

WEEK-END NOTES.

CHAPTER XXVI.
(L. C. MORRIS.)

INDUSTRIAL CONDITIONS.

Long hours and late, were the order of the day in the sixties and seventies, and the question of extra pay was not considered, nor was it at all spoken of. The shops opened at seven in the morning, and for nearly six months of the year they were open until ten and ten-thirty at night. On the arrival of the first sealers, about the first week in April, the Spring's business began to move, and cash began to circulate; and the shops usually opened about the twentieth, and continued so until the second week in June. In the fall they opened about the first of October, and continued so until the New Year. The transport of business at that time, was chiefly by way of the narrows, that is, the most of it had to be shipped by water in that direction. There were not any railways, nor many roads, and the outport trade had to be done within a limited time. Everybody was alike; owners and masters, and men, all were the victims of the system. None of them seemed to stop or to pause, or to enquire as to whether there was a possibility of a better way. Even though the time for the season's trade was limited, there was no necessity for the long hours, which men put in. In the matter of the laborers on the wharves, there was not much overtime, but occasionally vessels were loaded in a hurry, or discharged, as required. There were cases where vessels arrived on one morning, and were discharged and ready for market by the next evening. Such cases of course meant a great rush in discharging the cargo, or the ballast, and preparing the ship for cargo, and then loading up and getting supplies on board. It meant all night for everybody, for laborers at the ship and cargo, the tradesmen at their different arts, and the office staff almost the same. In such cases the cargo was usually ready; and being packed before hand, it was a mere matter of rolling the packages on board as fast as many hands could do it. Sometimes in September and October, when several lots of new fish would be landing, there would also be overtime for a couple of evenings a week, for the purpose of moving away the fish, and keeping the wharves clear. The men and boys went back at seven o'clock in the evening, and worked until midnight, for which they received the regular daily rates of wages; that is, they received one shilling and sixpence, or thirty cents for the five

hours over-time, or as it was then called, the half day. There was no gas in the fish stores at that time, but they were lighted with candles, which were set in the old-fashioned sconces. The only extra consideration that was given the laborers was a preparation of sweetened water and some Hamburg biscuit. The water was usually contained in a ship's bucket, and was mixed with about a quart of molasses, which, with a few biscuits, were placed near the store door, inside. This drink of sweetened water was considered a great compliment, and was eagerly availed of by several of the men and lads. Before that period it was the rule to supply a certain amount of liquor to workmen and fishing crews, and daily rations of grog were quite in order. That was before the writer's time, and men who drank the sweetened water often spoke about the rum dealt out in former days. These were quaint and crude customs, but they were accepted none the less, and were taken as a matter of course. Life at that time seems a much simpler game than it does to-day. We were told by our superiors, and especially by the men who were responsible for our spiritual welfare, that "men wanted but little here below, nor wanted that little long," and that teaching was accepted and followed out in daily life. It was taught as the will of God, and to oppose it would be considered almost felonious. The theory of men wanting but little here below, nor wanted that little long, does not apply to-day; for life has become a much more complicated experience than it was two generations ago. If then, a laboring man had his little house, or tenement, and a barrel of flour, and a hog-head of coal, a gallon of molasses, and some tea, and a pair of boots, a flannel shirt, a pair of black pants, and a decent coat, he had all that was considered necessary. His clothes would last him for years. But all that simplicity of life, and plain fare are of the past, and may not be understood by the average person who indulges in the bounties and the luxuries of the present time. The present and future generations have much in their favor, but it has been gained by the price of penury. There may not be any monument erected to the endurance of our fathers, or to the inconveniences which they bore; yet at the same time, the better day that is now up on the world, is in reality a monument, and one that will increase in worth as the century grows.

At the House.

PETITION ON BEHALF OF UNEMPLOYED PRESENTED, CHARGES MADE AGAINST A MINISTER OF THE CROWN MUST BE INVESTIGATED.

House met at 3:15 p.m. Mr. C. Hunt, Senior Member for St. John's West, presented a petition from a large number of the unemployed of the District whom he alleged are in a desperate plight owing to the scarcity of work in the City. Mr. Hunt related some impressive incidents to bear out the story of the hardship borne by these men and their families. In many instances they have been compelled to sell their furniture and household effects to purchase fuel and groceries. He asked the attention and consideration of the Prime Minister who was elected by the people of this District. For his kind consideration to the prayer of this petition. There is a great deal of necessary public work to be done and the sooner it was started the sooner these men who were ready to give honest returns would be in a position to provide for their families. Mr. Higgins supported the petition knowing the major portion of the unemployed were residents of the Western District. These men, said Mr. Higgins, have set an example worthy of commendation and he was ready to do all in his power to help them. Mr. Fox also supported the petition. He related many incidents of the past weeks, which illustrated the dire distress and destitution of these men. He agreed with the sentiments thus expressed by the two previous speakers and hoped work, not exactly of a relief character would be found within the next few days.

