

Invitation From "Come North" on the Humber Deal.

Evening Telegram.

Dear Sir—In a recent issue of the "Go West" I noticed an article "Go West" while I must congratulate "Go West" on his ability as a writer, I regret that it is not possible to congratulate him on the soundness of his argument. Apparently "Go West" is a man. I may be making a mistake but if he is not I take his letter as an admission that he will soon be one. There is no doubt about the question, the Humber Proposition would be a boon to Newfoundland if it came the right way, but coming as it does with that infamous guarantee to it, I call it, and many others call it a stone tied to the neck of the Newfoundland of the present generation. There is no doubt but the employment question will be some time before the "Go West" hit the mark. I think a few days ago, when he said "Go West" is waiting till they get the concessions and their guarantee they can raise their capital. How then can the present employment be relieved? Are they to turn men loose in the forest of winter? I agree with him in Newfoundland, even if it is a child must know that the guarantee will be detrimental to the credit of Newfoundland. The guarantee is, however, apparently backed by some of the members of the Government in the House of Representatives. A case of act in haste and repent in leisure. We have an example in the Fisheries Regulations. It is well known, I suppose, to have the guarantee as every act of the Government it assumed power has been against parliamentary procedure and if this turns out right it is a phoenix indeed. "Go West" in his letter would have the whole of Newfoundland. By all means I grant that Mr. Coaker is a man. Yes, smart enough to fool over the eyes of one of the members of the Government. "Go West" further tells us to "Go West" and North East to-day and the condition of the fishermen. I agree with him also. South, too, look at the condition of the fishermen. What is the cause of it? What is the reason? It is the insane policy of the Government since they took the guarantee of the Government. The comparison of Abraham Lincoln with W. F. Coaker, P. A. is any of the members of the Government certainly requires a comparison. We have Lincoln advocating the rights of the slaves, whilst "Go West" advocates the rights of the fishermen. The Government of Newfoundland has been enacting the rights of the fishermen. Where then, "Go West" is your comparison? On what is it founded? I would ask "Go West" on what grounds he bases his argument when he says give this whatever concessions that may be. Why any Jackdaw? "Go West" is your comparison? On what is it founded? I would ask "Go West" on what grounds he bases his argument when he says give this whatever concessions that may be. Why any Jackdaw? "Go West" is your comparison? On what is it founded? I would ask "Go West" on what grounds he bases his argument when he says give this whatever concessions that may be. Why any Jackdaw?

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The Voyage of S. S. Prospero.

TRIBUTE TO CAPT. FEILD.

Editor Evening Telegram.

Dear Sir—We the undersigned passengers for Notre Dame Bay by the good ship "Prospero," on her last trip North, wish to express our appreciation of the good common sense judgment, and amiable character of her worthy Captain, John Feild, also his officers and crew. Leaving St. John's on Friday, the 13th January, with full cargo of freight, mails and passengers, we arrived at Trinity, landed mails, passengers and freight, and on to Port Union, where we arrived about midnight. Having landed mails and freight at Catalina and Port Union we proceeded on to King's Cove, from thence to Alexander Bay and Rook Bay, the two latter being extra and most out of the way ports of call. Having landed large quantities of freight at those ports we left for Greenspond, and on to Valleyfield, where we landed our old and esteemed friend Captain John Feild. But before allowing him to disembark one of our local poets, I think it was "Jimmy," by name, composed a little ditty, the last verse I think was something like this:

"Here's to Captain Job, now leaving us,
We will drink 'a wee Doch and Doris'.
While the Captain stands before us,
and we'll all sing this chorus,
Captain Feild, we will miss you when you're gone."

Our next port of call was Wesleyville. Arriving there Sunday morning we passed through quite a lot of ice between Wesleyville and Pickford's Island, which was passed at noon. Arriving at Seldom Come Bay at one p.m. where we had to butt through half mile of harbor ice to land freight and passengers. Thence on to Seal Cove, but owing to ice in the Run, we had to go out around Fogo Island. Arriving at Seal Cove we had to butt another mile or more of ice to land passengers, freight and mails. And on to Change Islands, arriving there at dark, landing mails, etc., and thence to Herring Neck, from there to Twillingate. There our Sunday ended, making about sixty hours from St. John's. Monday afternoon saw us at Springdale, Hall's Bay—the home of the herring—"King of the Sea," having called at Morston's Harbor, Exploits, Fortune Harbor, landing Tickle and Pilley's Islands. We had to do a considerable amount of ice-butting at all of these ports. The inside run from here (Pilley's Island) to Springdale being frozen over, the captain had to go outside of Pilley's Island

and Triton Islands and through Long Tickle to Hall's Bay. We were detained at Springdale for about 20 hours, discharging freight and taking in mail, as the captain considered it unwise to call at Springdale on his return trip South. But in that matter he seems to have been overruled by the powers that be, presumably to satisfy some shortsighted persons, who are now berating his misfortune. It might be truly said of them "ye know not what ye ask." Seeing that the latest news from the Prospero is, that she was jammed in the ice near Exploits Harbor, they know now, that had the captain been allowed to use his own judgment he certainly would have made the best round trip ever made at this season of the year, having cleaned up all herring that were ready for shipping, and could have returned direct from La Scie to St. John's, he would have completed the round trip in eight days, and his freight of several thousand barrels of herring could now be in the markets in New York. We have already stated had the captain been allowed to use his own judgment and not compelled to call at Springdale the second time to land a paltry forty or fifty barrels of salt, taken on board at Little Bay Islands. The question is asked why should the Government take such risk in ordering the ship to Springdale at that season of the year to land a few barrels of salt, and she with such a valuable freight on board? The answer is simple, in the opinion of the writers, because they don't understand ice and weather conditions in Notre Dame Bay in the latter part of January, and apparently won't be advised. The pity of it all is, the direct loss to the ship-

pers, and of course, an indirect loss to the country by not getting the herring to market in the proper time.

