

NEWFOUNDLAND DURING 1923.

THE year 1923 will always be remembered in the political history of the country for the sensation caused by the resignation of the Prime Minister, Sir Richard Anderson Squires, a few months after the election which had returned him to power. The events which led to the meteoric descent of the leaders for a second term were as follows:—Elected in the Autumn of 1919, it was naturally expected that the last session of Parliament would be held in the early spring of 1923, and that an appeal to the country would be made in the autumn. Such a course seemed the more obvious owing to the fact that unemployment had reached a serious stage, and the difficulties in connection with the railway were becoming acute and demanded a settled policy with regard to the management.

The Government, however, decided otherwise. The Prime Minister had spent considerable time in England arranging the terms of an agreement with the Sir W. G. Armstrong, Whitehead Company for the construction and operation of a pulp and paper mill on the Humber. The agreement entailed a guarantee on the part of the British Treasury and the Newfoundland Government, and it was decided to submit the question to the country. Parliament was therefore dissolved and an election was fought nominally on an issue advocated by the Government and by no means opposed by the Opposition. The election campaign was marked by the usual amount of acrimony, here and there, by acts of violence, and generally by the empty promises which seem to be a necessary part of every contest. The election took place on May 23rd and resulted in the return to power of the Government by a majority of 10. The Government candidates elected numbered 23; the Opposition 13. On June 7th the Parliament met, and His Excellency the Governor, Sir William Allardice, delivered his first speech from the Throne. As soon as possible, the Humber Project was introduced and, with but certain amendments to the original draft, was passed through all its stages. A Railway Bill, whereby the Railway and the Dry Dock was taken over by the Government, was also passed. By the Moorey and H. J. Crowe Bills, concessions were granted for the development of timber operations in White Bay and several others on minor importance were approved.

The information obtained through questions tabled by the Opposition, disclosed that expenditure was of a startling nature had been indulged in by several Departments, chiefly in connection with the relief of unemployment. The Auditor General's Department came in for severe censure because of the extravagance of the expenditure in White Bay, and in particular to the Department of the Controller. Such was the feeling aroused that on July 23rd, Hon. W. R. Warren, Minister of Justice, W. H. Halford, Minister of Fisheries, A. Barnes, Minister of Education, and S. J. Foote resigned, and the Prime Minister, Sir Richard Squires, tendered his resignation to the Governor, which was accepted. On the next day the Hon. W. R. Warren was appointed leader at a Party meeting and the new Cabinet was sworn in on July 28th. The Hon. W. F. Conker became a member of the Executive without portfolio; the Hon. J. Downey succeeded to Dr. Campbell as Minister of Agriculture and Mines; Hon. M. E. Hawco became Minister of Posts and Telegraphs, and Hon. W. H. Halford replaced Sir Richard Squires as Colonial Secretary. During the remainder of the session which closed on August 18th, matters were quiet, and the Opposition co-operated in every way with the Government to facilitate business.

In consequence of the scandal that it was alleged had taken place during the tenure of office of the former administration it was decided to appoint a Royal Commission to make enquiries into the whole matter. As it was impossible to obtain locally persons to undertake the responsibility, the Home Government was asked to select a Commissioner, and T. Hollis Walker, K.C., Recorder of Derby, was appointed.

During the absence of the Prime Minister at the Imperial Conference, the Hon. George Shea acted as Premier. The Executive gave approval to the establishment of the Nfld. Flour Milling Project, and also to a scheme introduced by Mr. H. C. Thompson to establish on the South Coast a transshipment depot. A circular was also issued fixing the price of boots and shoes landed in Newfoundland at a definite price for the purpose of calculating the duty. It met with strenuous opposition, and finally when local action threatened, it was rescinded. On the return of the Prime Minister from overseas it was announced that Mr. T. Hollis Walker would begin the Enquiry on Jan. 7th, 1924. In consequence the

result of the events which led to the greatest upheaval in the whole of our political history is a tale to be told in the next chapter.

The Industries

THE CODFISHERY.

