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Thursday, May 28, 1925.

One Way Traffic in Narrow Streets

Mr. H. V. Simms' letter, dealing with the conditions under which the unfortunate motor accident occurred on Pleasant Street last Friday, will be found in another column, and it deals with one point in particular which we trust will be considered by the authorities. The writer claims that Pleasant Street is too narrow for motor traffic up and down the hill, and that it should be made a one way route.

We believe that most people will agree with Mr. Simms, and further that for safety sake a similar regulation is necessary in connection with several of our narrow thoroughfares. We have in mind such streets as Jobs Street, the lower part of Casey Street, and the part of Circular Road between Rennie's Mill and Monkstown Roads, to mention a few. Several accidents have occurred at the junction of Rennie's Mill and Circular Roads owing to the blind corner which exists, and if traffic was forbidden to travel eastward along the upper part of the latter, the danger of collisions would be averted. This applies as well to Job Street, vehicular traffic emerging from which into Water Street is a constant danger to pedestrians and to vehicles travelling eastwards.

St. John's was not laid out for fast moving traffic, and the process of making the streets of the city conform to the new order of wheeled vehicles must of necessity be slow, but there is no reason why regulations such as suggested should not be made at once. The slight inconvenience which one way traffic along narrow streets might cause is not deserving of consideration, when compared to the necessity of taking precautions to protect the lives of citizens.

By no means of little importance is Mr. Simms' other remark concerning the dust menace, on the regrettable occasion referred to, which, it must be concluded, was a direct factor in causing a young life to be cut short. The Council are at a loss to provide the city with the proper facilities to abate the evil owing to the lack of funds, and their helplessness under the circumstances is generally recognized. But have all the resources of obtaining money been exhausted? Are we doomed for ever to submit to this danger and to others as well through the off repeated cry that funds are not available?

Be this as it may, the same argument does not apply to the carrying out of the other suggestion made, and as one way routes have been found practicable in other cities, there is no reason why the same system should not be adopted in St. John's.

The Amundsen Venture

More than a week has passed since Raoul Amundsen and his companions left King's Bay, Spitzbergen, for a flight to the North Pole in two aeroplanes, although when they started it

was believed that with favourable conditions the return might be made in twenty-four hours.

That there is considerable anxiety for the safety of the party is undoubted, in spite of the opinions expressed by several Arctic explorers. The aeroplane is a frail craft in which to face the dangers and difficulties to be encountered in the unknown regions round the Pole, and the experiences of the air-men who have accompanied our sealing fleet to the icefields have clearly indicated that only on rare occasions can flights be made without risk.

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C. of E. Garden Party

TAKES PLACE JULY 23RD.

A largely attended meeting of supporters of the C. of E. Orphanage, held at Canon Wood Hall, last night, it was decided to hold the annual Garden Party at the Sheehana Memorial Grounds on Wednesday, July 23rd. The following officers were appointed:—

Chairman—R. B. Job.
Deputy Chairman—H. A. Outerbridge.
Secretary—Councillor P. E. Outerbridge.

Convenor of Amusement Committee—J. F. Wiseman.

Convenors of Ladies' Tea Tables—Mrs. R. B. Job, Mrs. R. Gordon Winter.

A meeting of the Men's Committee will be held on Tuesday evening next, the time and place of which will be duly advertised.

1,000,000 Pounds a Year

TO HELP TRADE IN EMPIRE FOODSTUFFS.

The British Government has recently set apart one million pounds a year to assist in developing trade in Empire Foodstuffs with the British Isles. This is to be expended under the direction of an Imperial Economic Committee on which the Overseas Dominions are to be represented. Our Government recently received an invitation to suggest ways and means by which our fishery products could share in this bounty. The Government referred the matter to the Board of Trade for its views, and it is in reference to this that Sir P. T. McGrath is to address the Board of Trade tomorrow because of his knowledge of the labours of the Economic Conference in October, 1923.

Government Boats

Argyle left Balne Harbour at 7 a.m., returning to Argentina. Friday's train connects for Bay.

Clyde left Fortune Harbor at 5.10 p.m., coming from North. To-day's express connects for South.

Glencoe left Pushthrough at 4.30 a.m., coming East.

Kyle left Port aux Basques at 9.15 last night.

Malakoff arrived at Port Blandford at 2.45 p.m. yesterday from North Side. To-day's express connects for South Side Bonavista Bay.

Portia left St. Mary's early this morning, going West.

Prospero left Catalina early this morning, going North.

Sagona sails for Labrador Saturday next.

Meigle sails for Labrador Saturday the 6th of June.

Entertainment

for Orphans

In pursuance of their plan to provide entertainment for the children of the city orphanages the members of the Wesley Choir and Sunbeam Class have arranged a Concert for the little ones of the C. of E. Orphanage to-night. They will be assisted by some of the city's leading artists, the Guards' Band and Prince's Orchestra, and an unusually fine programme is promised. Entertainments have already been held at the Methodist and Belvedere Orphanages.

S.S. TOTO DUE TO-NIGHT—The S.S. Toto is due from Boston, via Halifax sometime to-night, with a general cargo to A. E. Hickman Co., Ltd. She is a steamer of 1425 tons, and is under charter with the Munson S. S. Lines.

FOR EVERY ILL—MINARD'S LINIMENT.

Little Hope Held Out For 71 Entombed Miners

Winner of Calcutta Sweep Sold Half His Interest--Communists in French Chamber Obstruct Plans Against Riffs.

LITTLE HOPE HELD OUT FOR ENTOMBED MINERS.

GLEN, N.C., May 27.

The fate of three score or more miners entombed at 9.30 o'clock this morning by an explosion below the 10,000 foot lateral of the Carolina Coal Company's mine near here was undetermined to-day, although rescuers had succeeded in bringing to the surface six bodies, and it was feared most if not all of the others had perished. The records of the mine showed that 59 men, 39 white and 20 negroes, had comprised the crew which went in the mine at eight a.m. while more officials reported that 71 miners lamps were missing, and it was believed that that figure might represent the number entombed on a final check. The two explosions which followed at half-hour intervals were believed by officials to have occurred between the second shaft and the opening. The mine authorities said that the six men whose bodies were found apparently had died only a short time before they were reached. While the wives, mothers, and children of the trapped miners gathered as close as possible to the mine, some mutely praying, others frantic, awaiting word of their loved ones, little hope was held that many more of the victims could be reached before to-morrow, despite the steady reinforcement of rescue workers from nearby states.

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HANS JENSEN TO BE BROUGHT TO PORT.

HALIFAX, N.S., May 27.

The Danish steamer Hans Jensen, which grounded near Whitehead, Guysboro County, near the entrance to the Strait of Canso several weeks ago, when proceeding in a dense fog enroute from New York to Montreal in ballast, and which was floated after pounding on the ledges for nearly a week, will be brought to Halifax to-morrow in tow and enter the dry dock for permanent repairs. The ocean going tug Reindeer which floated the Jensen will tow the freighter to Halifax.

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