

THE EVENING ADVOCATE

Official Organ of The Fishermen's Protective Union of Newfoundland.

TORONTO, (noon)—South East and South West, with rain, Tuesday. South West wind, clearing.

Vol. VII., No. 105

THE EVENING ADVOCATE, ST. JOHN'S, NEWFOUNDLAND, MONDAY, MAY 10, 1920.

PRICE: ONE CENT.

REVOLUTIONISTS ARE IN POSSESSION OF MEXICO!

A STORY OF TURKISH TREACHERY WHEN 267 FRENCH WERE BUTCHERED

After Promising Safe Conduct, the Turks Set Up on Detachment of French Which Evacuated Urfa

ALEPPO, Syria, May 9th.—The slaughter of the little French garrison which evacuated Urfa on the promise of safe conduct by Turkish nationalist troops after the town had been besieged for sixty-one days, is described in the diary of General Woodward, accountant for the American commission for relief in the Near East, who was an eye-witness to the massacre. He escaped and returned to Urfa after several hundred French soldiers had been killed or made prisoners by tribesmen. The French were ambushed by tribesmen in violation of an agreement made by Namik Effendi, who came from Angora as the Turkish nationalist government's representative, the diary says, and promised the Frenchmen safe conduct if they would evacuate. At that time the French had only four days rations left and had eaten all their horses and

mules and evacuation was considered inevitable as the garrison was greatly outnumbered by the enemy. General Woodward says in his diary that he saw the Turks killing French wounded on the field and that he and an officer of Gendarmerie saw prisoners killed by the Turks after they had surrendered. Namik Effendi agreed to protect the Christian population, provide a guard of Gendarmerie and transport of sixty camel and thirty horses if the French would leave, the diary says. "We were suddenly attacked from the rear and from both flanks while we were moving as a column spaced at regular intervals. An order was given to deploy and this was carried out into the hills occupied by the enemy who almost surrounded us. The attack lasted for two hours, the Turks having two thousand irregular troops and one machine gun. They made a special

target of our transport, doubtless for plunder. As the firing increased other tribes joined in the attacks. Our rear guard was caught in a trap from which few escaped alive. With the transport destroyed, our rear guard cut off and our line of defense broken we could only surrender and an officer of Gendarmerie was sent with a white flag. I accompanied him with an American flag. We were continually fired on as we approached the enemy asking for his commander. We were told there was no commander as the troops were irregulars and finally we sent messages to the flanks and the firing ceased, but another party of Kurds arrived almost immediately and firing was re-opened. Of the French detachment of five hundred only one hundred and thirty-two soldiers and one officer returned to Urfa. The remainder presumably were killed.

Steel Deal Is Regarded With Apprehension

LONDON, May 9.—The Saturday Review regards with apprehension and dislike Col. Grant Morden's gigantic combine, seeing in it only the beginning of a number of mammoth trusts which will throw the control of vital products of industry into the hands of a few millionaires like Messrs. Vickers and Lord Beaverbrook.

A Third Explosion

MONTREAL, May 9.—Another explosion took place Saturday at the Manchester plant of the Canadian Explosives Limited, the third within a week. Damage to the extent of twenty-five thousand dollars was done to one of the nitrate plants. No person was injured.

Will Enforce Dry Law

NEW YORK, May 9.—The alcoholic wards in the city hospitals are filling up because of the disregard of the prohibition law. Bird S. Coler, city commissioner of charities, declared here to-day. Coler said that if conditions did not improve within the next month he would send out his inspectors to uncover the real facts and aid in a more rigid enforcement of the dry law.