Although the codfishery has closed months ago and the greatest part of the voyage has been shipped to market, it is, at this date, impossible to get statistics of the quantity of fish caught, and therefore all estimates are but guess work. The actual facts will not be available until after the end of the fiscal year in June next and probably not then. As an instance at the annual meeting of the Board of Trade in January last, the total catch for 1922 was given out at about 1,300,000 quintals. Since then it has been ascertained that 1,432,000 qts. is nearer the mark. Generally it is admitted that owing to the poor trapping season and a decrease in the number of vessels fishing on Labrador, the shortage in the voyage is nothing less than 250,000 qts. compared with that for 1922. In fact some put the figures at over 350,000 qts. From the most reliable records obtainable, the catch is estimated as follows:

Shipments from Labrador . . .	90,852
Brought to Newfoundland from Labrador . . .	280,000
Bank Fishery . . .	50,000
Shore Fishery . . .	700,000
	1,120,852

To date about 800,000 quintals have been sent to market. The local prices varied from \$5 to \$7 for Shore; and \$3.50 to \$4.10 for Labrador fish. Although it was anticipated in the early part of the season that the markets would not warrant such high prices it is conceded that no financial losses have been sustained by shippers. Prices for Shore fish in Italy opened at from 47 to 50 shillings. In Spain they were the same as obtained last year. The present tendency is to higher prices in Oporto and Brazil so that the balance of the catch to hand, about 400,000 qts., should be marketed to advantage. There will not likely be much old fish on hand when the fishery begins in 1924. During July and August about 130,000 qts. of the 1922 catch were disposed of, principally in the West Indies and Brazil. An earnest effort by all concerned would solve most of the difficulties which now beset the industry. Amongst these, first consideration should be given to the reduction of taxation in general. The absence of reliable statistics is the cause of much annoyance and financial loss to both fisherman and exporter. Unsuccessful attempts have been made by the Trade to obtain the necessary information, and at the last annual meeting of the Board of Trade, the following resolution was passed:—

Resolved—That this meeting of Fish Exporters regret to find that no reliable figures can be furnished by the Marine and Fisheries Department in relation to the quantity of fish caught upon the Newfoundland Coast, or brought in by Bankers, or from the Coast of Labrador, and in view of the great importance of such statistical information, regard it as a reflection upon the Department that such returns are not available.

LOBSTER FISHERY.

Approximately the same number of licenses to operate factories were issued this year as were in operation in 1922. Returns of the pack have not been yet received from the fishermen, therefore the Department of Marine and Fisheries is unable to give an estimate of the number of cases packed. The number of lobsters caught last year was over one and a half million, and the pack amounted to 8,539 cases.

SALMON.

The returns from the salmon fishery show that about 1,800 cases were packed, and a total of 42,000 lbs. was put up by cold storage methods and exported. In 1922, 280 cases of salmon were exported and 1,592 cases packed. Eight hundred and ten thousand pounds of frozen salmon, valued at \$1,160.00 were sent out of the country.

HERRING FISHERY.

The herring fishery on the East Coast has not yet begun and up to a few days ago there was not a sign of the fish in Green Bay. In Bay of Islands the fishery opened at the usual time and so far the voyage gives indication of being an average one.

THE SEAL FISHERY.

The seal fishery during the spring of 1923 was prosecuted by 8 ships as against 9 in 1922. The total number

of seals brought in was 101,770, as against 209,135 in 1922, a decrease of 24,261. In spite, however, of the smaller number secured, the net value was greater than that in 1922 by \$11,297.61; the value for 1922 and 1923 being respectively \$126,031 and \$197,328.61. One vessel only, namely the Viking, commanded by Capt. Wm. Bartlett, prosecuted the fishery in the Gulf, but the heaviness of the ice, which was unprecedented and the continuance of N. W. gales, made it impossible to secure more than 6,343 seals. The Sagona, Eagle, Seal, Neptune, Theis, Terra Nova and Raker, were on the front. The prevailing wind all through the spring had been N.W. and consequently the ice was far off the land. Most of the seals taken were between a point about one hundred miles S. E. of Cape Bonaville and a point about two hundred miles S.E. of Cape Spear. The Neptune took out an aeroplane for the purpose of locating patches but it was not used owing to the irregular surface of the ice. The Raker's crew each received \$69.70, which was the largest share paid on any ship.

