

Bowling Park
And Bus Traffic.

CANNING PUBLISHES CORRESPONDENCE.

St. John's Evening Telegram.

Dear Sir:—As in the publicity given to the matter of the buses running to and from Bowling Park, my name has been used in such a manner as to lead the public to think that I am only come to a realization of my duty to them within the past two weeks. I ask the benefit of space in your paper to put the matter in its proper light.

On April 7th, 1922, I wrote the Minister, as follows:—
Regarding the widening of the Asylum Road, I understand from the fact that the road will only be widened from Waterford Bridge to Molloy's Lane. I would like to point out the advisability of continuing the work up to the entrance to Bowling Park. As you are aware, there is not sufficient space for the autos and buses to manoeuvre, especially on Sundays and holidays, when we have very large crowds of women and children who naturally claim our protection. Trusting this matter will receive your favourable consideration and will be attended to in the best interest of public safety.

Yours truly,

A. E. CANNING.

Which I received a reply dated April 10th, reading:—

The work to which you refer is a matter entirely in the hands of the Citizens' Committee, and has been done as relief work. The services of Mr. Hall have been put at the disposal of the Committee in this connection. It will consequently be necessary for you to deal with the Committee. I understand that Major Butler is the Secretary.

Very yours truly,

R. A. SQUIRE.

Prime Minister.

I held a conference with Major Butler on the matter, and he referred me to Mr. John H. Molloy, who was a member of the Citizens' Committee, and the Superintendent of works. Meeting Mr. Davey at Mr. Hall on the ground a day or two later, I spoke of the matter and he advised me to see Mr. Dr. Campbell, Chairman of the Citizens' Committee. I called at the apartment of Agriculture and Mines on three or four different occasions, failed to find the Minister in his office, so that I was compelled to write him. My letter was as follows:—

April 19th, 1922.

Regarding the widening of the Asylum Road, a few days ago in conversation with Mr. Davey, we discussed this and I pointed out the advisability of widening the area in the vicinity of the entrance to the

I am sure you will see the reasonableness of this not only in the interest of pedestrians in general, but also for the protection of women and little children, as the space is quite inadequate for the manoeuvring of the buses and autos. Trusting that you will give this matter your favourable consideration.

Sincerely yours,

A. E. CANNING.

The Minister has not favored me with a reply to this letter, apparently not considering the matter of public safety of sufficient importance to merit his attention.

On or about the fourth of June, Mr. Davey was given a practical demonstration of the chance of accidents occurring in the vicinity of the entrance to the Park when a serious collision between the auto of Mr. Walter Vey and the carriage of Hon. George Knowling was barely averted—as a matter of fact, the headlight of Mr. Vey's car was smashed by the shaft of the carriage. Mr. Davey was near the spot at the time, and I remarked the occurrence to him, and I distinctly remember his agreeing with my contention as to the danger of serious accident. Within twenty-four hours work was commenced on the roundabout. This is the roundabout which was condemned by the Inspector General two weeks ago, and later allowed by him to do the duty for which it was intended.

The roundabout was finished in the first week of July, and I have watched the manoeuvring of the buses there. I am not satisfied and numerous people with whom I have conversed, agree with me, that the greatest measure of safety is not provided by this cut do so.

On Saturday, August 5th, I met by chance, the following gentlemen, Mr. W. B. Jennings, Hon. John Davey and Mr. S. Churchill, who were on a tour of inspection of the work done on the Asylum Road. We entered into conversation on the matter of securing a portion of the Asylum property for the purpose of widening the road at the entrance to the Park. During the conversation, Dr. Parsons, Supt. of the Asylum for the Insane, was called from his residence by Hon. Mr. Davey, and took an active part in the discussion. He suggested that the buses be made to turn at Molloy's Lane. I asked Mr. Jennings for his opinion and he stated that he had none to offer.

Following this conversation, I wrote to the Minister of Public Works, sending copies of my letter to the Inspector General and to Dr. Parsons. My letter and replies received follow:—

August 7th, 1922.

Following our conversation of Saturday, 5th inst., when in company with Hon. John Davey and Mr. Sam Churchill, you inspected the work recently done on the Asylum Road, I would herein state a few facts for your future consideration. Permit me to point out that, as a Minister of the Crown, responsible for the Department controlling Public Works, you

should have an opinion to offer, particularly when such a question as the protection of the lives and property of citizens is under discussion, whereas I understood you to state distinctly that you had not an opinion to offer respecting the alteration to the road, asked for in the interest of public safety. Now my opinion and the opinion of hundreds visiting Bowling Park, is that some day, perhaps not very far distant, a very serious if not a fatal, accident will occur, due to sufficient roadway not being provided to manoeuvre in safety to all concerned. When such an accident does occur I want myself distinctly understood as having sounded the warning note in time—as having referred the matter to those responsible, so that the burden of neglect will rest in its proper place, viz., with the Minister of Public Works and his Department.