250th ANNIVERSARY OF HUDSON'S BAY COMPANY

WINNIPEG, Man., April 27.—While the celebration of the 250th anniversary of the Hudson's Bay company in May will center in Winnipeg, Edmonton, Calgary, Vancouver and Victoria, all western Canada will share in the holiday spirit of the occasion. Lethbridge, Macleod, Kamloops, Nelson, Vernon and Yorkton, where the company has departmental stores, will be gaily decorated. The H.B.C. banner will be unfurled from the flag staffs of all of the company's 150 fur posts and every trapper, white, Indian and Eskimo, from the Arctic ocean to the prairies and from Labrador to the Pacific coast will know the company has arrived at another mile-post in its two centuries and a half of romance and history, and at each post in the great fur country appropriate celebrations will be held.

The company was born on May 2nd, 1670 when Charles II. signed its charter. In the next few years its first fur posts were founded on the shores of Hudson Bay. Most of these landmarks of the past are still standing—Rupert House, Moose Factory, Albany, York Factory and Churchill. For two centuries, it was the sole ruler of western Canada and when in 1821 it was amalgamated with its old rival, the North West company, its sovereignty embraced three-fourths of the North American continent.

Though the company ceased to be a ruler in 1870 when it surrendered its authority and territories to Canada, its loss of sovereign power proved no loss of vital energy. With its empire gone, it has become a great modern merchant with a chain of departmental stores extending across western Canada. With its old trapping grounds transformed into farms and cities, it has more fur posts to-day than ever before in its history. And in the last few years, it has thrown open all its remaining lands to farm settlers and become one of the great colonizing forces in Canada.

The last survivor of the companies chartered by English sovereigns in the sixteenth and seventeenth centuries for the colonization of America, it is now the oldest commercial corporations in the world. The history of the

POLES DRIVE OUT BOLSHEVIK AND OCCUPY KIEV

After Two Days Struggle Polish Forces Drive Out Soviet Troops

WARSAW, May 9.—Polish cavalry entered the city of Kiev on Saturday morning on the heels of the retreating Bolsheviks. The city has been evacuated by the Bolsheviks and the Polish infantry kept up its advance toward Kiev during the day. The stiffest fighting engaged in by the Poles before they reached the outskirts of Kiev was along the Irpen River, just west of that city. The Bolsheviks were well entrenched and defended the strip between the Irpen and Dnieper until they were literally blasted from their positions. The Poles first crossed the Irpen to the northwest of Kiev near the mouth of the Dnieper early on Saturday, after three days' fight before the city's gates. Soon afterwards the passage of the river was effected in force at various points over emergency bridges, some of which were built under fire of Bolshevik guns. The Main Kiev bridge across the Irpen was destroyed by the retreating enemy and

is being repaired by soldiers aided by the local population. For two days the struggle was for the most part an infantry battle. By the end of that time, however, the retreating defenders had recovered sufficiently from their exhaustion to bring up artillery. Meanwhile the Poles had also brought up guns, but progress of the artillery to the battle front was much hampered by rough country dynamited highways and bridges and various obstacles placed by the Bolsheviks to handicap the advance of the Poles. It was early on Friday that the Soviet troops began gradually to give way before the Polish cannon fire on all sides. The defenders were put back on Kiev where the only available crossing of the Dnieper was to be found. Modern armoured trains from the south on the Polish side aided the infantry in their fight for the ancient Russian capital, but the advance along the railroad from Pavia was still under great difficulties.

company was for two centuries the history of western Canada and the pageants to be held in the five largest cities of the West to celebrate the company's birthday will commemorate as well the romance of a nation's birth and development.

BIG SEAL PAN ADRIFT OFF BAY ST. LAWRENCE

(N. S. Herald)
A pan of seal pelts, said to be worth about \$4,000, was the tantalizing temptation for the residents of Bay St. Lawrence one day last week. The pelts, evidently prepared and packed up by seal hunters at the Magdalen Islands, were plainly visible on a large ice pan, tossed about by the turbulent sea which made it impossible for a small boat to live in.

For hours anxious watchers stood on the shore and waited in the hope that a favorable turn of the wind would blow the treasure to land; but instead, it was carried to sea in the direction of Low Point, and soon became lost to view.
About a year ago hundreds of valuable seal pelts were captured by fishermen and others drifting about on ice pans in the vicinity of Alder Point. But the largest "find" ever reported was several years ago when a Gloucester schooner bumped into immense piles of seal pelts valued at several thousand dollars.

