

1921 -- The Year of Storm, Stress and Disaster -- 1921.

Newfoundland During 1921. THE LEGISLATURE.

A GENERAL RESUME OF THE IMPORTANT HAPPENINGS IN THE HOUSE.

TO compress into a small space the many happenings during the so aptly termed "Longest and Stormiest Session" of the House of Assembly, is a task of the utmost difficulty and this article cannot profess to be anything more than a brief general resume of what took place.

The Second Session of the Twenty-third General Assembly opened on March 31st, under weather conditions which were, indeed, an augury of the conditions under which the business of the House would be conducted, if such were necessary. Commencing in the early afternoon, a blinding snow storm raged for the remainder of the day but despite this a large number of people were present for the opening.

The Speech from the Throne was an empty document and gave little inkling of the policy which the Government proposed to pursue during the session. As a consequence the Opposition, which was probably one of the strongest that ever sat in the House, exposed it and the actions of the Executive Government since the House had last prorogued, to a merciless criticism. The Address in Reply was actually debated for four weeks, and speeches of unusual and extraordinary length were made by members of the Opposition, who on the opening day had declared their intention of delaying the business of the House until such time as some definite policy should be tabled by the Government. It is not proposed to enter into the merits or demerits of this decision in the present article, but there is no doubt that a great deal of the criticism levelled at the Government was deserved, just as surely as the methods of criticism adopted by some members were not quite as courteous, and therefore less effective than they might otherwise have been. Amongst the best speeches were those of Sir Michael Cashin, Sir John Crosbie, Mr. J. R. Bennett and Mr. M. S. Sullivan. Each of these gentlemen made charges against the Government which were fully substantiated by either the Auditor General's Report, which was tabled shortly after the opening, or by evidence in their possession. Amongst the most serious scandals exposed by these members were the misappropriation of public funds for the purchase of Labrador fish and the further scandal attendant on that of the purchase of the cargo of the schooner "President Cooker"; the actions and extravagance of the Government Railway Commission; the control of Sugar; the vast expenditure on the refitting of condemned steam travellers; and many others.

The Codfish Exportation Act was unmercifully condemned. It was proved beyond a doubt that the Regulations had been a complete failure and were the cause of incalculable harm to the country's export trade. An event, unique in the Colony's legislative history was that which occurred during the speech by Sir Michael Cashin on the Address in Reply. Following a disturbance, and the election of a supporter of the Opposition, the speaker in the Gallery proceeded to hiss the Government, and refused to pay the slightest attention to the Speaker's persistent request for silence. Sir Michael Cashin defended the people, and took the Speaker to task for daring to abuse the privileges of the public by ordering the House to be cleared. When commanded to leave the House, he made an emphatic refusal, and as confusion was beginning to reign supreme, the Speaker, vacated the chair. The crowd then entered the floor of the House and one man actually had the temerity to seat himself in the Speaker's Chair. Throughout the session there were proportionate disturbances but none to equal that just described.

The amazing part of the whole session was the inability of the Government to say "no" to their own defence with respect to the charges made against them. A Bill which met with popular approval was that which repealed the Codfish Exportation Act. This was debated at some length although all argument against it had been exhausted in the debate on the Address in Reply. The Regulations were defended by the Minister of Marine and Fisheries to the last, but he was compelled to remove them.

The session drew slowly on from Bill to Bill and from winter to spring and then to summer, the proportion of business conducted being small in comparison to the amount of time wasted. The Budget Speech was delivered

late during a night session and until nearly 2.30 a.m. the House remained in session whilst its contents were explained by the Prime Minister who was acting Minister of Finance in the absence of Hon. H. J. Brownrigg.

The Budget allowed for increased taxation on a scale hitherto unheard of in this country. Money had to be found and there was only one way to obtain it. Besides a sur-tax of 25%, there was added a sales tax of 5% which was calculated on the invoice cost plus freight, and all duties. The Budget came in for a great deal of hostile criticism from the ranks of the Opposition.

