Cotton and Capt. V. S. Bennett, landed safely on Quidi Vidi at 1.06 p.m. today, having taken two hours to fly from Botwood. Throughout the flight an average speed of 90 miles an hour was maintained. The aeroplane flew at a height of 4,000 feet. Both the aviators were quite fit, and seemed none the worse for their journey. Long before the aeroplane was sighted a large number of people had assembled on the pond, which was open by Boat House Lane. A squad of police under Sgt. O'Keefe, maintained order. A signal had been made ready for the alighting about twenty yards distant from the hangar.

LIKE A BIG BIRD.

The aeroplane was sighted, making gracefully towards the White Hills, at 1.05 p.m. Like a large bird, it circled around the hills and glided down towards the city, landing at the foot of the pond, opposite Rutledge's house. After making contact, the aeroplane rose and again coming down, it glided along its skis until it brought up directly opposite the hangar. The crowd went wild with excitement and despite the efforts of the police to restrain them, people rushed down the pond, encircling the aeroplane, and loudly cheering the intrepid aviators. Major Cotton and Capt. Bennett were met by Mr. J. R. Bennett and several friends. They had the greatest difficulty in forcing a way through the crowd which surrounded them.

STORY OF THE FLIGHT.

Capt. Bennett told the Telegram the story of the flight. The aviators "took off" at Botwood at 11 a.m., Capt. Bennett acting as pilot. The machine used was the Martinside and the undercarriage was the one which had been

damaged last week, and had been repaired. Skis were used instead of floats or wheels. From the start, the machine quickly attained a height of 6,000 feet and remained at this altitude throughout the flight. The weather was very cold, the temperature being down below zero. An average speed of 90 miles an hour was made. The engine would have been opened right out, but for the fact that there was an oil leakage and serious consequences might have resulted.

FOLLOWED RAILWAY LINE.

The aeroplane followed the railway line as far as Whitbourne and then made straight for St. John's. Near the city a cloud bank was encountered. All through the flight cross winds were met with. The aeroplane was brought up to the bank of the pond shortly after it landed and this afternoon it will be jacked up and the skis will be replaced with wheels. The machine will then be wheeled into the hangar. The plans of the aviators are not yet known.

GREAT TIME MADE.

The aeroplane was reported by the railway operators as follows:—
Left Botwood 11.00 a.m.
Norris Arm 11.10 a.m.
Glenwood 11.20 a.m.
Glenwood 11.30 a.m.
Alexander Bay 11.35 a.m.
Port Blandford 11.55 a.m.
Clareville 12.07 p.m.
Northern Bight 12.14 p.m.
Arnold's Cove 12.23 p.m.
Grantham 12.30 p.m.
Tickle Harbor 12.33 p.m.
Whitbourne 12.50 p.m.
Conception Hr. 1.00 p.m.
Manuels 1.05 p.m.
St. John's 1.10 p.m.
The time given is five minutes ahead of St. John's time.

Warning to Householders.

SNEAK THIEVES AT LARGE.
Sneak thieves are now prowling around, and during the past few weeks articles of clothing have been stolen from the homes of various residences. Last night a man called at the house of a well known citizen and made off with a coat, when left alone in the hall. The coat, with papers, which were in the pocket, was returned to-day. Head Constable Byrne told the Telegram to-day that it is the custom of these thieves to gain admittance to houses on the pretext of wishing to see someone living in them. While left alone, they either snatch a coat and throw it outside, or go off with it altogether. They search the pockets of the stolen garments at their leisure, and then, as a rule, return the coats minus what they find of value. Householders should exercise great care and see that not only are their doors locked, but that no suspicious looking persons are left alone in their halls.

Fun in Torbay.

LOCAL CONSTABLE ASSAULTED.
A resident of Torbay was charged in the Police Court to-day with being drunk and disorderly and assaulting the local constable. The fun took place at a dance where the plaintiff claimed accused assaulted him, hitting him twice. The accused, on the other hand, said that plaintiff asked for a drink and because he did not get one, attempted to put him and his friends out. Hop beer was on sale at the hall and it was suggested by Mr. Ayre for the defence, that this was a bit stronger than the Act permits. After plaintiff had been examined, the prosecution asked for an adjournment. Mr. Ayre objected but the request was granted.

The Aeroplane Hangar.

The hangar in which the Martinside aeroplane will be housed is built on the C.L.B. East. The hangar is not quite completed yet, but when finished will contain a couple of rooms besides the space which is occupied by the plane. This space is large enough to hold several aeroplanes of the size of the Martinside.

SERIOUSLY ILL.—Mr. J. J. Tobin is now lying dangerously ill at the General Hospital, and fears are entertained for his recovery.

