51-2

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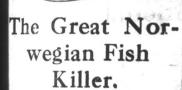
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I wish to announce to my ic that I have opened an up-

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ompany having the largest er of Policy Holders in every satisfaction given : 167 Water Street.

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SIR P. T. McGRATH

per cent. Addresses Council on Railway Resolutions.

August 1st. | branches built, was \$154,000. Nor was this an exceptional condition as the figures show. Here is the

nakes it possible for you to increase pakes it possible for your savings as they grow.

Mr. President, when I closed Fridge for your pakes it possible for your savings as they grow of the condition of what I may receive the your pakes it possible for your savings as they grow of the condition of what I may receive the your pakes it possible for your savings as they grow of the condition of what I may receive the your pakes it possible for your savings as they grow of the condition of what I may receive the your pakes it possible for your savings as they grow of the condition of what I may receive the your pakes it possible for your pakes it possible your savings.
Our Guaranteed Investment Plan thought our railroad very satisfactory by comparison. I am sorry, howliberal offer. Return of Principal and ever, to have to dispel this view because, as I see it, our position is cer-tainly worse than that of any other The Eastern Trust Company country in regard to its railways, for the reason that whereas most of the railways in the other countries I re-ferred to paid their way, and some 1910... earned dividends before the war, ours 1911... from the very outset was operated at a loss, and never paid its way. By all the logic of facts we should never have built a railway, if we expected it 1914... have built a railway, if we expected it to pay as a commercial proposition, but I maintain that we could not be till this day without railways, depending, for instance, on connection with Conception Bay by the old coach to Portugal Cove and a steamer to Harbor Grace, and that we were as much entitled to have a railway as to have other public utility, provided we kept within bounds. Possibly we overwithin bounds. Possibly we overwithin bounds. Possibly we overwithin bounds. Possibly we overwithin late years, but if so, we sinned in good company. Editor Dunn, of ficit never much exceeded

in good company. Editor Dunn, of the "Chicago Railway Are," whom I have already quoted, says that America built, between 1901 and 1911, no less than 52,000 miles of railroad, a larger mileage than the whole exist operating a daily express service and ingrailroad system of any other running 2 hoats across Cabot Strait. ing railroad system of any other running 2 boats across Cabot Strait. country in the world at the time. Mr. My hon, friend says this was an election kite but he can hardly be serious. Payne, of Ottawa, whom I also quot-ed, says that Canada within the same ed, says that Canada within the same Does he suggest that the helds went period built 12,000 miles of railroad to Scotland twelve months before and we, between 1909 and 1917, built that and built the Lintrose, a sister 291 miles; the Bonavista branch 39; ship of the Bruce, at a cost of \$200,000 the Heart's Content branch 43; the Bay de Verde branch 55, and the Treassey branch 104. But these were no man has got a wrong idea of this burdens, as I shall presently show. problem entirely. The Reids started My second point is that with the exthroughout the world, with the poor times ahead of this country, the loss this country, and but for the war I of traffic by the railroad system, the competition of steamers, which will ourden of carrying the railroad must

ker and Hall, in their report, estimate only half the traffic for this year of least year, and the Customs Returns of imports show that these will be say, the loss was down to \$140,000. only one and a half times, from \$40,000 to \$342,000, but that of station supplies has grown of imports show that these will be say, the loss was down to \$140,000. only one and a half times, from \$40,of imports show that these will be shorter than in probably any year since the Bank Crash. My third point is that large sums will be necessary to rehabiltate the railroad and that the crass in the large sums will be necessary to rehabiltate the railroad and that to rehabiltate the railroad, and that crease in the losses during that peri- 1904 the Morris branch lines had not neither the Reids nor the Government; od, for which no explanation, ceris able to get the money to provide the sale and the colony is not much prove that the been given. If the fore-these betterments. The Reds are me, has yet been given. If the fore-these betterments. The Reds are me, has yet been given. If the fore-thing they seems about right, but all the others are to me unexplainable. For instance, the cost of train service—I do not is able to get the money to provide tainly no explanation satisfactory to ways, and the Colony is not much better off. In a report by Hr. Hall, the Government Engineer, to Mr. Halfyard, Colonial Secretary in the the entire railroad system is that and a half times, from \$8,000 to \$115,

tabled here Friday in response to my POLICY OF ALL POLITICAL PARof betterments he considered neces-sary, running into millions, the cost to be distributed between the Govern request, Mr. Hall made an estimate ment and the contractor, but owing ately occupied by Mr. D. to hard times, neither has been able but it should be remembered that figures exist, or at any rate have been

