

War Memorial Executive Meeting.

A meeting of the Executive Committee of the Newfoundland War Memorial was held yesterday afternoon in the Board of Trade and was well attended.

The treasurer's report showed that \$9,384.40 had been banked to date and further promises of subscriptions amounting to \$2,320 had been received. The total amount, however, had been subscribed by less than one thousand people.

It was the wish of the meeting that everyone in Newfoundland should subscribe—however small—to the Newfoundland Memorial and with this object in view a Committee was appointed with Miss Mary McKay as Convenor, to place books of Share Certificates in all places of business and with the different Clubs and Societies. Every subscriber of One dollar or more will be entitled to a share or shares in "The Newfoundland War Memorial, Unlimited," which guarantees its shareholders "a suitable monument to be erected in St. John's in Memory of their countrymen who gave up their lives in the Great War in the cause of Freedom and Humanity." Smaller subscriptions from persons who cannot afford a dollar will also be received as it is the wish of the Executive to have nobody from having an interest in the Newfoundland Memorial.

A Committee to interest Outport subscribers has been arranged consisting of Lady Crosbie, Mr. D. M. Baird and Mr. W. H. Jackman. It is intended to add to this Committee prominent residents of the different Outports. A Committee on Design and Location has also been appointed with Mr. Frank Bradshaw as Convenor, and this Committee is at present collecting all the information on War Memorials that is available from prominent monumental architects in England, Canada and the United States.

It was arranged that the Chairman and Secretary should interview the heads of the different denominations asking them to bring the matter of the War Memorial before the people in their charge.

It was decided to defer the publication of a list of Shareholders in the "Newfoundland War Memorial Unlimited" until the subscription list had been finally closed. As an impression seems to have gotten abroad that the Executive were aiming at an objective of Ten thousand dollars it is desirable to state that this is not the case. The subscription list will be kept open as long as possible and the larger the amount that is received voluntarily, the more handsome a Memorial it is going to be possible to erect. Subscriptions are invited from every Newfoundlander who has not yet subscribed and may be sent either Mr. R. G. Rendell, Mr. P. E. Outerbridge or given direct to any authorized collector holding one of the War Memorial Certificate books.

DRIVEN BY CHAUFFEUR.—In a reporters' note of a collision between a motor and a street car yesterday, an omission was inadvertently made. Mr. Harvey of Reids was a passenger in the auto, the machine being driven by his chauffeur, Mr. Bownton.

Prospero's Passengers.

S.S. Prospero sailed for the northward at 3.30 p.m. yesterday, taking a small freight and the following passengers in saloon: Messrs. Moore (2), Jennings, H. Watton, Scammell, L. White, P. Summers, R. Tavernor, Dr. H. J. Morlan, C. Watson, M. W. Bradbury, R. Beibin, Bishop, J. Stevenson, Moulton, Rev. Wilkinson, J. Thistle, E. Davies, Capt. Vine, A. Gardner, Dr. Wylshue, H. French, G. Matthews, L. Horton, A. Perry, A. Sansome, Const. Tucker, A. W. Miller, Masters C. Adams, Mott; Messdames Ash, Newworthy, Moore and 2 children, Burnell, Norris, Bradbury, Connolly, Thistle, House, McGlaughlin, Clarke, Stuckless and 2 children, Sweetapple, Miller, King, Smith, Fynn Riggs; Misses Brett, Manuel, Walbone Reid, Scammell, Jones, Earle, Norris, Taylor, Summers, Tavernor, Slade, Bursay, Moore (2), Ewing, Loder, Payne, House, Bursell, Heale, Curtis, Coffee, Brown, Coyle, Kean, Murphy, Hennebury and Templeman.

Belvidere Flower Festival.

The usual garden party opens after dinner and patrons are more or less tired out by tea time. At the Floral Festival to be held next Tuesday at Belvedere, the hours are 4.30 to 8.30, making it very inviting for business people generally, and arrangements are being made whereby nicely-served home teas will be awaiting the 6 o'clock arrivals. For the young folks there are some new games, and for the pleasure of all, the full C.C.C. band will discourse the latest music, by kind consent of Lieut.-Col. Conroy. Ice cream, candy and special souvenirs will offer for sale at nominal prices, and unless the weather man is out of sorts, a really pleasant afternoon awaits you.—adv.

With the Rod.

Godden Tilley of Sandy Point spent a few days whipping the pools of Robinson's River and caught nine salmon.

Dr. Wetherell, of Indiana, and F. H. Lathrop of Birmingham, Ala., landed thirty-three salmon during the past ten days, from the pools of the Robinson's River, weights ranging from five to eighteen pounds. They are guests at the Shears Hotel.

J. B. Orr lost a very fine salmon at Harry's Brook recently. After playing with the fish nearly two hours he managed to get the gaff into it, but the fish was still too much for the gaff, which it straightened out and got clear. He estimates the salmon was forty pounds or more.—Western Star.

Shipping Notes.

Schr. Prospector is loading codfish at Crosbie & Co.'s for Halifax.

S.S. Fern, which brought a coal cargo to Heart's Content, passed the Narrows at 8 p.m. yesterday bound to Sydney.

S.S. Delco, well known in this port, arrived at Halifax Saturday short of fuel oil. The ship is bound from Cork to New York.

Another Midnight Session.

