



(Founded in 1879 by W. J. Herder.)

Evening Telegram

The Evening Telegram, Ltd.,
Proprietors.

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Saturday, June 23, 1923.

Historic Misfortune.

The truth of the late Lord Salisbury's oft-quoted dictum that "Newfoundland is the sport of historic misfortune" is prophetically exemplified in the impending possibility that we shall have the climax of our misfortunes capped by being compelled to pay over to the Reid Nfld. Co. \$2,000,000 for a railroad and an equipment which will involve an annual loss to the country of about half a million dollars for all time to come. The people of Newfoundland all feel that it is a great wrong and an injustice, but if there be out of all the people 23 men who are resolved to consummate this wrong there seems to be no help for its prevention. There was a time in this country when popular indignation at such a palpable injustice would show its outward expression in such a way that the 23 men called a Government would not be permitted to perpetrate such a political crime against the interests of their country; but that time is gone, the men of brave souls and sturdy independent men who lived in it are gone too. "If the Government give us our dinner to-day they are welcome to sacrifice the liberties and prosperities of all our to-morrows." The people of Newfoundland seem to have become so calloused by misfortunes and state-blundering the past four years that they have settled into a habit of incurable despair, and are satisfied to let things drift and to take the line of least resistance. Every man who knows in his heart that this railway deal is a gross injustice replies to his accusing conscience, "What can I do. I am only one individual. I may lose Government favors if I raise my voice in the market place or in the Press, so I shall keep quiet and go about my business." No greater misfortune can come to a country than to have all its people fall into this state of indifference on questions that mean so much to the future weal or woe of its people. The dishonesty of this project proclaims itself best in the attempt that is being made to make it part and parcel of the Humber Project. If it were a straightforward transaction it would stand on its merits instead of being tacked on to the Humber Deal with which it has no correlation. To the man in the street the straight issue of all this is, that the Reid Nfld. Co. fell down on the Railway Contract and then having broken their agreement with the Government forfeited all right to any monetary claim on the people of Newfoundland. The Government then should be taking the railway from the Reid Nfld. Co. without payment except for any extra equipment added to the service in the war years. Not only does the man on the street regard the questions in this way, but some of the most eminent lawyers in England, such as Mr. W. Finlay. In the face of all this instead of putting the Railway Co. in their logical position as defaulters the

Government now proposes to pay them two million dollars. They dared not tell the people this before the Election. They don't care now who knows it. The only anxiety to-day is to get the bargain ratified in the House, but "there is many a slip between the cup and the lip."

The New Way to Hold a Government

The governments of most countries are able to maintain their tenure of office and have the same renewed in proportion to the degree of prosperity which they secure for their people. This process is gradually being reversed in our own country, and like the Coure cure by auto-suggestion or the Einstein theory another new discovery has been made in this year of grace, 1923, viz., the best way to take a people and keep them as perpetual supporters of a government is to administer the public affairs in such a way as to keep the majority of the electors dependent on the government. It is fast coming to a point when one half the people will be living on the taxes paid by the other half. Of the two classes, producers and non-producers, the latter will, if things go on as they are, soon be in the majority. An able bodied man from a neighbouring district said to us yesterday: "I have done no work for two years and I manage to live and get three meals a day from the Government, and while this goes on why should I look for work?" This candid and unashamed statement reveals a deplorable condition of affairs. We believe that this man voiced the opinions of hosts of others, and that the spirit of dependence on help from public funds has been catered to so extravagantly by the Government in order to gain votes that there is a general feeling amongst those who need not worry about the future or make any strenuous efforts to find work because the Government would look out for them. The indifference now prevailing about going to the fishery this season may to a large extent be attributable to this. If the Government did the needful last year why should they not do the same this year? The "Dream of Utopia" of Sir Thomas Moore is nothing in comparison to Sir William Coaker's "Life Dream of the Humber." It was going to give work to all who needed it, and therefore why worry about the fishery. He himself had helped to ruin the industry by his famous regulations and it was then he began to take up his life dream of the Humber. Verily it is a dream. The whole country seems to have fallen into a dream, but we fear that there is an awakening not far off and it will not be a pleasant one. It will come when those that are producing and working are not able to turn in taxes enough to support those who are not producing. If non-producers enough get the idea well grounded in their mind that if they even don't work the Government will give them their three meals a day, as was said by the "independent elector" alluded to above, then the whole fabric will collapse and the word "finis" will have to be written.