RINK OPEN.—The Prince's Rink is open for general skating this afternoon and night. If the present frosts hold all the hockey teams will probably get through their practices next week.

Abraham Lincoln in Story.

Abraham Lincoln in story was the subject of a most fascinating lecture delivered by Rev. R. J. Power M.A., M.P., at the Presbyterian Hall last night. Mr. J. S. Benedict, United States Consul, presided. In addition to the lecture there were several musical numbers. Preceding the lecture Miss Elsie Herder faultlessly rendered a solo, "Lito to a Damask Rose (Elger)." The Chairman in introducing the lecturer remarked that he was glad to see some Americans amongst the audience to show their appreciation of the subject of the address. "The Martyr President, Abraham Lincoln." In his opening remarks Dr. Power said his lecture would not be a biographical nor a character sketch of the emancipator. Beginning with Lincoln as a boy of nine he recalled his words "God bless my Mother" then he pictured him sailing down the Mississippi on a log raft and his first seeing of the slave trade. Lincoln at Springfield replacing the birds in their nest; the beginning of his character as a lawyer; his entrance into the political arena; some of the scenes pictured to the audience. Interwoven with a selection of the great oratorical best stories, the lecturer held the closest attention of the audience. Lincoln at the Hall of Cooper's Union, New York, where he uttered his notable words, "Let us have faith, Right makes might;" his appearance the following Sunday at a school for slum children; his epic at Gettysburg on Nov. 19, 1863, and his humiliation on what he thought was lack of appreciation were portrayed in a manner that brought unstinted applause when Dr. Power finished. His Excellency the Governor who was present proposed a vote of thanks to Rev. Dr. Power for his thrilling lecture enhanced by a directness of diction and rare appreciation of subject." Mr. Benedict heartily seconded the vote and also expressed the hope that before long he would again have the privilege of hearing Dr. Power from the lecture platform. During the evening Hon. Alex. Mews gave a very pleasing violinello selection. A double quartette consisting of Miss M. Mitchell, Mr. C. F. Garland, Miss Ledingham, Miss Ruth Calvert, Messrs D. McIntosh, S. R. Steele, A. R. Stanfield, W. Mawer junr. under the direction of Mr. H. M. Mawer sang "Kate Dalrymple" and "Sound the Pibroch." The latter in response to an encore. The conclusion of the programme was the singing by the audience of "My Country 'tis of Thee" and "God Save the King."

The Briton and the Dock Premises.

Editor Evening Telegram.
Dear Sir—I must take issue with the remarks of your reporter on the question of removing H.M.S. Briton from the Dock. The right of the Briton to the present berth is secured by the Reid Railway Contract, so that the Reids knew what they were up against when they signed the Contract. If the Briton is to be removed, the Reids should pay for the additional value received. As for the extra labour there is nothing in the present position of the Briton to prevent "the continuous employment of 100 men for four months." You say that there are two steamers the "Glenarmon" and the "Glenally" which require repairs to their boilers. What they require is new boilers. These will be made at the Boiler shops and when the old ones are removed and the new ones installed this can be done at the south side of the wharf where the derick is and not on the north side where there is no derick.

If the Briton is removed and the Naval Reserve done away with, we shall be permanent losers by the amounts paid the reserve from British Admiralty funds and by the amounts spent by the officers in the city shops. This will more than offset the amount received during four months by 100 men. I have the highest authority for the statement that the Newfoundland Royal Naval Reserve will be done away with if the Briton is removed. Apart from the sentiment, why should the Colony suffer for this loss for the sake of giving the Reids a free gift. Are we not giving them enough already—a million and a half per annum to help out their railway and a guarantee of another thirty millions for their Humber Valley project? Please leave us something we can call our own.

Yours truly,
NATIVE.

Jan. 14, 1922.

Assaulted Constable.

A man was charged before Mr. McCarthy, J.P. with being drunk and disorderly and assaulting Constable Samson in the discharge of his duty. A constable gave evidence of the drunkenness. Constable Samson said he found accused in the company of several other drunks who were trying to get him home. Witness advised accused to go home, and the latter hit him in the face. Witness obtained the name of the accused, and allowed him to go home. Later accused was arrested. Mr. McCarthy laid stress on the seriousness of assaulting the police, and fined accused \$25 or two months.

The Humber Project.