The Estimates showed a considerable decrease on those of the previous year and drastic economy was practiced in some departments. They were very high, however, when compared with the income allowed for in the Budget Speech.

The Civil Servants' Salaries Reduction Bill was not received very favorably, but the Government considered the saving thus made to be absolutely necessary, and the Bill became an Act.

The Loan Bill passed during the session was very severely commented on. The amount of the loan was \$6,000,000 and this was soon swallowed up. A considerable portion of it had to be paid out in connection with the railway, interest on previous loans, relief work and other matters.

The Railway Bill was debated at considerable length in the form of Resolutions. The report presented by Sir George Bury, who had been brought down from Canada, by the Government to find some economical method of operating the railway, was adopted in its entirety in the Resolutions and the Bill. The Bill guaranteed losses incurred on the operation of the Railway for one year to the extent of \$1,500,000.

CODFISHERY AND OTHER INDUSTRIES.

DESPITE the pessimistic forecasts which were advanced concerning our trade in the past year, the country has managed to weather the storm and can with confidence, look forward to the coming spring. None the less, this was a difficult year and moreover, a year of strife, and as a consequence our export trade suffered considerably. The catch of cod fish this year was only an average one, amounting in all to approximately 1,300,000 quintals. Added to this was 100,000 quintals of old fish left over from the previous year. This made a total of 1,400,000 quintals. Since July 1st of this year, 1,100,000 qtls. had been shipped to foreign markets and if the amount exported in December equals that sent out of the country during the same month of last year then only about 300,000 qtls. will be left in Newfoundland. The price for Labrador ranged from \$4.50 down and for Shore fish, the average price obtained was \$6.50. The 570,000 qtls. of Labrador and the 730,000 qtls. of Shore make a total value of \$7,310,000. This is \$4,400,000 less than the value of the 1920 catch.

The price of cod oil fell so rapidly in the foreign markets that ultimately it reached a point when it could no longer pay local manufacturers to make up the product. As a consequence, only 40,000 gallons of refined cod oil was produced, and 1,210,000 gallons of common oil, making a total value of \$1,170,000.

Full statistics of the herring fishery are not yet available but up to November 33,360 barrels of salt herring had been exported. The total value of all kinds was \$413,790.

The lobster fishery was a fairly profitable one in comparison with past years. The total value of exports of this product was \$264,854. The export of salmon for the year including fresh, frozen and pickled, amounted to \$194,031.

Owing to a slump in the steel market the export of iron ore this year was very small, valued at \$14,923 tons, valued at \$621,576. The strike which occurred last summer at Grand Falls interfered largely with the exportations of pulp and paper. The value of the pulp and paper exported was \$973,420.

The agricultural products of the past year were well above the average. The total value is estimated at \$18,242,468. The estimated total of our products for the year ending 10-day is \$23,194,723.

THE SEALFISHERY.

