

TO THE EDITOR

STAGGERING UNDER MISRULE

(Editor Mail and Advocate)

Dear Sir,—In looking over the columns of your paper I have noticed what strenuous efforts the President of the F.P.U. has put forth in defense of the interests of our island home. I am a Newfoundlander to the backbone, and it has made my blood run cold to see the place we stand in to-day in this age of invention and civilization.

No one can fail to note our financial standing. There is no one in the country or out of it that can fail to observe that the Newfoundland of to-day is far worse, financially, than the Newfoundland of ten years ago. We are in a desperate plight, facing an enormous debt of \$10,000,000 on railways alone, and, if these money-eaters were in a satisfactory condition for the operations of the "iron horse," it wouldn't appear so bad, but they are not and very far from it, as I have proved by reliable report and experience.

Series of Hollows

The Trepassey Branch is merely a series of "hollows, humps and cavities." The Bonavista line of road is, together with its many other failings, literally unapproachable to the poorer class, because of its fabulous freight-charges, and I can safely say does not tend to the welfare and betterment of our people. The Heart's Content Branch is a ridiculous line

of road for any contractor to put out of hands as "graded."

This line, where boughs, fog and sods were unattainable is composed of solid matter, but where these elements were procurable, they were freely used in building up "fills." I actually saw a hollow filled in with boughs and a top layer of sods to make it appear level and firm to the eye, but in reality it was a honey-comb—like the warlike stratagems of Bruce at Bannockburn—and I have stood on the dump and shook the grading fully fifty feet on either side of me.

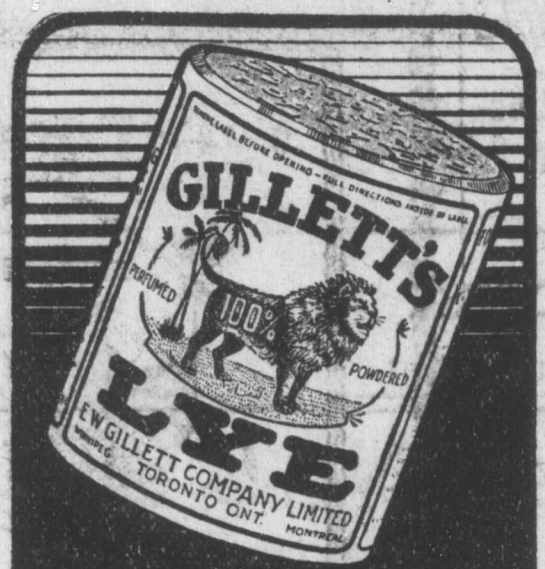
Unstable Foundation

In other instances fills were built up with logs of wood put up in "window-fashion" and a layer of sods on top, and I did not make strange of it when I heard the news that the engine crashed through the grading in one of those "fills" which I have described. The only reliable road in this colony, as yet, is the main line through the country.

Mr. Editor, do not infer from this that I am against railways. I know they are the great promoters of advancement in any country, but let everything be considered. What is there to pay for them? Nothing in the present stagnant condition of the country, but I believe many more industries could be in operation than there are if we had as lively a Government for the advancement of the people as they are for spending money on railways that cannot possibly do any good in our present "behind the world" condition. So much for railways.

Alarming Decrease

The staple industry of our country—the cod-fishery—shows an alarming



THE STANDARD ARTICLE SOLD EVERYWHERE REFUSE SUBSTITUTES

decrease in that of last year's catch, which was bad enough. Gloomy reports are heard of the lobster-fishery, which will also fall behind that of last year. The seal-fishery of this year is behind that of last year's turnout, and yet in spite of all these drawbacks to the welfare of the colony, the "Herald" says that we are prosperous, but the people do not think so, and they are not asleep. They are waking up to see things as they really are. They see the true condition of the country stands in. They have listened but too long to the wiles and caprices of politicians, and they are determined to be under their rod no longer, as they really have in the past.

