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The Fishermen's Advocate

The Voice of the North.

Thought for the Week

"Let nothing disturb thee,
Nothing affright thee;
All things are passing;
God never changeth."
—Longfellow.

VOL. XXXVII. NO. 28 PORT UNION, NEWFOUNDLAND, SATURDAY, JULY 12, 1947 PRICE: TWO CENTS

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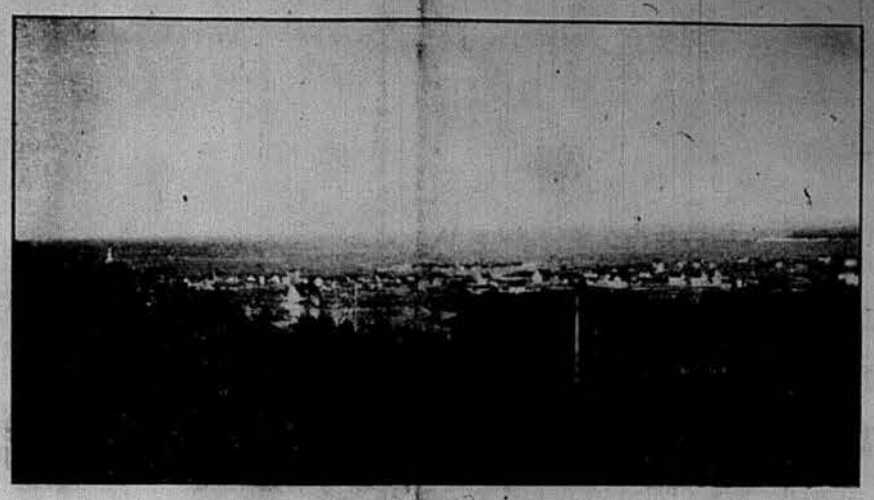

A VIEW OF ELLISTON

New Road Engulfs Motorists

SEVERAL CARS SWAMPED IN TUESDAY NIGHT'S DOWNPOUR

On Tuesday night the hot dry spell was broken with a heavy downpour of rain and a part of the Bonavista road, just rebuilt, failed to sustain traffic and a number of cars bogged down in the muck just this side of Snelgrove's hill and remained there until towed out the following morning.

The Bonavista road, being reconditioned with poor material and without adequate machinery failed to stand up to the first rain storm of the season, and although up until midnight on Tuesday cars proceed over the road shortly afterward it became impassable. The fist car to become stuck was Mr. S. L. Day's of Catalina. Mr. Day, incidently, is Secretary of the Bonavista Peninsula Motor Association.

Interviewed by the Advocate Mr. Day gave the following acount of the accident: I left Bonavista shortly after midnight. In the car with me were Mrs. Day, her sister Mrs. G. W. Meade of St. John's, and Mr. George Jeans of Catalina. It had been raining heavily since 10 p.m. and the road was slippery in several places particularly where new gravel had been spread, and it was necessary to use second gear over most of the distance. Just past Snelgrove's hill we hit new gravel and after going about 100 yards found it impossible to control the car which sank to the axles. Five minutes later Mr. Harrison Martin came along and Mr. Jeans got aboard with him, to attempt to go on to Catalina to get a truck to tow out my car. After travelling about 50 yards he too sank. Mr. Fred Tilley approached from the opposite direction. He also sank as he endeavoured to pass Martin's car. Some time later a truck owned by J. T. Swyers Co., Ltd., came up with a part load of salmon from English Hr., and endeavoured to haul out around the nearest car which was Tilley's. The road was so bad it gradually crept over to the side and ended up in the ditch.

After seeing that neither of four vehicles could be moved Swyers driver walked to Paradise where he phoned for help. Meanwhile Mr. Jeans and I rolled up our trouser legs and waded through the muck and a particularly dark and stormy night toward home. We obtained a truck from S. W. Mifflin, Ltd., which the following morning towed the cars out."

Mr. Harrison Martin's car sank so deep he could not open the door on his side. Mr. Martin told the Advocate that the only road which had given way was that which had been built that day. Other sections, built a few days previously, had stood up.

The road was impassable most of Wednesday but by Wednesday night cars were again using it.

The road has been very rough and there has been much criticism of both the material used and the rough surface of re-conditioned places. It is the general belief that only with adequate machinery such as a grader and roller can a satisfactory job be done.

tion was obtained from Eskimos.

TREATS ESKIMO DOGS

Accompanying the "Winnifred Lee" was Dr. Clarance Button, Veternary Suregon from the Dept. of Natural Resources, who went noth to enquire into the cause of the disease which killed a number of Eskimo dogs. These dogs are to the Eskimo what the motor-boat is to the fishermen, and provides in winter-time the only means of transportation. The Department of Natural Resources imported 2,000 doses of vaccine to treat the disease known as distemper. Dr. Button treated several dogs and showed the Moravian Missionaries how the treatments should be made.

FISHERMEN'S DOCTOR

On board the "Winnifred Lee," is Dr. Patrick Whalen, the Medical Officer appointed by the Dept. of Natural Resources to accompany the "Winnifred Lee' on its missions to the north. Dr. Whalen, apart from looking after the needs of the Labrador fishermen, will also attend those Eskimos who need medical attention.

Readers will remember that the Advocate campaigned consistently for the Labrador boat to be equipped with a wireless outfit and a doctor. Now this dream of the fishermen is an accomplished fact, for the "Winnifred Lee," a remodeled, smart and modern ship, is equipped with wireless and carries a doctor.

BROUGHT BACK FISH AND FURS

The "Winnifred Lee" brought back from North 900 qtls. of semi dry codfish, last season's catch, which the Dept. of Natural Resources was unable to take off the coast last year, and a quantity of furs, seal skins and seal oil, etc.

She left Catalina for St. John's this morning where she will load in haste for another trip to northern Labador—this time to Hebron.

Aboard the "Winnifred Lee" returning from a holiday in Wesleyville, was Mr. Roberts of the staff of the Daily News.

"Winnifred Lee" Returns From Labrador

MR. K. J. CARTER, SECRETARY NATURAL RESOURCES ON BOARD

Yesterday the M.V. "Winnifred Lee," Capt. Joshua Winsor, M.B.E., arrived in Catalina and docked at the premises of S. W. Mifflin, Ltd. The "Winnifred Lee" was enroute to St. John's returning from her first trip to the Labador for this season.

On board the "Winnifed Lee", was Mr. K. J. Carter, Secretary for the Dept. of Natural Resources, who made the trip to the Labrador which took a month.

The "Winnifred Lee" left St. John's on June 11th and this trip is the longest in Capt. Winsor's experience.

Interviewed by the Advocate Capt. Winsor said that ice conditions met with this trip are the worst he has ever known.

A huge jam extends from Cape Harrigan to Hebron. Only thee vessels succeeded in proceeding north of Cape Harrigan up to the time the "Winnifred Lee" left. They were Captains Jim Noble, Robert Martin and John Moss.

WATER "FISHY"

The "Winnifred Lee" left Hopedale last Saturday afternoon. At that time, said Capt. Winsor, there was no sign of fish but the fishermen were not unduly pessimistic as it was later than this last year when the fish struck in. Veteran fishermen say that the water looks "fishy"—that is it is clear and appears to be the type of water which usually indicates a good fishery.

The "Winnifred Lee" went as far north as Nain. In Mr. Carter's opinion it was only Capt. Winso's exceptional experience which enabled them to make the trip at all. for he navigated the "Winnifred Lee" along the inside runs—inside the ice, and it must be borne in mind that northern Labrador is largely uncharted and the coast is lined with islands, and great experience is essential in order to negotiate the torturous passages. Occasionally on the trip informa-

Around TOWN

Miss Ruth Penny of St. John's is at present spending her vacation here as the guest of Mr. and Mrs. Robert Russell.

* * *

Cpl. Robert Sutton, U.S. Air Transport Command, and Miss Catherine penny, arrived here on vacation by plane Monday.

* * *

Passengers arriving by Sunday morning's train included Mr. and Mrs. Charles Bryant, Lorna and Charlie, Jr., Mr. and Mrs. Alfred Hussey and Miss E. Winsor.

* * *

Messrs. Isaac and Wilfred Winsor were passengers to St. John's by car on Sunday. Wilfred returned by plane Wednesday evening. The plane landed in Bonavista as it was foggy here.

* * *

Mr. Thomas Murphy and his sister-in-law, Mrs. Edward Murphy of Hamden, Conn., were passengers to St. John's by plane on Tuesday. They returned by yesterday's train.

* * *

Visitors to the Advocate office this week included Mr. Harry Templsman of Bonavista, representative of the Imperial Life Assurance Co. of Can.

* * *

Mr. and Mrs. H. A. Dawe motored to St. John's on Wednesday. They will return tomorrow with their daughter, Lorraine, who is coming home on holidays.

* * *

Mr. Thomas Jenkins, representing Browning Harvey, Ltd., visited the F. U. Trading Co., Ltd., this week soliciting business for his firm.

* * *

SHIPPING

The M.V. "Annie L. Johnson," Capt. Clayton Johnson, arrived from St. John's on Tuesday with a load of salt.