NINE steamers, the same number as last year, prosecuted this industry, all from Newfoundland, S.S. Sagona, which was not cleared last year taking the place of S.S. Sable L. of Halifax, the owner of this ship having decided not to engage in the frozen pans trip. On March 10th under very favorable circumstances, eight steamers cleared port for the front, the other (Viking) having previously left the Channel to clear for the Gulf. The Channel to St. John's for the front were, Diana, outfitted by Messrs. James Baird, Ltd.; Eagle, Terra Nova and Ranger by Messrs. Bowring Brothers, Ltd.; Sagona by Messrs. Reid Newfoundland Company; Seal by Messrs. Baine Johnston & Co.; Thetis and Neptune by Messrs. Job Bro. & Co., Ltd. Messrs. Bowring Brothers also outfitted the Viking. The latter ship, with the Laurentian Gulf all to herself, struck the seals 50 miles North West of Cape Ray on March 12th, the ice being very heavy and in large sheets. Because of this Capt. Bartlett could not get to within five miles of the seals with the steamer, but the crew walked down the distance, killing and panning a full load, being obliged to make hand to hand tussle between ship and kill. Subsequently stormy weather set in and several pans were lost. Arrival in port was made on April 19th, the turn-out being a total of 17,688, the crew sharing \$28.87 per man, the second highest wages for the spring. The front fleet found itself on March 12 in a position 40 to 60 miles North by West and N.E. from the Funk Islands, with that same distance of heavy ice in between the ships and the seals, which according to calculation bore S.E. by E. Fifteen days later Capt. John Parsons in the Diana struck the seals. All the ships were then in sight, Eagle, Thetis and Neptune being away to the North West. It is obvious from this that the same misconception of going too far to the Northward was made again by the skippers, the following-lead tactics again prevailing. This is proven by the log records of the fleet, for whereas the Diana struck the northernmost end of the patch, the Neptune, Thetis, Eagle and Terra Nova steamed away on a North East course and went away from the seals, and on turning to a South East course, they struck the herd, but the seals had taken to the water, and consequently not much could be done with them. To add to this misfortune a North East gale sprung up on the 26th March, which broke the sheets up and many pans of seals were lost. The Diana had every prospect of loading up, but constant butting through the heavy ice, in an endeavour to reach the main patch, damaged her sheeting and bows to such an extent that the voyage had to be abandoned, the ship arriving on April 4th with but 7,282 seals. S.S. Eagle was next to arrive on the 8th April with 7,270. Next came the Sagona and Seal on April 11th, the former with 7,793, the latter turning out 14,697, her crew of 123 men making the biggest wages of the fleet, by sharing \$73.06 each. The fifth arrival was Thetis (April 14) followed by Neptune (April 15), Viking and Terra Nova (April 19), the Ranger bringing the key on April 23. The total number of seals taken by the nine vessels was 101,452, the net weight being 2,131 tons, 5 cwt. 8 pounds, and the value \$171,242.76. Though the increase in weight over 1920 was about 137 1/2 tons, the increase in value was by no means proportionate, being but \$11,294.20. This because of the tremendous drop in price, for whereas the price was \$11 for young, \$9.50 for bedmotters, and \$8 for old, the rates paid last spring were but \$4 for young, \$3.40 for bedmotters, and \$3 for old. The crews of Sagona and Seal, however, were paid an additional 30 cents per quintal, their seals being landed in Harbor Grace. A whole article could be written on the unprecedented drop in prices, as shown above, but a criticism does not come within the scope of such a review as this.

An innovation was introduced into the seal hunt, last spring, or at least was supposed to be, in the shape of a locating aeroplane, but for reasons which have already been shown in the Telegram, it did not prove satisfactory. The aviator in charge has announced that next spring there will be no doubt of the value of an aerial service in prosecuting the seal fishery, but so far we are from Missouri, in other words there to be shown. That Mr. Colman, however, will amply demonstrate in this direction is the sincere wish of all who are interested in the seal fishery. But our climate is so severe, our elements so changeable at the time of year when the sealing venture takes men and ships among the storms and icebergs of the Northern sea, that aerial flights, over the frozen ocean will be extremely difficult if not absolutely impossible. Science cannot conquer the elements in equal combat, but science can accomplish wonders, and it may yet be that an

aeroplane scout will prove a valuable aid to the future sealing fleets of Newfoundland.

THE YEAR'S SHIPPING LOSSES.