SHUTTING DOWN A DELUSION. My fourth point is that the idea of a railroad through the interior to tion, an advance of roughly 25 per shutting down the Branch railways to Hall's Bay to develop our copper cent. The most appalling figures are effect a saving is a delusion. I know areas, and some of the leading merthat in 1920 the total earnings were our good friend opposite (Hon. Dr. Chants of our country were members are the cause of the whole trouble, but I can undertake to prove that the leader of the committee and signed the respect to the past forty years. Whiteway with the original regions of the past forty years. cause of the collapse must be looked the original railways, Thorburn with for somewhere else than in what he called the Morris Branch Railways, the 1898 contract, Bond with the 1991 break into their private funds and obabout which he said here Friday that contract, and Morris with the branch- tain the money from there. Even worse, though, is the position for last the Government was at its wits end to get the money to pay the interest of railways, and as our hon. friend, on them and to meet their other obligations. I would remind him that gations. I would remind him that these railways are no more Morris time the past quarter-century would the pay roll amounted to \$1,769,000, railways than Squires railways, be have been looked upon as a public an increase of nearly \$300,000. That cause the present Premier was a member of the Morris party and voted for them, and equally they are no more Morris railways than Gibbs railways, because our Hon. friend (Hon. ways, because our Hon. friend (Hon. million dollars is somewhat excessive. for the remaining twenty cents, and Mr. Globs) was a member of the Mor-Mr. Glbbs) was a member of the Morris Cabinet which negotiated them.

Car for hire day or night. PassenBut I will add this that neither Glbbs
which the Premier raised recently.
We know absolutely that our war his to us and have a car to meet you ing voted for them, or need feel that the station.

Mr. Glbbs) was a member of the Morris Glbs, including the six millions expenses amount, representation to about sixteen the station. the to us and have a car to meet you the station.

Beautiful drive to King's Cove or on the country whatever. Another added for the railroad it would mean forty-six millions, leaving only five spon to my request was a statement made by Contractor Reid to Colonial making certain propositions with results and outlays in this country, public buildings, making certain propositions with results and the fallowing table showing the expression of the country o the following table showing the expenses of operating the road, the earnings therefrom, and the loss on operation for every year from 1903 up to 1913, and for the last three years I take the figures from a statement these times when it is so difficult to

> Persistent Coughs. Bronchitis.

> > Anemia

Nomen and Children

Id Tenie for Dell

1903..\$ 822,211 \$ 729,928 430,970 530,666 608,845 589,683 648.103 614:273 755.514 622,076 861,620 725,520 346.440 1.335.000

It shows that during the whole Does he suggest that the Reids went the daily train and built the Lintrose depression to ply with the Bruce as part of their ith the poor deliberate policy of development in believe these trains and steamers would be running yet. The explanaopinion the least profitable section of know what it means-jumped fourteen

nor is likely to be able to get the every public man and every political made public, as to the increase in the nor is likely to be able to get the every public man and every public ma islature recommended the building of the previous year under Reid opera-

to 1913, and for the last three years I take the figures from a statement tabled by the Premier last week. This table shows, if it shows anything, that the branch railways were not the cause of the collapse. The loss on operating the railroad system in 1917, with all the branches going, was only \$141,000, while the loss in 1907, ten years previously, with none of these

ASK FOR

put into the operation of the railros means, in other words, the providing means, in other words, the providing of a surplus in revenue to that amount every year. The biggest surplus we ever had in Newfoundland before the war was in 1911-12, of \$211,000, to which good times and the building of the branch railways contributed not a little. To-day we are facing a deficit in revenue. The Premier's estimate in his Budget Speech was that he could about make two ends meet, but he figured speech was that he could about make two ends meet, but he figured for an increase of revenue which he can now have no hope whatever of realizing. He estimated to get forty per cent. more revenue through the Custom House by new taxes than he

anything extra, and a continuance of this condition of affairs for a very few months spells, to my mind, absolute bankruptcy. I know it will be said that the Government has the money in hand and earmarked from the last Joan to meet this call for operating the railroad, but I believe that the Government will soon have to break into that money to get the necessary funds to carry on the public service.

Bill. I believe, in the first place, that for the reasons I have just stated, it means bringing bankruptcy for the Colony appreciably nearer. I oppose it in the second place because it is absolutely unbusinesslike, because no business man would be a party to a scheme of this kind by which he would find the money and somebody else expend it without his control or supervision. I think last year's arrangement was better than this, because it provided for somebody on the Railroad Commission to represent the oad Commission to represent the 19,762 Government. There was the Government as 3,830 ment Engineer, with a good practical experience, who could at any rate report what was being done. Now we have nobody. We give the Reids a blank cheque for a million and a hall delease and was a rate of the country of the c 200,662 dollars and we say "Go ahead and spend this money on the railroad!"
We ask no questions and impose no limitations as to how it is to be 688,000 legitimately. I oppose it in the next 335,000 place because we have no information regarding the railway, no explanation of the cause of the enormous increase in operating costs of the railway the

statement of railway statistics table

few days ago, which I have analyse will bear with me while I quote some

1904 and 1921 the earnings of the road increased three and a half times, from \$430,000 to \$1,493,000. In the same perfrom \$522,000 to \$3,143,000. The cost grown more than seven times, from tenance of way and structures has to \$757,000. Maintaining rolling stock to \$558,000, but general expenses hardly one and a half times, from \$99, tion of the loss of \$200,000 in 1914-15 der Reid management, an expenditure is that it was the first year of the so abnormal that I should like to have war, when the bottom dropped out of it explained. The cost of agents and everything, but in 1916-17, when trade station service is swollen eight and been started, and allow for the stations

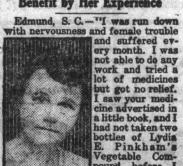
Lloyd Cabinet, in April. 1919, quoted from Millertown Junction across the by the Premier in the Lower House Topsails, where no man lives and men advanced nearly six times, from \$8,000 to \$115.