Fatality on Humber River

TOURIST GUIDE DROWNED.

The following message has been received by the Assistant Collector of Customs from W. A. Gabriel, Sub-Collector at Humbermouth: "Jeremiah Callahan, of Corner Brook, was drowned in Humber River on Thursday, whilst conveying some tourists up the river. The unfortunate man was on shore halting the boat against the tide, when he became entangled in the rope attached. The boat, turned by the tide, drew the man into the river. The body has not been recovered."

Train Notes.

The local Carbonear train arrived at 12.45. The Trepanney train arrived at 2.30. The incoming express left Bishop's Falls at 11 a.m. No report Thursday's west bound express arriving at Port aux Basques owing to wire trouble.

Road Commission's Activities.

EXCELLENT WORK DONE WITH LIMITED FUNDS.

In these days of rapid transit every community is interested in good roads, but unfortunately the desire for better highways cannot be met for want of sufficient funds or proper appliances for doing the work. A forward movement for the improvement of the main lines, particularly those on the Peninsula of Avalon inaugurated three years ago by the creation of a Roads Commission, has met with considerable success, and to any person travelling over the roads radiating from St. John's it is patent that the work accomplished has more than justified the Commission's existence. For years past the annual Government grants have not been sufficient to repair the ordinary wear to which the roads are subject, hence the beds are worn out and no attempt whatever has been made to remove boulders, widen the highways or cut off dangerous turns. The Commission, with limited means at its disposal, has undertaken the job of remedying these conditions. Splendid results have been achieved on the Petty Harbor Road, Portage Cove Road, Torbay and Pouch Cove line, and particularly on Topsail Road. The latter undertaking, as everyone who has gone over the road knows, fairly bristled with difficulties. Thanks to the faithful work of competent foremen and a keen desire on the part of those responsible for the Commission's formation to get 100 per cent. value for funds expended, many of the difficulties have been overcome.

Yesterday afternoon Mr. R. Hibbs, Secretary of the Commission, and Mr. T. Sopen, both of whom have been very active in the campaign for better roads, took representatives of the Press out to Holyrood by motor, in order to view the work so far accomplished and especially to see what was formerly known as the "Cowpath." This particular piece of road, extending from Holyrood Church to Maher's Bridge, Holyrood, a distance of eight miles, was in a very bad shape. It nowhere exceeded 8 feet in width, whilst at nearly every hundred yards there was a dangerous turn or a menacing boulder. This same cowpath has been transformed into a road from 12 to 16 feet wide, enabling two cars to pass without the slightest trouble, the boulders have all been blasted out and dangerous curves eliminated, and although the work is only new, in the course of a few weeks it will be amongst the best sections of the road along the South Shore of Conception Bay and a pleasure to travel over. The objective of the Commission is a road highway from St. John's to Carbonear, beginning at Ayre's Cottage on Cornwall Avenue the road to Holyrood, a distance of 28 miles, has practically been completed. The exception of Topsail Hill, where the blasting of unsuitable boulders and removal of short turns is now in progress. In the course of the drive which the newspaper representatives had over the road it was noticed that material for the road had been conveyed in many instances for long distances. In some sections there was abundance of suitable material, whilst at other points not a ton could be obtained. At Topsail, for instance, there is an abundance of material composed principally of shale. At Manuels there is a large quarry where the stone is of a fine quality. The road there is plenty of disintegrated granite. To convey these materials any distance requires vehicles capable of rapid travel. The trucks with their dump wagons appear altogether too slow in comparison with the dispatch with which other parts of the work of building are being done and the Commission feels that when sufficient funds are available these will be procured, meanwhile as an improvement negotiations are being carried on to obtain the four ton motor trucks that were used at the South Branch coal mining project. With suitable trucks and a good road, a practice indulged in by two certain drivers of motor busses who are inclined to test their racing skills against the occasion presents itself. The drivers of these buses hold the lives of their patrons in their hands as well as the pedestrians who are going along the roads and their motto should be the same as that of all motorists "Safety first."

