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The Humber Proposition and The Railway Situation.

An Unprejudiced and Fair Review.

PART III.
THE 1922 HUMBER PROPOSITION.
Editor Evening Telegram.

Dear Sir—In part II of these notes we discussed the 1921 Humber Proposition, Messrs. Armstrong Whitworth and the pros and cons of guarantee. We know nothing authentic regarding the new Humber proposition, except from the press and rumour, but sufficient data has appeared, to enable the formation of opinion. Last January the 1921 Proposition was shelved, apparently for two reasons, (1) Because the Reid group already involved in the railway tangle, sought the guarantee, and (2) Because the contingent liability of \$20,000,000 with interest thereon, was considered beyond the Colony's capacity. It appears, however, that Messrs. Armstrong Whitworth were so impressed with the project, that they were prepared to go a long way in bringing about its development. It would seem that renewed negotiations between the parties concerned, led up to the arrival of a representative from London in June, in the person of Major Jennings. In July Major Jennings returned to London, and forthwith Messrs. H. D. Reid, Powell and Conroy representing the Reid group, and the Prime Minister and Minister of Justice representing the Government, departed, presumably to continue and, if possible, finalize negotiations in London. Just what progress has been made nobody seems to know definitely, and at the moment we can only conjecture, the terms of the new 1922 Humber Proposition, which in the main seem to be as follows:—

(1) The Armstrong - Whitworth group, undertake to purchase from the Reid group, the control of the Humber properties, and become responsible owners and operators as well as contractors. We do not know what the consideration is, but rumour

states that it is a very considerable amount, and that the Armstrong Whitworth group are putting up their own money.

(2) The Armstrong - Whitworth group have interested the British Trade Facilities Board who have, apparently, examined and reported sound, The Humber Proposition, and offer to participate in the guarantee on a fifty-fifty basis.

(3) In consideration of the assistance offered, the British Trade Facilities Board requires that the plant and machinery be manufactured in Great Britain, and that the project be controlled by British interests.

THE PRESENT RAILWAY SITUATION.

In May last Messrs. Reid refused to continue operation of the Railway, and several truces were arranged to find a way out of the deadlock. Finally a pro-tem arrangement for operation until the autumn was effected under the management of Mr. R. C. Morgan and Mr. R. G. Reid. It was understood then, that Messrs. Reid pressed for a settlement of the Railway dispute, and were willing to relinquish operation to the Government, and settle all claims on payment of two and a half million dollars, for their private railway property (Rolling Stock, Repair Shop, St. John's Station, Repair Equipment, Stock in Trade, Steamers, etc., etc.) which property probably cost them twice or thrice as much, to accumulate. Of course, their continued right to this property, in the event of default, is a moot point, but there is no question as to its existence and value, and that it represents many years of liberal outlay for the private purses of Messrs. Reid.

Such was the railway situation during the recent Humber negotiations. It is now understood that Messrs. Reid in London, demanded settlement

of the Railway dispute, before they could sell their control of the Humber property. It is said further that they offered to throw in the Dry Dock with their other Private Railway Assets, and accept two million dollars or less in bonds for the lot.

ST. JOHN'S LIGHT AND POWER CO.

At the last meeting of the Legislature application was made by the St. John's Light and Power Company, (a subsidiary of the R.N.F. Co.) for some change in their charter so that they might place the proposition on the Montreal and local market as a Utility Investment, and raise sufficient on a Bond issue to carry out Deferred Maintenance. The Legislature for some reason shelved this application. It has been known for many years that the Petty Hydro Plant has returned handsome profits, but as the owners (Reid N.F. Co.) needed the money to meet Railway deficits, necessary expenditures of maintenance of the Hydro Plant were postponed, so much so, that it has now run into figures of magnitude, probably several hundred thousand dollars. The people, (the City of St. John's in this instance) are again the innocent victims of this Reid Government Controversy.

Nothing has been heard about the St. John's Light and Power in the Humber-Railway-rumours, but it seems hardly necessary to remind our Legislators, that any Money Paid Messrs. Reid in Settlement of the Railway Dispute Should be Used in Part to Carry out Repairs and Extensions of the Petty Hydro Plant, which is of such serious consequence to the people and business of St. John's.

ENGINEERING AND INDUSTRIAL FEATURES.

We have already stated that the value of the Humber Development, its success or failure, depends primarily on one thing, viz: Very Cheap Power. In other respects it has no unusual advantage over similar developments in this or any other country.

This Very Cheap Power is made possible by cheap development, (\$77.00 and \$44.00 per H.P.) provided by Nature: (a) In the ideal storage features of Grand Lake; (b) In a cheaply excavated material from the route; (c) In an earth-fill dam built of excavated material from the Canal; (d) In the diversion of the Upper Humber in to the Grand Lake Watershed; and (e) In the concentration at one point, of the total Head (265 feet between Grand and Deer Lakes), and the whole high-level drainage area of the Humber River.

