

(Founded in 1876 by W. J. Herder.)

# The Evening Telegram

THE EVENING TELEGRAM, LIMITED, PROPRIETORS.

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St. John's, Newfoundland, October 20th, 1925.

## THE ECONOMISTS!

A glance over the achievements of those who are so loud in their protests against present expenditure and are clamouring for another chance may help to refresh their memories, and will recall to the minds of the public the reasons why they banished them from office.

In the years when Newfoundland was passing through the most distressing period in her history these administrators were in power, and the result is eloquently expressed in the facts and figures which follow.

The Public Debt pre-war ..... \$30,000,000  
The Public Debt 1918-19 ..... 42,000,000  
Increase chiefly on account of the war ..... 12,000,000

The Public Debt in 1923 ..... 54,957,765  
To which was added ..... 5,500,000

Total ..... \$60,457,765

"The Economists" added to the debt in the first four years of peace \$18,457,765.

The dead weight of the debt on each taxpayer when the war was over was about \$800.00. The dead weight when "The Economists" had worked their sweet will with the public funds was \$1132.00.

Another little illustration—  
Amount raised by taxes,  
1919—June 1924 ..... \$ 33,000,000  
Amount raised by loans,  
1920-21 ..... 6,001,000  
1921-22 ..... 6,003,040  
1923-24 ..... 5,500,000

Grand Total at the disposal of "The Economists" ..... \$50,490,202

And that is not the end of the story. Here it is in the form of a quotation from the Report of the Auditor General:—

To meet the deficit of 1923-24 ..... \$1,600,000  
\$62,090,202 spent in less than five years!

Of this stupendous amount, out of every taxpayer's pocket came \$623.00 in cold cash, and he and his children and his children's children have still to pay off \$17,000,000 in addition. What is there to show for it?

The wonder is not that the poor worm did turn, but that it could.

Where and how these huge sums of money were expended are questions which could not be answered without years of research, and even then it is certain that the time expended would be to a great extent barren of results. However, a few instances may be mentioned. A hullabaloo has been raised because of the expenditure on road building at the present time, and because the work has taken the men from the fishery. Passing without comment the construction of the quarter mile Road de Luxe at a cost of \$25,000, over which scarcely a vehicle passes, we come to the following:

Badger-Hall's Bay Road ..... \$365,205  
Deer Lake-Bonne Bay Road ..... 329,523

This is what the Auditor-General says of the operations:

"During my tenure of office as Auditor General, 'I have never known of an expenditure so unproductive of even moderate results as that in connection with these two roads (Badger-Hall's Bay and Deer Lake-Bonne Bay). These roads may have been, and doubtless were, a necessity, but under existing financial circumstances they could not be afforded. The necessity which brought about their construction did not, in my opinion exist to the extent represented. While there was undoubtedly much unemployment at the time they were started and considerable destitution, yet 'the cure for that should have been found in the fishing industry. At no time in the history of Newfoundland to my knowledge has it been necessary to find employment for some 5,000 men during the fishing season, even with fish at its lowest, and this season it would have been better for these men, and infinitely better for the Colony's finances, if they had continued at their proper vocation.'

Have these "Economists" grown wiser since those days, think you, Mr. Citizen?

Then there was the purchase of Labrador Fish by the Government. In referring to the expenditures incurred in 1921-22—wasteful expenditures, he terms them—the Auditor General says of this transaction:

"The purchase of Labrador fish helped, too, very largely in causing the deficit. Over \$250,000 was lost 'to the Colony on this transaction alone.'

Next there was the Fishery Supply Guarantee flatter. "The cost of this venture to the Colony," says the Auditor General in his 1924 Report, "has been \$389,802." That alone cost each and every householder the price of a badly needed pair of boots.