"Hounded" by HEADACHES

Blinding pain, constant throbbing can make life a misery. Many headaches may be caused by the failure of the kidneys to perform their normal duty of filtering poisonous wastes and excess acids from the blood. If kidneys fail and poisons remain in the system, headaches, backache, rheumatic pains, disturbed rest may often follow. Dodd's Kidney Pills help your kidneys clear out trouble-making poisons and excess acids so that you feel better—rest better—work better. Get Dodd's today. 142

The M.V. "Student Prince II" was in port this week loading codfish.

The "Student Prince" had discharged a load of coal at Bonavista for J. T. Swyers Co., Ltd., before proceeding here to load fish for Kingston, Jamaica. Firms shipping here were the Avalon Trading Co., Ltd., S. W. Mifflin, Ltd., and the F. U. Trading Co., Ltd.

BISHOP'S YACHT DESTROYED BY FIRE

The yacht "Happy Adventure" in which His Lordship the Bishop of Newfoundland was to have made his annual episcopal visits to Church of Englnd missions in Labrador, caught fire five miles off Cape Race on Sunday, June 29th, and was toatlly destroyed.

The yacht's crew left the burning craft in a life boat and were later picked up by the schooner "Florence and Blanche." It is thought the blaze originated in the engine room of the yacht.

The Happy Adventure was presented to His Lordship the Bishop by Sir Eric Bowring in 1930.

CONFEDERATION LIFE

NOTICE

A GARDEN PARTY will be held at Port Rexton on August 6th and 7th. Proceeds for rebuilding Christ Church.

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CONFEDERATION LIFE

O'Leary Essay Contest

M. MURRAY WINNER OF FIRST PRIZE IN THE SENIOR DIVISION

William Watson, Grade Ten Pupil Prince of Wales College, First Prize Winner Junior Division

On January 15th last, F. M. O'Leary, Ltd., announced through their "Barrelman" radio progam and their monthly paper "The Newfoundlander" an Essay Contest, sponsored by the firm to mark the Anniversary Year of 1947, which features the 450th Anniversary of Cabot's Landfall at Bonavista, and the Silver Jubilee of the firm's doing business in Newfoundland.

One thousand dollars in cash was offered as prize-money to be distributed as follows: Seven hundred and fifty dollars to the Senior Division (competitors left school); two hundred and fifty dollars to the Junior Division (competitors in school or college).

Two subjects were designated as topics for essayists. (a) In your opinion what are the Responsibilities of Citizenship; (b) Biographies or outsanding incidents in the lives of Newfoundland leaders in church and state and other spheres of Newfoundland life from the year 1800 (approximately the time of Dr. William Carson) down to 193b, the beginning of the Commission of Government era.

The following persons on request kindly offered their services as judges: Rev. Br. Allan Knight, Principal of St. Bonaventure's College; Mr. Edgar House, Headmaster of Bishop Feild College; Mr. Leslie Partner, Principal of Prince of Wales College; Mr. Wilmore Woodland, Principal of the Salvation Army College in St. John's.

On Monday evening, June 30th, the winners were announced in both divisions. They are as follows:

SENIOR DIVISION

First Prize, $250, Mr. Myles Murray, 19 Pine Bud Avenue, St. John's, for his essay on "Patrick Morris, and the Beginning of Modern Newfoundland."

Second Prize, $150, Miss Mary Keough, 25 Mullock Street, St. John's ("Sir Robert Bond"); third prize, $100, Mr. J. R. Courage, 15 Prescott Street, St. John's. A native of Pass Island Hermitage Bay, Mr. Courage is, at present, Principal of the Adult Educatio n Centre. He wrote on "Responsibilities of Citizenship." Fourth prize $75, Mr. Noble Baird, Grand Falls, but presently employed with Pan-American Airways, Gander, for an essay on "Coaker of the F.P.U." Fifth prize, $50, Eli Baker, Springdale, Notre Dame Bay, who also wrote on "Responsibilities of Citizenship." Five 'Honourable Mention' prizes each worth $25, were won as follows, and not in order of merit: Mrs. David J. Power, Mt. Carmel, Salmonier, St. Mary's Bay, for an essay on "Miss Annie Frances Sullivan, Teacher, 1875-1917"); Mr. Harry Carter, 71 Merrymeeting Road, St. John's; Mrs. Grace Butt, Cowan Avenue, St. John's; Miss Margaret Goulding, Grand Falls, but presently employed at Fort Pepperell, St. John's; and Mrs. Mary G. Tuck, Dunville, Plaventia Bay, all four of whom wrote on "Responsibilities of Citizenship."

JUNIOR DIVISION

First prize, $100, William Watson, Grade Ten, Prince of Wales College for his essay on the "Responsibilities of Citizenship."

Second prize, $50, Monica Mulrooney, Grade Eleven, St. Bernard's Academy, Corner Brook, for her essay on "Dr. William Carson."

Four 'Honourable Mention' prizes, each worth $25, were won as follows, and not in order of merit. Constance Parsons, Grade Nine, Prince of Wales College; Mary Bishop, Grade Eight, St. Bernard's Academy, Corner Brook; Thomas Foote, Grade Nine, Grand Bank, all three of whom wrote essays on "The Responsibilities of Citizenship"; Eleanor Sharpe, Grade Nine, College of Our Lady of Mercy, for an essay on "Bishop Mullock."

Following is an essay on "Patrick Morris—and the beginning of modern Newfoundland," by Myles Murray, winner of the first prize, Seinor Division:

"Hanging in the Club Room of the Benevolent Irish Society is a portrait of a handsome man dressed in the black broadcloth and white cravat of the period. The brow is lofty and noble; there is a glint of resolution in the Celtic grey eyes; the mouth is sensitive, but the acquiline features and jutting jaw give an impression of steadfastness and of fire. Such was Patrick Morris, merchant, philanthropist, political agitator and statesman, whose influence on Newfoundland was equalled only by that of Carson, his great contemporary.

When Morris arrived in St. John's fom Waterford in 1800, as a boy of eleven, the majority of the inhabitants were living in appalling misery and degradation. Legislation (1) enacted in the interests of the Admiralty and of the "mrechants, traders and adventurers" of the West Country had been deliberately designed to refard colonization. Their policy of regarding the island merely as "a great ship moored near the Banks for the convenience of English seamen." (2) and the fisheries as a "nursery for stout and able mariners" virtually ignored the existence of a considerable and increasing population and caused widespread misery and distress. (3) St. John's was a hodge-podge town, filthy and malodorous, without schools, police, or provision for the poor. (4) The country being considered "a thief of the Admiralty," the administration was naval in character, with results unprecedented in British constitutional history. Naval officers were empowered to hold courts of Civil Jurisdiction, bringing civilians under the harsh maritime code of the day. There was no resident Governor, no legislature and no tenure in land.

To Morris, such conditions were intolerable. Although himself of the oligarchic merchant class, from early manhood to his death in 1849 he was in forefront of every movement for social and political reform. He was the advocate of the poor and the oppressed; he encouraged agriculture; he helped to establish an asylum "for the support and education of orphan children without distinction of creed or country"; (5) he was the leader of the agitation for self-government. So wide was the scope of his political and philanthropical activities that it would be impossible to relate them even in the baldest outline, in the space allotted. It is proposed, therefore, to deal only with the events immediately preceding the year 1824, a landmark in the constitutional history of the country.

In 1920, an incident occurred which precipitated a crisis. A fisherman named Lundrigan, (6) sentenced to 36 lashes, collapsed after receiving 12. On the 14th of November, 1920, a meeting at St. John's, presided over by Morris, decided to bring the whole matter of these intolerable abuses before Parliament. Thus commenced the first countrywide movement towards reform.

Morris thew himself into the movement with characteristic energy. With his ready wit, persuasive tongue and mastery of sarcasm and ridicule, he was a born controversialist. A political committee was formed, of which he and Carson were the leading spirits; petitions were forwarded to Westminster, and correspondence was maintained with the gowin gband of humanitarians in Parliament (7). He now also published the first of his famous trilogy (8) of phamphlets ridiculing the state of the island government. In lively prose, interspersed with flashes of wit and stinging sarcasm, these stimulated interest at home and attracted attention abroad. These efforts bore fruit, and in June, 1824, Parliament passed three Acts from which date the modern history of the country. The Fisheries Act repealed the obsolete fishing laws; the Judicature Act abolished Surrogate Courts, established a Circuit Court and provided for a charter for St. John's. The marriages Act sought to remedy a neglect of the ceremony in isolated settlements which had brought about serious social evils.

Undoubtedly, the three years preceding 1824 were among the most important in Newfoundland history. They saw the birth of a national consciousness which led to the attainment of Representative Government eight years later. The sweeping away of the ancient abuses raised the status of the country above that of a mere fishing station, and for the first time it experienced a real sense of legal security, while the abolition of the Surrogate Courts remedied a condition unique in the English-speaking world.

In the forefront of the fight for these reforms was Morris, of whom it was tuly said: "The exertions o this one man advanced the country centuries."