THIS year just closing has seen heavy losses amongst local owned shipping. Our foreign going fleet has been depleted by about forty sail, of these 24 were three masted, 15 two, and 1 had four masts. Of local coasters some 36 vessels of various sizes, have been lost, the recent storms being responsible for many of the number. The loss of life, too, has been severe, and six of the vessels brought their crews with them to their doom. Amongst the losses listed are the Huntley, a splendid 1st masted vessel, and of those with three masts are, Donald T. Sparkling Glass, Emma Belliveau, M. J. Parks, Elizabeth Pearn, Marjory McClatchie, County of Richmond (all hands), Newton's Lake, Minnie, Ronald B. Moulton, General Home (all hands), Roxana Burton, Ricketts, V.C. Golden Age, Imprimus, Ariceon, Vogue, Marjorie Mahaffy, Percy Wells (all hands), June, Jean and Mary (all hands), Owen, Ruby W. Clarence A. Moulton. Amongst the two masted vessels are the Elsie Corkum, Tipperary, Roberta Ray, Hawker (all hands), Queenie B., Falka, Nordica, Nevis, Amy B. Silver, Edith Parry, Bernard B. Conrad (N.S.), Kinsman, Ronald C. Cook (N.S.), In the local coaster class were, Mary H., Geo. Falcon, Gordon W. Netta, M. Prince, Cactus, Hilda Maude, M. Frances, James Jones, Agnes Jane, Medina A., Pauline, Galathea, Willie, Martin, Prospector, Dove Swan, Agnes E. Downes, Pansy, Elsie M. Prior, Daisy, Minnie, K. M. Butler, D.B.J. Shamrock, Olive Branch, Gonda, Bessie H., Mollie, Lem, Cupid, Muriel P., Helen Randell, Passport (all hands), Falka, Luetta, Acadia, Flora A., Defender. The steam driven ships lost are Stadium, Fern and Inghram. The schooner Helen C. Morse has not been reported since the storm of October 25th, when some fittings with the schooner's name on it were picked up.

BOARD OF TRADE MEETING.

Jan. 25.—The annual meeting of the Board of Trade was held under the chairmanship of the President, Mr. H. R. Brookes. After several matters connected with the economic condition of the country had been discussed the election of officers took place with the result that Mr. H. B. Cowan was elected President and Mr. A. E. Hickman, Vice-President.

DEATH OF HON. W. B. GRIEVE.

Feb. 3.—The death of Hon. W. B. Grieve was a great loss to the commercial and political life of the community. Mr. Grieve was one of the most prominent merchants and Captains of industry, and was the head of the well-known firm of Grieve, Johnston & Co. He was a member of the Legislative Council and had been awarded the M.B.E. for war services. The funeral was one of the largest seen here in many years.

AVANCEE DESTROYED HOUSE.

Feb. 3.—An avalanche of snow which fell from Signal Hill on to the houses below situated in the Battery, demolished two buildings and caused several people to be severely injured. Some of those living in the houses destroyed had a very narrow escape from death. It is many years since such a great amount of snow fell in the city and avalanches of the same nature were quite frequent although damage to property did not always result.

SCHOONER ABANDONED.

March 12.—The schooner Roberta Ray was on this day abandoned and set on fire. Her crew were rescued by S.S. Triumph. The vessel's owners were S. Harris, Ltd., and her cargo consisted of 4,992 qts. of fish.

BOOSTING HOME INDUSTRIES.

March 15.—The Manufacturers Association met to-day to discuss means of boosting home industries. Committees on each industry were formed to investigate the best methods of helping the particular branch they represented.

R.L.S. PARADE.

March 17.—The R.L.S. Society held their annual St. Patrick's Day parade, attending High Mass at the R.C. Cathedral. The usual calls were made and at Government House a set of resolutions adopted at the annual meeting of the Society were presented to the Governor. His Grace Archbishop Roche received the parade at the Aula Maxima, where he addressed them.

GREAT MURDER TRIAL.

March 21.—The trial of William John Nolan, charged with the murder of his nine year old daughter, Belle, at Avondale, began. The trial lasted over four days and the accused was under cross-examination for over five hours. Evidence of almost unexampled brutality on the part of Nolan to his children was given. The jury was absent for only half an hour and returned with a verdict of "Not guilty of murder but guilty of manslaughter with a strong recommendation for mercy." Nolan was sentenced to seven years imprisonment. The trial, which took place before the Full Bench, excited much interest throughout the country and thousands tried to gain admittance to the court.

SEALING PLANE FAILS.

March 24.—The attempt of Major P. S. Cotton to locate the main patch of seals from the air failed, the aeroplane developing engine trouble forcing a return to its base at Botwood. A successful flight to Fogo was made later.

DEATH OF J. W. WITHERS.