Because the Railway Contractor said in 1920 that he could not carry on the service any longer, the Government of the day kindly undertook his responsibilities. A Commission was appointed; Sir W. F. Coaker, the master mind of the Administration, assumed the duties of Chairman, and by 1923, after several millions of dollars had been spent in repairing the road, purchasing new equipment, boring for coal, and in operating the service (the loss on the latter alone was \$1,507,665), it was decided that the Government SHOULD BUY THE RAILWAY! and without further ado \$2,000,000 was paid over for the white elephant.

It is not estimating the cost to the Colony at too high a figure if we say that it was poorer by \$6,000,000 as a result of this "economic" enterprise!

A few more examples, and we conclude for the moment—the Coaker Navy, \$345,000; the Sugar Deal, \$184,000; the Trade

Commissioners' Mission, \$150,000; the purchase of Salt, \$77,767; an Industrial Home for the Blind, \$22,500; the Rock Crushing Business which cost the country at the rate of \$24.00 a ton. But why prolong the agony? The story of the waste of relief money upon able-bodied individuals and the Pitt Prop. Scandals have already been told, even if the hole which these undertakings made in the public purse has never been plumbed. Sufficient has been stated to indicate what a sorry mess those former administrators made of the affairs of the country, and how completely they disqualified themselves from ever again having any say in public matters.

For these individuals to-day to pose as economists, or to express an opinion as to what is or is not the right policy to pursue would be a public affront but for the fact that the community still possesses a sense of humour.

## THE INDUSTRIAL FAIR

Mr. W. A. MacKay, the promoter of the Industrial Fair and all those who have so ably and heartily co-operated with him in making it such a phenomenal success, are heartily to be congratulated upon their achievement.

The beneficial results of last year's event promise to be eclipsed by the present exhibition if one may judge by its immense popularity and by the numerous improvements which are everywhere in evidence. As a stimulus to trade its value is conclusively proven, and it is an eye opener as to the wonderful variety of goods that may be obtained in St. John's in every conceivable line.

So great is the number of exhibits that it is impossible in a single visit to obtain anything like a comprehensive idea of what is there, and so attractive is every one of them that each visit is only a further inducement to come again.

## Supreme Court

(Before Chief Justice Horwood.)

**The King vs. Gertrude Ashley for Perjury.**

A jury of 48 were summoned. 46 appeared and the following were selected:—Wm. Antle, Harold Mitchell, John Woodland, John Wall, Geo. Cross, John O'Mara, George Vaughan, John Ryan, Charles Garland, Caster Davies, William Myler, and Alexander Morris.

Mr. G. F. Bradley represented the Crown, Mr. W. J. Browne for the accused.

The first witness called was Mr. McCarthy of the Central District Court, who conducted part of the enquiry into the Harding fire on Jan. 26, out of which arose the present trial.

Mr. Browne cross-examined raised the question of the manner in which the police conducted the enquiry during his cross-examination of the witness, and Mr. Bradley in rebuttal called Supt. O'Neill and Mr. H. Power, Clerk and Stenographer at the Magistrate's Court. Other witnesses called were Florrie Howell and Earl Kennedy.

The accused was then put in the box and examined by Mr. Browne and cross-examined by Mr. Bradley. The taking of evidence concluded at 12.30, and Mr. Browne began his address to the jury. He had not concluded at recess hour, and adjournment was taken until 2.30 p.m. The accused appears to be a girl whom fortune failed to smile on, according to a family history outlined by her counsel. At four years of age her mother died, and she was placed in an orphanage. Ten years after her father took her home to keep house for him, and a short while afterwards he died. Then she kept house for her two brothers. One of them died in the Sanatorium. The other left home and she has not since heard of him. Necessity compelled her to sell her home and go to live with a family named Howell. What little money was realized for the sale of the house was soon expended, and to make matters worse, she took fever and had to be nursed in hospital. After her release she found herself without a home, and was obliged to hire out as a domestic servant with the Harding family. It was whilst she was in this service in January last that the fire took place. An enquiry into its origin followed, and the accused was called as a witness. The allegation is that the accused gave evidence of failing to a friend girl, Florrie Howell at a tank, and at a certain time knowing the statement to be false. The Crown called Florrie Howell, who denies being in the place at the time stated, and further that she never wore a wrist watch as was stated by the accused.