The pay of engineers and fire that the Lower House Topsails, where no man lives and men advanced nearly six times, from \$31,000 to \$176,000, then fuel for locomotives rose nearly ten times, from \$80,000 to \$758,000, while the cost per It is now rather the fashion to decry our railways and say that the whole system ought to be abandoned, from \$2.85 to \$14.00. The whole pay roll advanced seven and a half times, from \$241,000 to \$1,769,000. But no increased to \$1.625,000, from \$1.315,000

expenses of operation, the necessar amount, nearly a million and a half, had to be obtained from the public

(to be continued.)

Read Mrs. Corley's Letter and Benefit by Her Experience



E. Pinkham's Vegetable Compound before I could see it was helping me. I am keeping house now and am able to do all of my work. I cannot say enough for your medicine. It has done more for me than any dector. You may print this letter if you wish."—ELIZABETH C. CORLEY, care of A. P. Corley, Edmund, S. C.

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Ability to stand the strain of work is the privilege of the strong and healthy, but how our hearts ache for the weak and sickly womenstruggling with their daily rounds of household duties, with backaches, headaches,

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Those Having Sick Animals



Good for all throat and chest dis-Distemper, Garget, Sprains, Bruises, Colic, Mange, Spavins, Runbe in the stable.—SOLD EVERY-

WHERE.

THE GREATER VICTORY.

Twill do no harm to tell the tale—the youth has earned his right to fame, And he who paved the way for him no longer lives to play the game; But golf runs deeper than the score, and men are made in battles grim, But few there are who really know why the youngster conquered

Old Joe was victor more than once, with trophies all his shelves were lined,

Not often in a strenuous fight his skill would leave him far behind; But here was hot and earger youth to battle him that summer's day, and scarcely ripe in skill or nerve with wise experience to play.

The boy was plainly ill at ease and nervous when the game began, He knew his rival's splendid worth but not his splendor as a man; And Joe said softly unto me: "It's all of twenty years ago
When I was fighting, just as he, for
victory that I needed so.

"It meant so much to me back then, because I'd found success and and fame,
And every hope I had on earth was carried in that final game;
Since then I've won unnumbered fights. I wonder what the crowd would say
If victory should crown the boy and I should fail to win to-day?

master, smiling in defeat, The boy to get his mother's kiss and claim the joys of victory sweet.
"You let him win." I challenged him.
He chuckled gayly where he sat,
"Twas twenty years ago," said he, "a

Catalina Notes.

Schr. Clintonia, Capt. Rumphey, arived to-day en route to Bonavista, coal laden for P. Templeman. Schr. Retraction, Capt. John Sinclair, is now ready, and awaiting an

opportunity to proceed to Bonavista

to load codfish for foreign market. Schr. Intrepid, Capt. James Nolan, left for St. John's to-day. SS Susu arrived here Saturday morning en route to St. John's. S.S. Prospero arrived here on Wednesday, going north; Messrs. John W.

Schr. Pearl, Capt. Frampton, arrived from St. John's on Friday, July 29th, bringing a considerable amount of freight for P. Templeman and Haynes & Sons.

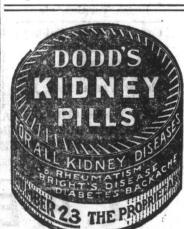
Clouter and Abel Stone were passen

The fishery for the past week has been very poor and it looks as if the trapping for the season is over. But a small catch has been procured. The annual picnic of the C. of E Sunday School is scheduled to be held on Wednesday, Aug. 3rd. A fa-

vorable day is hoped for and a good

Motor cars and motor trucks are Schr. Drummers Tax, Capt. James beginning to get a very common Edgecombe, arrived to-day from sight at Catalina of late, but so far Schr. Cactus, Capt. Joseph John-practically only one street for traffic son, arrived to-day from Indian Tick- and that being none too wide, and le, Labrador, and reports fishing very with a motor car passing on one side and a motor truck on the other, a pedestrian passing in the centre has little room left to shout.

July 30, 1921



A range of Houses on Bannerman Street, sold separately or together-six in all. Here is a good investment and very easy terms to secure some cheap houses. Also one Brick House on Cochrane Street, near Water Street. Don't let a good chance go by. This property is centrally situated and demands good tenants. Also other property too numerous to mention.

Also one house with large shop. A good business stand in West End, opposite Sudbury. Terms made easy by applying to

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