March 25.—The death of Mr. J. W. Withers, King's Printer, occurred at his home to-day. Deceased was 75 years of age and was one of the most prominent members of the community. The funeral was very largely attended.

LEGISLATURE OPENS.

March 26.—The opening of the second session of the 24th General Assembly took place at 2 p.m. The day, which was a very stormy one, was portentous of the coming session, which proved to be the stormiest in the history of the country. The session was the longest known here and adjournment was not taken until late in August, and then only temporary.

FIRST SEALING ARRIVAL.

April 4.—S.S. Diana arrived from the

members of the Society attended church in the morning where His Grace Archbishop Roche preached a special sermon in honor of the occasion. After the service the parade returned to the T. A. Armoury where congratulatory speeches were made before disembarking.

HOCKEY SEASON OPENS.

Jan. 21.—The 1921 Hockey season opened with a game between the St. Bon's and the Saints, the former winning by a wide margin. This season was one of the most successful in the history of the League. The championship was won by the Fiddlers for the second year in succession, and the tie-up put up after the League series had been concluded, was won by the Terra Novas.

CITIZENS INVADE HOUSE.

April 14.—A disturbance of a very serious nature occurred at the House, whilst Sir Michael Cashin, Opposition Leader, was speaking to the address in reply. The Speaker ordered the removal of an Opposition supporter and Sir Michael protested strenuously. He was ordered to leave the House and refused, whereupon he was loudly cheered by spectators in the gallery. The tumult became so great that the Speaker was compelled to vacate his chair, and declare the session adjourned. The crowd then broke through the Bar of the House and took complete charge. They did not disperse until 6 p.m., and then only at the request of Sir Michael Cashin.

WORKMEN PASS RESOLUTIONS.

A meeting of unemployed labourers was held in the C.C.C. Hall to discuss labour conditions. There were several speakers, and a set of resolutions dealing with their case were drawn up. At meeting held later, these resolutions were presented in proper form, and were passed and ordered to be presented at the Bar of the House, by a special committee who carried the Union Jack.

ST. GEORGE'S DAY PARADE.

April 24.—St. George's Day was commemorated by a huge parade in which nearly all the city Societies and Brigades were represented. Divine Service was attended at the C. of E. Cathedral, and afterwards the parade lined up and proceeded to Government House, where they were addressed by the Governor. The parade was one of the largest ever held here.

DEATH OF CANON SMITH.

The death occurred at his home in the city of Rev. Canon Smith, one of the oldest of the local clergy and for many years incumbent of Portugal Cove. A memorial service was held at the Anglican Cathedral and interment took place at Portugal Cove.

SEALING VOYAGE CLOSED.

April 26.—The Ranger arrived in port with the key of the sealing voyage. The total catch was 101,432 seals. The season was one of the worst on record.

PRINTERS STRIKE DECLARED.

May 2.—A general strike was declared by the Typographical Union and all newspapers except the Telegram, which is an open shop, were forced to close down temporarily. The printers' demands were for a 44 hour week. After a while the printers' claims were able to issue, but had to work under difficulties until the strike was finally settled. As a result of the strike the Daily Star was compelled to cease publication.

L.S.P.U. STRIKE.

The longshoremen engaged on various mercantile premises refused to work on account of a disagreement over the wage scale. The employers had offered a stipulated sum but at a meeting of the Union held on the 27th ult., the offer was refused. Practically all labor in the city was tied up until May 10th, when a settlement was reached.

MUNICIPAL OFFICES INVADED.

A mob of 150 men invaded the Municipal offices, demanding work. Some slight damage was done on the premises and the Mayor promised to relief work, whereupon the crowd dispersed. There was a further invasion by some 400 men only two days later.

STRIKE AT GRAND FALLS.

May 7.—The pulp and paper plant at Grand Falls closed down owing to the refusal of our local Union to accept a wage reduction. As a result of the strike over 2,000 men, many of whom were non-union workers, were affected.

TERIBLE SNOW STORM.