## Beautiful Display Three Flowers

One of the most artistic and dainty-looking displays at the Industrial Fair is that devoted to the renowned Three Flowers Toilet preparations. The Booth is richly done with a blue silk background draped in old gold curtains and festooned with magnificent flowers. In the centre is a richly covered table, on which the aristocratic looking Three Flowers packages are tastefully arranged. A soft light gives the whole Booth a beautiful effect and many persons admired this lovely display yesterday afternoon and last night. Ladies are being presented with complimentary samples of Three Flowers, and treated to a spray of the delectable Three Flowers Perfume. —Oct 20, 11

MINDARD'S LINIMENT FOR RHEUMATISM.

## House and Barn Destroyed

A dwelling house and barn at Upper Gullies owned by Mr. R. Hibbs, M.H.A., were destroyed by fire last night, according to a message received by Supt. O'Neill from Const. Efford. A motor car in the barn also went up in smoke. Mr. Hibbs was at Upper Gullies yesterday evening superintending some work on his farm, and when he left everything appeared O.K. A few hours later the barn was discovered to be on fire, but the flames had already made such headway that the efforts of the people who assembled were futile and the building together with the house to which the fire spread, was quickly razed. The loss is a very heavy one to Mr. Hibbs.

## S.S. Portia in Port

S.S. Portia, Capt. Connor, arrived in port at 2 o'clock this morning from the western coastal service, after a boisterous round trip passage of nine days. She brought a part cargo of freight and the following passengers: Messrs. J. Ross, S. Spencer, J. Dowling, R. Burns, Miss Grant, Mrs. Grant, Mr. Batstone, N. J. Power, J. Crawley, S. Hickey, P. Hickey, and Mrs. Smith and 2 children. Capt. Connor reports all the passengers have returned from the Straits and Banks with good fares. A trawler owned by Harvey & Co. arrived at Belleoram a few days ago with 600 qtls. and will leave again on another trip. There is a good sign of fish reported in Burgeo and St. Mary's Bay, but the boats are unable to proceed to the grounds on account of stormy weather. The Portia met with strong head winds and heavy seas the greater part of the trip.

## Government Boats

Argyle left Argentea 4 a.m.  
Clyde left Herring Neck 9.15 a.m. yesterday, outward.  
Glencoe arrived Great Hr. 10.55 a.m. yesterday, going west.  
Home left Lewisporte 1.40 p.m. yesterday.  
Kylie left Port aux Basques 9.25 p.m. yesterday.  
Malakoff arrived Happy Adventure noon, yesterday, outward.  
Meigle anchored at Conche 4.30 p.m. yesterday, coming south.  
Portia in port.  
Prospero left Tilt Cove 7.15 p.m. Sunday, going north.  
Sagana leaving Humbermouth tomorrow.

## Wrecking Tug Unable to Reach Sticklestead

The S.S. Reindeer L. which left here last week to assist the ore boat Sticklestead, is returning to port owing to being unable to reach the disabled ship. On Friday last the Sticklestead reported from Lat. 55.54, Long. 40.23. The position is about 570 miles north-east of St. John's. The S.S. Dampten, bound from Rotterdam to Bell Island, was expected to be alongside the Sticklestead yesterday, and will tow her to where the Reindeer can make connection.

## Personal

Mrs. Thomas S. Rutsey entertained a party of young ladies last evening at 156 Hamilton Avenue, in honour of Miss Florence Andrews, daughter of Mr. and Mrs. Harold Andrews of Port de Grave, who will shortly be leaving for Lowell, Mass., accompanied by Mrs. L. Payne and Thomas Barnard, of Winulge.