Give Turkey a Month

PARIS, May 9.—The Council of Ambassadors yesterday decided to give Turkey a month to consider the Peace Treaty which will be presented to the Turkish Plenipotentiaries in the clock room at the foreign office next Tuesday afternoon. The ceremonial of the presentation will be a formal but simple character.

Pacific Line

LONDON, May 9.—A new steamship line between Vancouver and French Channel ports will be started in July.

ONE HUNDRED AND FIFTY MILLION POUNDS A YEAR FOR THIRTY YEARS

GERMAN INDEMNITIES.

LONDON, May 10.—The Daily News understands that the British and French Governments are agreed in principle on a scheme by which the annual instalments of German indemnities are to be paid. The total amount of indemnities has yet to be fixed, but according to this newspaper the sum suggested is one hundred and fifty million pounds a year for thirty years. Wilson Harris, the Daily News correspondent, explains the scheme, which, he says, is under consideration whereby that of some other amount would be regarded as Germany's yearly minimum to be based upon an agreed standard of national prosperity to be represented by index figure. In any year when index figure rose an excess profits levy would be made and say fifty per cent of her excess wealth would be taken from her towards total figure due.

In the meantime a Washington message says the bill has been introduced in the American Senate to advance Germany two hundred and fifty million dollars, six per cent bonds, partly in order, to help her meet Allies' demands.

MEXICO IN REVOLUTIONISTS' HANDS.

ELPASO, Texas, May 9.—General Obregon's forces are in complete possession of Mexico, according to an official statement made in Juarez late to-day by Revolutionists. Caarranza has fled to Vera Cruz.

WASHINGTON, May 9.—Official confirmation of occupation of Mexico by rebel forces at noon on Friday was received to-day by the State Department from the American Embassy.

D'Annunzio's Capture

TRIESTE, May 9.—Captain Gabriele D'Annunzio on Saturday captured the Italian steamship Bar Ofsejervary, bound from Trieste to Catania with a cargo of grain. The poet dispatched two anti-submarine craft to make the capture which occurred in Quarnero Bay. The captain of the ship was ordered to proceed to Fiume.

Strikes In Paris

PARIS, May 9.—A general strike order effective Monday morning on all Paris subways and Metropolitan traction lines was sent out yesterday.

ADVERTISE IN THE EVENING ADVOCATE

NOTICE!

DEPT. OF AGRICULTURE
Timothy and Clover seed are now ready for delivery.
ALBERT J. BAYLY,
Secty. of Agriculture.

INDIANS PROTEST HIGH COST

Vehement Argument Put Forth by Red Men of Canada

OTTAWA, April 22.—The high cost living formed a basis for a vehement argument by the British Columbia Indians to-day before the committee on the proposed amendments for the Indian Act. "Our heavenly father gave us food long before the white man came by placing salmon in our rivers. Now the white men millionaires, who can afford better food and want to make a little more money, come and take our food away from us," said George Matheson, of Sardis, B.C. Indians had been arrested for taking their winter's food supply from the rivers running through their own reservation. Matheson, along with other braves declared, that the Indians would never be at peace until their land, fishing and hunting rights were fully restored to them. Other matters such as education and enfranchisement could wait. D. C. Scott, deputy minister, sympathized with the Indians, but said that other foods had been substituted.

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TAN CALF BLUCHER
Goodyear **\$11.50** Welt
Box Calf and Dongola Blu.
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\$9.700
These Goods purchased prior to the new advance. Your privilege to buy now at old prices.
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A Petition
OF UTMOST VALUE TO ALL FISHERMEN
All Fishermen are respectfully petitioned when laying in their summer supplies to require their dealer to supply
Harvey's No. 1 Bread
All Fishermen are petitioned to flatly refuse to accept any substitute for
Harvey's No. 1 Bread
as by not accepting substitutes they are getting the best value in Hard Bread for their hard earned dollars.
"There Is No Other Just As Good"

HOUSE OF ASSEMBLY 1920.