May 24.—The worst snow storm experienced in the city for over thirty years, raged during the day. Snow began to fall at 1.30 a.m. and continued up to 3 p.m., the temperature falling to 25 degrees. Similar conditions prevailed all along the railway line and at Bishop's Falls the temperature fell to 30 degrees.

MODERATE PROHIBITIONISTS MEET.

May 26.—The Moderate Prohibitionists held a large meeting in the Casino and a set of Resolutions asking for an amendment to the Prohibition Act were drawn up. These Resolu-

tions were later presented at the Bar of the House of Assembly.

UNIQUE LEGAL CASE.

June 7.—The Prime Minister and other members of the Legislature were summoned as witnesses in the case of E. J. Whitty vs. The Municipal Council for arrears of pay. The case was dismissed.

DEATH OF MR. A. MACPHERSON.

June 10.—News was received of the passing in England, of Archibald Macpherson, managing director of the Royal Stores, Ltd. Mr. Macpherson had been undergoing treatment in England.

METH. CONFERENCE OPENS.

June 22.—The Methodist Conference opened in Gower St. Church, Rev. Dr. Fenwick being re-elected President. Several important matters were discussed whilst the Conference was in session.

SIR GEORGE BURY ARRIVES.

June 26.—Sir George Bury, a former Vice-President of the C.P.R., arrived to confer with the Government on railway matters. His suggestions contained in the "Bury Report" were incorporated as a whole in the Government's Railway Bill.

TOURISTS ARRIVE.

June 28.—S.S. Kaiser-i-Hind arrived in port with 400 presumably wealthy American tourists, who were going to Norway on a pleasure jaunt. Great crowds visited the ship whilst she was in port but the great amount of trade expected did not eventuate.

COUNCIL RESIGNS.

June 29.—Mayor Gosling and his Council resigned their offices after having been in control of municipal affairs since 1914. The Mayor had given gratuitous service for many years.

MEMORIAL DAY PARADE.

July 3.—Memorial Day was celebrated by a huge parade in which veterans of the Great War, representatives of the various brigades and societies, and a large number of citizens participated. The Memorial erected by the Sergeants of the Royal Nfld. Regiment was unveiled by His Excellency the Governor. The ceremony was a most impressive one. Special services were held in all the city churches.

STRIKERS RAID PREMISES.

July 3.—Longshoremen on strike raided various premises along the waterfront on which clerks and others were engaged in loading or unloading vessels and steamers. All those found at work were roughly handled. The strike was finally settled on July 11th, when the strikers' demands were acceded to.

CORNER STONE LAID.

July 14.—The corner stone of the Salvation Army Maternity Home was laid by His Excellency the Governor. Several prominent people were present for the ceremony. The Maternity Home will probably be completed early next spring.

NEW MAYOR APPOINTED.

July 23.—Mr. I. C. Morris was appointed Chairman of the Civic Commission in succession to Mayor Gilling. The appointment was to stand until the election on Dec. 16th. Mr. Morris had for many years been Deputy Mayor.

REGATTA DAY.

Aug. 5.—The Regatta, which was to have been held on August 4th, had to be postponed until the following day, owing to unfavorable weather conditions. The regatta was one of the most successful ever held and vast crowds of people were on the race course all day.

RAILWAY MANAGER.

Aug. 20.—R. C. Morgan, new General Manager of the Reid Railway, arrived in town and took up his duties. Barely a week later he made a sensational resignation and returned to Canada, but was persuaded to return and take office as chairman of a new Railway Commission.

HON. JOHN BROWNING DIES.

Sept. 4.—The death of Hon. John Browning occurred at his home after a brief illness. Mr. Browning was a man prominent in the public and commercial life of the colony, and was for some years a member of the Legislative Council. Interment was at the General Protestant Cemetery.

NORMAL SCHOOL OPENS.

Sept. 20.—The new Normal School for teachers was formally opened at the Synod Hall by Dr. V. P. Burke, Deputy Minister of Education. As many pupils as could be provided with accommodation were present.

SUCCESSFUL ATHLETES.