## PEPYS BEHIND THE SCENES

Oct. 19th.—Much troubled by the high cost of coal, yet needs must order some to-day since it has now become so cold that I may not much longer put off the lighting of my furnace. Indeed, I did never know it so cold at this time, and do hold great fears for the severity of the winter. Coming to the office, I found the stove broken and will take all the day to fix it, and am compelled to work in my topcoat which do find mighty uncomfortable.

This afternoon, to the opening of the Fair, which did strike me as well organized, and somewhat better than the year before. But Lord, being caught in the crowd, did suffer a damaged hat, which maddens me, having little enough to pay my bills, nor can I afford any new cloaths.

Greatly minded to forego writing my journal for a little while, having so little news to write, and the times duller than I have ever seen them.

## Magistrate's Court

A man convicted of a breach Section 24, Sub-section 3 of the Alcoholic Liquors Act, was fined \$10.00 or in default 30 days imprisonment.

Two drunks were each fined \$1.00 and blacklisted.

Two men appeared before court this morning on a charge of refusing to obey a summons for non-payment of Poll Tax. The hearing of both cases was postponed till Saturday morning next.

A 21-year-old stoker belonging to Sweden was arraigned and charged with deserting from the Canadian steamer Reindeer, on 10th October, inst. The accused was remanded to the penitentiary until the ship arrives in port.

## Heavy Sea at Lance Cove

Last night a heavy sea was raging at Lance Cove, between Kelligrews and Seal Cove, with the result that tons of beach rocks were driven over the railway tracks. In that section. The train which went out at 8.45 this morning was obliged to stop at Lance Cove until the debris had been cleared away. No damage was done to the roadbed and the express for foreign connections went out at the usual time. The sea was breaking over the Bell Rock to the west of Bell Island yesterday, a sight which is but seldom witnessed.

## Susu Delayed at Seldom

Messrs. Cashin & Company received a message from Seldom this morning, stating that the steamship Susu arrived there at 7.30 a.m. from Peckford's Island, and would be unable to proceed further north until the sea had gone down. It is quite apparent that the Susu is meeting with severe weather on the run north.

## Oporto Stocks

	Oct. 19	Oct. 19
British	25.772	26.657
Consumption	4.685	4.743
Norwegian	11.714	14.686
Consumption	3.143	3.543

## SHIPPING LOCAL AND FOREIGN

S.S. Sachem sailed at two o'clock yesterday for Liverpool.  
S.S. Canadian Sapper is now en route to this port from Montreal, via Charlottetown.  
S.S. Silvia arrived at Halifax from this port at 6 o'clock yesterday morning, and sailed for New York to-day.  
S.S. Rosalind arrived at Halifax from New York at 6 o'clock yesterday and leaves for here to-day.  
S.S. Hothpool is now en route to this port from Halifax, via Halifax.  
S.S. Newfoundland is being delayed by storm and is not expected to arrive before late Wednesday morning.  
S.S. Sable I. sailed from Sandy Point yesterday for Halifax with 149 quintals codfish, 184 barrels herrings, 120 gals. cod oil, 2 barrels salmon and 166 empty drums.  
Schr. Albert, from Dysart, Scotland, arrived in port this morning, with a cargo of coal to W. H. Hynes.  
Schr. General Smuts, with 4510 quintals codfish, has cleared for Seville, from St. Anthony, Bonterra shipper.  
Schr. Mullett has arrived at Harbor Burgeo from Sydney, coal laden to the Wm. Whaling Co.  
Schr. Artelia has cleared from Hr. Burgett for Oporto with 2775 quintals codfish, shipped by J. B. Bro. and G. M. Barr.  
Schr. Rasmussen sailed from Belleoram on Oct. 17th for Oporto, with 2760 qtls. codfish, shipped by G. M. Barr.

HOME TO CALL FOR FISHERY CREWS—After the arrival of the steamer Home at Cook's Hr. this trip, she will proceed to Battle Hr. and Spear Hr. to bring some of the fishing crews south.

## Obituary

ARTHUR W. HISCOCK.