Footnotes:

(1) Stat. 10 and 11 William III cap 25. Stat. 15 Geo. III cap. 31 (Palister's Act).

(2) Report Commons Committee, 1793.

(3) Cambridge History of British Empire, Vol. VI p. 422 et seq.

(4) Petition to Prince Regent at St. John's, 1811.

(5) Centenary Volume, Benevolent Irish Society. Book of Newfoundland.

(6) Lundrigan was sentenced by the Commanding Officer of H.M.S. Grasshopper for contempt of court at Harbour Grace.

(7) A. H. McLintock, p. 157.

(8) "Obsevations on the present state o fNfld." (18283). "Remarks on the State of Society, Religion, Morals and Education in Nfld." (1827). "Arguments to prove the Necessity of granting to Nfld. a constitutional government" (1828).

(9) "The Morning Courier," August 25th, 1849.

Citizenship

Following is the essay on "The Responsibilities of Citizenship" by William Watson, Grade Ten, Prince of Wales College, winner of the first prize, Junior Division:

"As citizens, we have certain rights. Side by side with these rights, however, there are corresponding responsibilities which every one of us, if we are to be good citizens, must observe and perform.

Democracy is defined as "government by the people's representatives." The accepted way of electing these people is by voting. When, and only when, all eligible persons take part in elections, will the governmet of any country be in accrdance with the majority. It is the responsibility of every rightful citizen to vote.

Our prime responsibility is to observe the laws of the land, no matter how insignificant some of them may seem. There is a reason for every law enacted and it is our duty to obey them at all times. Also we should be Christians above reproach, and should support the church of our faith.

To be good citizens we have to have a good education. All the business and other activities of a community cannot be fully understood if we are not well educated. In this connection it is our responsibility to give our families an education as good as or better than our own. Another duty is t ouse our knowledge to develop our own business and thereby make the community as a whole more prosperous.

When we have acquired an education, we should be industrious so that our position in life can be improved. Then, when able, we should use our talents for the betterment of these less privileged than ourselves.

We are all members of a community and it is our duty to do our best to improve it. This does not only mean giving as generously as possible to various charitable funds but also giving our time and effort toward the general improvement of our town. If we do not help, we hinder, because to those who are trying to make their community progress, we are just dead loads that have to be carried along.

A very important responsibility is that of looking after our private property as well as public places. Every one of us, as citizens, should have civic pride. This quality is plainly lacking in many cities and towns, and they would be much neater, cleaner places if we would only realize our duty to ourselves, to our neighbours and to every person living in the same locality. Any town or settlement would be neat and tidy if all private property were properly cared for and if public property was not misued, defaced or neglected.

To be good citizens we must tolerate other people's ideas and customs and we should not abuse the rights we are privileges to enjoy. We should take an active interest in our national and civic affairs, promote and maintain high educational standards, be industrious, do our utmost for the betterment of our community, and our less privileged members, develop civic and national pride, and, above all, live in accordance with the laws of our land and of our God. These, in my opinion, are the basic responsibilities of good citizenship.

—o—

A fond mother received the following letter from her son:

"Dear Mum—I joined the Navy because I liked the way the ships were kept so clean and tidy. But I never knew until this week who keeps them so clean and tidy. —Love, Jimmy.

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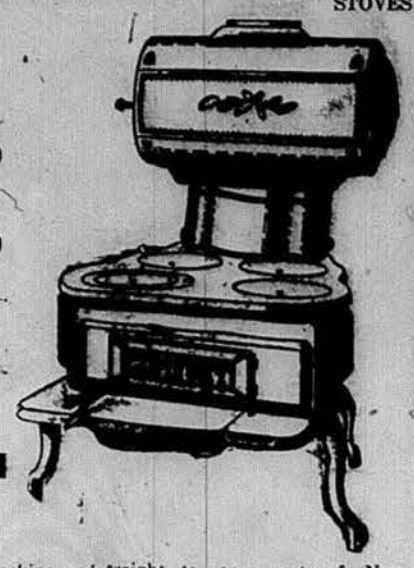

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"RED BALL" and "VAC" Rubber Boots
Or Wartime Quality to Replace Those Brands
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Startling New Way to Relieve ACID INDIGESTION

You know it isn't good for you—but you do it anyway! You eat too quickly—you don't take time to chew your food—and then there's trouble! Temporary excess acid forms in the stomach—and you feel miserable!

Next time you bolt your food and suffer the discomforts of heartburn, acid indigestion, sour stomach or "gas"—"Jest" chew a "Jest" or two! You'll be amazed how quickly these remarkable new antacid tablets bring you relief! You'll be astonished how much *longer* that relief lasts! A special added ingredient, in effect, "sponges up" the excess acid as it forms in the stomach.

"Jests" are mint-flavored to sweeten your mouth—and your stomach. They contain no soda or other free alkalis. They are not a laxative—not constipating. *And they will not form a habit!* Carry "Jests" with you always—"jest" in case! In handy rolls for pocket or purse. Jests, Inc., Brooklyn, N. Y.

LAUGH IT OFF WITH A 'JEST'

Trade supplied by GERALD S. DOYLE, Ltd.
St. John's, Newfoundland.

Citizenship Responsibilities

Citizenship can be based on these esentials:

(a) Love of home.
(b) Group co-operation.
(c) Community spirit.
(d) Love of Country.
(e) Loyalty to one's committments.

Each of these can be sub-divided into the various sections that each entails to make up the whole as an essential.

(a) Love of Home:

I. True love of family life.
II. Willingness to serve.
III. Pride in Family Tree.
IV. Willingness to help mould enterprises.
V. Helpfulness in family efforts toward survival.
VI. Utilizing present opportunities.
VII. Respect for family members.
VIII. Respect for neighbours.
IX. Eagerness to lend an helping hand.

(b) Group Co-operation:

I. School Construction and Maintenance.
II. Harvesting.
III. Boat building, launching, etc.
IV. Church Construction and Maintenance.
V. New land development.
VI. Entertainments and Clubs or Societies.
VII. Repairs due to accidental destruction, fire. etc.
VIII. Farmers breeding groups.
IX. Fishemen's baiting groups.

(C) Community Spirit:

I. Road construction and maintenance.
II. Forest fire protection.
III. Community fire brigade, and maintenance.
IV. New or present waterfront equipments.
V. Harbour facilities.
VI. Attention to proper disposal of refuse.
VII. Co-operative stores and enterprises.
VIII. Public health campaigns.
IX. Sense of respect for community betterment.

(D) Love of Country:

I. Knowledge of Local Government, Councils, etc.
II. Knowledge of District Co-operation.
III. Knowledge of Country's Government.
IV. No prejudice of another's viewpoint.
V. No neglect of one's part to exercise franchise.
VI. Anxious to work in a Democratic way.
VII. Desire to build for the betterment of all.
VIII. Co-operation in industry.
IX. Desire to encourage small industries.
X. Co-operation in expenditure reduction.
XI. Respect for all lawful enterprises.
XII. Desire to enfranchise minorities.
XIII. Desire that arbitration settle disputes.
XIV. Neglect of no opportunity of showing loyalty to King and Country.
XV. Exercise the knowledge that Union is strength.

(E) Loyalty to one's Comittments:

I. Enforcemnt of law. Acting on juries.
II. Selection of day school teachers, re qualifications.
III. Consciencious work given to all assignments.

Appendixing these essentials with additional expansion and explanation:

(a) Love of Home:

The basis of a happy life for each indivdual is laid and built in the home. Good citizens grow from good seeds, and with application of good culture coupled with good environment produce good stock. Paternal and maternal duties are not only to the growing generation totally as a sole job, but fathers and mothers should be anxious to see to it that they themselves are trained and well equipped to take charge of that work. The complete growth and training of young children can never be begun right, or rightly completed unless the parents are equipped for such work. Thus it is seen that educated parents, socially, morally, physically and spiritually are essential.

(b) Families who live in the same community or on the same section of country have every need to co-operate. Shovelling snow for Doctor's visits, ropaire due to storms, earning monies for worthy causes, as public essentials, as schools and equipment, churches, charities, patriotic causes, gathering crops, repairs due to accidental destruction, as fishermen's boats, stages. New settlers building homes and clearing land. Buying co-operative utensils as a plough, a tractor, a crop-sprayer, etc.

(c) Community Spirit:

Local committees to look into the construction and maintenance of bridges, local roads. And menace or public nuisance as stray dogs. Possibilities of co-operative trading. The establishing of a nursing centre, and help in maintenance of hospital facilities.

(d) The public holidays always dated by the authorities should be fully observed by all especially adults, which tends to instil in younger folk sense of country's demands on their respect. A series of meetings where governmental duties could be discussed would enlighten the general public. And these meetings in their conduction would do much to train the attendants. No opinion should be ignored 'till it is fully explored. Democracy in practice is more effective than preached. The knowledge of thrift and banks will eventually find a place in these functions to be instilled in members lives and transmitted to their wards and descendants.

