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St. John's, Newfoundland.

Placentia Ferry Service

ON Wednesday last we published a detailed statement of expenditure on account of the Placentia Ferry Service which proved an eye opener as to how the Morris Government spend the peoples money.

The fishermen of Placentia, St. Mary's and Trepassy Bays can now see how it is that they cannot get money to repair their roads or keep their bridges in proper condition.

The ferry service on Placentia Gut has cost from 1909 to April 20th 1915 the magnificent sum of \$17,309.68 (Seventeen Thousand Three Hundred and Nine Dollars and Sixty Eight Cents).

In order to provide boodle for the "faithful" ones at Placentia Harbor the whole district has suffered and it would be well for the fishermen of this district to read carefully the list of grabs made by those who have received the boodle on account of this expensive play toy.

Out of the \$17,309.68 spent on this service Michael Sinnott of Placentia has received \$7,931.35. Sinnott is supposed to have a contract to run this ferry; but just what the contract calls for is not known. Generally when a man gets a contract he is supposed to find the labor and running expenses of such contract, but not so in Sinnott's case. Everything in connection with the job seems to have been paid for by the Government.

Mr. Sinnott got nearly \$8,000, made up as follows:—

1911-12.	Amount.
Repairs to slips and wharves.	\$ 100.00
Material for operating the ferry.	384.44
	\$ 484.44

1912-1913.	Amount.
Building wharf.	\$ 100.00
13 months' contract.	2,141.66
	\$2,241.66

1913-1914.	Amount.
Hire of temporary engine	\$ 90.00
Installing new engine.	29.75
12 months' contract.	2,900.00
Expenses to St. John's and return.	10.50
	\$3,030.25

1914-1915.	Amount.
To April 20th—9 months' contract.	\$2,175.00
Total amount.	\$7,931.35

There seems to be no fixed price as regards the contract, for in 1912-3 Sinnott was paid \$2141.66 for 13 months' contract; in 1913-4 he was paid \$2900 for 12 months' contract, and in 1914-5 he was paid \$2175 for only nine months' contract.

Again in 1911-12 he was paid \$384.44 for material used in operating the ferry. What material? Why should a man who is paid a contract price to run and operate a ferry or any other public work be paid for materials used in operating a service for which he is paid a yearly subsidy?

Will Mr. Devereaux please explain. Perhaps he may when he is not too busy drawing \$1500 as Agricultural Expert, or making out his bill for \$200 travelling expenses tripping around the Country or picnic tours.

Sinnott could give the Reids tips on contracts.

Why should Sinnott be paid for a trip to St. John's? Why should he be paid for the use of a temporary engine for a motor ferry boat for which he is paid a yearly contract to run? What is he getting a yearly subsidy for?

Will the three "cute ones" explain?

In 1910-11 the Angel Engineering Company got \$745.05 for an engine. Added to this is the cost of installation, wages, train fares,

anchors, tools, board, expenses, etc., making a total of \$1498.37.

In 1913-14 John Barron & Company got paid \$400 for a 10 h.p. Mianus engine, to which is added the customs duty and freight to Placentia, making a total of \$475.40.

Add Angel's, Barron's and Sinnott's bills for engines and labor, etc., and we have a total cost of \$2093.52 for two engines.

An individual named Duffy—known the Country over as AFFIDAVIT DUFFY—gets his finger in the pie too. He gets a grab of \$519.75 for naptha. We wonder were there any affidavits furnished for this bill. This is the heeler that talked himself black in the face the last election about what Morris was doing for the Country.

Of course by Country, Duffy meant all the boodle suckers such as himself. Affidavit Duffy seems to stand in well with the powers that be, as his name appears in most all departmental accounts for pickings, and not small grabs. It is on account of providing grabs and political pap for such patriots as Affidavit Duffy that we find the Treasury bled to-day.

These are the class of men who are sucking the hearts blood of our Country dry to-day and the wonder is that the Country is not seething over in a revolution. How long more are the fishermen and laborers going to stand idly by and see this kind of legalized robbery being carried on under their very noses.

The Reid Newfoundland Company also figured in the Ferry Service to the tune of \$531 for cable, steering gear, labor, freight, etc., etc. Like charity, this etc., etc., covers a multitude. The past history of the Reids proves that they give away nothing and we feel sure they have not lost anything by this little grab of \$531.