In conclusion, Mr. Editor, we can't speak too highly of Captain Feild. The men all love to obey his orders, which are given in a mild and unassuming manner. The Purser, Mr. C. W. To is the very embodiment of a "Bobby Purser." Chief Engineer ("Jimmy Mc Kinley") as the boys on board ship love to call him, is certainly "the man behind the gun," both in the Engine Room and in the Smoking Room. First and Second Officers Saunders are sure to be in the right place when wanted, and the men "before the mast" one and all go to their



BEAUTY OF THE SKIN
is the natural desire of every woman, and is obtainable by the use of Dr. Chase's Ointment. It cures pimples, blackheads, roughness and redness of the skin, pruritus and eczema, dandruff, and the skin is left soft, smooth and velvety. All doctors, druggists, chemists, and grocers, or send for a sample free if you mention this paper.
Dr. Chase's Ointment

Slump in Tombstones.

Because no orders for special tombstones or war memorials are being received, workers in the monumental granite trade of Aberdeen were notified recently of an impending cut in wages varying from 3d. to 4d. per hour.

It is reported that American agents have purchased £10,000 worth of headstones from Germany, while large English cities are obtaining tombstones and even war memorials from Germany.

The competent housewife who is satisfied with nothing but first class bread feels fully repaid for her efforts and skill when making bread from "TRIUMPH" Flour—each loaf being a revelation in bread making.—febl17,21

FOR SALE.
Six Retubler Boilers, one Locomotive Type Boiler, one Upright Boiler, four Land Steam Engines, six Winches, four Oil Tanks, two Tail Shafts, two Propellers for whalers and one Friction Winch. Apply to N. HANSEN & CO., 21 Water St. West. dec19, eod, 6m

Thanking you, Mr. Editor, in anticipation.
THOS. E. WELLS,
JAMES NORRIS,
Little Bay, Feb. 7, 1922.

To Be Remembered.

"What is the secret of success?" asked the sphinx.
"Pun," said the button.
"Take pains," said the window.
"Never be led," said the pencil.
"Be up-to-date," said the calendar.
"Always keep cool," said the ice.
"Don't do business on tick," said the clock.
"Aspire to greater things," said the nutmeg.
"Make light of troubles," said the fire.
"Be sharp in all your dealings," said the knife.
"Find a good thing and stick to it," said the glue.
"Strive to make a good impression," said the seal.

JUST RECEIVED—Stock Men's Dancing Pumps. F. SMALLWOOD, Water Street. febl10,12

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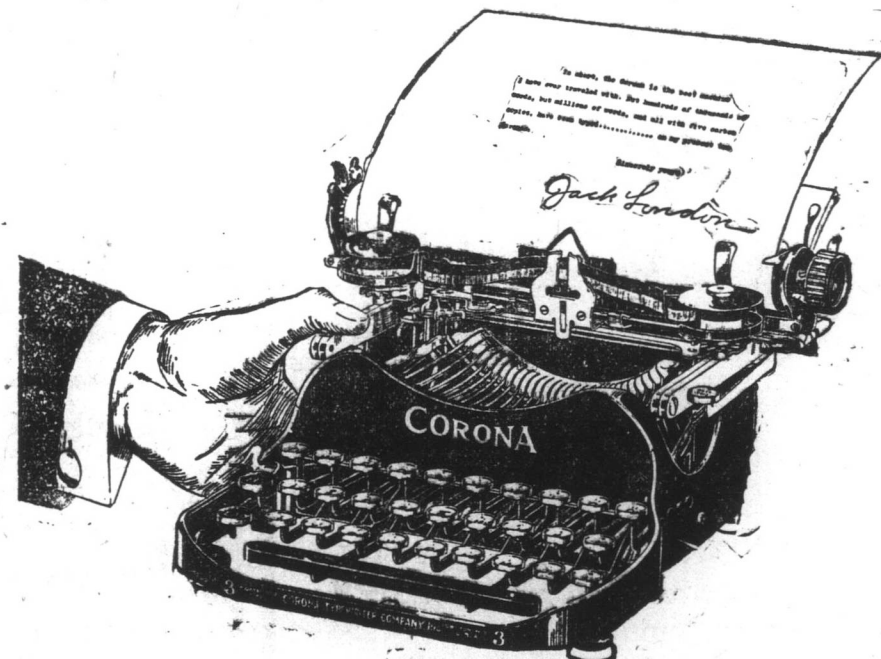
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DICKS & CO., Ltd., Agents for Nfld.

jan27, eod, 12

"REG'LAR FELLERS"

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By Gene Byrne



Yours truly,
COME NORTH.
St. John's, N.B., Feb. 8, 1922.

Concert in Synod Hall, St. John's, Feb. 21st, at 8 p.m. aid of C. of E. Orphanage. G. F. S. Tickets on sale at G. F. S. and Goodland's. Admission 25c.—febl14,15,16,17,18,19,20,21,22