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Sir M. P. Cashin in recording his view told of the election promises of plenty of work. He said that fully 700 men are now seeking relief work in St. John's West. The petition received his hearty support and thought the Government should have some programme that would assist those men who, through no fault of their own, were compelled to thus petition the House. He was going to stand by them through thick and thin and if the Government refuses to do something that he personally would move in the matter.

Hon the Prime Minister—To ask leave to introduce a Bill entitled "An Act to amend Chapter 22 of the Consolidated Statutes of Newfoundland (Third Series) entitled 'Of the Auditor of Public Accounts'."

Hon the Minister of Marine and Fisheries—To ask leave to introduce a Bill entitled, "An Act to Amend 12 and 13 Geo. 5 Cap. 17, entitled 'An Act for the encouragement of Shipbuilding.'"

Both Bills were read first time. Mr. P. J. Cashin—To ask Hon. the Prime Minister, in the absence of the Hon. Minister of Agriculture and Mines, if fire wardens have been appointed on other branches of the Railroad except Ferryland. If they have, why is it that this discrimination has been practised.

In reply the Premier said he would seek the information requested and table same on Monday. This question with some others has been on the order paper for some weeks, but for some unknown reason a reply is not forthcoming. Fire Wardens are appointed in every district except Ferryland.

Mr. P. Cashin informed the House of a series of scandals committed in that district during the past two months. A resident of Bay Bulls was down for \$1,500 which he did not receive. Another in Aquaforte was paid \$400 out of which sum he repaid his own wharf, built an ice house and painted his own residence. He protested against such outrageous conduct to buy a district which was a scandal that every member of the Assembly should denounce.

Sir M. P. Cashin likewise deplored the manner in which the Government ignored the questions asked by the Opposition. He had made grave charges against a Minister of the Crown but no attention was paid to him or the accusations set forth. He then gave notice that after Monday he would personally take the necessary steps to demand an impartial investigation. He was prepared to sub-

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stantiate the charges he made and was going to do so. The Newfoundland Products Corporation Bill was read a second time.

The Railway Resolutions were not ready for discussion and the Prime Minister moved the adjournment until Tuesday.

McMurdo's Store News.

WEEK-END SPECIAL OFFERS.

This week-end, to introduce the Pompeian Toilet Preparations, those delightfully perfumed Beauty Products, we are adding them to our special offer list.

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"Canadian Sower"	"	3640 tons, built 1921
"Canadian Pathfinder"	"	3675 tons, built 1921
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"Canadian Gunner"	"	3985 tons, built 1919
"Canadian Warrior"	"	3985 tons, built 1919
"Canadian Beaver"	"	3975 tons, built 1920
"Canadian Farmer"	"	3984 tons, built 1920
"Canadian Observer"	"	3985 tons, built 1920
"Canadian Rover"	"	3920 tons, built 1920
"Canadian Cruiser"	"	3939 tons, built 1921
"Canadian Harvester"	"	4000 tons, built 1921
"Canadian Logger"	"	3939 tons, built 1921
"Canadian Aviator"	"	5184 tons, built 1919
"Canadian Raider"	"	5181 tons, built 1920
"Canadian Settler"	"	4918 tons, built 1919
"Canadian Rancher"	"	4992 tons, built 1920
"Canadian Hunter"	"	5084 tons, built 1920
"Canadian Hunter"	"	5021 tons, built 1920
"Thos. J. Drummond"	"	3501 tons, built 1910
"Sheba"	"	3400 tons, built 1915
"J. A. McKee"	"	3375 tons, built 1908

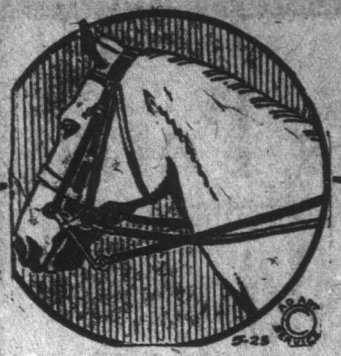
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Tenders may be submitted for one or more or the entire twenty-seven vessels. Tenders must be accompanied by cheque for five per cent. (5%) of the amount of the tender, cheque to be made payable to the order of the Canadian Government Merchant Marine, Limited, and accepted by a Canadian chartered bank. The highest or any tender not necessarily accepted. Plans and specifications of steamers can be seen and particulars of delivery ascertained on application to the undersigned. Name of vessel must be changed before the transfer is completed.

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