Fishermen Disregarded

The fishermen are not regarded in the least. Mr. Coaker, "the people's champion" has been since March calling down the action of the Gov-

ernment in allowing the peculiar action of Abram Kean on the ice-floe to pass with impunity. He has also fought to get a Commission of Inquiry granted to pry into the sealing disaster, with no result whatever, except a polished report of legal proceedings—putting the whole blame on a wireless operator—by Judge Knight. Then again Squires and Blandford were pitch-forked into positions of Minister of Justice and Minister of Agriculture and Mines respectively, against the wishes of the people—if we keep up to British Laws and Statutes—who plainly said as one man by their votes that they were done with Squires and Blandford as politicians. Fishermen of the whole Colony, and especially those of Bonavista and Trinity Bays, what was the use of your votes you used to oust Blandford and Squires from place and power as your representatives if the powers that be thus brazenly throw them in your faces a second time. Anyone with the blood of Anglo-Saxons in his veins will not live under such a gross insult.

What They Face

Does the Government want to see a repetition of the "sealers' strike"—only on a much larger scale—enacted. The people are discontented, and not without reason. I venture to say that one-third of the bread-winners of our Island will have to take their departure from the country to the U.S. or Canada this coming season, whereas if the Colony was rightfully developed they could remain at home. Times are black in this country. No one can deny this, and the people are so enormously taxed, that if amendments are not soon made, living here will be impossible.

Time to Wake Up

Wake up ye politicians, its a warning note I sound you. Wake up and try to amend matters if you can, or you will wake perhaps too late to see a long-suffering people clamouring for British rights and fair-play. You may think of this as impossible, for Newfoundlanders are such a loyal people to their King and country. So they are, but "tread on a worm and it will turn," and it will only be an exhibition of that loyalty if they arise in their might and claim their rights by force.

Again, I say beware, for the wishes of W. F. Coaker and the Union members are the wishes of the majority of the fishermen in our Island today. I warn you not to hold to the stability of the old adage that "Newfoundlanders are too green to burn." They are that no longer. They are men, who when once aroused, will have their rights and privileges at any cost.

PATRIOT.

Forteau, Labrador.

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WIDOW'S PLEA AND COMPLAINT

Mr. W. F. Coaker,—

Dear Sir,—I am writing you concerning a little matter, and it is about my poor money. This is the fourth or fifth time I had my money out. This is the second time since last April.

I went for it this summer and I received five dollars and I was credited on the book for six and I went again the first of this month and I received three dollars; I talked to the officer myself, but my words are of little use so I considered I would consult you about it. Kindly do your best for me please and you will oblige me very much.

(Mrs.) Ellen Howell, Templeman.

(This is the treatment widows are receiving at the hands of the Government while thousands are wasted on salaries for fat, lazy civil servants with nothing to do; and while fishermen must have their earnings cut down one third, these officials are maintained at full pay, and as retrenchment must be enforced owing to lack of revenue the first sufferers are, as expected, the widows and orphans. The next move by the Government will be to cut down the amount or number of the Old Age Pension. It would be only in keeping with their other conduct.—Ed.)

Anglo-American Telegraph Co., Ltd.

REGISTERED ADDRESSES

On and after 26th inst. censorship will permit the use of abbreviated telegraphic addresses between Newfoundland and places in British Territory, and Territory of British Allied Countries, including Egypt.

Such addresses must have been registered previous to July 1st, 1914, and are permitted to be used as addresses only not as signatures.

For telegrams to Allied Countries full address of addressee must be given (not to be telegraphed).

In all cases it is provided that addressee or sender or both are non-European residents.

R. C. SMITH,

General Superintendent.

oct24,27,29

ANGLO-AMERICAN TELEGRAPH CO., LTD.

BRAZILIAN TRAFFIC

Brazilian authorities advise that Code addresses are permissible and signatures optional, but on account of continued censorship in Brazil all messages are at senders risk as to suppression.

R. C. SMITH,

General Superintendent.

oct24,27,29

NOTICE!

The Sixth Annual Convention of the Supreme Council of the Fishermen's Protective Union of Newfoundland will be convened at Catalina on the morning of November 14th next. Every Local Council and District Council of the F.P.U. should endeavor to be represented. Every Chairman of a Local Council and all the Officers of District Councils are members of the Supreme Council and in event of such Officers not being able to attend, Councils may appoint a substitute.