LUMBERING—A RETROSPECT.

The writer distinctly remembers when our forest wealth was probably twice as great as it is to-day, yet no measure then was its value that, with a view to encouraging the utilization thereof, a "timber limit"—and one without the handicap of the "royalty" and "rental" fees imposed to-day—could be had for the asking, yet no one sought such.

The requirements in timber and lumber of St. John's and the other large centres were supplied from New Brunswick; the St. John's importations being entirely in the hands of Messrs. Boyd, Clift Wood & Co. and W. & G. Rendell. The output supply was chiefly of "pit-saw" production, every man sawing to-day could be had for the asking, yet no one sought such.

In the late Sixties of the last century the first fully equipped saw mill was erected in the Exploits section of Notre Dame Bay by the late firm of Winsor and Vallance. This operated for a number of years and was succeeded by a larger and more efficient plant at Botwoodville. The Company operating this mill had its headquarters at Quebec, its Manager was the father-in-law of the late Archdeacon Botwood and Botwoodville, now Botwood, was named after the Archdeacon.

Meeting a number of smaller mills had been put in operation and extensive and well-equipped operations were entered and operated at Gambo, for many years by the present energetic Hon. John Murphy, and in the Gander Bay country by the late Mr. Phillips, and the Horwood Lumber Company.

The first really extensive and modern lumbering operation was that exploited by Louis Miller at Millerton. This, with other acquired properties, later passed under the control of Mr. H. J. Crowe who expanded the Miller enterprise until he had large capacity mills in operation at Millerton, Badger, Norris Arm, Botwood, Glenwood, Gambo, Notre Dame Junction, Indian Arm and Point Leamington; sawing in the aggregate over quarter of a million feet per day.

The shipping point for the Crowe product was Lewisporte in Notre Dame Bay, where extensive wharves and stock yards were established. A very large percentage of the product of the Crowe mills was shipped to South America and British markets and an immense volume of business was done for some years. The large capacity mill has not, for certain reasons, been found profitable in Newfoundland, whereas the small mill may be advantageously operated.

The average Newfoundlanders evince a keen appreciation of whatever his sound judgment shows to have an advantage industrially, hence the abnormal increase in saw mills of limited capacity of late years. The figures that I quote to illustrate this expansion are those for 1920, 1921 and 1922. The current year's returns are not so far tabulated as many of the mills were sawing until quite recently. In 1920 the number of mills licensed was 494, of which number 110 were not operating.

The total catch was 25,000,000 ft. B.M. and the value thereof . . . \$1,231,000. In 1921 the number of mills had increased to 532, of which number 270 were not operated that year. The cut was 30,116,591 ft. and the value . . . \$1,204,615. In this year (1921) prices dropped sharply with the result that in 1922 there were but 325 mills in operation, with a cut of 8,426,852 ft. and a value of . . . 346,648.

The construction of the immense plant of the Newfoundland Power and Paper Company at Corner Brook and at Deer Lake and Grand Lake has created an unprecedented demand for lumber, square stock and logs, with the result that the present and ensuing year's cuts should be record ones. The value of the product of the 550 saw mills, our present number, considerable though it is, but a small percentage of the total yearly value of our forest products.

In 1920 the value of the 23,000 tons of paper exported was . . . \$1,845,344. And of the 7151 tons of Mechanical and Sulphite Pulp . . . 153,678.

Being a total for the year of \$2,020,522.

In 1921 the paper exported equalled 50,717 tons, of a value of . . . \$4,725,660. The 21,000 tons of pulp of a value of . . . 334,276. And the 1,610,000 ft. of sawn lumber exported had a value of . . . 63,847.

Being a total for the year of \$5,123,793.

In 1922 our export of paper was 62,300 tons, of a value of . . . \$4,646,582. Our pulp of that year equalled 26,333 tons, of a value of . . . 249,013. 622,000 of laths and shingles of a value of . . . 3,075. And 1,650,000 ft. of manufactured lumber, of a value of . . . 70,338.