(Continued from 7th page.)

should occur. It was necessary that the details of this transaction should be known before voting such an immense sum. If the expenditure had to be made and there was no other way out, then the members of the Government should safeguard that money and see that it was expended on the actual operation of the railroad. Last year when prices were at their zenith there was a deficit of \$1,600,000, and why should the deficit be 1½ millions this year, with the price of everything declining even the price of labor. Last year we had a daily service and trains were operating on all branches. Under the new agreement there is to be only half this service and at least the cost of operating next year should be lessened by at least 25%. For the commission to take over the railway was a scandal. It was not authorized by this Legislature. This House authorized an expenditure on certain specific railway works, but some of them have not been performed. The members on the other side of the House are surely not convinced that this was a proper procedure. Continuing Mr. Sullivan asked in the event of a deficit next year what could be expected from the railway people, and in reply to his own question read the following answer to the same question tabled by the Prime Minister: "The Reid Ntd. Co. assured the Government that through their bankers they would be able to handle any deficit over 1½ million." Are we justified in placing this burden on the people to relieve a great corporation from a contract which they are legally bound to carry out. Mr. Sullivan referred to the extravagance of the Government on the one hand, and the policy of cutting down the Civil Service salaries on the other hand, and in their eagerness to economize they had dismissed an official of 16 years standing on this score. Speaking again on the railway, he said that there was a great possibility of over-charging under the new agreement, and unless we kept strict watch it would be easy to show a loss of 1½ millions. Last year improvements amounting to hundreds of thousands of dollars were charged to operating expenses. Another point, said Mr. Sullivan, is that in the event of the sum being voted, the Government should have some control of the wages of the employees. In the resolutions of the Argentina or Placentia branch railways. As the resolutions stand there was no incentive, and he suggested that if the company is to be guaranteed against loss, all the employees should be offered a bonus on the amount that their good management would save. He did not think that the Government would be justified at the present juncture to authorize heavy expenses on capital account. Reading a portion of the Commission's report, Mr. Sullivan asked the Chairman of the Commission if when he wrote the report did he

realize that the 1½ millions was to be given as a subsidy.

Mr. Coaker—"No we did not."

Mr. Sullivan—"I would like to know about this \$100,000 in the Reports."

Mr. Coaker—"We owed the Reid Co. certain sums and they were deducted."

Mr. Sullivan—"So you had a contra account?"

Mr. Coaker—"I suppose."

Mr. Sullivan—"There are a number of important accounts of which we will have to get further information. We would like to know who will get the profits in the event of the railway paying. Something like that may happen, and is the agreement so one-sided that Government guarantees all the losses and all the profits are to go to the Reids. It may be asked are the steamers to be operated under the railway agreement."

Mr. Coaker—"Steamers this coming year are distinct from the Railroad."

Mr. Sullivan—"All the more reason for approaching this new control with caution." He next dealt with some of the increased expenditures of operation under Government control as compared with the cost of Reid operating expenses. In this connection he asked why was the pay roll account increased by \$445,000 in one year.

Mr. Coaker—"This must have been paid out for extra help."

Mr. Sullivan—"Did you, sir, get paid?"

Prime Minister.—"The employees received increases of from 10 to 15%."

Mr. Sullivan—"This decrease did not come into effect until 6 months after the Commission took control." Before concluding Mr. Sullivan made reference to the trustees at the Northeast Placentia, which, being built over 25 years ago, was not now in the condition for the safe passage of heavy traffic.

Sir John Crosbie before dealing with the Railway resolutions, asked the Prime Minister how he is going to obtain the money to pay the Reids for operating expenses. He gave some interesting figures regarding our revenue, and said that Reids had better arrange with their banker about the 1½ millions before signing the contract. The figures submitted by him showed that the Government had absolutely no chance of getting the revenue they anticipated. Sir John said he did not believe that inflated prices increased the revenue as much as many people claimed, and he quoted figures of the increased amounts of foodstuffs which were imported during the 1919-20 fiscal year. Showing where the loss of revenue will occur for the coming year, Sir John said that very little could be expected from duties on luxuries, as under present conditions the people could barely supply themselves with necessities. Whilst the war was on money had been plentiful and a great deal was spent on luxuries which formerly were done without. This statement was proved by figures which Sir John quoted, of goods, under the heading of luxuries, imported between 1914 and 1920. Amongst these articles were china, furniture, confectionery, etc. The value of importation of one of these articles increased from \$55,000 in 1914 to \$420,000 in 1920. Dry goods jumped from \$200,000 in 1914 to \$369,000 in 1919. So Groceries jumped from \$122,000 in 1914 to \$560,000 in 1919-20. After studying the revenue these years he was convinced that it was not wholly derived from inflated costs, but from the quantity of goods imported. He thought the quantity would drop this year to an alarming extent, especially in automobiles, perfumes, confectionery, etc. Necessities only would be imported. He expected our total trade for this year would amount to about \$32,000,000, made up as follows:—1½ million quintals of fish at the optimistic price of \$3.00 per quintal, \$4,000,000 in miscellaneous goods, or \$12,000,000 as total exports and \$20,000,000 importations. In years when our total trade was thirty millions we used to get a revenue of \$3,600,000, and when the Sales and Super Taxes are added to this, a total of about \$5,000,000 will be the utmost for the current year. The Budget estimated a revenue of \$3,500,000, but it was a practical impossibility to get within three million dollars of that estimate. Where did the Prime Minister expect to get the \$1,500,000 for Reids? He had said he would get it from the \$6,000,000 loan. Where then was the rest of the money coming from? Money for the Badger Road, fishery supplies, pit props and other requirements? Nobody believed that the Government would get half of it.

Sir John spoke for several minutes longer but it is impossible to-day to give a detailed report. One startling statement he made was that Mr. Coaker had told him when crossing from Europe on the "Adriatic" that he saw nothing but Confederation before this country. During Sir John's speech Mr. Coaker said that if he could be shown that the railway might be run this year with a Government subsidy of \$500,000, he would move his seat to the centre of the House.

After Sir John had concluded, the Woman's Suffrage Bill was again considered in Committee after which the House rose until 3 p.m. to-day.

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