We, however, draw the attention of the authorities to the prevalence of a few motorists who are inclined to clip along Waterford Bridge Road at a great rate, a practice indulged in by two certain drivers of motor busses who are inclined to test their racing skills against the occasion presents itself. The drivers of these buses hold the lives of their patrons in their hands as well as the pedestrians who are going along the roads and their motto should be the same as that of all motorists "Safety first."

Meets With Accident.

MR. MATT BUTLER HAS CLOSE CALL.

Yesterday afternoon about 4 o'clock while Mr. Matthew Butler, was proceeding home by horse and buggy via Hamilton Street, his vehicle was struck by a motor car driven by Mr. J. N. Forbes. The accident occurred at the junction of Patrick and Hamilton Streets. Just before the collision Mr. Butler who noticed the car moving down the grade whipped up the horse, in an attempt to cross the street, but before he succeeded the motor car struck the rear end of the buggy with much force, and Mr. Butler heavily to the ground. He fell on his left shoulder injuring himself severely. Mr. Forbes quickly brought his car to a standstill and went to Mr. Butler's assistance conveying him home. Dr. Anderson was called in attendance. Mr. Butler was taken to the hospital and underwent an examination to-day. Mr. Forbes did all possible to avoid the accident, and feels it very keenly.

The utmost in Taxi Service
Phone 2016.
June 22/23

In Passing.

Thursday's session of the legislature was just as the predicted business ready and in consequence the Premier moved the adjournment until Monday.

Some fifteen questions were on the order paper and only two were answered.

The Government's propose in delaying the session is from every view point suspicious and the motives underlying such extraordinary procedure deserves severest condemnation.

The principal is said to be that the Government is of the opinion that a series of petitions against the election of certain Government members will be filed before the adjournment and in order to discourage same and prevent a possibility of giving necessary information the Government seeks to delay the proceeding, refuses to answer the many questions asked but also ignores the many requests to have tabled the copy of public accounts.

What further admissions of guilt could be better demonstrated by this unseemly attitude at a time when the session is already an unusually late one.

In viewing thus, we are not aware of the Opposition's intention regarding these rumored petitions but it is remarkable that the Premier and his Ministers should thus adopt this method at a time when so much depends upon the outcome and result of the Legislature enacted at this particular session.

The elevation of the President of the F.P.U. to a knight of the realm seems to have interested some of our Canadian contemporaries from which we clip the following:

Hon. W. F. Coaker, who made himself a power in Newfoundland politics by organizing the St. John's branch of the F.P.U. as a cooperative union and by his denunciations of the Colony's merchants and capitalists, has accepted a knighthood—Halifax Chronicle.

Whilst the Montreal Gazette sarcastically remarks that in the creation of Mr. Coaker to a K.B.E. another champion of the proletariat succumbs to the lure of a title.

Our exclusive announcement in reference to the burglary which was reported in the Controller's Department recently was the principal topic of conversation around the city yesterday.

So far nothing of an official character has transpired but it is said that two officials of the service have been temporarily suspended pending an enquiry and that the stated proceedings taken by a Government messenger against the chief of a department allied to the Police, Kean, of the Seal, stating that he was then meeting with northeast winds and dense fog, having passed "Twilight" at 12.30 A.M. a later message was received this morning, stating that the ship was anchored at St. Anthony. Word was also received from S.S. Walcott, Capt. Bragg, reporting as follows:—"Passing Francis H. wind northeast, no fog; everything O.K." S.S. Rangan, Capt. Abraham Kean, which ship left at 3 p.m. Thursday, on her way to Labrador, was at Bay Roberts this morning.

COASTAL BOATS.

REID'S
Argyle left at 4.40 p.m. yesterday on Miramichi route.
Clyde left Lewisporte 7.10 a.m. yesterday.
Home left Parsons' Pond 5.10 p.m. on St. John's route.
Kyle—No report since leaving Port aux Basques on account wire trouble.
Abraham Kean, which ship left at 3 p.m. Thursday, on her way to Labrador, was at Bay Roberts this morning.

GOVERNMENT.
No report Portia on account wire trouble.

Personal.

The many friends of Mr. John L. Cumming, formerly 22 King's Road, this city, will regret to learn that he is dangerously ill at Somerville, Mass.

From Cape Race.

