

**Invitation From
"Come North" on
the Humber Deal.**

Evening Telegram.
Dear Sir—In a recent issue of the
I noticed an article "Go
While I must congratulate "Go
on his ability as a writer, I re-
that it is not possible" to con-
him on the soundness of his
Apparently "Go West" is a
man. I may be making a mis-
but if he is not, I take his letter
as a sign 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
with that infamous guarantee
to it. I call it, and many others
call it a stone tied to the neck of
Newfoundland of the present
generation. There is no
doubt that the employment question
is a serious one to-day, but even if
the Humber project becomes a real-
ity it will be some time before the
relief will be felt. I think
a few days ago, when he said
that he was waiting till they get
the concessions and their guarantee
before they can raise their capital,
he will take months after the House
has passed. How then can the present
relief be relieved? Are they
to turn men loose in the forest
of winter? I agree with him
that a man in Newfoundland, even
a child must know that the pro-
posed 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. It is
well, I suppose, to have the
guarantee as every act of the Govern-
ment is assumed power has been
used against parliamentary pro-
cess and if this turns out right it
is a phoenix indeed. "Go West"
letter would have the whole
of Newfoundland against the
guarantee. By all
means I grant that Mr. Coaker is a
man. Yes, smart enough to
look over the eyes of one of
the most famous lawyers in Newfound-
land. "Go West" further tells us to
look at the North East to-day and
the condition of the fishermen. I
look at the South, too, look at
the streets of our Dominion and
the condition of the fishermen.
I look at the cause of it. What
is the cause? It is the insane policy
of the Government since they took
the comparison of Abraham
with W. F. Coaker. P. A.
or any of the members of the
Government certainly requires a
man. We have Lincoln advocating
abolition of the slaves, whilst
the Government of New-
foundland has been enacting the
the laws of this country by Regulators
and Super Taxes, and everything
that is against the nature of the
country. Is your comparison? On
what is it founded? I would ask
you on what grounds he bases
his arguments when he says give this
whatever concessions that
necessary. Why any jackdaw
start a company, import ma-
chine and operate mills backed by a
guarantee. I know "Go
West" at least I have a slight idea
of it, and I believe he is not
far from his heart when he uses
these words. He is too smart a
man to know what he says. I venture
to say that any contract un-
der which the Government is liable
guarantee is wrong in principle.
I know that a good proposition
requires no guarantee from the
Government. He must know that as
a member of the Board of Trade
of the Government "the stronger the
guarantee the stronger should
be the terms for the refusal." He
must know that the procedure in such
a matter as this should be left
to the people, and that no
contract should be entered into, which
is subject to amendment,
modification or rejection. Further, I
know that "Go West" should visit
St. John's, St. George's and other dis-
tricts and ask the opinion of the fish-
ermen. He will not be so loud
in his praise of "Go West" would
be to have all Newfoundlanders.
In conclusion, that the nom-
ination of "Go West" is very ap-
propriate, because if the present Gov-
ernment continues in power much
will all have to go West.
The British troops knew the term
"Go West" I quite agree with
the nomination by "Go West" of an ex-
-minister of Gray's Elegy, and in the
of the late lamented General
with slight deviation, I would
be the author of that poem than be
responsible for having
guaranteed the Humber
Proposition.
Yours truly,
COME NORTH.
St. John's, Nfld., Feb. 8, 1922.

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**The Voyage
of S. S. Prospero.**

TRIBUTE TO CAPT. FEILD.

Dear Evening Telegram.
The undersigned pas-
sengers for Notre Dame Bay by the
good ship "Prospero," on her last trip
North, wish to express our appreciation
of the good common sense judg-
ment, and amiable character of the
worthy Captain, John Feild, also his
officers and crew. Leaving St. John's
on Friday, the 12th 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 were met by
friend Captain Job Kneebone, and
freight at Catalina and Port Union we
proceeded to King's Cove, from
thence to Alexander Bay and Rocky
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
Greenland, and on to Valleyfield,
where we landed our old and esteemed
friend Captain Job Kneebone. 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 Kneebone, we will miss you when
you're gone."
Our next port of call was Wesley-
ville. Arriving there Sunday morning
we passed through quite a lot of ice
between Wesleyville and Pick-
ford'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 Twil-
light. There our Sunday night,
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," hap-
pingly called at Morston's Harbor, Es-
-plott, Fortune Harbor, leading to
ice and Pilley's Island. We had to do
a considerable amount of ice-butting
at all of these ports. The inside run
from here (Pilley's Island) to Spring-
dale 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 detain-
ed at Springdale for about 20 hours,
discharging freight and taking in
herring, 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 misfor-
tune. It might be truly said of them
"Ye know not what ye ask." Seeing
that the latest news from the Pros-
pero is, that she was jammed in the
ice near Exploit's Harbor, they know
now, that had the captain been allow-
ed to use his own judgment he cer-
tainly would have made the best
round trip ever made at this season of
the year, having cleaned up all her-
ring that were ready for shipping, and
could have returned direct from La
Salle to St. John's, he would have com-
pleted 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 Gov-
ernment take such risk in ordering
the ship to Springdale at that season
of the year to land a few barrels of
salt, and the 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. White,
is the very embodiment of a "Baby
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
work like men would go to their din-
ner, after a hard forenoon's work
with a determination to get outside of
a good dish of fresh beef and vege-
tables. And sure the man that would
overlook or forget the Chief Steward
(Billy Grills) and his staff and the
Stewards, Mrs. Kennedy, would
certainly forget his mother. In fact,
Mr. Editor, the Prospero's crew, from
her gallant captain down to the
Stewards, are what we "Green Bay
men" would call "the pick of the
Bay."

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

Slump in Tombstones.

Because no orders for special tomb-
stones or war memorials are being re-
ceived, 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 tomb-
stones and even war memorials from
Germany.
The competent housewife who
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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.

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By Gene Byrne



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