Of course there are outstanding features, such as cheap Transport and Assembly of pulp wood (\$6.00 per cord (estimated) provided on a seven mile canal, and cheap Delivery of Newsprint at Atlantic tide-water; but the feature that counts above all others is Cheap Power.

The available and useful Power is described as follows:—

Pulp and Paper Mill	25,000
Electric Boilers	60,000
Surplus (Grand Lake watershed)	65,000
Surplus (Upper Humber watershed)	60,000
Total	210,000

The initial Hydro-electric Development capable of supplying 85,000 H.P. for the Pulp and Paper Mill, at \$77.00 per H.P., will cost in round figures \$6,500,000.00, and make an available surplus of 65,000 H.P. at \$44.00 per H.P., which can generate power for distribution at 1/2 of a cent or less per K.W. hour.

It might be reasonably argued that this development under normal conditions, costing \$6,500,000.00 as a Public Utility, Warrants a Guarantee in that it makes possible a mammoth Newsprint mill capable of delivering Newsprint at tide-water at \$40.00 per ton, and provides 65,000 surplus power available at 1/2 of a cent or less per K.W. hour.

Among the natural resources of any country, Water Power is becoming more and more valuable, because of developments in electric transmission and Electro-metallurgy, particularly when the water power can be converted into useful energy at a very small Capital Outlay per Unit. The estimated cost of the Humber Power is \$77.00 per H.P., for the first 85,000; and \$44.00 per H.P. for the next 65,000. This unit cost is well below the average, (say \$150.00 per H.P.), and very much below many developments which cost \$200.00 to \$300.00 per H.P.

It is not hard to foresee further development, when cheap power is available. Messrs. Armstrong-Whitworth already contemplate the Smelting of Aluminium. All geological reports agree, regarding the possibilities of the copper-bearing serpentine of Notre Dame Bay, and the mineralized formations of the West Coast. Cheap power and the possibility of Electric Smelting may make the development of these areas possible.

Railway Electrification is not far outside the bounds of practicability when there is cheap power. According to Mr. Morgan, the new Railway Manager, our railway can never become anything better than a costly toy, while steep gradients exist from end to end of the line. Electrification is the cure for steep gradients, and as an experiment it should be tried from Deer Lake to Bay of Islands. I

MOTHER!

Clean Child's Bowels with "California Fig Syrup"



Even a sick child loves the "fruity" taste of "California Fig Syrup." If the little tongue is coated, or if your child is listless, cross, feverish, full of cold, or has colic, a teaspoonful will never fail to open the bowels. In a few hours you can see for yourself how thoroughly it works all the constipation poison, sour bile and waste from the tender, little bowels and gives you a well, playful child again.

Millions of mothers keep "California Fig Syrup" handy. They know a teaspoonful to-day saves a sick child to-morrow. Ask your druggist for genuine "California Fig Syrup" which has directions for babies and children of all ages printed on bottle. Mother! You must say "California" or you may get an imitation fig syrup.

do not claim that the Electrification of the Railway is an economic proposition, because the prime factor, (density of population and traffic)—is far too low; but I do claim that our Railway possesses all the other incentives to Electrification, in a very pronounced way.

(To be continued.)

AUTUMN.



Another year is skipping right smartly to its close. The skies will soon be skipping some novelties in snows; and all the bathing peaches have left the ocean beaches, and through the woodland reaches a keen wind shrewdly blows. There's something sad and dreary about the days of Fall; they're seldom bright and cheery, spring days they don't recall; the nights are long and chilly; the roads are rough and hilly; along them Weary Willie hunts for a winter stall. We face increased expenses, though we are in the hole; we'll have to burn the fences, so costly is the coal; the price of grub is steeper; and, yet, why be a weeper? For rubber tires are cheaper, and still our buses roll. We'd dodge a lot of sorrow and woe that makes us yell, if we'd vacate to-morrow the shacks in which we dwell, old ties and customs sever, old forms of dull endeavor, and in our cars forever abide till life's farewell. Why should we live in shanties, and pay for heat and light, and bonnets for our sundries, and everything we bite? The long white road is lying outdoors where wheels are flying, and motor horns are crying—why not pull out to-night? Thus foolishly I twitter; such vagrant dreams will come, when autumn winds are bitter, and life seems out of plumb; when I can't rightly figure, as bills grow big and bigger, just how I'll stand the rigor of winter, bleak and glum.

Clear Baby's Skin With Cuticura Soap and Talcum

If an Irish potato is placed inside a wild duck before it is set into oven, the duck will not have a fishy flavor.

The clasp that come on hose supporters are excellent to use on the shoulder straps of the little boys' overalls.

CHEW A FEW!!!
NO INDIGESTION,
BAD STOMACH

Ate Too Much! Stomach Upset! Here's Instant Relief



So pleasant and so harmless! The moment "Pape's Diapiesin" reaches the stomach all distress goes. Lumps of indigestion, gases, heartburn, sourness, bloating, flatulence, palpitation, vanish. Ease your stomach now! Correct digestion and acidity for a few cents. Druggists sell millions of packages.