Making a total for the year's exports of . . . \$4,966,512.

With the completion of the Newfoundland Power and Paper Company's plant at Corner Brook, the volume of our annual exports in paper and pulp should be above twelve million dollars and in the next ten years will probably approximate the twenty million dollar mark. With such a prospect ahead of us we should give serious thought to the conservation of our forest resources. Anything and everything that can be done towards ensuring continuity of supply of wood is entitled to serious consideration.

Very largely owing to the wise procedures of the Fire Patrol Commission and the efficiency of its patrol men, we have been saved in late years from a recurrence of the calamitous forest fires that were almost annually in bitter evidence in the past. The extent of the work initiated and controlled by the Fire Patrol Commission may be gathered from the fact that 654 miles of railway were constantly patrolled by 31 wardens, and that 260 fires were successfully fought. In the past season, so that no appreciable damage resulted.

I see nothing to deter the assumption of an optimistic view of the future, industrially, of Newfoundland. When, a few months since, the worth to the country of the then proposed Humber Project was under discussion in the Legislature, it was contended that, through its instrumentality, the railway could be made to pay under Government management. The statement was not taken seriously, but to-day it appears as if such consummation was within reasonable distance of being realized.

Unemployment

During the early part of the year unemployment was, very much in evidence but with the beginning of the fisheries, the starting of operations on the Humber, and increasing opportunities as the summer advanced to provide labour along the water front and dock, the number was consequently diminished. Road and bridge construction in various parts of the island provided work which not only gave employment, but was productive of good results as well. Timber operations in White Bay, and increased activities on the part of the Harmsworth at Grand Falls materially relieved the situation. The action of B. E. Steel Corporation in closing down the mines in Bell Island was, however, a serious setback and threw out of employment a large number of men. Efforts are being made to have the mines reopened at an early date and it is hoped that they will be successful. Poverty in certain cases is very evident and in certain cases Government relief will have to be provided, but this is nothing like so general as it was twelve months ago.

Items of Interest

NEW YEAR HONOR—Jan. 1, Hon. Marmaduke Winter, C.B.E., member

of the Legislative Council, created a Knight Bachelor.

PREMISES GUTTED—Jan. 1, Premises in Stab Rows Cove, occupied by W. B. Fraser, gutted by fire.

GIVEN FREEDOM—Jan. 3, Thos. Rees, after serving half of a 14 years sentence in the Penitentiary, was given a pardon.

GOLD SEEKERS FORM COMPANY—Jan. 3, A local company known as Labrador Gold Deposits Ltd., was incorporated with a capital of \$150,000.

OCTOGNARIAN CELEBRATION—Jan. 6, Sir Joseph Outerbridge, Kt., senior director of Harvey & Co. Ltd., celebrated his eighteenth birthday by dining the employees of the firm.

BODY V. A. D. DISCOVERED—Jan. 9, Body of Miss Lindsay, V. A. D. at Cartwright, found in woods after a four months search.

ORE SHIP ARRIVES—Jan. 9, S. S. Sharras, 19 days from Norway with a load of iron ore, arrived in port for repairs.

HARBOR MASTER DIED—Jan. 10, Capt. Edward English, Harbor Master and Examiner-in-Chief for Masters and Mates, died in his 76th year.

BELL ISLE OPERATIONS CLOSE—Jan. 13, Work at Bell Island suspended and 1,300 men thrown out of employment.

STORM ACROSS COUNTRY—Jan. 15, Storm raging across country. Snow drifts 10 ft. deep along railway and operations temporarily suspended.

ROYAL GAZETTE CHANGES HANDS—Jan. 17, Royal Gazette, purchased from the Withers' Estate by a company, the principals of which are Hon. Dr. Mossell, B. B. Stafford, and D. R. Thistle.

PLANE DELIVERS MAIL—Jan. 18, Major Cotton, flying from Botwood, delivered mail matter to various settlements in St. Barbe district.

AD LIMINI VISIT—Jan. 21, His Lordship Bishop Renoult left for Canada enroute to Rome to pay his ad limini visit to the Holy See.

