

The Evening Advocate

The Evening Advocate. The Weekly Advocate.

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Our Motto: "SUUM CUIQUE"



"To Every Man His Own"

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ST. JOHN'S, NEWFOUNDLAND, THURSDAY, JAN. 3rd., 1924

A Message of Confidence and Encouragement

"I would once again invite the fishermen to have faith in the future and resolve to stand by the land of their birth."

Sir William Coaker's Christmas message to the Advocate was one of optimism, encouragement and confidence.

From the standpoint of a keen knowledge of commercial, industrial and public matters, no public man can speak, regarding our future outlook, with more authority than Sir W. F. Coaker. His Christmas message, therefore, may be regarded as more than a mere expression of optimism. It is an expression of real fact.

"There has been a big improvement in the commercial outlook of the country the past six months," said Sir William. "Thousands of men have been employed. The Humber construction has created a vim and fire that is spreading countrywide. Destitution today is not half as pressing as it was a year ago. Very few men are out of labor. Cash is being freely circulated. Trade is improving by leaps and bounds. More drygoods are being purchased.

"We should all feel deeply thankful to those who made the Humber agreement possible. It took two years to finalize the agreement. I am proud of the part the F. P. U. played in supporting the proposal from the beginning. The Armstrong people are probably the best in the world to have control of this big institution, and their connection will be of great assistance in the future to our public men and the country when matters outside of local affairs have to be considered and arranged. Sir Glynn West is one of Britain's best industrial captains, and his influence for good upon the destinies of this country will be immense during the next twenty years, if he lives.

"I would once again invite the fishermen to have faith in the future, and resolve to stand by the land of their birth."

The F. P. U. President still recognises the great importance of unity and mutual effort on the part of merchants to grapple with the vital problem of the fisheries. He points out the urgent need of the fishermen standing by their calling and he emphasizes that, for next year, the general objective must be \$7.00 for shore and \$5.00 for Labrador.

It is not the first time that the Union President has declared his position with regard to any action the Board of Trade may take to assist local fish prices by an improved system of handling fish shipments, etc.

By his public utterances and through the press, since the cancellation of the fishery regulations, the country has been able to recognise Sir William's Coaker's sincerity in dealing with the fishery problems.

A few months after the regulation policy was rescinded, the Advocate published a letter from the Union President, in which he forecasted the conditions that would exist if the country was to face the future without the protection of a fishery policy and in which he also declared his willingness to lend his whole strength to any action of exporters towards a common fishery policy. After being accorded such despicable treatment by practically the whole trade, no greater evidence of sincerity and of a real desire to prevent conditions as they have since occurred could be offered than has been given by the President of the Fishermen's Union.

At the last Convention of the F. P. U., the President's and the Convention's attitude has remained the same. They realise the urgent necessity of action that will bring prices next year to \$7.00 for shore and \$5.00 for Labrador, and they have made it plain that the whole Union strength will be given in support of an action of exporters to formulate and enforce a better method of handling the whole fish-

ery situation. Will the exporters act? Or will they continue to show their insincerity by pursuing their comatose methods?

At this Christmas-time, Sir William writes: "Let us all aim at securing these figures (\$7.00 and \$5.00) and, if the Trade will resolve to do its full portion, such prices will be obtained."

CANADA'S RAILWAY LOSS, SINCE 1919, IS \$500,000,000

It comes as a shock to business men to realize that since the war ended, Canada has sunk over half a billion dollars of money collected from the taxpayers of the Dominion in the railways. It is fair to say "sunk," for the already over-capitalized railway system of the country can never be expected to recoup the national treasury for the advances made to cover operating deficits and interest charges in these past few years.

Accustomed to speaking in millions, the people of to-day find it hard to realize what half a billion dollars means. It is a great deal more than the entire debt of Canada at the outbreak of war. It is more than the total annual revenue of Canada from all sources by many millions. It would pay the interest on our war debt for four years and leave enough over to build the Toronto viaduct, to finish the Hudson's Bay Railway and to build a hundred post offices. It would build a transcontinental railway across Canada—if we needed another.