There are five buses operating between the city and Bowling Park, and on Sundays, holidays, and other days, they carry a large number of visitors to the Park. It is not an uncommon sight to see these five buses at the Park within a few minutes of each other, and at the same time a number of privately owned motor cars, motor cycles, taxis, perambulators and horse drawn vehicles. The wonder is that we have not had a most serious accident long before this. It is absolutely impossible for the man in charge of bus, motor car or cab, to avoid sooner or later causing such an accident, and when it does occur, it will be due to the fact that those in authority have not provided the proper means of protecting the lives and property of citizens generally. The Asylum Road has already been widened from Waterford Bridge to the eastern boundary of the Asylum property. Now, why not extend the widening of the road to the entrance of the so-called roundabout? If the lifting and transplanting of the trees in this section is suggested as being the obstacle in the way of this project, I would here and now state, as one who knows, that these trees can be lifted and transplanted without harm to them. This being so, we are not called upon to consider this point further. On the other hand, were we to admit that every tree involved were to perish, it would indeed be very insignificant and unworthy of our thought when we consider that the lives of little children and hardworking mothers in quest of fresh air and sunshine, are in danger of being snuffed out by reason of those in authority not realizing the responsibility incumbent upon them in consequence of their official position. The absolute necessity of widening this section of the road demands your immediate attention.

Yours respectfully,

A. E. CANNING.

The following is the reply of the Minister of Public Works:—

August 9th, 1922.

Apparently you misunderstood my meaning. I had no intention of expressing any opinion at that particular time, but that does not imply that I had not formed one.

Yours truly,

W. B. JENNINGS.

It is worthy of note that the reply received by me as above, is a carbon copy of a pencilled letter written in the Minister's own writing.

The matter reached no further stage until Sunday, August 13th when the Inspector General ordered the discontinuance of the use of the roundabout by the buses and that they manoeuvre at Molloy's Lane. This order was complied with for the time being. But on the following Sunday, realizing the danger of this proceeding, the bus men refused to turn at Molloy's Lane. They are the men on whom rests the responsibility for the safety of their passengers, and I presume that the grounds for their action are quite sufficient to themselves. The implied insinuation of collusion between them and me in their refusal to take passengers under the conditions imposed upon them is altogether uncalled for. Their position is amply borne out by the fact that the report of the conference held on Sunday, August 21st, states that they were authorized to turn in the roundabout—a complete reversal of the order given them by the Inspector General just a week previous.

In connection with my letter to the Minister of Public Works, dated August 7th, I received the following communication from the Inspector General:—

August 19th, 1922.

I duly received your communication of 7th inst., respecting traffic conditions near Bowling Park. A few days afterwards I received a letter from the Minister of Public Works, in which he suggested the turning of the large trucks at the foot of Molloy's Lane. Last Sunday I had the feasibility of this demonstrated, and I have reported to the Minister, and presume same is now receiving his consideration.

Yours truly,

CHAS. H. HUTCHINGS.

Inspector General of Constabulary.

I have felt it necessary to publish this correspondence, because as I have said, my position was not fairly described in the articles that have appeared in the Press. I have treas-

passed on your space to a very great extent, but I trust that the importance of the question will be sufficient warrant for me.

Thanking you for space, and trusting that I have made myself perfectly clear, I remain,

Yours truly,

A. E. CANNING.

Aug. 22, 1922.

Spruce Bud Worm.

INSECT DESTRUCTION OF FOREST AREAS.

Editor Evening Telegram.

Dear Sir:—Permit me to commend the foresight which prompted your remarks last Saturday on the insect pest known as the Spruce Bud Worm.

Your suggestion that all infested trees be cut out and burned appears to me most sensible. The best way to do that, I think, would be to permit the fire to run over the slash as it lies on the ground. This method of burning will insure the destruction of the larvae as well as any of the adult form of the insect that may be in existence in the burnt over areas. Spraying adjacent woods where the insect may be discovered and careful watching for other outbreaks will also insure safety. Had the Department of Agriculture taken active steps even last fall, when I informed them of the presence of this destructive insect, much valuable time might have been saved and much incipient damage averted. Action should have been taken then to discover whether or not other and more important areas are not also being ravished. The first fifteen minutes at a fire outbreak are the determining ones generally, so it is recognized by those who have to fight fires and protect property against its ravishes. In like manner the incipient stages of an invasion such as this one we are now dealing with are the fatal hours, the hours that call for vigilance and action.

