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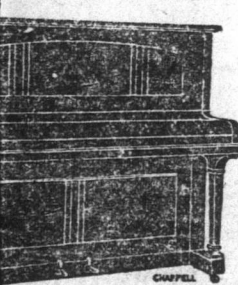
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The North-West Reform Movement.

What Bonne Bay Wants— Important Statements and Petitions.

There was a crowded attendance at a public meeting held in the Orange Hall, on Saturday, March 8th, for the purpose of hearing reports of the work done by the Bonne Bay public welfare committee since its election a month ago. The meeting, which was presided over by the Rev. George Wilton, the chairman of the committee, who was supported on the platform by men representing the various business and fishing interests of the Bay.

The chairman said the statements which would be read would prove that the committee were in real earnest and hoped that if the public were enthusiastic in their support, they would succeed in forcing the Government to pay attention to the many needs and grievances of the district. They needed, and were determined to have, some most necessary reforms carried out, and the committee were being encouraged to go forward with the good work being done by them. He congratulated the public on having induced Mr. W. A. Preble to undertake the Secretaryship and that gentleman would submit to them a number of documents and reports which would show the nature and magnitude of their preliminary work.

The Secretary (Mr. W. A. Preble) was cordially received, said he had pleasure in informing those present and also the people of the Bay generally that since the committee were appointed a month ago they had been a great deal of useful preliminary work which they hoped would produce satisfactory results before long. They had given most careful attention to those matters of insurance which were engaging public attention at the present time and had been assisted by several sub-committees appointed to consider the details of some of the matters under consideration. The meetings of the committee had been well attended. The first subject which engaged the committee's attention was the one of the failure of the Eagle and the Port to complete their trips to Bonne Bay in the fall. The full facts of the

case, which created a great deal of public interest and indignation, were collected and put in the form of a protest which was sent to the Minister of Shipping and to the Press. The reply of the Government was awaited with some interest by the committee. Since the statement was dispatched further consideration had been given to this important subject and a sub-committee consisting of the Rev. G. H. Malmgren, Rev. Father Brennan, Rev. A. H. Boyles, Messrs Stephen Taylor and Rowland Roberts had recommended the preparation of a memorial to be submitted to the Governor in Council. This subject of the coastal traffic being of considerable importance he had pleasure in reading extracts from the memorial:

"We beg to call attention to the great importance of this traffic to this side of the Island. Its route is from the railway terminus at Humbermouth, Bay of Islands, to Battle Harbour on the Labrador Coast. Practically for the whole of this enormous strength of coast it is the only means of traffic, trade and business, to say nothing of the other necessities of life. This traffic increases daily. Twenty years ago at its inception the coastal service could only very inadequately handle the trade. To-day there is an increase of one hundred per cent, and during the last four or five years the increase has been beyond that. It will be readily seen that if the coastal traffic facilities were inefficient twenty years ago, how immeasurably inadequate they are to-day. The passenger traffic calls for immediate attention. In the spring and fall as many as 180 passengers are found on a single boat which is capable of carrying only 30 saloon and 40 steerage passengers. Often men, women and children have to remain in Labrador and Newfoundland ports for weeks awaiting passage owing to the insufficient passenger accommodation. The disappointment of tourists deluged by the flamboyant advertisements in our own and foreign journals is also not an unimportant factor requiring consideration. The present facilities for handling freight are highly inadequate. Ordinary freight

cannot be handled, while in spring and fall the extra freight presents tremendous difficulties. The whole results in continual losses to the merchants of the coast and deprivation to the residents. It will be readily appreciated by your Excellency how seriously such conditions retard the progress of trade in this district, with consequent loss to the whole Colony. To one serious aspect of the freight question we wish to call special attention. Every year small motor boats have to be taken from various ports on this route to the Labrador for the fishing operations. The owners would gladly avail themselves of the opportunity to freight their boats to and fro, but the present ships cannot accommodate them. The owners now have to run their boats themselves, some to the extent of 250 miles in open water and with open boats. We fear the practice will result not only as it does now in great loss of time but are long in some great disaster. We beg to recommend to your Excellency that a much larger steamboat be placed upon this route during the coming season."

"Details were given to show the kind of boat which would adequately cope with the traffic problem. The memorialists suggested one with accommodation for at least 100 first class passengers, with freight accommodation equal to 2,500 barrels under deck and a normal speed of about twelve knots. They emphasized two points often neglected, (1) that this route is not a "bay" service but affects a coast (the Gulf of St. Lawrence) extending over hundreds of miles. (2) That it is not correct that a large ship cannot enter ports on this route. There are but few ports to enter, and most of the work is done "in the stream." They summed up the requirements of the boat to be engaged by suggesting that the s.s. Glencoe would suit admirably, at least till a greater improvement could be made. The concluding paragraph reads:

"Your memorialists would respectfully take this opportunity of making their existence known to your Excellency. They are a committee representing every interest in the port of Bonne Bay. They were appointed at a public meeting held on January 29th, and they are thoroughly representative and soundly backed by the people. They have taken the title of the Bonne Bay Public Welfare Committee and hope to contribute to the progress not only of their own port of Bonne Bay but to the whole of Newfoundland."

