

## Unsatisfactory Train Service.

Editor Evening Telegram.

Sir,—In this morning's News a letter over the nom de plume of "West Coast Farmer" draws attention to the unsatisfactory operation of the Reid Newfoundland Company's train service.

The writer complains that the interests of the people of the West Coast are being neglected, that business people are suffering great inconveniences, and that the mail and passenger trains are not arriving there on time, but instead are many hours behind time.

He says that the freight service is so badly demoralized that they find it more satisfactory to order goods from Nova Scotia than from St. John's, because they are more likely to receive them quicker and with greater certainty than if ordered from this city. It is also pointed out that freight and accommodation trains have been turned back from Millertown Junction and other points east of there instead of being run through to their destination.

According to the writer weather conditions this winter have not been such as to prevent the road being operated fully up to schedule, and that difficulties encountered this season, in the matter of keeping the road open and running trains, both passenger and freight, have not been as great as other winters when the trains were operated with a greater degree of satisfaction to the public.

Attention is also directed to the fact that while people who have

traffic to move over the road are unable to obtain the necessary rolling stock, Hon. Mr. Coaker, President of the F.P.U., has been supplied with all the cars he requires.

I am unaware for what purpose Mr. Coaker required a large supply of cars, but presumably for the transportation of his stock to Port Union, as I remember he announced, or his paper did, not long ago that twenty cars of goods had been delivered at the Port Union premises during the preceding two weeks. I quote from memory and am open to correction. But my recollection is that there were a large number of cars mentioned as being used for that purpose. In that, there would be nothing to object to, provided the assignment of such a large quantity of car tonnage to one firm, did not deplete the rolling stock available for the ordinary requirements of the road to such an extent as to hamper the prompt transportation of the general public's traffic, nor bring about unfair discrimination against other firms or individuals desiring cars for the movement of their freight.

According to the Daily News correspondent that is what may happen, as it appears others have been waiting for cars for several weeks prior to the time when the large number of cars were placed at the disposal of Hon. Mr. Coaker.

The Daily News correspondent also mentions the fact that Mr. Coaker and his paper have been surprisingly silent regarding the Reid Newfoundland Company's indifferent operation of its system since Hon. Mr. Coaker and his friends became the Government.

This silence I should designate as

"suspicious,"—not surprising. It has not escaped the notice of the people of this side of the Island any more than the "sharp-witted" farmers of the West Coast.

I may inform your western neighbor that Mr. Coaker's silence regarding the neglect and mismanagement of the Reid Newfoundland Company's system is not only noticeable over here, but it is one of the outstanding features of the amusing transformation of Mr. President Coaker from a rabid anti-Reid man to a silent admirer of the Management, from the President to the colored porter, who sees that Mr. Coaker's needs are properly attended to when he travels over the road in one of the Company's private cars, put on for the special accommodation of the former violent opponent of the "bloated monopolists and grinding plutocrats" who were "crucifying" poor old Terra Nova.

We all remember Mr. Coaker's violent outbursts against the Reid monopoly, the Reid mismanagement of the railway system, and the grasping Reids themselves who, according to Coaker, were riding rough-shod over the people of this country, because they had Sir Edward Morris in the office of Premier who had to obey Reid's orders and who he repeatedly declared would do nothing to make the Reid Co. live up to their contractual obligations because, as Coaker time and again declared, Morris was under the Reid Company's thumb.

Yes, we all remember these things and those days when Coaker was playing to the galleries and abusing the Reids for a purpose.

But the scene has changed. The Company to-day are more recklessly indifferent to the public requirements in the matter of steamer and train accommodation, and their management of the system, both rail and steamship connections, is far more inefficient than for some years past.

But Morris is not Premier to-day. Mr. Coaker is virtual Premier. Still there is not a word of protest against the inefficient operation of the road. Not a sound in his paper about their deliberate neglect of public interest, and their utter indifference to contractual obligations to this Dominion. President Coaker hobnobs with the Reid Company's officials, and rides over their system in pullman cars or private cars, is catered to while in transit, and views the poor "underdogs" from the observation windows of the passing parlour car, while they toil in snow and frost to get out logs and timber for which Mr. Coaker's new-found friends, the Reid Co., will not supply cars to move to destination, so that they may get paid for the labor they have put in, cutting and dragging them to the track.

This subject calls for some comment, and the present conditions of the Reid system demand enquiry.

This, with your permission, it shall receive at my hands in subsequent issues of your paper.

Of course we shall now see Mr. Coaker taking cognizance of the matter through the columns of the Advocate and making pretence to criticise the Company for their neglect of the public interest in the matter of railway operation, but it won't wash. It will not deceive any one.