DELEGATES BEGIN CANVAS—Jan. 19, Delegates of United Fishermen's Movement left by train to make country wide canvas.

PRESIDENT B. T. ELECTED—Jan. 22, Newfoundland Board of Trade held 14th annual meeting, Mr. L. E. Outerbridge elected President.

QUEEN'S COLLEGE ANNIVERSARY—Jan. 24, The 82nd anniversary of the founding of Queen's College celebrated by a large gathering at Canon Wood Hall.

"GUARDIAN" REVIVED—Jan. 26, Bay Roberts "Guardian," after three years' suspension, revived.

BURNS' ANNIVERSARY—Jan. 25, St. Andrew's Club celebrated 16th anniversary of birth Robert Burns.

MISSIONARY BISHOP ARRIVES—Jan. 29, Bishop Mowell arrived by S. S. Kyle and opened a Mission Service at St. Thomas's.

CAPT TO TOWED TO PORT—Jan. 28, S. S. Sachem, after towing S. S. Cape Tisno, arrived in port at 10 a.m. The Cape was laden with iron ore and lost her rudder.

BROUGHT BIG WHISKEY CARGO—Jan. 30, S. S. Sable I, with a cargo of whiskey valued at \$450,000, sailed for St. Pierre.

ZERO WEATHER—Feb. 5, A W. N. W. blizzard raged across country. Lighting system of city out of commission. Thermometer at 3 a.m. registered 6 below zero.

FIRE FIEND TAKES TOLL—Feb. 6, A fire in a block of buildings on Rawlin's Cross did damage estimated at \$25,000. Three buildings were gutted and another was badly damaged.

KYLE CAUGHT IN STORM—Feb. 8, S. S. Kyle met with terrible experience in a one hundred and twenty hour trip from St. John's to Port au Basques. Second officer Carter was washed overboard and drowned.

DISTINGUISHED K. C. DIES—Feb. 8, James Augustus Clift, K.C., C.B.E., passed away in his 68th year.

WESTLAND PLANE CRASHES—Feb. 8, A Westland machine, making a flight from Botwood to Quidi Vidi, crashed on the White Hills. The pilot, Mr. Basedon, escaped uninjured but the machine was wrecked.

RINK OPENED—Feb. 13, St. Bon's Rink formally opened by His Excellency the Governor.

LEGISLATURE DISSOLVED—Feb. 15, Proclamation dissolving the General Assembly issued.

LEADER ENDORSED—Feb. 28, meeting of West End Liberal Labor Committee endorsed appointment of J. R. Bennett as leader of Opposition Party.

HORSE RACES—Feb. 31, at the an-

nal horsemen's meet at Quidi Vidi, May Thornton (local bred) made ½ mile in 1.08 4/5.

BLIZZARD RAGING—Mar. 3, a severe blizzard, the worst for the winter, blocked the streets with drifts from 8 to 10 feet high.

SEALERS PROTEST—Mar. 4, a meeting of sealers at the Grenfell Hall passed resolutions protesting against an election before May 8th.

SCHOONER FOUNDERED—Mar. 5, S. S. Belvernon arrived in port bringing the crew of schr. James O'Neill, which foundered off St. Pierre.

RESCUE OF CREW OF SCHR. A. B. BARTEAU—Mar. 6, badly frostbitten, due to 3 days' exposure on the ice, when their vessel, the A. B. Barreau, foundered, the crew were rescued by Capt. Alston of S. S. Hawk. Four of the seamen had to be taken to hospital on the ship's arrival in port.

HOCKEY CHAMPIONS DINED—Mar. 14, Guards' hockey team, League champions for the season 1923 and winners of the Cup, were dined at the Grenfell Hall.

B. I. S. PARADE—Mar. 17, a feature of the annual B. I. S. parade was the carrying for the first time the Irish Free State flag.

POWER SHORTAGE—Mar. 19, Owing to prevailing frosty spurt the Port Harbor plant could not supply sufficient power for the city and the plant closed for a brief period.

COLONEL C. L. B.—Mar. 20, Battalion orders read announced the appointment of Lt.-Col. Walter Rendell, C.B.E., as Officer Commanding the C. L. B. in Newfoundland.