(e) Loyalty to one's committments:

Any official that is placed in any capacity by popular acclamation or otherwise should live honestly as a gentleman in all respects discharging his duties as efficiently as circumstances will permit. Not clothful in business but always working toward the goal of his calling.

Each individual knowing these things and practicing them shall tend to make a happy and as near as possible a perfect citizen as can be done.

—CLARENCE GOODLAND.

As the number of Adult Education Workers avilable at present is very limited. Communities wishing to take advantage of the Adult Education Programme, are requested to apply to this Department before August 31st, 1947. It may not be possible to accede to all requests.

In the words of Dr. M. M. Coady, the well known authority on Adult Education "OUR PROGRAMME IS FOUNDED ON THE BASIC IDEA THAT ADULT EDUCATION IS THE MOBILIZATION OF THE SPIRITUAL AND INTELLECTUAL FORCES OF THE PEOPLE FOR THE PURPOSE OF ATTACKING THE PROBLEMS CONFRONTING THEM."

The programme will consist of two parts which may be developed separately or concurrently as circumstances require.

Part one of the programme will consist of formal Academic classes in the three R's, commonly called Night Schools, which will be conducted two or three nights per week from October to March.

Part two of the programme will consist of Informal Study groups and discussions designed to study various problems of the community with a view to taking necessary steps to overcome them.

Such problems may include healh, food, clothing, buying, gardening, etc.

It should be noted that the Adult Education Worker is not necessarily an authority on any of these subjects, but rather a group leader, who studies the problems along with the people themselves as one of their group.

For expert and technical advice, the co-operation of the field staff of other government departments such as Agriculturalists, Co-operative Workers. Forestry Officers, Fishery Officers, Doctors, Nurses, etc., will be invited.

Maximum use will also be made of Visual Aids and official bulletins of the various Government Departments.

The implementing of this programme should be considered as a joint effort between the Department of Education and the Community. The Department furnishing the paid worker, equipment and necessary materials, and the Community providing the space, heat, light and seating accommodations.

When making application the following procedure should be followed:

1. Consult local clergyman or magistrate about the possibility of calling a public meeting for the purpose of appointing a local committee to take care of essential details.
2. Applications should be forwarded on behalf of the committee through the local clergyman o rthe magistrate.
3. When this is not possible applications may be forwarded direct to the chairman or secretary of the committee. Accompanying the application in such cases should be a certified copy of the minutes of the public meeting which elected the committee.
4. All applications should be addressed to the Director of Adult and Visual Education.

G. A. FRECKER,
Secretary for Education.

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Newfoundland Railway

Summer Schedule Now Effective

WESTBOUND

Foreign express trains leave St. John's 10 a.m. Sundays (Overland Ltd.) 5 p.m. Tuesday and Thursdays. Local express trains leave St. John's 5 p.m. Mondays, Wednesdays and Saturdays.

EASTBOUND

Foreign express trains leave Port aux Basques 9 a.m. Sundays, Wednesdays and Fridays, arriving St. John's 10.45 a.m. Mondays, Thursdays, Saturdays. Local express trains leave Port aux Basques 9 a.m. Tuesdays, Thursdays, and Saturdays, arriving St. John's 10.45 a.m. Wednesdays, Fridays and Sundays.

NEW SCHEDULE BONAVISTA BRANCH

Leave St. John's 5 p.m. Mondays, Wednesdays, Saturdays. Leave Clarenville 9.30 a.m. Tuesdays, 6 am. Thursdays, 12.01 a.m. Sundays. Arrive Bonavista 4.30 p.m. Tuesdays, 11.00 a.m. Thursdays, 5.00 a.m. Sundays.

Leave Bonavista 2.30 p.m. Mondays, 9.00 a.m. Wednesdays, 10.00 pm. Thursdays. Arrive Clarenville 7.30 p.m. Mondays, 4.00 pm. Wednesdays, 3.00 a.m. Fridays. Arrive St. John's 3.40 am. Thursdays, 10.45 a.m. Fridays.

Combination Car "Trinity" to be attached to Local Express Trains from St. John's 5 p.m. Wednesdays and Saturdays. Returning from Bonavista 10 p.m. Thursdays and 2.30 p.m. Mondays.

"I'm a bit worried about my wife," said Brown. "She was talking in her sleep, and saying: 'No Frank, no Frank'."

"Well, what are you worrying about," demanded his friend. "She said 'No,' didn't she."

• • •

It takes from 20 to 25 years for a cork tree to reach marketable age.

NOTES from PORT REXTON

PERSONAL

Port Rexton, July 1—Miss Mildred Randell, who had been attending college at St. John's, arrived home by Sunday's express.

• • •

Mr. Abraham Butler, employed by the Nfld. Railway on the S.S. "Glencoe," is at present spending a vacation at home.

• • •

Mr. Thos. Rex, Principal of the Port Rexton school, left by Wednesday's train to attend Summer School.

• • •

Mr. Roy Rex returned to Corner Brook by Wednesday's train after spending a vacation at home. He was accompanied by his mother. They will reside in future at Corner Brook.

• • •

Mr. Walter Penny arrived from New York by Thursday's express on a vacation visiting relatives and friends.

• • •

Mrs. Effie Ploughman arrived from St. John's by Thursday's express on a vacation.

• • •

Miss Clara Day is at present spending a vacation at home.

Mr. Sterling Randell recently arrived from Corner Brook on a vacation to his home town.

• • •

The following pupils of Port Rexton school left by Thursday's express to attend Summer School at St. John's: Misses Unice Ploughman, Murial Bailey, Hilda Randell and Mr. Lloyal Rex. We wish them every success.

—BLENHEIM.

CONFEDERATION LIFE

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We want to buy **Used Postage Stamps of Newfoundland** in any quantity. All kinds, old and new. Send offers, or better still, send stamps. We pay cash and reply by return mail.

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CONFEDERATION LIFE

To "Fishermen's Advocate" Subscribers

Keep your eye on the date of the expiry of your subscription, as printed on your address label.

Renew in time, so as not to miss any issues in those days of much news at home and abroad.

The Fishermen's Advocate
The Voice of the North

PORT UNION, NFLD., SATURDAY, JULY 12, 1947

The Slough of Despair

It is not a mistake to call the Bonavista Road the Slough of Despair, for there are many of us in these parts who despair of ever having a decent road again in these parts. True there have been a lot of time and money spent on it but despite that—the road surface is rough and the other night a newly finished section after a heavy shower of rain was little better than a bog. The result—3 cars and a truck stalled and travellers on the road all night. Thus this road, which should be a veritable "golden street" from the standpoint of money spent on it, is yet a backwoods lane.

Once upon a time in the dim past pharaoh of Egypt, being a hard and angry man, ordered his slaves, the Hebrews, to make as many bricks finding their own straw as they used to make when he was finding the raw material. We need have little imagination to realize the hardship imposed on the brick makers or the deterioration in the quality of bricks.

Despite the fact that we are living in the 20th century, in an enlightened country and under a civilized government, we are faced with a similar situation as regards the building of our roads. The pharaoh of the Commission of Government orders his road builders to build roads without machinery. Supplied with one old and worn-out power-shovel the road-builders in this section must consider themselves mechanized, and we suppose that the people of the area are expected to be humbly and devoutly thankful that the pharaohs have displayed such remarkable munificence as to supply them with an old shovel.

Perhaps there is something wrong with us. Maybe our benighted minds can see things only from a biased angle. Perhaps in our shortsightedness we fail to attain that pure state of reasoning which would put our hearts in accord with the desires of our noble lords and masters. Maybe they are our benefactors. But if so we cannot help it for me aren't at all grateful for the treatment handed out to us. Wasted public funds, rough roads, washouts and boos and travellers squelching home through the rain, potholes and humps—these are not what we think to be our just deserts. This road is important. Everyone knows that therefore there is no need to belabour the point. It requires greater attention. More machinery is needed to do a decent job on the road. We do not profess to be engineers but any one with the average amount of common sense knows that a roller and grader would make a tremendous difference to the job now being done on Bonavista road. Certainly these machines can be obtained. They should be sent down for a while anyway. If a grader was here for one week it would make a tremendous difference. There are rollers and graders in the country and they are in use constantly elsewhere. Do certain places in this country own them? Have they got a special claim on them? It is time that direct action was taken in this matter and definite results obtained.

A short while ago the Motor Car Association was reinstituted. It seems to us in this instance they have a job on their hands to which it is their duty to give immediate attention. Better roads, we presume, is one of the main reasons for their existence and we suggest they persist in their efforts to force this issue through to a point where results are achieved rapidly.

The Experts Explain

No doubt many of our readers have heard the broadcast report of the experts investigation into the Newfoundland Railway. As was to be expected their report directs attention to the obvious and is off the beam in its recommendations.

Of course no one who has followed the long history of experts in this country expected anything wonderful. Only the government is so optimistic as that.

Ever since we have had that paradox of British democracy, the Commission of Government, we have been afflicted with periodic visitations from hordes of experts. As a matter of fact the coming of the Commission of Government of 1933 was preceded by an influx of experts. Their appearance heralded the new system of dictatorship which thus far has survived in Newfoundland. Perhaps, then, there is some relationship between this peculiar form of government and experts. Hence, due to this affinity, experts, like locusts, swarm over the land.