The callous indifference displayed by Dr. Campbell when I personally advised him of the menace and showed him the moth last fall, shall ever remain with me, an evidence of gross incapacity for office on the part of one whose position demands, not indifference but intelligent alertness and active interest in all such matters, especially as they relate to a department over which he has control. At that time Dr. Campbell was most active in promoting the interests of the Humber Deal, and so we can understand why he would avoid anything which might throw doubt upon the wisdom of guaranteeing any concern toward those to whom the perpetuity of our forests is most vital.

In like manner the Advocate refrained from any reference to the Spruce Bud Worm menace then, and even now (when the Department is forced to take notice), that paper is silent.

This attitude of silence is most monstrous and shows plainly that the sole organ of the Government is more concerned about the successful issue of the Humber guarantee scheme than it is over the destruction of our forests.

I showed Mr. Mews samples of the moth stage of the pest and told him something of its life history and its destructive powers, but seemingly he was unmoved to any display of interest, for not a word did he say in his paper about it. Had I related some yarn about a dog fight, or how the wind had blown the top off a chimney, or something of a like nature, I have no doubt the tale would have received such space as its importance deserved, but who would want to engage in an entomological study or the study of such an abstruse question as the preservation of our forests. Why use up one's mental energy on such unimportant matters. The film-fanning of the public in the matter of the Humber Deal is of more importance and is much easier in its processes on the brain.

It is something at any rate to have at last aroused the Department even to sending Mr. Bayly to investigate something which requires not investigation but immediate action along the lines suggested by the Evening Telegram.

Permit me to say in conclusion that the infested area is more nearly forty acres than three or four as told in the Telegram. In my writing on this subject last year I said eight or ten acres was the area then affected. It has not lessened since, and I cannot understand the carelessness of those who now would by inference make out that my story was an exaggeration.

While we are on this subject let me say that another pest is showing itself, our larch (Juniper) is now being killed. Every larch in this part of the country is dying. A few years ago the larch of New Brunswick and neighbouring provinces was entirely destroyed. I presume by the same pest which is killing it here to-day.

Yours truly,

ARTHUR ENGLISH.

Aug. 22, 1922.

From Cape Race.

Special to Evening Telegram.

CAPE RACE, To-day.

Wind Northwest, light, weather fine with fog off shore; the steamer Sylvia passed in at 11.15 p.m. yesterday; nothing heard passing to-day; Bar. 29.96; Ther. 64.

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Our offers this week will help you and make your shopping easier, when replenishing the wants of the home. They are many and we assist you by making Reductions, describing the Article, and giving the Price, through the medium of this advertisement.

Visiting Orchestra at
The Nickel To-night.

NOTED CELLIST ADDED ATTRACTION—GREAT PROGRAMME PREPARED.

The visiting American Orchestra which makes its appearance at the Nickel Theatre to-night has this time, as an added attraction, a noted Cellist who greatly enhances the splendid efforts of this excellent orchestra. The programme to-night consists of "La Boheme" (Puccini) and "Tales of Hoffman" (Bach). "The Old Nest" (Hofmann) (Bach). The Old Nest, that tremendous production which has been the talk of the town this week will be seen for the last time this evening. If you did not see this picture already, it is a duty you owe to yourself to see it. Nobody, young or old should miss this truly wonderful production. "The Old Nest" is a series of dramatic episodes that reveal the life of an American family. The theme is mother love, and the audience is privileged to look into the home and into the hearts of a typical family. All the little joys and sorrows that every one of us remembers are flashed on the screen, and bring tears and laughter in quick succession.

The Prizes for Highland Games will be on exhibition Friday morning at T. A. McNab & Co., Water Street. Don't fail to see them.—Aug 24.11

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Personal.

Mrs. Allan Parsons and Miss E. C. Parsons have gone to Harbor Grace where they will spend some weeks in residence.

Mr. and Mrs. Arthur Squarey are entertaining a party of friends at their summer residence at Red Rocks. The salmon and trout fishing is very good there, and they have been very successful. Among the guests are Mrs. Jim Pike and her sister, Miss L. King of this city, who are spending the summer at Port aux Basques, Capt. and Mrs. Tavernier and son of Port aux Basques. Mrs. Squarey was formerly Miss Maud Lindsay of this city.

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