The most unsatisfactory feature of these railway advances, as politicians euphemistically term them, is the fact that they immediately add interest burdens that eat up any savings effected in operation. In the first nine months of the present year, the Canadian National Railways improved net earnings by around \$6,000,000. Yet \$6,000,000 will not do much more than pay the interest on the last year's losses, so that the line has stepped little further toward becoming a self-supporting enterprise than it was a year ago. And this year, more interest bills will be paid by the Dominion government and these interest charges will begin to incur additional interest charges until the snowball rolling down hill becomes an avalanche.

The only way in which the Canadian National Railways will make real progress will be to slash expenditures and improve earnings in such a way that the improvement in earnings can overtake the yearly additions to fixed charges. To the ordinary business man, the best way to slash expenses seems to be an adjustment in wages. Railway workers draw civil list salaries and do less work than ever before. Canada should shake itself free from the McAdoo octopus.

A lower railway payroll, and an influx of new citizens will help to prevent another five hundred million dollars finding its way to the railway sink-hole.—(Financial Post).

NOTES AND COMMENTS

How long will "Long live the Republic" last?

Now that Jack Frost has arrived, there will be no talk of heat waves, second blooms of lilacs or fish running from warm waters. People are already complaining of the "wretchedly cold weather."

The Christmas and New Year Season being over, people now are looking forward to the Regatta.

What the Government of the North Pole, if we can't get a little ice when we need it, by a Canadian newspaper, during the hot December spell. The North Pole has a way of showing sometimes.

The New York Department of Public Welfare has issued a report stating that, in the prohibition year of 1918, Police Dept. arrests numbered 12,536; and that in 1922 the number was 17,823. Are the police more efficient in rounding up offenders, or is it true that prohibition does not prohibit? There were 10,568 arrests in 1919, 11,120 in 1920 and 12,031 in 1921.

Public Welfare Hospitals treated 1,145 cases of alcoholism in 1915. Up to Oct. 31, this year, they had treated 2,078, an increase of 154 over the total number in 1922. This for New York City.

The ratio of alcoholic cases per 1,000 patients in Public Welfare Hospitals was 27 in 1918. Up to Oct. 31, this year, it was 54, or just double. The ratio in Bellevue and Allied Hospitals was 40 in 1918 and 67 in 1922.

In Italy during the past two years the number of unemployed has fallen from 600,000 to 244,000, despite the fact that since Mussolini came to power he has discharged, in the interests of national economy, 35,000 State officials, and proposes to disperse with 15,000 more. Mussolini does appear to be a strong man.

How many times has Venizelos declared he is tired of public life. Often the idol of an unstable people, this patriot never refuses his assistance to his unfortunate country. Yet few men have met with such outstanding ingratitude.

The December Round Table says:—It was President's Wilson's hope that the war would make the world safe for democracy. Since the 1921 Conference met an epidemic of revolution has successively overthrown constitutional government in Greece, Italy, Bulgaria and Spain. Returned travellers from Russia have lately given a less gloomy account of the economic conditions there, but she is still under a tyranny more extreme than that of the Czars.

We fought the war to a finish to ensure the fall of the reactionary system in Germany and the substitution of democracy. It was universally and rightly felt that otherwise a lasting peace would be impossible. Thanks to French policy, democracy in Germany is, at the moment these words are written, like a candle flame in the wind. Force in the Ruhr has been followed by force in Corfu.

One of the great Powers has openly flouted the League of Nations. More is being spent by Europe on armaments at the moment than before the war. Before these words reach the reader, Germany may be once again a mere geographical expression, a collection of weak and independent states, as she was in the time of Napoleon, and France for the time being the only great Power that counts north of the Alps.

Will be of Immense Benefit to Northern Fishermen

Improvement of Fogo Canal Will Give Passage to 50 Ton Schooners And Be Great Blessing To Surrounding localities.

Superintendent Bishop Says Work May Be Completed After 2½ Months' Operation.