Next in the list is the firm of Hamlin & Company, who receives a snig little sum for naptha of \$1169.94. This is besides the naptha furnished by Affidavit Duffy, Bishop, Sons & Company, following the motto of getting every thing they can, big or small, have a small grab of \$122.66 for gasoline.

Where did all this naptha and gasoline go to? The run across the gut is not TEN miles from point to point.

A few smaller grabs may be mentioned, notably one of \$25.00 paid Magistrate O'Reilly for "services in connection with the ferry." What services did the Magistrate perform? Was it paid for christening the boat or what. Apart from this fee the Magistrate also figures for a few other small amounts for lumber and nails, etc.

Although Mike Sinnott has a contract? to operate the ferry we find that Lawrence Mooney as ferryman has been paid by the Government \$261.33; Martin McAllister as engineer gets paid \$735, James Bartlett as engineer gets \$237.95, Jno. Hartigan as engineer was paid \$130.00; Patrick Mansfield as steersman gets paid \$408.40, and M. Delaney for labor \$83.75.

No doubt the fishermen of Placentia District will be anxious to know what Sinnott got nearly \$8000 for. He is supposed to have a contract. What is the contract? All the wages, expenses in operating gasoline, naptha, repairs, etc., etc., have been paid for by the Government. Does he get the \$8000 for the honor of been known as the CONTRACTOR? It looks like it.

One of the richest items in the list is one for \$161.85 paid B. A. Hartigan for cost of inspection of motor boat.

This Placentia ferry boat is sure some motor boat.

Besides Hartigan's inspection it was found necessary to send Inspector A. McLaughlin to inspect her. Did he go to inspect the in-

spection of Inspector Hartigan?

The job would not be complete without Murphy & Sons having a look in. They get a few little pickings for MATERIALS and gasoline. What materials and how much gasoline?

Another item of \$92.86 appears for the Angel Engineering and Supply Company for motor oil and naptha and fittings.

T. A. Pippy gets a snug little haul for gasoline, fittings and freight and naptha of \$234.75.

This is the biggest scandal yet unearthed and the people of Placentia and St. Mary's District should demand an immediate enquiry into this Ferry Service at Placentia Gut—\$17,931.35 is a large sum of money to expend on a ferry service but it is made a glaring crime by paying Sinnott nearly \$8000 for a contract and then for the Government to pay all charges incurred in the operating of the said service.

Again we ask what is the contract Sinnott has and what services has he performed for the high amount he has received?

This matter must be probed to the bottom. The taxes wrung from the fishermen of Placentia and St. Mary's should not be bailed out to Party Heelers.

We would like to ask what became of the original engine installed by Angel's. From the information tabled we see, as stated above, a new motor engine was installed in 1914. Where is the old one? If sold, to whom was it sold? Was it paid for? If paid for, why have the returns for same not been credited to the account of the Placentia Ferry Service?

Come on you hardy fishermen of Placentia, be up and doing. Demand an immediate investigation into this outrageous expenditure of \$17,309.68 for the Ferry Service on Placentia Gut. It is your money, wrung from you by excessive taxation of the Morris Government. Are you going to lay down idly and see your money squandered by Devereaux, Morris and Walsh to political heelers at Placentia proper?

Is it any wonder the Opposition Party demanded a Standing Committee of the House to Investigate Public Expenditure. The puzzle is why was such a Committee not appointed years ago?

Seventeen Thousand Dollars for a ferry for one town is an awful crime against the people that will sweep Devereaux, Walsh and Frankie to Hong Kong where the people get a chance.

Boodle, Graft, Robbery and Waste is written all over this Placentia Ferry Account and the people of Placentia District will boil with indignation when these facts are known.

MAY.

Robins in the tree-top;
Blossom in the grass,
Green things a-growing,
Everything you pass:
Sudden little breezes;
Showers of silver dew;
Black bough and bent twig
Budding out anew.

T. B. ALDRICH.

THE WATER-LILY.

The water, which the Baptist poured
Upon the bent head of our Lord,
Washed never a stain away—
But falling in the Jordan's food,
Lo! where our blessed Saviour stood
A water-lily lay.

"What kind of a career have you mapped out for your boy, Josh?"
"I'm goin' to make a lawyer of him!"
answered Farmer Cornfossil. "He's got an unconquerable fancy for tendin' to other folks' business, an' he might as well git paid for it."

A message from Salmoner to Marine & Fisheries Dept to-day, reads:—
"Schoner Theresa M. Gray, McDonald master, arrived from Banks, reports weather stormy, rudder damaged, leaking badly; 70 tubs of fish for two days.

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