The city to-day has occasion to mourn the passing of a member of the community in the person of Arthur W. Hiscock, who for many years has been a conspicuous figure in many phases of its social and public life. Returning from a holiday abroad, Mr. Hiscock was taken seriously ill on board the S.S. Sachem off the port on Friday night and was taken from the ship's side in an ambulance to his residence. He failed to rally from the attack, and at 12.55 this morning he died.

The deceased was seventy-one years of age, and was born in Trinity, but spent most of his life in St. John's. For many years he was manager of the Hardware Store of Moses Monroe and Bishop and Monroe, and later of the Robinson Export Company. Illness, however, made it necessary to retire from the latter position about two years ago, and although not confined to his home, he had been more or less a sufferer since then.

Keenly interested in public affairs the deceased was a strong supporter of Lord Morris in his election campaigns, and for years acted as chairman of his gatherings. In the annual Regatta he played a foremost part. For over forty years he was a member of the committee, and during the last thirteen years occupied the position of President. He was also a member of long standing of the St. John's Lodge A.F. and A.M.

A man whom it was a pleasure to be associated with in business or pleasure, Arthur Hiscock will long be remembered and his death will be a cause of deep regret among his large circle of friends.

Left to mourn are a widow, formerly Miss Josephine Tobin, one son, Frederick, in Montreal, and two daughters, Miss Maud and Mrs. Jos. Ryan of this city, to whom the Telegram extends deep sympathy. The funeral takes place at 2.30 p.m. to-morrow, from Hillside, 57 Long's Hill.

## Here and There.

Whitbourne and Colinet are now on the Avalon Long Distance Telephone System. —Oct 20, 11

MONEY FOUND.—A small amount of money picked up yesterday, awaits the owner at the East End Fire Hall.

Dr. R. T. Stick has resumed practice from to-day, Oct. 20th, 196 Water Street, opp. City Club. —Oct 20, 51

THE TRAINS.—Sunday's express arrived Port aux Basques 8 p.m. The express for foreign connections went out at 1 p.m.

MESSAGE FROM S.S. NEWFOUNDLAND.—Weather moderating; expect to arrive 6 o'clock Wednesday morning.

AT HOME.—Mrs. C. Roy Darcy will be "At Home" to friends on Thursday and Friday afternoons, Oct. 22nd and 23rd, from 3 to 5.30 o'clock, at 138 Gower Street. —Oct 20, 11

INFECTION OF ARM.—Mr. Farquharson, of Halifax, Foreman of Street Railway construction work, met with an accident a short time ago, when a piece of steel entered his arm causing an infection. Since then the injured member has swollen and has given him much trouble, and although undergoing treatment, he is able to attend to his duties every day.

## MARRIED.

At the R. C. Cathedral, on Oct. 18th, by the Rev. Dr. Kitchen, Miss Mary Clancy to Mr. Edward Spry, both of this city.

## DIED.

At Brooklyn, New York, on the 16th inst. Mary, daughter of William and Minnie Vinnicombe, leaving 5 sisters and 1 brother. Funeral took place this morning at Brooklyn after High Mass, R.I.P.

At 12.55 this morning, Arthur W. Hiscock, aged 71, leaving a widow, 1 son and 2 daughters. Funeral to-morrow, Wednesday, at 2.30 p.m. from his late residence, "Hillside," 57 Long's Hill.

Suddenly, last night, at 11.30, Edward (ex-Fireman), son of the late Catherine and William McGinn, aged 58 years, leaving to mourn a wife, 4 children, 3 daughters, 1 son; also 5 brothers and 3 sisters. Funeral on Wednesday at 2.30 p.m. from his late residence, 36 Bannerman Street, Sacred Heart of Jesus have mercy on his soul. Halifax, New York and Sidney papers please copy.