Special to Evening Telegram.
CAPE RACE, Nfld., Canada.
Wind N.N.E. blowing a gale, weather dull. The steamer Adventure passed in at 6.40 p.m. yesterday and Canadian Sapper west at 10.45 a.m. to-day. Bar. 29.05; Ther. 50.

Insurance

GO TO
Tessiers for Fire.
Tessiers for Life.
Tessiers for Marine.
Tessiers for Animal.
Tessiers for Accident.
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Magistrate's Court.

A 66-year-old cooper, George St., taken in for safekeeping, was sent down for ten days.

A 46-year-old laborer arrested for being drunk was discharged.

A 24-year-old cabman, Freshwater, charged with being drunk whilst driving a horse, and also for furious and improper driving, was fined \$2 or 5 days.

A 27-year-old laborer, Blackhead Road, was arraigned on a charge of 1. entering the house of Alexander Chafe, assaulting and doing his wife Nora Chafe, grievous bodily harm; 2. assaulting the eleven-year-old son, George Chafe. The accused, who was not asked to plead, was removed to the penitentiary for eight days.

Two young men for driving bicycles without lights were each fined \$3 or 5 days.

A motorist for driving his car on the wrong side of the road was convicted and fined \$5 or 14 days.

A case of slander was dismissed.

La Canadienne

MAIL SALVED FROM MARVALE.

According to a message received by the Deputy Minister of Customs, the wrecking ship La Canadienne has arrived at Trepassay with the following goods salvaged from the wrecked Marvale: 100 boxes of clothing, 100 barrels of flour, 100 cases of meat, 17 cases of bacon, 1 cheese and 8 haw-sers.

Traps Suffer in Storm.

Considerable damage to traps is reported as a result of the storm and heavy sea which prevailed last night and this morning. Many traps off the Cape and in Freshwater Bay have been torn from their moorings. The same conditions are reported from along the shore as far as Pouch Cove. The extent of the damage cannot be estimated yet as the weather has not moderated sufficiently to permit the fishermen getting on the grounds.

School Boy Breaks Arm.

On Thursday afternoon last, Master Gregory Strang, of Bond Street, tripped and fell heavily to the ground whilst running over Prescott Street, and broke his left arm above the elbow. The extent of the damage cannot be estimated yet as the weather has not moderated sufficiently to permit the fishermen getting on the grounds.

Steamers Report.

Yesterday the Dept. of Shipping received a message from Capt. Jacob Kean, of the Seal, stating that he was then meeting with northeast winds and dense fog, having passed "Twilight" at 12.30 A.M. a later message was received this morning, stating that the ship was anchored at St. Anthony. Word was also received from S.S. Walcott, Capt. Bragg, reporting as follows:—"Passing Francis H. wind northeast, no fog; everything O.K." S.S. Rangan, Capt. Abraham Kean, which ship left at 3 p.m. Thursday, on her way to Labrador, was at Bay Roberts this morning.

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Memorial Day Ceremonials.

SPACE RESERVED FOR NEXT OF KIN.

Cards of admission to the Next-of-Kin enclosure at the Memorial Day Services, Sunday, July 1st, have now been sent to those names that are listed with the G. W. V. A. Many have, however, been returned on account of the addresses being removed. Those desiring cards should make application to the Secretary, Memorial Day Committee, G.W.V.A. who will gladly supply same. In this connection it is noteworthy to mention that the Next-of-Kin of all men who died during service are entitled to these cards. The space reserved for the Next-of-Kin at this year's ceremonies is considered the most suitable space available, and is situated immediately east of the "Bergsma's Memorial" and has now been placed around the Memorial and the enclosure is being sodded. Later shrubs will be placed around the inside edge and when completed should present a pleasing appearance. Most of the unsightly poles in this vicinity have been removed, and it is hoped to have the telephone pole removed this week. Later it is the intention of the Committee to place a low railing around the curb, and to have Standard Beacon lights installed, water connection and gully are now being constructed, and this should ensure that the plot is kept in good condition.

Northern Fish Reports.

The fishing reports furnished the Board of Trade from the Northern Bays are not very encouraging although there is ample time yet for a good trap fishery. The following reports for the week ending June 16 are made up by the sub-collectors at the places indicated and are reliable. From Trinity to Trouty in T.B. 12 traps and 20 dories and skiffs are operating. Fish was taken on the 11 and 12th inst. and a total of 10 quintals were landed. The bait supply is still and altogether the prospects are poor.