The Advocate learns from Capt. Jacob Bishop who superintended the Canal improvement work at Fogo this fall, that when completed this work will be of immense benefit to not only the people of Fogo and Seal Cove, but to men of Notre Dame Bay and other parts of Fogo District, who have interests to and from Fogo, or by way of the Fogo Canal.

When completed the Canal will be 325 feet long, 5 feet deep at low water and about 12 feet at high water. This will give admission or passage way to a 50 ton schooner in high water. The width of the Canal will be 26 feet. It will be an extension or a widening of the old Canal built about 30 years ago, which measured 280 feet long by 17 feet wide and had a depth of 3½ feet at low water.

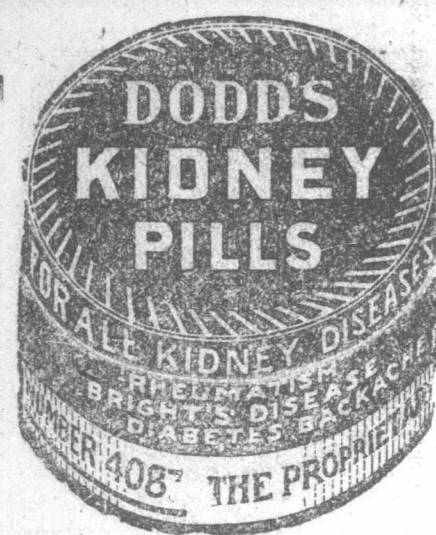
For many years this Canal has served as a connecting link between Fogo and Seal Cove through which fishermen with their motor boats could pass and re-pass, thus saving a distance of about at least 5 miles around by water. The old Canal was of immense service to the people, but only light boats could sail through, and even those at times grounded. All parts of Fogo District as well as surrounding districts, are very grateful for the work already done and in progress. It will serve the fishermen of the district very considerably.

When Capt. Bishop, who also superintended Bonavista construction work, undertook the Fogo job, the whole siding of the Canal had to be taken down, and on each of its ends a lengthly structure had to be built into the sea in order to dam the canal site so that dredging and blasting operations could be proceeded with. Both the Fogo and Seal Cove sides are very shallow and the bottom of the sea must be dredged or blasted in order

to permit an entrance. Already 50 feet of siding has been constructed on the Seal Cove side, and the full 145 feet required on the Fogo side has been finished. Altogether much employment has been given the people. The work is now so far under way that its completion will be looked for after another two and half months.

The schr. Mollie Fearn is loading 3000 qts codfish at Burgeo for export.

Two drunks appeared before Judge Morris in the Magistrate's Court this morning and were released.



Czarina's Crew Arrives at Portland

PORTLAND, Jan. 3.—Captain Colin Taylor and seven members of the British schooner, Czarina, of St. John's, Nfld., which sank off the coast of Newfoundland, December 28th, were landed here today from the steamship Cairnmona. The men were rescued from the schooner a few moments before she went down. When the Cairnmona sighted the Czarina the latter's sails had been carried away, her lifeboats smashed to pieces and the schooner was settling fast in terrific seas and gale. Captain Berlin of the Cairnmona sent a lifeboat alongside, and the eight men were transferred from the quarterdeck of the sinking vessel under weather conditions, described by Captain Berlin, as the worst he had experienced in 32 years of seafaring.

SILVIA'S PASSENGERS
The Red Cross liner Silvia, Capt. Mitchell, arrived at 6.30 this morning, from New York, and Halifax, bringing a large freight and these passengers:
From New York—Chas. Ways, R. J. Guilfoyle, Miss I. Harrison, Miss Drury, S. Murphy, and 25 second class.
From Halifax—Hon. R. E. Finn, H. H. Lerner, W. E. Bell, C. F. Bond, Miss A. Norberg, Miss B. Norberg, R. W. Deboo, Mr. and Mrs. H. Walker, Mrs. L. Benson, Miss I. Benson, and five second class.

The ship sails again on Friday night.



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