By order of
W. F. COAKER,
President F.P.U.

St. John's, Oct. 4th, 1914.

NOTICE

The Annual Meeting of the Shareholders of the Fishermen's Union Trading Co., Ltd., will be held at Catalina on the 16th day of November next.

By order of
W. W. HALFYARD, Secretary.

St. John's, Oct. 1st, 1914.

NOTICE

The Annual Meeting of the Shareholders of the Union Publishing Co., Ltd., will be held at Catalina on the 16th day of November next.

By order of
W. W. HALFYARD, Secretary.

St. John's, Oct. 1st, 1914.

NOTICE

The Annual Convention of Trinity District Council of the F.P.U. will be held at Catalina on the 14th day of November next.

By order of
J. G. STONE,
District Chairman.

Catalina, Oct. 1st, 1914.

NOTICE

The Annual Convention of Fogo District Council of the F.P.U. will (by special permission of the President) be held at Catalina on the 17th day of November next.

By order of
W. W. HALFYARD,
District Chairman.

St. John's, Oct. 1st, 1914.

NOTICE

The Annual Convention of Twillingate District Council of the F.P.U. will (by permission of the President) be held at Catalina on the 17th day of November next.

By order of
W. B. JENNINGS,
District Chairman.

Moreton's Hr., Oct. 1st, 1914.

NOTICE

The Annual Convention of Bonavista District Council of the F.P.U. will (by permission of the President) be held at Catalina on the 16th day of November next.

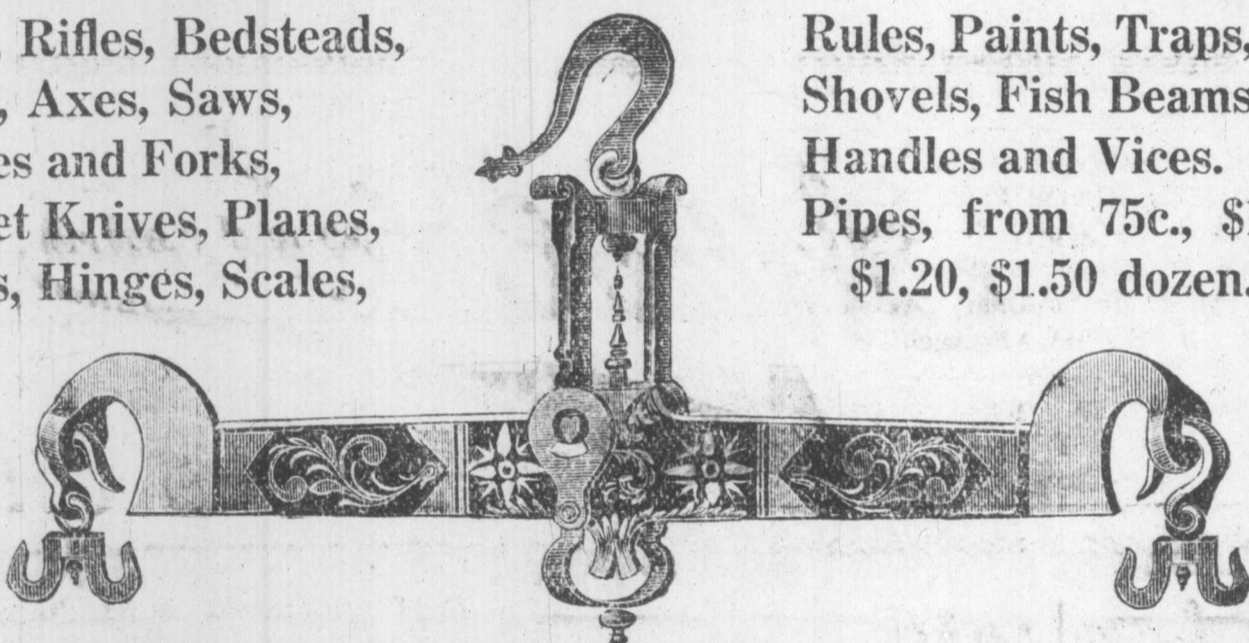
By order of
R. G. WINSOR,
District Chairman.

Wesleyville, Oct. 1st, 1914.

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