Proceeding, the secretary said: Another subject which has engaged the serious attention of the committee is the Bonne Bay railroad. This has been most carefully considered and the committee have had the assistance of a sub-committee consisting of

the Rev. G. H. Malmgren and the Rev. Father Brennan. It has been recommended that the memorial to the Governor in Council shall set forth the absolute necessity of this branch line, the importance of the community neglected, a demand for more definite information concerning the conduct of the contractor and an application for information as to what steps of completion. The committee intend to take to have this work completed. The facts set forth in this memorial are of great interest to the people of this Bay. He then read the following summary:

"About seven years ago the general public of this settlement welcomed the surveyors of the proposed line of railway when they had staked out a right of way from Howley to the terminus, Woody Point, Bonne Bay. All were enthusiastic and felt that a solution for the old problem of isolation during one-third of the year had been arrived at. The survey completed, nothing more was heard of the matter, and the people, whose hopes of deliverance ran high, were obliged to admit that to all appearances the contractor had shirked an evident duty. For the last three years all proposed improvements have been cast into the melting pot of war and much less efficient than in former years. It is in the days of illness and epidemic that our condition is most sorely felt, and affairs have now reached such a pass that 2,000 citizens unanimously appeal for an early, serious and favorable consideration of this important matter. The business traffic is on the increase yearly, not because of the business facilities, but in spite of them. The householder, in order to feel secure, must, in the late autumn, lay in sufficient supplies for five or six months. The merchants have to arrange to meet this demand and when, under existing unsatisfactory conditions, they find it impossible to do this it is easily understood that the people must suffer both inconvenience and hardship. Many cases of food and clothing are not purchasable here even after a short time because sufficient storage is not available during the long period of closed navigation. The St. Lawrence Pulp and Lumber Company, employing a large number of men during the whole year, has greatly added to the business of the port, which has increased one hundred per cent. in the last twenty years. Previous to the last election, when the proposed railway branches were being made, this one was surveyed, and the public were given to understand that operations would be commenced at once. Since then nothing has been done, neither has the Government nor the contractor given any explanation to the people as to why their interests have been so easily forgotten, passed over and completely ignored. The time has come when in the case of the people of this Bay patience has ceased to be a virtue, and there is now a widespread feeling that the Government ought to immediately institute an investigation into this matter and acquaint the people with the real facts and reasons why this work was started and then suspended without explanation. (Hear, hear). They further demand as British subjects and loyal citizens, not only that the above investigation be systematically conducted, but that the Government obtain from the contractor of these branch railways precise and definite information as to when the work is to be resumed and brought to a satisfactory finish."

The committee trusted that his Excellency would favorably recommend this proposal to his Ministers, and that the highest official influence would be brought to bear on the contractors to compel them to proceed with the extension of the railway. He then submitted particulars of a new public wharf and warehouse scheme. A plan with the recommendations of the committee had been forwarded to the Colonial Secretary. He explained that it was a great business need and that both merchants and fishermen were interested. It would cost about \$4,500. They recommended an excellent site at deep water and right in the centre of the business part of the outport, which, he suggested, should in future be called a port.

He further said: The question of the making of a main road to Port Saunders has been considered and the committee are of the opinion that this much needed work ought to be arranged for and carried out with as little delay as possible. This is one of the greatest needs of the coast and all facts and arguments in favor of

Grand Orange Lodge at Heart's Content.

(Continued from 5th page.)

The address of welcome was read by the Worshipful Master of Aughtlin Lodge, and replied to by Rev. Bro. Charles Lench, P. G. Chaplain, and Grand Treasurer, John W. Penney. The Church service was one of the bright features of this year's Grand Lodge session. Rev. Canon Smart met the procession at the church, and delivered a most inspiring welcome. He wished them God-speed, and his powerful and sympathetic utterances paved the way for a most soul inspiring service. Rev. Dr. Jones, the Grand Chaplain of the L. O. A., delivered the sermon, taking as his text "David's three mighty men," and compared them to Jesus Christ, Martin Luther and William of Orange. Emphasis was laid upon the three characteristics of these mighty men. Jesus Christ emphasized religion; Martin Luther, education; and William of Orange, civil liberty, as the forerunner of our political greatness. The sermon was much enjoyed, and a liberal collection followed. There were about 120 delegates gathered together from all parts of the Island, and in the parade there were nearly 400 Orangemen. The parade was a great success, and all were