The latest influx of experts have now given tongue to their findings. Amongst other things they want to raise freight rates, close down the Bonavista Branch and streamline personell.

We will deal with the latter first: As regards duplication of staff and inefficiency in certain spheres we fail to see why experts had to be mported to discover this. The most complaints we used to hear were regarding the dock—the high cost of getting jobs done, etc., which made ship owners avoid it when possible. And of course the railway deficit was always a succulent morsel for railway critics. This brings us to the matter of closing branches.

It seems these experts are working on the theory that the railway must run as a paying business. If that is so why not close it down altogether? Our understanding of the Newfoundland Railway is that it is a public utility, and that while it must be run, as must all government departments, as economically as possible consistent with the services it must give, it must not necessarily pay its way. If, then, important branch lines are to be cut off, simply because they lose money, in that case we suggest that all post offices, public wharves, custom offices, police officers, etc., be discontinued except where they pay their own way. In fact, we go further, and make an even brighter suggestion. Let **all** public utilities be abandoned and the government itself cease to function. This will save the country nearly 40 million dollars a year and we won't be much worse off than the Beothics were when Cabot landed here 450 years ago.

But seriously, the Railway has done an excellent job over the years. Caught at the beginning of the war with the limited facilities which our shaky economy and commerce could barely provide, this Newfoundland Railway did a prodigious job. During these hectic and glorious days, when this country was the bastion of Atlantic defence, while naval, air and army bases for the United States, Canada and Great Britain were being constructed on these shores, and while the troops of our great neighbours were pouring into this island, this system, run down during the needy days of depression, moved stupendous quantities of men and material and did a giant's job. And during these years, although new equipment was purchased, its rolling stock and tracks took a terrific beating. But it expanded—and paid for its expansion with money **borrowed** from the U.S.A. While other countries were grabbing lend-lease, and our own government was giving our territory away as free gifts, **the Railway paid.** So, although just now it may be popular to point the gun at the railway management, it is well to remember what part the government itself played and is playing, and ask ourselves the question: Is the railway the only department which ought to be investigated? Does not the same principle of economy and streamlining apply to all?

Of course we want the railway's expenses cut down. Of course we want its efficiency to go up. And these things can be arranged without the assistance of imported experts. But we want it to be thoroughly understood that the primary purpose for the Newfoundland Railway is to give service.

As regards a Canadian Engineer to advise about the Topsails! Ye gods! We venture to state without fear of contradiction the railway has the men now who can do that! As to our friends the experts, we suggest they be kept here until next winter and provided with the useful job of shovelling snow—on the Hump.

Practical Patriotism

The announcement of the winners of the O'Leary Essay Contest brings to a close a unique and praiseworthy effort on behalf of both the literature and history of our native land, and in congratulating the winners we would also congratulate Mr. O'Leary for the fine gesture he has made, which after all is in keeping with his consistent efforts to make Newfoundland and her history better known to her people.

The effects in terms of national pride and endeavour of such a contest as that which has just concluded are bound to be widespread. Just as the ripples from a pebble cast in a pool keep spreading in ever widening circles, so do the effects of patriotic sentiment reach out and colour individual action although the ripple itself may be imperceptible.

We have often stated in these columns that Newfoundlanders take too little pride in their own land. Too often we know more about British and American History than about our own. We observe English, Irish and Scotch holidays rather than our own. We often consider ourselves as English, Irish or Scotch rather than as plain Newfoundlanders. Certainly it is time we looked at ourselves with clear, unbiased eyes and while paying mete homage to our ancestry declared definitely to ourselves and the world that we are Newfoundlanders. And in this we have nothing to be ashamed of. Rather is there cause for just pride. We have fought against tremendous odds, and emerged scarred—but victorious, and with the wisdom born of desperate circumstances, and in the factors contributing to the promotion of national knowledge and pride the Essay Contest just concluded does not rank least.

NEWFOUNDLANDERS NAVIGATE BETTER THAN THAT!

One of our well known St. John's Manufacturers in conversation with a Canadian business man recently, made reference to the discovery of Newfoundland by John Cabot, or to the Landfall of Cabot at Cape Bonavista. The Canadian, of course, as these people will, maintained that the Landfall was at Cape Breton. Not wishing to appear discourteous the Newfoundlander pointed to a map of the World, and tracing a course from Bristol to Cape Breton wondered how any Mariner could possibly miss anything so large as Newfoundland both coming and going, if he really did land at Cape Breton. The Canadian explained that navigation in those days was not an exact science, and one did quite a bit of wandering over the ocean instead of going direct to any destination. "Well if that's the sort of mariner Cabot was I guess you Candians had better have him," was the comment of our City friend.

RAIN SAVES TRAYTOWN

The heavy rains of Tuesday night saved the settlement of Traytown, which had been in imminent danger.

One house, unfinished, had burned in Traytown but the rest of the settlement was saved. The fire at Hall Bay also was put out.

A view of the Power House of the Union Electric Light and Power Co., and the river. Many salmon are now making their way up this stream.

Catalina COMMENTS

Mr. Anthony Stagg arrived home this week.

* * *

Miss Aggie Raymond left on Wednesday to spend a vacation at Gander.

* * *

Mr. A. M. Murphy motored to St. John's on Wednesday with Mr. H. A. Dawe.

* * *

Mr. Max House, Jr., left for St. John's this week to enlist in the U.S. Army.

* * *

Mr. John Joy, accompanied by his parents, Mr. and Mrs. John Joy, Sr., and Messrs. Isaac and Wilfred Winsor, motored to St. John's on Monday.

* * *

Mr. Gilbert Clouter arrived on Thursday from Canada on his first visit home in many years. He is the guest of his brother Mr. Alan Clouter.

* * *

Sergt. Clarence Coleridge, accompanied by Miss Lorraine Chafe and Mr. and Mrs. Wm. Chafe, arrived home this week to spend leave with his parents, Mr. and Mrs. Wm. Coleridge.

* * *

Visitors from St. John's on Sunday and Monday included Elder C. C. Weis, Mr. and Mrs. George Andrews, Mrs. E. Dawe, Mrs. E. Simmons, Mrs. Hodder, Miss Alma Butler and Miss Ivy Woodland.

* * *

The I.O.O.F. of Bonavista, which has a number of members here, motored from Bonavista on Sunday, paraded to the C. of E. cemetery where their brief but beautiful memorial service was held at the grave of their departed brother, the late Hon. J. G. Stone.

* * *

CARBONEAR MANUFACTURER VISITS HERE

Last Saturday Mr. Henry A. Noel, accompanied by Mr. R. W. Earle visited Port Union. Mr. Noel is the well known matress manufacturer and was making personal contacts with the firms in this area which handle his product. They left here intending to do some fishing on the return trip. Their reports on the road were encouraging. They found little difficulty in following the road, and in their opinion the road is fairly good.

Messrs. Noel and Earle are our first visitors from Carbonear, and this visit of a manufacturer to his customers illustrates the great advantage to trade which the Gabot highway has given.

FLYING SAUCERS SEEN OVER GRAND FALLS

"Flyng saucers" have been seen over Grand Falls, it is reported. These mysterious objects have been sighted all over Canada and the states and in Johannesbury, South Africa. Thus far there has been no solution to the mystery offered.

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Nfld. Delegates Resume Meetings with Canadians

Ottawa, July 6—The Newfoundland delegation will resume its full dress talks with members of the Canadian government here tomorrow, continuing discussions on the complex problems of union after a four day recess.

Hon. F. G. Bradley, leader of the seven men from Newfoundland's National Convention who came to Ottawa to see if an equitable basis could be found for their country's entry into the Canadian Federal Union, said tomorrow's session would take up where Wednesday's left off. "We will 'continue to question the Canadians." he said, "on how the British North America Act would operate in Newfoundland, and how it would alter the present setup there."

Last Wednesday the Newfoundlanders submitted some two dozen written questions to the Canadians in an effort to get the clearest possible picture of the division of the existing public services in Newfoundland between Federal and Provincial governments in the event of union, and to learn the details of the services enjoyed by Canadians but not by Newfoundlanders which would be extended to the island if it became a Canadian Province. Written replies to these questions have been promised to the Newfoundlanders tomorrow.

The Newfoundlanders, who arrived here 12 days ago, have been making slow but steady progress assimilating a mass of data supplied by the Government here on the operation of the Canadian system of government. But withal, the discussions are still in their early stages since the thorny question of financing a provincial government at St. John's has not yet even been broached.

One committee of the delegation was named last week, and conferred with Canadian Fisheries Department officials on Friday and Saturday to learn their opinion of how Canadian administration of Newfoundland's fisheries in the event of union would affect the island's most important industry.

Another committee is scheduled to be named early this week to meet officials of the Canadian Department of Transport and the Canadian National Railwys. Its particular task will be to find out how Newfoundland's railway, coastal steamship and harbor services might fit into the Canadian Government organizations which operate similar services throughout Canada.