Great Moments in a Great Picture



The last day together

They sat at the table in the restaurant where they had danced together so often, and knew that this afternoon together was their last. There had been gossip—of the sort no woman can resist. Small wonder they were distraught. They would have been more so, could they have foreseen the end of the affair which is so prominent a part of

Two Days More For the Picture that the Whole City is Talking About.

By all means

The Four Horsemen SEE IT.

MONDAY

Rudyard Kipling's Masterpiece:

"Without Benefit of Clergy."

Produced in 8 parts. - ADMISSION 20c.



Women who pride themselves on being well-turned-out, perfectly clad from head to toe, complete their attire with ThreeE-E-E's Footwear.

The swagger style and quality charm of these popular lines appeal strongly to those who make a cult of dress perfection.

Made by Archibald Brothers, Harbor Grace.

Harbor Grace Notes.

Miss Annie Fleming, who is a nurse working at New York, is at present visiting her Aunt, Mrs. Timothy Connors, who is ill.

Miss Ida McRae who has been visiting friends at Halifax, returned home by the last Rosalind, and came to town again Friday week.

Mr. James Fleming, Reid N.B. Co.'s agent at Donovans, has spent a two week's holiday here with his mother, Mrs. Michael Fleming.

The Shannon Amateur Athletic Association held their card party and dance in St. Patrick's Hall on Thursday night, and the affair was a good success. The hall was tastefully decorated with flags and paper decorations and showed that considerable trouble was taken. Owing to the lateness of arrivals, the card game, progressive auction forty-fives, was begun at 8.45 and stopped at 10.30. The winners of the prizes were Miss Stella LeDrew and Mr. F. Madigan. Supper was then served by the Ladies' Committee assisted by members of the Association. Following supper the tables were removed and dancing was indulged in until 1.45 a.m., when the affair came to a close. Some seventy persons patronized the dance while there were eleven tables for cards.

Mr. John Butt, sub-collector of Customs at Blanc Sablon, returned home on Tuesday—COR. Oct. 21st, 1922.

Reduction!

We announce another cut in our prices, effective from September 15th. This means exceptional value on the purchase of a

Headstone or Monument this fall.

Your opportunity to order now.

MUIR'S Marble Works, 198 Water Street.

ST. JOHN'S GROCERY STORE

Seeded Raisins 22c. package.

Bon Ami 18c. bar.

St. Charles Cream 2 lb. tins, 28c. tin.

Admiral Brand Salmon 25c. tin.

Sloan's Liniment 35c. bottle.

Richmond Brand NAVY TOBACCO

J. J. ST. JOHN DUCKWORTH STREET LeMARCHANT ROAD

Japroid Slate Surface Roofing

Plain Green, Plain Blue Imprinted Green.

Manufactured from the very highest grade material, consisting of Portland Cement, Weave Back thoroughly saturated with the best quality asphalt, into which rolled under very high pressure, a complete layer of crushed slate in natural colour—Red or Green.

Positively the highest grade of asphalt Roofing and selling at a very moderate price.

Other Japroid Brands stock:—

"Allrite"—Mica.

"Our Leader"—Corrugated Rubber.

"Seal"—Smooth Rubber.

ALSO Japroid Wall Board, Genuine Wood Fibre Board.

Horwood Lumber Co. Limited. Distributors. sept20,3m,eod

PATENT NOTICE

Notice is hereby given that John Peachy of Davenport, England, proprietor of Newland, Patent No. 388 for "Useful Improvements in the Vulcanization of Caoutchouc" prepared to bring the said into operation in Newfoundland to license the use of the same sell the same upon terms to be upon application to GIBBS & BARNES Patentees Solicitors Bank of Montreal Building, St. John's, October 3, 1922. oct4,1w

FOR SALE

One Ford Coupe Complete with Starter.

2 FORD CARS Complete with Starter.

1-1/2 TON TRUCK 1-7 PASSENGER CARS ALL IN GOOD ORDER

The Royal Garage CARNELL ST. sept20,eod,t

Fresh Fruit, Fresh Butter, NEW P. E. I. POTATOES!

Ex. S.S. Silvia.

PEARS, in Half Barrels and by Dozen. PEARS for Cooking. QUINCES, by the Dozen—5-lb. to dozen. PORTO RICO ORANGES—45c. per dozen up CALIFORNIA ORANGES. LARGE & MEDIUM GRAPE FRUIT. NEW YORK STATE CELERY. FANCY BOX GRAVENEYS. CRANBERRIES.

Try our FRESH PEARS for Cooking. They are delicious stewed.

Ex. Canadian Sapper: NEW P.E.I. POTATOES. FRESHLY MADE CAN. TABLE BUTTER. (Bulk and 2-lb. Prints.) FRESH LOCAL VEGETABLES. SELECTED RIB PORK.

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