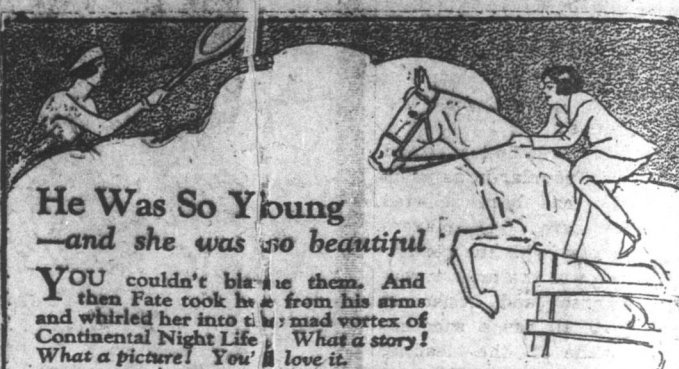
NOTE OF THANKS.—Mr. and Mrs. Henderson wish to thank the Nurses for their kind attention to their daughter Mona while in the Sanatorium; also the kind friends who sent flowers and sympathized with them in their sad bereavement.

IN LOVING MEMORY  
Of No. 2844, Sergt. E. J. Monahan, killed in action at Vichte, Oct. 20th, 1918.  
In our homes he is fondly remembered. Sweet are the memories that cling to his name.  
Hearts that loved him in life most sincerely  
Love him in death just the same.

MINDARD'S LINIMENT USED BY PHYSICIANS.

## A Wonderful Programme —AT— The Nickel To-Day.

"HAROLD LLOYD"  
THE CINE AND ONLY, IN  
"His Royal Slynness."



He Was So Young  
—and she was so beautiful  
YOU couldn't blame them. And then Fate took her from his arms and whirled her into a mad vortex of Continental Night Life. What a story! What a picture! You'll love it.

MARSHALL NEILAN'S production  
**The SPORTING VENUS**  
with BLANCHE SWEET, RONALD COLMAN, LEW CODY



COMING — "THE UNGUARDED WOMEN,"  
"THE FRESHMAN" and Lon Chaney in  
"THE MONSTER."

## THE MUTUAL LIFE ASSURANCE CO. (OF CANADA)

Announces the appointment of  
**MR. WILFRED E. HARVEY,**  
Special Representative for Newfoundland.  
Office: Smyth Bldg., Water Street.  
Oct 20, 61 p.

## COLUMBUS LADIES' ASSOCIATION.

## Autumn Dance

Columbus Hall, Thursday, October 22nd.

DOUBLE TICKETS: \$2.00

Tickets may be obtained at the following stores: Kearney's, P. J. Fortune's, C. J. Ellis', A. S. Wadden's; from members of the Dance Committee and from the Steward at Columbus Hall.

Oct 14, 17, 20

## THERE IS NO SUBSTITUTE.

## Pillsbury's "Best"

IS THE BEST!

Oct 10, 8, 11, 17

## SAILING FOR BOSTON, MASS.

S.S. "NEWFOUNDLAND" sails from St. John's October 21st for Halifax and Boston.

## SAILING FOR LIVERPOOL.

S.S. "SACHEM" sails from St. John's, Nfld., to Liverpool October 18th, 1925.

FURNESS WITHY & CO., LIMITED.  
PHONE 130. WATER ST. EAST.

Oct 8, 51, 61

## Announcement Extra

THE BALFOUR STOCK EXCHANGE

AMERICAN STOCK

Interpreted by English

MY FRIENDS AND

submitting for you

four Stock Companies

tour of the Canada

foundland and the

that I am completely

of the theatre and

regularly patronize and

representing the very

some immensely good

each member has

with the utmost care

one of being some of

on the English

age. They have all

black companies through

the United States

to win the admir

some of the most

ent lover.

Therefore take place

ing for your earnings

excellent company

days.

Sincerely

F. EDMOND

Mgr. Balfour

List of plays for

"The First Year,"

"The Cat and Canary,"

"Sex Against Sex,"

"The Unwanted

"The Fool

"A Runaway Match"

"New Brooms." These

first class vaude