The Newfoundland delegation will be back at full strength when meetings with the Canadians are resumed tomorrow. For the last three days, four members of the delegation have been in New Bunswick and Maine inspecting fish processing plants as the guests of Senator Neil McLean, whose wide fisheries interests include a plant at Bay of Islands, Newfoundland.

Signs Needed On Cabot Highway

BEST SCENERY ON ROAD ON THIS END

On Sunday Mr. Aaron Bailey, General Manager of the Union Electric Light and Power Company, returned from St. John's by car over the Cabot Highway. Interviewed by the Advocate on his return Mr. Bailey said the best stretch of road this side of Brigus barrens was the George's Brook-Lethbridge road. There are other sections, very good, including the section from Hillview to Clarenville. There are still sections of the road, he said, which are in a rough state of construction and are by no means completed and it will in all probability require all this season to get the road in shape.

Mr. Bailey said the absence of signs made a lot of guessing necessary and that on cross roads the Highroad department should have signs placed. He said there are three or four places in particular where there are cross roads which should have signs.

He also thought that the names of each settlement should be displayed.

Speaking of the scenery he said that it was much better from Goobies to here than anything this side of Holyrood. From Broad Lake to Arnolds Cove he described as moor-land, with a low fog, like Dartmoor.

Driving time from St. John's to Port Union was nine hours.

Marshall Studios Photo Cabot Highway

On Monday Messrs. Cyril Marshall and Everette Brown of Marshall studios, who had paid a preliminary visit here on Friday, returned in connection with the photo coverage of the Cabot highway which they are making. Messrs. Marshall and Brown photographed places of interest here and at Catalina, made a number of interviews and continued on to Bonvista.

While here the Advocate interviewed them and was told that the photo coverage is being made specifically for the Western Star at Corner Brook, and will perhaps be used by papers in Canada and the United Kingdom.

Marshall studios have been doing a good job of photo reporting and the results of their tour of the Bonavista peninsula will undoubtedly make an interesting and informative feature.

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That each succeeding age of men,
For richer talents tries.

Science we weild with skill,
To forge the pure alloy,
And purge the finest of the wheat,
A work no gold can buy.

We shape a nation's thoughts,
And build in living frames,
With righteous ire and noble views
The sparks burst into flames.

We are the master minds,
Who use God's mental clay,
Expelling animal instincts,
And usher in the day.

—CLARENCE GOODLAND.

PUBLIC NOTICE

APPOINTMENT OF ASSISTANT TRADE COMMISSIONER IN THE UNITED STATES OF AMERICA

Applications are invited for the post of Assistant Trade Commissioner in the office of the Trade Commissioner for Newfoundland in the United States of America.

2. The office of the Trade Commissioner is situated in New York. The Assistant Trade Commissioner will be required to provide his own living accommodation.

3. The salary is $3,000 a year, together with $1,500 a year living allowance; it would be for the present non-pensionable.

4. Applications should reach the undersigned not later than the 26th of July, 1947.

K. J. CARTER,
Secretary for Natural Resources.

Admiral Byrd found plants growing within 200 miles of the South Pole.

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APPETIZING APPLE CAKE

RECIPE

Add 1 envelope Royal Fast Rising Dry Yeast and 1 teaspoon sugar to ½ cup lukewarm water, and let stand 10 minutes. Then stir well. Scald ½ cup milk, add 3 tablespoons shortening, ¼ cup sugar and ½ teaspoon salt and cool to lukewarm. Add 1 cup sifted flour to make a batter. Add yeast mixture and 1 beaten egg. Beat well. Add 2½ cups sifted flour, or enough to make a soft dough. Knead lightly and place in greased bowl. Cover and set in warm place, free from draft. Let rise until doubled in bulk, about 2 hours. When light, punch dough down and divide into 2 equal portions. Roll dough ½ inch thick; place in 2 well-greased pans (8½ x 11½ x 2" deep). Brush tops with melted butter or shortening; sprinkle with ¼ cup granulated sugar. Peel and core 12 apples; cut into eighths; press into dough, sharp edges downward; close together. Mix 1½ teaspoons cinnamon with 1 cup granulated sugar; sprinkle over cakes. Cover and let rise in warm place until light, about ¾ hour. Bake in moderate oven at 400°F. about 35 minutes.

A Contrast

(Canadian Fisherman)

During the past few months nearly every Association or Convention meeting held by commercial fishermen have discussed the need of improved quality seafoods to achieve consumer preference and also coupled with this to bring the price of fish into proper line with other foods.

Through spending a day in one of Canada's leading cities a few impressions and observations were made which is of interest to fishermen and producers, as neither, through lack of time or interest, actually see what happens to their product after it has left their hands. The day commenced with an excellent seafood dinner and it was with high hopes that a tour around the retailers shops was begun. The first shop was at a large department store where six men in spotless white linen were busily engaged in serving customers. It was not a traditional fish day which made it all the more gratifying. The clean atmosphere and counter display encouraged the most wary to buy.

Deeply and favourably impressed with one retailer, a second store was visited. This store was located on a main thoroughfare with every advantage to attract the hundreds of shoppers passing by. There was no window display of seafoods. The fish counter was dark and drab in appearance. To be more descriptive it was lifeless and antagonistic. The display reminded one of a rubbish heap. One feminine prospect murmured "messy" as she turned and walked out. The clerk, dressed in dirty linen nonchalantly shrugged his shoulders; no doubt he had heard many such comments.

How is the fishing industry to overcome this contrast? One may sincerely preach quality at Conventions and local meetings but it does not solve the problem or teach the man who is representing the industry and selling its products. One solution is for the industry to act itself instead of talk. Good fish is old because it is profitable. The fishing industry has not yet gained from the lessons learned by their competiors, the meat, poultry and dairy industries which instituted quality control and merchandizing which they have achieved all along the line and today is confidently accepted and relied upon by the consumer. This was done by the industry itself and not left to the individualistic attitudes of those who meet their customers. In other words, seafood producers must supply and direct a full scale programme in support of quality control and merchandising techniques. Few in the industry realize the importance of this while the majority are content to sit back and deliberately refuse to look beyond their own little sphere of influence. Such individuals in the industry are guilty of high treason in the first degree.

The fishing industry is not lacking in men of ability and initiative. Now is the time for the whole industry to actively and wholeheartedly support a definite policy of quality control, graded products, education within the industry itself and to the consumer. Any such programme will be a long and difficult one but it is one which the fishing industry can no longer afford to put off.—W.S.

—o—

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FOR SALE

A MARE and COLLAR. Mare is 8 years old and weighs 1,000 lbs. For further particulars apply

MAX RYAN,
Port Rexton, T.B.

To Keep Young
And healthy and beautiful

In this day and generation of speed and high tension and worries and anxieties, the nervous system is subjected to a tremendous strain.

Wrinkles and carelines and sleeplessness and irritability come early to rob one of youth and beauty and the joys of healthful living.

Many thousands of women have found a great friend in Dr. Chase's Nerve Food because it helps them to keep young and energetic and attractive.

You can avoid the tired feelings, the listlessness and lack of energy which so detracts from your charm and personality by using this time-proven food treatment, to make the blood rich and red and restore nerve force to the whole system. Why not get started with this great restorative to-day?

For New Pep and Energy use
DR. CHASE'S NERVE FOOD

Trade supplied by GERALD S. DOYLE, LTD
St. John's, Newfoundland.

Salmon Running Up River

CONST. BRAZILL CHECKS POACHERS

Salmon are running up the river this week, and as has been the pernicious practice from time immemorial youths, unable to resist the lure of the shining fish, according to reports, have been poaching in the river.

On Wednesday Const. Alan Brazill inspected the stream and promptly took measures to safeguard the salmon in the river. His investigations disclosed that salmon had been unlawfully taken from the river.

Of recent years salmon have been decreasing and although there are undoubtedly several causes, the destruction of the fish near their breeding grounds may be a contributing factor. Salmon fishing in rivers has therefore been confined to fly fishing which apart from being an excellent sport provides a big tourist attraction, and causes little depletion to the numbers of fish.

—o—

Elizabeth, N.J., Bank Manager Visiting Catalina

Formerly Worked With Bank of Nova Scotia

Mr. Richard Emberly, accompanied by his wife, nee Miss Bertha Clouter of Catalina and two sons, Donald, 15, and Arthur, 11, is at present visiting Catalina where he worked in the Bank of Nova Scotia from 1920 to 1924.

Mr. Emberly is now Manager of the Elmora branch of the National State Bank of Elizabeth, N.J.

After leaving Catalina Mr. Emberly worked for two years in the Bank of Nova Scotia at St. John's. He then went to Elizabeth, N.J., where he entered the employ of the National State Bank of Elizabeth. In 1930 he opened the Elmora branch and became its Manager, a position he has held for 17 years. This Branch with 8 employees handles 6,000 accounts and deposits of nearly $5,000,000. The work of the comparatively small staff is greatly facilitated by the use of 4 book keeping machines and 2 savings machines.

Mr. Emberly is the son of Mr. and Mrs. George Emberly of Burin. His father is now sick and he and his family are enroute to visit him. He and his wife have both been absent from Newfoundland for 20 years or more.