FATAL BURNING WITH GASOLINE—Mar. 19, Two girls, daughters of Ralph Corrad, Cape George, died as result of the burning of a gasoline lamp.

BOWLING LEAGUE FORMED—Mar. 20, The St. John's Merchants Bowling League formed at 5 meetings in the Grenfell Hall. Twelve clubs were elected as members of the league.

FLIGHT TO LABRADOR—Mar. 27, A Martinside plane, piloted by Major Cotton, and taking mail and passengers, made a flight to St. John's, Labrador.

FATALITIES FROM STORM—Mar. 29, As a result of an unexpected storm four men in different sections of the country lost their lives. The victims were: John Hayse, Renewes, Henry Butt, Admiral's Cove, Peter Raymond, Goulds Road, John Tobin, Trepassay.

SCHR. FOUNDERED—Mar. 30, Schr. Gordon M. Houllet, 65 days out from Cadiz, was abandoned 30 miles off Cape Race. The crew were rescued by S. S. Sable I.

FIRST ARRIVAL—Apr. 4, S. S. Sagona, Capt. John Khee, the first ship to arrive from the Seal Fishery, hailed for 11,360 prime young harps.

NEW COMMANDING OFFICER—Apr. 4, Lt.-Col. W. F. Rendell was officially installed as Officer-Commanding the C. L. B. Brigade. His Lordship Bishop White, Regimental Chaplain, very fittingly performed the ceremony before the full battalion.

VISITS SEALING INDUSTRY—Apr. 7, His Excellency the Governor and party paid an official visit to Bowring's Southside premises to observe the skinning of the seals and the manufacturing processes.

MAN BURNED TO DEATH—Apr. 26, Early morning blaze on Spencer Street resulted in the death of an aged man named Thomas Donovan. The other occupants of the house escaped in their night attire.

WELL KNOWN CITIZEN DIES—May 7, Mr. Allan Frazier, one of our most esteemed townsmen passed away to-day. The deceased was identified with the firm of T. & M. Winter for the past thirty years.

SUCCESSFUL FLIGHT—May 16, A non-stop flight, was made by Major Cotton from Hawke's Bay, Newfoundland, to Riogeto, Labrador, and the Martinside made a landing five miles outside with only four gallons of gasoline in her tanks.

MARVALE'S PASSENGERS ARRIVE—May 23, Both the passengers and the crew of the ill-fated C. P. R. tiger Marvale arrived in the city by the Trepassay train from St. Shotts.

BIG LINER SINKS—May 31, The C. P. R. liner Marvale, bound from Montreal to Liverpool, crashed ashore at Cape Frels Rock, 3 miles from Cape Pine Lighthouse, and becomes a total wreck. The passengers and crew were saved.

EMPIRE DAY CELEBRATED—May 24, Fully 2,500 boys and girls assembled in the Government Grounds to hear His Excellency the Governor and the Prime Minister address them on Empire Day. The Girl Guides and Boy Scouts paraded in full uniform.

FATAL ACCIDENT—May 27, Mr.

Jas. Boone, of 22 Belvidere St., this city, died as result of injuries received by being thrown from a wagon on his way to church in Flatrock.

FIRST VESSEL TO GOLD FIELDS—June 6, Schr. Climax, the first vessel to leave this port for the gold fields at St. Bay, Labrador, sailed to-day.

NEW LEADER—June 7, Mr. W. J. Higgins, K.C., was unanimously elected Leader of the Opposition, successor to Mr. John R. Bennett.

BODY ARRIVES—June 14, The body of Miss Lindsay, who met a tragic death at Cartwright, Labrador, arrived by the express for shipment to Montreal.

NEW LADDER TRUCK—June 14, A new aerial ladder truck arrived by the Silvia, and placed with other up-to-date equipment in the Central Fire Hall.

POLICE PATROL—June 18, S. S. Watchful, with a posse of police and other officials on board, left port for St. Bay, Labrador.

PUBLIC DEMONSTRATION—June 19, A public demonstration of the new aerial ladder truck, recently imported from the States, gave an excellent demonstration of its usefulness at the Colonial Building, Court-House, and other places to-day.