Editor Evening Telegram.
Dear Sir.—Your correspondent "Bondite" has criticized the proposed development without having understood the most elementary facts of the case. In the first place the case of the Anglo-Newfoundland Development Company has been cited. It is true that no guarantee was given to the A.N.D.Co.—but that very liberal concessions were given—but it is inaccurate that had the Government given any guarantee they would have been called upon to pay anything, for the A.N.D.Co. have always paid the interest on their preference shares—which in their case correspond to the debentures of the Humber development. Furthermore nobody questions the fact that this industry has been a benefit to the country, and nobody can doubt that an even larger development on the Humber would increase the country's prosperity.

It was only as a result of the studies and surveys made of the project that Mr. Reid was able to find out their value and obtain the data on which such a development could be based, and credit is due him for his foresight. Bondite seems to think that the money to be obtained from the bond issue will be used to purchase these properties. Such is not the case at all, and it is unfortunate that Bondite should not have taken the trouble to make certain of his ground before making such an absurd statement. It has been made very clear in the outline of the proposal already published that none of the proceeds of the bond issue will be used to purchase any of the Reid properties, and that the owners of these properties will only receive common shares of the Company for their properties, so that the money raised on this issue will all be available for development.

Government control of industry has been proved to be a failure, wherever it has been tried, and "the man in the street" is still aware of this fact and does not want Government control. Private control, when those administering the business can make money from the scheme only by making it a success, is generally recognized as the only way to do business. The Government, however, is going to be represented so that its interests will be safeguarded.

Bondite says "under the Humber project we give away natural assets of untold millions." No statement can be more absurd. The timber limits and water power rights were granted to the Reids by the Bond Government as part of the railway agreement and have been their property for years. There is no question of tying up the water power rights. They are not the property of the Government and have not been for years. It is to be presumed that these properties and rights were granted with a view to their being developed for the mutual benefit of their owners and the country. Such in a special sense it is proposed to do now—for as I stated at the Rotary Club luncheon the Government are looking out for the interests of the people and the Government will participate in the profits of the undertaking. If there is any obligation to future generations it is to develop the resources of the country so that there will be work for more people at home and greater prosperity, and this cannot be done in any way that will mean a more permanent asset to the country than in the harnessing of the water powers now going to waste.

With regard to the guarantee it should be remembered that these are exceptional times, and that it has been stated definitely that the money cannot be obtained without the guarantee irrespective of the soundness of the proposal.

Yours truly,
H. STOKES WAITE.

Jan. 14, 1922.

C. C. C. Band Dance.

By permission of the Lieut. Colonel, the C.C.C. Band will hold one of their big dances in the C.C.C. Hall on Tuesday of next week, January 17th, beginning at 9 o'clock sharp, and ending at 2 a.m. The C.C.C. Band will be present in full strength, and render their best and latest programme of Dance music. The lady friends of the Band are serving a sit down supper, so that all who attend are assured of an enjoyable dance.

STEER Brothers. Black Dress Goods.

Note the Low Prices:
Black All Wool Poplins,
\$1.90, \$2.10, \$2.25.
Black Wool Corkscrew,
\$1.65 and \$2.00.
Black Wool Fedora,
\$1.90, \$2.00, \$2.10.
Black Wool Metz Cord,
\$1.65.
Navy All Wool Poplin,
\$1.90, \$2.10, \$2.25.

STEER Brothers.

REAL HAPPINESS!
Watch your son scale the ladder leading to success, rung by rung, until, thanks to your guiding hand, he eventually attains the height of his ambition.
Let us teach him the finest profession in the world.
DAY, NIGHT AND HOME STUDY COURSES.
BRITISH RADIO INSTITUTE,
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Carco Brand Roofing Products!

Coal Tar, Roof Coatings, in all sized packages; one, two and three-ply Tarred Paper; Asphalt Roofings, plain and slate surfaced. Lowest prices, best quality. Write for our special guarantee of prices to purchasers for later shipments.

THE CARRITTE COMPANY,

P. O. Box 968. ST. JOHN, N.B.

Acknowledgments.

The Hon. Secretary Church of England Orphanage gratefully acknowledges the receipt of the following kind contributions at Christmas from friends at Grand Falls:—
Cakes:—Mrs. E. Sheppard, Miss Balam, A. Noel, Ralph Cook, H. Davis, T. Mayne, Randolph Green, Walter J. Colbourne, A. Canning, William Feaver, H. Churchill.
Boxes of Chocolates:—Mrs. A. Parsons (2), E. Somerton (2), E. Marsh (2), George Hellings (4), E. Toms (4), J. Wills, William House, L. Bray, George Irish, Stephen House, H. Churchill, M. Hefferton, R. Pollett, A. Chester, A. Bugden, Frank Hayward, Thos. J. Parsons, Mrs. E. Sheppard.

Our Lady's...
January 14...
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