Mrs. Emberly is the daughter of Mr and Mrs. Arthur Clouter of Catalina.

The Emberly family motored from Elizabeth to North Sydney, passing through New Jersey, New York, Connecticut, Massachusetts, New Brunswick and Nova Scotia, travelling a distance of 1152 miles.

They are leaving here by S.S. "Glencoe" and after visiting Burin will return to North Sydney, pick up their car from the garage near the dock and motor back home.

—o—

Bus Service Planned For Cabot Highway

We understand that Mr. Robert Haynes formerly of Catalina, now of St. John's where he operates with the well known Pleasant Taxi, has a 12 passenger station wagon on order. Mr. Haynes plans on instituting a bus service between St. John's and Bonavista over the Cabot Highway. Mr. Haynes has built up a large and satisfied clientele in his taxi business in St. John's, and if his bus service can give the same customer satisfaction it will undoubtedly be successful.

—o—

Letters to the Editor

This paper assumes no responsibility for the opinions of its Correspondents

THEOPHILOUS TWIDDLE SAYS "I TOLD YOU SO"

(Editor Fishermen's Advocate)

DEAR SIR—Some time ago I essayed to write you a dream I had in which I saw motorboats being used on the Bonavista road. However, fantastic as it was, it yet contained the elements of truth. Although boats are not in use in the road as yet, nor have any cars with their occupants disappeared permanently, yet the road in places is a river of mud this morning and a number of cars spent last night in the wilderness, hopelessly stuck in the mud after wallowing awhile in the mire of Bonavista road.

This is still 1947. At this rate what will it be like in 1997.

Last night was a good night to be under the roof of one's home. The rain was falling in sheets at midnight, and those travellers whose cars bogged down last night must have had a thin time of it.

Wading home in the cold light of early dawn was not so good either. Certainly it is high time that some real road-building was done here. It is unfair to lay all the blame on those actually doing the job if the department of government which employs them refuses to give them the tools with which to work and the machinery which is essential today.

Meanwhile I have several suggestions to make regarding what might be done with the Bonavista road. They are: (a) Ditch it in the center instead of by the sides, thus making it immediately passable to small boats. (b) Equipping all autos using this road with pontoons and propellors. (c) Contrive to have the personnel of the Dept. of Public Utilities marooned on the road as were last night's travellers. The latter would unquestionably have a most beneficial result.

Yours truly,

—THEOPHILOUS TWIDDLE.

Catalina,
July 9th, 1947.

—o—

RAYMOND ELLIOTT, of Catalina who died overseas while serving with the Forestry unit.

MAKING SUCCESS CERTAIN

It quite often happens that a single advertisement in the columns of THE FISHERMEN'S ADVOCATE will bring surprising results; but the advertisers who make success certain are the ones who run an insertion regularly each week.

STAR blades make your razor perform miracles.

Tehy are made through the use of that SECRET STEEL FORMULA 6NX.

The secret 6NX formula tempers the steel, making it tougher and produces an amazing super keen edge which lasts longer! Now you can enjoy smoother, fresher and more economical shaves.

DON'T DELAY ------- TRY STAR TODAY!

Remember—the 6NX process is exclusive with STAR blades.

Distributed in Newfoundland by

National Wholesalers Ltd.

Broadway Corner Brook West.

(The new STAR razor comes in a very attractive cardboard box packing, or coloured plastic case)

ST. PETER'S CHURCH, CATALINA

This year St. Peter's Parish celebrates its centenary.

Advertise in "The Advocate"

PRINTING

Write Our Job Printing Dept. for Your Printing Requirements.

Letterheads
Billheads
Church Statements
Pamphlets
Reports., etc. etc.

Do you know that printed station ry from us costs approximately the same as ordinary plain stationary?

The Fishermen's Advocate Pub. Co.,
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It's wonderful - NO OVERNIGHT BAKING -

Makes Better, Finer Flavored Bread in ½ the time

4 ENVELOPES PER CARTON
EACH ENVELOPE MAKES 5 LOAVES

REX keeps fresh for weeks without refrigeration
As Quick Rising as Fresh Yeast

LALLEMAND'S
REX-Quick-Rising-Dry Yeast-at Your Grocer's

For Sample of REX YEAST and recipe write
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Tires ! Tires !

Goodyear 600x16, 6 ply,

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Also Fan Belts, Tire Pumps, Car Horns and other auto accessories.

Martin's Garage

Catalina

What the Papers are Saying

CLIPPINGS FROM LOCAL AND FOREIGN NEWSPAPERS

JUNE'S REVENUE
(Evening Telegram)

Although June's revenue was slightly less than expenditure, it was so much higher than the same month last year that there is ample cause for optimism over the final turnout of the current financial year. Last month's revenue totalled $4,924,630 or $1,730,486 higher than June, 1946. Expenditure for June at $4,953,245 left a deficit for the month of $28,615.

All the revenue producers, with the exception of Natural Resources, topped the returns for June, 1946 and aided in bringing the three-month toal April to June to the record amount of $14,849,568, almost two millions higher than the same period a year ago. Expenditure for the three months total $9,832,962 leaving a surplus from which to draw for the other months which may not exceed expenditure of $5,016,606. At the same time last year the surplus at this period stood at $3,921,550.

The 1946-47 fiscal year broke all records both for revenue and expenditure and it looks like the current year will be no exception and appears to be surpassing last year in both categories.

Whether or not the Finance Commissioner's estimate of expenditure for the current year of $37,574,000 will be exceeded remains in doubt, but it does seem that he has followed closely in the footsteps of his predecessor in being a bit too conservative on the ultimate revenue return. He budgeted $35,702,500 for the current year which is almost two million less than last year's returns which totalled $37,247,000. Already in three months there is almost two million dollars more in the exhequer than at this time last year so that the budgetary estimate seems to have been overcautious.

Customs and the Assessor which in the year ended March 31st contributed eighty-three per cent of taxation "in the strictest sense," to use the Finance Commissioner's own words, have already rolled up the substantial sums of $6,327,184 and $7,037,084, respectively, in the first three months of the current year. Last year the combined total of these two departments was $31,000,000 and this year they have been estimated to garner a million dollars less. So far the Assesso's returns are two-thirds toward the goal of $10,500,000 and apparently will surpass this amount with a new record. Customs has been budgeted to yield $19,500,000 and with six million dollars in hand should have no difficulty in passing the estimate.

No great reductions were promised in the last Budget and whatever tax alterations were made will not have any effect in reducing the revenue. Only a complete wiping out of all the additional levies imposed during the war, under the emergency of the hour, can have immediate effect of relieving the onerous burden of taxation now being shouldered by the population.

The delay in the progress of the international trade conference at Geneva from which it was hoped this year would result in a reorganization of the tariff on many items relative to improving trading conditions genally, will hardly become effective in the current fiscal year. By the time agreement has been reached and the various experts here and in the other countries concerned come to mutual understanding on eciprocal trade, even next year will be far advanced.

THE NEW COMMONWEALTH
(Daily News)

We have become so used to thinking of members of the British Commonwealth as domin ons that the intention to give formal use to only the longer term seems like a remarkable and even unnecessary change. Of course, some of the dominions have found that a word suggestive of any kind of domination is derogatory to their national pride. But this feeling might not have been strong enough to bring about a formal change were it not for the extreme sensitivity of the Indians who are soon to add two new members to the Commonwealth. In deference to them and to those other dominions who prefer a different designation, the term commonwealth is to have official use in reference to Canda, South Africa, New Zealand, Australia which is already a Commonwealth, Pakistan and Hindustan In a sense we suppose the term will be also applicable to Newfoundland unless the people of this island should agree to a change of status. As for the Dominions Office, we shall find the new name of Commonwealth Office coming less lightly off the tongue. However, we may be assured that the Secretary of State for Commonwealth Affa rs will not by the assumption of that somewhat pretentious title acquire a more enlightened outlook so far as the small Commonwealth of Newfoundland is concerned.

Since the word Commonwealth is most specifically applied to a form of government in which the people have a direct voice, it is far from certain that we have any legal right to its application to us until such time as we decide to run our own affairs. The problem in the past has been overcome by distinguishing us not as a dominion or a colony but as the Island of Newfoundland, a title that suits us well enough for we are less careful of the dignity of our appelation than we are of the general welfare of our people. As for that broader organization of which we are a member, the British Commonwealth of Nations, it will be no whit the weaker for a change of name. The King may lose the title of Emperor of india but will gain instead the dignity of King of Pakistan and Hindustan to be held until such time as, their differences resolved the people of India may decide to confront the world as a united Republic But that time may be remote. In the meanwhile the ordinary man may continue for a long time to use the term dominion because it is so much easier to say. In time to come, however, he may be so weaned from this habit that the Commonwealth of Canada or the Commonwealths of the British Empire may become phrases as familiar to his tongue as household words. May we hope that in the literal sense of a country of the British Empire in which the people have a direct voice in the conduct of affairs the term Commonwealth of Newfoundland will become equally familiar.