From Bonavista to Capt. Largent some 40 traps, 1/2 of the total are in the water but to date no fish has been taken. Most of the fishermen in this section are ready to put their twine in the water when fish makes its appearance.

Rosalind Sails.

S. S. Rosalind sailed shortly after noon to-day, taking the following passengers in saloon:—Miss C. Gill, Mrs. G. L. Williamson and baby, Mrs. E. Cole, Miss M. Ward, Mrs. M. Rutherford, Mrs. A. P. Rignone, Mrs. F. Maher, Dr. A. P. Perkins, R. D. King, E. J. Carlsen, Mrs. E. Colley, R. Wellman, Alan Chaplin, L. J. Guelley, J. M. Wherrey, Floyd Masher, Mrs. A. B. Eyre, A. K. Patton, L. M. Pill, S. Butler, Ed. Mallon, M. Rowe, R. Scott, R. Moulton, C. D. Buck. About 170 second class also took passage by the ship.

Floral Tributes to the Departed.

Nothing so nice as flowers in time of sorrow. We can supply wreaths and crosses on short notice, and guarantee satisfaction. We will endeavour to meet the humblest purse. "Say it with flowers."

VALLEY NURSERIES LTD.,
Tessier Brothers.

DIED.
Passed peacefully away June 22, Thomas Cahill, aged 97 years. Funeral will take place at noon on Sunday, from his late residence, Topsail Road, to the railway station. At the Ferry Hospital, June 23rd, after a painful illness, Willie O'Brien, beloved son of John and the late Margaret O'Brien, aged 11 years, leaving father, 2 brothers, 1 sister, a native of Outer Cove. Funeral takes place this afternoon from the Ferry Hospital—R.H.P.

Suddenly, on Saturday morning, June 9, 1923, at her late residence, 38 East 22nd St., Mr. Hamilton, Ont. Deborah Emberley, beloved wife of Walter James March and daughter of the late Henry Emberley, of Bay-Verde, Nfld. Left to mourn are husband, four children, 2 sons, 2 daughters and one grand-child. Interment took place at the Hamilton Cemetery on Monday afternoon, June 12.

NOTE OF THANKS.—Mr. John O'Brien wishes to thank Bro. Ennis, Rev. Fr. Savin, Bro. Walsh and "Conway" for their kindness to him while twelve months at Mt. Cashel; also Doctors, and Nurses of the Fever Hospital for their kindness to him while at the institution.

NOTE OF THANKS.—Sergt. William and Mrs. Byrne, also Mrs. John Marshall wish to express their sincere thanks to all kind friends who sympathized with them in their sad bereavement on the death of their dear daughter and niece Gertrude. The following for Spiritual consolation: Rev. Father Flynn, Rev. Fr. Connors, Rev. Dr. Carter, Rev. Fr. Savin, Rev. Fr. O'Callaghan, Rev. Mother Bernard and Sisters, Convent of Mercy, Military Road. Wreaths: Members Nfld. Fire Dept., Mr. and Mrs. W. J. Cahill and family, Mr. and Mrs. Joseph Courtney, Employees C. P. Eagan, Hon. T. and Mrs. Bonia. Flowers: Mr. and Mrs. John Leung, Mr. and Mrs. Fred White, Miss Mitchell, Miss Mulrooney, Mrs. Thos. McGrath, Helen and Eva Noonan, Mary and Agnes Dobbin, Mr. and Mrs. James Clancy, Mrs. Wm. Collins, Mr. and Mrs. Edward Neary, Mr. and Mrs. John Quigley, Mr. and Mrs. William Neal, Mrs. Mary Connors, Laura, Nellie and Marion Byrne, Notes of Sympathy: Mr. and Mrs. Woodman, New H. T.B.; Mr. and Mrs. S. J. Byrne (St. Mary's), Kelligrew, Constable Thos. and Mrs. Murphy, Nfld. Constabulary; Mr. and Mrs. Fred Lakin, Mrs. G. E. Spow and family, advt.

Removal Notice!

WM. HEAP & CO., Ltd.

and of

F. W. ANGEL

Purchasing Agent,

Sir W. G. Armstrong-Withworth & Co., Ltd.,

ARE REMOVED TO THE

Board of Trade Bldg.

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