PORTA DAMAGED—June 25, S. S. Portia became badly damaged as a result on grounding of a shoal near entrance to Nipper's Hr.

BID FAREWELL—June 26, Colonel and Mrs. Martin bade farewell to Newfoundland, and left by express to take charge of the Montreal Division.

COAL STEAMER LOST—July 1, S. S. Banda, bound to France with a cargo of coal, struck at Watling Cove and became a total loss.

MEMORIAL UNVEILED—July 21, Memorial Service at Sergeants' Memorial, Queen's Road. Unveiling ceremony at Wesley Church. His Excellency Sir Wm. Allardice officiated at the unveiling.

SHIPWRECKED CREW ARRIVES—July 2, S. S. Genet, Capt. T. Connors, arrived in port bringing 32 members of the crew of S. S. Knudsen, a coal boat which was wrecked at Gull Island Point, St. Vincent's.

AMERICAN FLAG PRESENTED—July 3, at the usual weekly luncheon U. S. Consul J. S. Benedict, on behalf of the Rotarian Club of Detroit, presented a silk American flag to the Rotarian Club of St. John's.

HUMBER DEAL PASSED—July 4, A Bill confirming the agreement with the Armstrong-Whitworth Co.'s development scheme in the Humber Valley passed third reading in the House of Assembly.

JOURNALISTIC APPOINTMENT—July 7, C. E. A. Jeffery becomes Editor of Evening Telegram.

DISTINGUISHED VISITORS ARRIVE—July 9, Baron Amptuhl, Pro Grand Master of English Freemasonry, accompanied by Sir John Ferguson, Lt.-Col. H. Hamilton Wedderburn, A. E. Carlyle, J. H. Winfield and James Jones, arrived in the city by express for the purpose of installing Mr. J. R. Bennett as D.G.M. for Newfoundland.

FATAL ACCIDENT—July 11, Mollie, the 4 year old daughter of Mr. and Mrs. Thomas Humphries, was run down by a motor cycle on Cornwall Avenue and died almost instantly.

LAUNDRY GUTTED—July 11, A Chinese laundry on Cochrane Street, owned by Ham Lung, was gutted through a fire caused by the explosion of a gasoline tank.

S. A. CONGRESS OPENS—July 14, the Annual S. A. Congress opened by a monster welcome meeting to Commissioner Sowton and Lieut.-Col. Morshen.

NO GOLD AT STAG BAY—July 18, a wireless message from Capt. Thompson received by the Telegram made the first announcement that the gold seekers at Stag Bay had been disappointed.

FARM HOUSE DESTROYED—July 22, a landmark on the Cockpit Road, a farm house owned by Henry Stone, was destroyed in an early morning blaze.

EXECUTIVE MEMBERS RESIGN—July 23, four members of the Executive in the Squires Government, Hon. W. R. Warren, Hon. Dr. Barnes, Hon. W. W. Halford and Hon. S. J. Foote, submitted their resignations. At 5 p.m. the Prime Minister announced to his party in the Council Chamber that he had tendered his resignation to His Majesty's representative.

A PRISON SENTENCE—July 24, a motor mechanic, convicted for the second time of a breach of the motor traffic regulations, was given a prison sentence.

NEW CABINET ANNOUNCED—

July 28, Hon. W. R. Warren announced that he had formed a new Cabinet.

DIED ON LABRADOR—July 30, Rev. Dr. Whelan, P.P. of North River, died whilst on his annual mission to the Indians at Labrador.

PLAYGROUND EQUIPMENT—July 30, two sets of all steel playground equipment were imported by the Rotarians for the use of children frequenting the Parks.

DISTINGUISHED VISITOR—July 31, General Sir Newton Moore, K. C. M. G., European director of Besco, paid a visit to the city.

KILLED BY MOTOR CAR—July 61, Gerald Griffiths, a 12 year old boy of the Southside, was killed by a motor car.

ANNUAL REGATTA—Aug. 1, Annual Regatta. Only half the programme could be carried out owing to rain. The second half of the programme was run off on the evening of the 2nd inst.