satisfied that it was the best that ever turned out in Heart's Content. The public meeting on Wednesday evening was a decided success. Rev. Canon Smart excelled himself in a most instructive and humorous address, in which he emphasized the value of education and hoped that soon free and compulsory education would be the heritage of the children of Newfoundland. He explained what he meant by the terms. He was followed by Rev. Dr. Saint, who went a step farther and pleaded for undenominational education as well. Hon. R. A. Squires, Rev. C. R. Blount, R. H. Mercer and Dr. Jones spoke briefly. It was a good and profitable meeting. Many important discussions touching the social, educational and civic life of the Dominion were brought before the assembly, and great interest manifested as they were disposed of one by one. The Grand Treasurer gave an interesting account of his visit as delegate to the last Sovereign Grand Lodge, held at Charlottetown in July last. Petitions praying for free and compulsory education are to be prepared and sent to the various lodges throughout the colony for signature. Such petitions to be presented to the next session of the Legislature if possible. The election of officers was held on Friday night, and was a very exciting time. Three of the principal officers retired, having completed a two year term, viz. Messrs. J. C. Puddister, Grand Master; Rev. Dr. Edgar Jones, Grand Chaplain; James Norman, of Coley's Point, Grand Lecturer. Each of the three positively refused nomination. For the office of Grand Master, two candidates were in competition, Messrs. A. W. Piccott and W. H. Cave, Bro. Cave winning out. For the other offices a large number of candidates were nominated and several ballots had to be taken in each case. The complete list of those elected is as follows:

(To be Continued.)

received at the "Cable City" during its sojourn for the transacting of the business of the Grand Lodge of 1919 "God Save the King."

GRAND LODGE CORRESPONDENT

received at the "Cable City" during its sojourn for the transacting of the business of the Grand Lodge of 1919 "God Save the King."

GRAND LODGE CORRESPONDENT

Arrival of Soldiers.

About fifty officers and men arrived by the express this morning. They were met at the station by Major Paterson and Carty, Capt. Tait and Capt. Duley, Lieut. Warren and Mrs. Browning, of the Ladies' Reception Committee. Those belonging to town were granted leave until 10 o'clock this morning while the outport boys were taken to the Barracks.



Express Passengers.

The Sagana landed the following passengers at Placentia, who arrived by this morning's express: M. Carter, J. A. Manning, E. Hiltz, L. Morey, L. McCarthy, W. Leonard, L. E. Oakley, W. Holland, A. Guy, J. Fielding, P. T. Connors, J. M. Hogan, J. St. John, D. Gillam, W. Greening, J. Johnston, W. H. Cobb, R. LeGrow, J. Farce, J. Frost, W. A. Duff, H. LeGrow, J. T. Murphy, T. Mills, J. F. Mansfield, H. Manning, J. Milroy, L. Martin, K. Mugford, R. Neal, A. Osmond, K. Mugford, D. Gillam, R. Noel, A. F. Osmond, W. D. Oates, H. R. Parsons, W. Pierce, B. A. Reid, R. Redmond, R. C. Mercer, D. J. Grant, J. P. Handsford, S. H. Reid, G. Snow, E. Crane, S. Aitken, C. Rogers, T. S. Boswell, G. Brown, H. Bishop, G. Carter, M. J. Kelleston, R. Curtis, A. Clarke, P. Carter, W. S. Chafe, B. C. Dewey, G. Dicks, D. Eastman, K. Menzies, S. H. Reid, G. Skinner, L. Evans, L. Aitken, C. Rhonaue, T. S. Baschell, G. Browne, H. Bishop, G. Carter, W. Thistle, S. Maddon, C. S. Jeans, L. T. Kean, F. M. Sellars, W. Kean, G. D. Flynn, T. Connors, A. C. Trenchard, W. Short, W. Bryden, A. Grouchy, S. C. Young, J. Carter, C. P. Martin, D. Kelly, T. J. Redmond, T. White, F. Richards, J. Thomas.

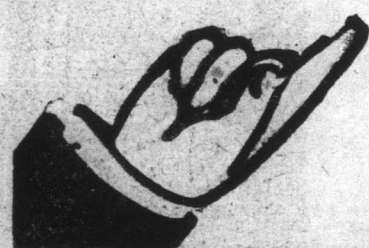
PUT INTO HALIFAX.—A message was received from the scho. Coriolanus which left Island about 7 weeks ago for this port to load up and paper from the A. N. D. Co. has put into Halifax for repairs, having been damaged by ice off this coast.

"Stafford's Phoratorne" for Coughs, Colds, Sore Throat, Bronchial Troubles Croup, Loss of Voice.—Feb 14, 19

OPENING

NEW EXTENSION

Through our earnest effort to give to our patrons exclusive merchandise, courteous and competent service, our ever-increasing business has already outgrown the new buildings added in September, Nineteen Hundred and Sixteen and compelled us to take over the two adjoining buildings, and we now announce the opening of our Men's and Boys' Outfitting Department and Ladies' and Gentleman's Boot and Shoe Department in the building adjoining our Ladies' Showroom. It is our purpose to provide a Men's Furnishing Store conducted along uncommon lines, a shop that impresses you at once with its unusual arrangement, a shop that shows you at a glance the things you want, a shop manned by expert assistants where you will find an infinite variety of Men's Goods of the latest styles and patterns.



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