Sept. 24.—News was received of the successes by local athletes sent to participate in the Wanderers' Sports at Halifax as representatives of the Newfoundland Amateur Athletic Association. These athletes were John Bell, Harvey Skirving, Fred Phelan and Tom Butler. Bell gained first place in the two mile race.

RHODES SCHOLAR ELECTED.

Oct. 2.—Mr. Cecil J. Parsons, formerly a student of Bishop Field College, was elected Rhodes' Scholar for 1921. Mr. Parsons was studying medicine at McGill University. Later he found himself unable to accept the Scholarship and it passed to Mr. Ralph LeMessurier, also a student at McGill University and an ex-pupil of Bishop Field College.

SPORTS DEMONSTRATION.

Oct. 4.—Great demonstration organized by Mr. G. W. B. Ayre, President of the Nfld. Amateur Athletic Association, was held in honor of the return of our successful athletes at the Halifax Sports. Later, another demonstration was held in honor of the return of Jack Bell, who came second in the Halifax Marathon.

DEYASTATING STORM.

Oct. 28.—One of the worst storms ever known in the history of the Colony occurred. The brunt of the storm was felt around the districts of Fogo, Bonaville, Twillingate and Conception Bay where roads and wharves were destroyed, buildings wrecked, fishery supplies and fish washed away and in some cases bodies were washed out of the cemeteries. Several schooners were lost, and the railway service was almost completely suspended for a week. The damage amounted to hundreds of thousands of dollars.

PRESENT WREATH.

Nov. 12.—A wreath was placed on the tomb of the Unknown American Soldier on behalf of Newfoundland by representatives of the Newfoundland Regiment, who went to Washington especially for the purpose. They were Capt. S. Robertson, Lieut. L. Field and Lieut. R. B. Herder.

C.L.B. ANNIVERSARY.

Nov. 13.—The C.L.B. celebrated their thirtieth anniversary by holding a great Church Parade to St. Thomas's. This was the beginning of a week of celebrations which were an entire success. The final Church Parade, held on Nov. 20th, broke all records.

THREE HOUSES GUTTED.

Nov. 17.—Three houses were gutted by fire on Pleasant Street this morning. In one, the body of an aged man was found. Upon examination, it was found that he had been dead for nearly a week.

LONG DISTANCE TELEPHONE.

Nov. 27.—The long distance telephone between St. John's and various Conception Bay towns was opened. The first message was from Dr. Whistler of North River to the Prime Minister.

ROTARY CLUB FORMED.

Nov. 29.—The St. John's Rotary Club was organized at the Green Lantern today. There were over twenty-two charter members. Mr. H. E. Cowan was elected president until the next general meeting.

STORM TAKES BIG TOLL.

Dec. 5.—A blinding snow storm raged all day over many parts of the island. Two schooners amongst others were lost with their crews, a total of sixteen lives. The tug Inghram went ashore and the crew were only rescued with the greatest difficulty.

GREAT STORM.

Dec. 5.—Beginning in the afternoon a blinding snow storm followed by a S.W. wind and rain later which chopped off to the N.W. visited the eastern section of the island, causing great destruction to shipping. It was during this gale that the tug Inghram and the schooner Jean and Mary were lost at the Penguin Islands. The crew of the Jean and Mary were lost with the vessel. Some fifteen vessels which left St. John's during the morning were caught in the gale and nearly all were lost. One of the number the schooner Passport, belonging to Greenspond, was dashed to pieces at Caplin Cove, Bay de Verde and the crew drowned.

AIR MAIL STARTS.

Dec. 10.—Major Cotton and Capt. S. Bennett left Botwood at 10.30 a.m. by aeroplane, carrying a mail for Halifax. The trip, however, did not prove successful and the machine was forced to land at Deer Lake Beach, three hours after the start.

HOUSE PROROGUED.

Dec. 12.—The House of Assembly adjourned from August 12th, opened at 2 p.m. and prorogued about half an hour afterwards until Jan. 20th next.

MUNICIPAL ELECTIONS.