Yours truly, ARGUS.

Feb. 16th, 1918.

## Last Night's Match

SCORE: 5-3 IN FAVOR OF VICS.

The fastest and best game of hockey for the season was played at the Prince's Rink last night, when the Terra Novas and Victorias clashed. The game was a little late in starting and opened up with a rush down the ice by Trappell. Munn captured the disc and made a "pippin" swap, and placed it behind St. John, scoring the first goal for the Vics. Time: 8 minutes. Immediately after Ralph Herder, who played a corking good game for his team, thought it time to even up matters and sent in a "hot" one to Doc, who was obliged to let it rest in the net. Play became lively and Stick and Herder were given 2 minutes on the boards. Trappell, who played a mighty good game, got control of the disc, made "some" rush into the Vics territory and after a neat shot the disc was found behind the Vics goalkeeper. Time: 15 minutes. Coultas was given a rest of two minutes and Stick and Trappell raced up the ice on a neat combination but got stopped by Ford.

While Brien was taking a well earned rest of 4 minutes Munn got another of his individual rushes and sent in a hard one but St. John was playing "safety first" and nothing got by. The Terra Novas got control of the disc and on a combination Stick and Herder went up the ice, the former passing to Herder who sent in a "dandy" and scored No. 3 for his team. Time: 20 minutes. Coultas and Tobin were asked to enjoy a conversation on the boards for 4 minutes each. Munn from a pass sent in a swift one which St. John failed to stop. Canning was asked to retire for 2 minutes, and Coultas after resting got control of the puck and scored the goal which left the score at half time: 3-3. Time: 28 mins.

## SECOND PERIOD.

The second period opened up in a lively manner and the spectators were moved up to a high pitch of excitement. The Terra Novas made an onslaught on the Vics goal but did not accomplish anything, thanks to

Doc Power, who it is not too much to say saved his team from defeat. Play then became even until Stick made a spectacular rush and sent in a good one, but Ford was in the right place and sent the puck back into play. Munn sent in a pippin which landed in the Terra Novas net. Time: 3 mins. With Brien off the ice for a rest the Vics goal was bombarded if one may use such a term but no scoring was done as it was evident that a defensive game was being played. Ford got the puck and took it out of its dangerous territory and made a dandy run up the ice but lost to Herder. With Tobin and Herder off the ice no scoring was done. Trappell made two or three good rushes but Coultas was occupying the position of sitting on the ice in front of his goal and saved. While Godden and Brien were in the penalty box Ralph Herder sent in a scorcher but was stopped by the Vics goal-keeper. Coultas got a "well earned rest" of five minutes for a neat slash. One Herder got control of the puck and sent in a hard one which was greeted with a general outburst of "goal," but the goal judge said "no goal" and play continued with a shot from mid-rink which "Doc" saved admirably. Tobin got a chance and sent in a good one but Ford was again on

the look out and stopped. Power got control of the puck from a pass by Ford and sent in a corker but St. John made a dandy stop. With Gus Herder off the ice Coultas got by and put in the final goal for his team. Time: 24 minutes. The final gong sounded with the score 5-3 in favor of Vics.

Doc Power is some goal keeper. The play in the second period was confined chiefly to the Victorias territory, their goal keeper being called upon to stop shot after shot which he did to great satisfaction.

For the Terra Novas Trappell and the Herders played their usual good game. Munn, Ford and Doc Power played well for the Vics. The ice was in "very good" condition. The fans were a bit numerous, but this was counteracted by the fastness of the game. The timekeepers were Messrs. J. Miller, J. Vinnicombe and W. Hearn. Mr. W. J. Higgins referred.

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# MISTAKES COST MONEY,

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## "The Evening Telegram"

Record of Sales of The Evening Telegram for 1917:

# 1,879,781.

Read the following SWORN STATEMENT for the past 12 months:

Days	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
1	H	6073	6223	S	6282	6507	S	H	5938	5937	6285	6728
2	5918	6098	6230	6672	6449	6528	6216	5843	S	6016	6587	S
3	5750	6136	6471	6822	6412	S	6329	5681	5997	6065	6607	6508
4	5748	S	S	6452	6433	H	H	6137	6169	6413	S	6709
5	5942	6148	6213	6585	6335	6400	6023	S	5859	6140	6803	6605
6	6121	6355	6061	H	S	6560	6009	5990	6075	6339	6538	6508
7	S	6178	6308	6885	6607	6540	6258	6012	5991	6092	6216	6508
8	6168	6228	6192	S	6507	6239	S	5545	S	6049	6342	S
9	6127	6319	6102	6544	6212	6316	6239	5545	S	6049	6342	S
10	6177	6308	6598	6508	6435	6321	5881	5723	6294	6042	S	6793
11	6142	S	S	6534	6446	6550	5913	S	H	6218	6502	7274
12	5908	6498	6440	6862	S	6062	6179	5718	5880	5756	6157	6279
13	6102	6332	6466	6869	6438	6188	6187	5795	5813	S	6536	6390
14	S	H	6466	6869	6438	6188	6187	5795	5813	S	6536	6390
15	6021	6158	5866	S	6681	6015	S	5705	6224	5856	6409	6433
16	5830	6274	6477	6598	6526	6176	6265	5787	S	6029	6389	S
17	6094	6087	H	6710	6402	S	6207	5850	6048	6156	6728	6770
18	5983	S	S	6753	6412	6253	6055	5882	6104	5881	S	6698
19	5988	6578	6251	6372	6538	6054	6166	S	6224	5933	6481	6574
20	6043	S	6533	6504	S	5906	5832	5603	6015	6240	6460	6477
21	S	6432	6297	6580	6692	5838	6333	5703	6025	S	6154	6460
22	H	6032	6353	S	6546	5968	S	H	6231	6516	6179	6374
23	6070	6080	6155	6786	6352	5959	6487	5795	S	6700	6409	S
24	6158	6439	6626	6539	H	S	6384	5425	6368	6429	6421	6929
25	6100	S	S	6484	6393	6203	5478	5487	6054	6581	S	H
26	6125	6345	6651	6381	6414	6050	6058	S	5596	6522	6374	6379
27	6238	6136	6572	6410	S	5954	6073	5443	5939	6620	6212	6088
28	S	6099	6462	6801	6606	5932	6273	5590	5886	S	6512	6218
29	6209	.....	6244	S	6533	6089	S	5198	6376	6648	6252	6572
30	6200	.....	6234	5991	6564	6078	5983	5572	S	6394	6190	S
31	5634	.....	6401	.....	6274	.....	6118	5810	.....	6723	.....	6573
TH.	150896	142421	164392	158004	168206	154746	153250	142579	145469	168541	166519	164738

Total Number of Copies—1,879,781. 302 Days of Issue. 6,224 Average Issue. Increase 1917,—58,316.

## AFFIDAVIT:

I, H. AUGUSTUS HERDER, of the City of St. John's, Newfoundland, Accountant of The Evening Telegram Newspaper, being duly sworn do depose and say:

- 1.—That the average circulation per issue for the year ending December 31st, 1917, was 6,224 copies.
- 2.—That this statement of circulation does not include any spoiled sheets, destroyed papers, returned copies, or papers sold in any other way than day by day in the ordinary course of trade to news dealers, news vendors and subscribers, including "exchanges".
- 3.—That the above tabular statement is a correct report of the 302 issues of The Evening Telegram for the year ending December 31st, 1917.

And I have signed, H. A. HERDER.

Sworn and acknowledged before me, at St. John's, this 4th day of February, A.D. 1918.

D. F. KENT,  
Commissioner of the Supreme Court of Newfoundland.

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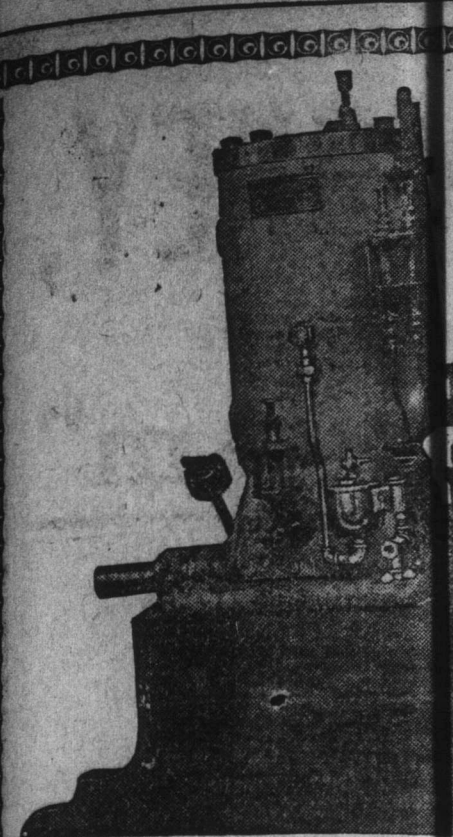
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The Evening Telegram is the People's