THE TEACHER AND HIS CLASS

I felt as oft did Hercules,
When standing 'midst the pigmies,
So little knowing of the strength,
And garnish secret mysteries.

Yet dared they him to combat stern,
And marshalled for a mortal fight;
Now ranks on ranks the scholars Arm'd,
To seek through knowledge for the light.

And so we set our sails for Troy,
To wage a war 'gainst Euclid's art,
We scaled the walls of history,
The bonds of language tore apart.

With scientific ways and means,
We fought as only can the free,
Though tossed about yet sure we sailed
The rough examination sea.

And now when all had passed the tests
Had purged their minds and cleaned their faults
I felt as often Jason did,
When standing 'mong his Argonauts.

—CLARENCE GOODLAND.

MYSTERIOUS FLYING OBJECTS REPORTED OVER NORTH AMERICA

An air mystery, which in these days of fantastic weapons, is causing some concern and has led to the United States Army Air Forces to place jet fighters and other military aircraft on the alert on the Pacific coast in the hope of chasing and explaining the mystery of the flying saucers.

The strange objects shaped like a saucer and travelling an estimated 1200 miles an hour have been reported in the Pacific North West Vancouver, Prince Edward Island and Ottawa.

First sighted on June 25th they were treated with scorn but they have been reported every day since up to Saturday.

Air force authorities and scientists are alike puzzled. The objects have been seen single and in groups.

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HEAT-RESISTING TOP-OF-STOVE WARE
SOLD AT LEADING STORES EVERYWHERE
AGENT: STANLEY ELLIOTT LIMITED, ST. JOHN'S

June Bride—The chicken-a-king doesn't taste quite right darling. I'm afraid I left something out of the recipe.

Darling—That taste could never come from something you left out. It must be something you put in.

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To Our Subscribers

Each subscriber can see the date when his paper expired on his address label on the paper.

We will continue to make the Advocate as newsy as possible, giving our readers the best news of the week, local and foreign, with other interesting reading matter on current topics as well. Keep abreast of the times and read **The Fishermen's Advocate.**

If there is a Union Store in your locality you can hand your renewal to the Clerk in charge who will forward it to us. If sending to us direct fill out the attached, enclose **One Dollar** and forward today. **Do it now!** Address your letter to the Company, not to individuals.

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Port Union, T.B.

Dear Sirs,—

I enclose herewith **One Dollar ($1.00)** for which please send me **The Fishermen's Advocate,** for 194 .

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12 BIG NEW ADVANTAGES

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LIKE HEARING NORMALLY AGAIN!

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FREE! FREE!

Mail to Above Address.

Gentlemen:
I would like to know more about the new, smaller Beltone Mono-Pac Hearing Aid. At no obligation to me, please send FREE booklet or arrange for a demonstration at my convenience.

Name Phone

Street City

Recommends Two Branch Railway Lines Be Closed

Considers Railway Overstaffed, 2nd Class Fares and Freight Rates Too Low; Urges all Transport Be Placed Under a Board

While the investigator into Railway matters—H. E. O. Wheeler—who wasbrought here at the instance of the Government, considers that both the Bonavista and Brigus (more commonly referred to as Carbonear) branch lines should be discontinued, he urges in his report that road and air services, which tend to form strong competition to the Railway, should be merged under a Transportation Board who would control all forms of transport.

In regard to the Topsails route, which occasions frequent delays in winter and where costs of snow fighting are heavy, Mr. Wheeler hesitates to offer any opinion of his own and suggest that the views of a competent Canadian engineer be secured.

Of the Railway as a whole he finds it overstaffed and over-divided wit hexecutive departments of which there are thirteen including the General Manager. For a railway of this size he considers this excessive.

To overcome this he advocates abolition of the present division of the railway in two sections (St. John's to Bishop's Falls and Bishop's Falls to Port aux Basques) and placing the control under one official to be called superintendent of the lines, with an assistant on the western diision. All control of general freight, passenger agents, express matter should, he argues, be under this official who would control "everything that runs on wheels."

The dockyard's need only one marine superintendent, he considers.

The superintendent of motive power might remain unchanged until the present occupant is retired when, he suggests, a chief mechanical engineer should be appointed.

He does not object to the present purchasing agent system but considers stores are too scattered and out of efficient control. The car service department might well be abolished he considers.

Urges Higher Rates

Passenger rates of the second class are considerably too low Mr. Wheeler considers and instances the second class fare to Port aux Basques as being only half first class. He considers the second class rate should be four cents a mile, effective from the first of October next. Freight rates require a ten percent all round increase he recommends.

In regard to the Transport Board which Mr. Wheeler suggests to contol all forms of public transportation, his proposal is that this should consist of two transport experts, an engineer, a lawyer and a "representative of the public," the services to be administered by the General Manager of the Railway. This board should in his opinion plan all transport to provide orderly control.

A reduction of staff and maximum use of equipment afford the only means of economy he states, and suggests a committee of three should examine every branch of the railways operations and report their findings to the General Manager. This committee to set as its objective a ten per cent reduction in cost of operations.

Finally Mr. Wheeler advises the acquisition of six new locomotives and eight new steel passenger cars to replace forty-year-old wooden cars now in use.—Daily News.

CONFEDERATION LIFE

TRANS-ATLANTIC PASSAGES arranged for you by

FURNESS, WITHY & COMPANY LTD.

GENERAL AGENTS IN NEWFOUNDLAND

NOTICE!

HANDICRAFT TRAINING, 1947-48

Applications are invited from prospective students, male or female, wishing to participate in the second series of Handicraft Courses commencing on the 1st of October, 1947, at the National Handicrafts Centre, King George V Institute, St. John's.

2. In this series, courses will be given in the following crafts—

Dressmaking
Novelty Making
Rug Hooking
Leathercraft
Weaving
Beaten Metalcraft
Stone Polishing
Drawing and Design
Woodworking and Cabinet Making
Mechanical drawing
Woodcarving
Clay Modelling
Cooking and Nutrition.

3. The courses will be divided into two terms, the first starting on the 1st of October and ending on the 31st of December, 1947, and the second beginning on the 2nd of Janaury and ending on the 30th of April, 1948. Students who show satisfactory progress and ability during the first term and who wish to remain for the second term in order to take more advanced courses will be permitted to do so.

4. For further information regarding these courses and the selction, etc., of students therefor, please write the Director of Handicrafts, National Handicrafts Centre, St. John's.

K. J. CARTER,
Secretary for Natural Resources.

A mole can dig a passage 100 feet long in a single night.

* * *

For thickening gravy or chicken stew, or clear soup, try sago; it takes about 20 minutes to cook.

* * *

Put a piece of stale bread in cabbage when boiling. This will lessen the disagreeable odor.

CATER WILSON ANDREWS, Ph.D.

Brilliant young Newfoundlander, Cater Wilson Andrews, who has just gained his Ph.D. at Toront University, is to take up a position on the staff of Rutgers' University, New Jersey, it was announced.

Born 1916 at Wesleyville Cater Andrews has had a brilliant academic career. Attending Memorial University College he went into the Newfoundland teaching field in United Church schools for several years.

Gaining his B.Sc. at Mount Allison University in 1942, Mr. Andrews obtained his M.A. in 1944 from the University of Western Ontario. Then he served as Assistant in Zoology at the University of Toronto. Previously, he had been a Demonstrator in Zoology at the University of Western Ontario. Soon, he was appointed Demonstrator in Zoology at Toronto University as well.

Here with his wife, the former Martha Hill, daughter of Captain and Mrs. Sidney Hill, Mr. Andrews will vacation in this country before taking up his appointment at Rutgers in New Jersey.

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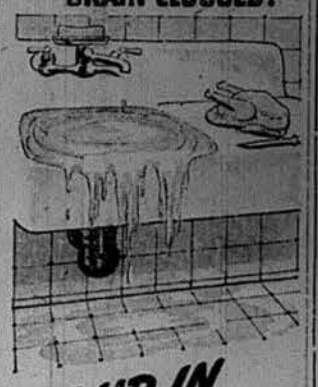

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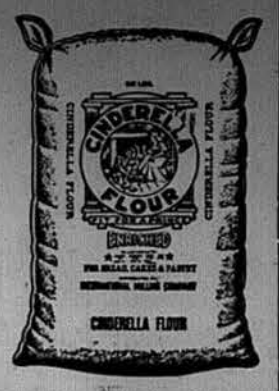
In a dozen ways, Gillett's Lye helps you "take it easy." Full strength—it destroys contents of outside closets. In solution* —a grand cleaner that cuts grease and dirt, lets you *fly* through heavy cleaning. Deodorizes garbage pails. Keep it on hand—always.

* *Never dissolve lye in hot water. The action of the lye itself heats the water.*

MAKING SUCCESS CERTAIN

It quite often happens that a single advertisement in the columns of THE FISHERMEN'S ADVOCATE will bring surprising results; but the advertisers who make success certain are the ones who run an insertion regularly each week.

CONFEDERATION LIFE



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of ALL KINDS.
The Most Satisfactory
MAIL ORDER HOUSE.