Official Proceedings

WEDNESDAY, April 21 1920.
(Continued)

SIR M. P. CASHIN:—I rise for the purpose of congratulating the mover and seconder of the Address in Reply to His Excellency's Speech. As has been stated they are the first of the soldier representatives in the House of Assembly. I congratulate them on the manner in which they have praised the Speech from the Throne. Mr. Speaker, out of respect for those two gentlemen, I have decided to reserve my remarks till the next sitting of the House. Both these gentlemen are Blue Puttee men; both those are two of the first who rallied to the call in 1914. I remember quite well the day they left on the ill-fated Florizel. I was one of the members of the Government, and when that call came Newfoundland wasn't in the position financially that she is in today. It seemed impossible, I may tell you, to the government of the day, that five hundred men could be rallied from Newfoundland, to go and fight our battles. Some went at it diligently, not with much hope, but what do they find? Men like the mover and seconder rallied to the call. They were the men who led the way, and that is the reason I reserve my remarks till the next sitting of this House. I have much pleasure in congratulating the mover and seconder.

HON. THE PRIME MINISTER:—Mr. Speaker, I desire to join with the Leader of the Opposition in congratulating the mover and seconder of the Address in Reply to His Excellency's Speech. It is with more than mere formal courtesy. We owe a great deal more to those who volunteered in the first of the war than we can ever repay. All that the Board of Pensions and Civil Re-Establishment Committee can do is not too much for the boys who took their chance in face of fearful odds, to do honor to the Empire.

Hon. the Minister of Justice gave notice that on tomorrow he would ask leave to introduce a bill entitled: "An Act respecting the effect and application of certain Acts subsequent to Consolidated Statutes (Third Series)."

Hon. the Minister of Justice gave notice that on tomorrow he would ask leave to introduce a bill entitled: "An Act to amend the Industrial Societies Act, 1919."

Hon. the Minister of Justice gave notice that on tomorrow he would ask leave to introduce a bill entitled: "An Act to amend Cap. 41 of the Consolidated Statutes (Third Series) entitled: 'Of the Newfoundland Medical Board.'"

Hon. the Minister of Marine and Fisheries gave notice that on tomorrow he would ask leave to introduce a bill entitled: "An Act to provide for the Standardization of Codfish."

Hon. the Prime Minister gave notice that on tomorrow he would ask leave to introduce a bill entitled: "An Act to amend the Food Control Act, 1917."

Hon. the Prime Minister gave notice that on tomorrow he would ask leave to introduce a bill entitled: "An Act respecting the Department of Public Works."

Hon. the Prime Minister gave notice that on tomorrow he would ask leave to introduce a bill entitled: "An Act respecting the Department of Posts and Telegraphs."

Sir M. P. Cashin gave Notice of Question.
Sir J. C. Crosbie gave Notice of Question.

Hon. the Prime Minister tabled the following documents:
Report of Newfoundland Savings Bank, 1919.

Report of Harbor Grace Industrial Society, 1919.
Report of Newfoundland War Contingent Association.

Report of Department of Militia up to March 31st, 1919.

Thanks of House of Lords and Commons for the services of Newfoundland Soldiers and Sailors in the Great War.

It was moved and seconded that when the House rises it adjourn until tomorrow, Thursday, at three of the clock in the afternoon.
The House then adjourned accordingly.

THURSDAY, April 22, 1920.
The House met at three of the clock in the afternoon, pursuant to adjournment.

MR. SULLIVAN:—Mr. Speaker, I ask leave to present a petition from several of the inhabitants of Rushoon, Placentia Bay, asking that that place be made a port of call of the s.s. Argyle. Those people over there are laboring under great disadvantages; and while I am on this matter I would like to ask my hon. friend, Mr. Foote, member for Burin, to support

this petition, as Rushoon divides the two districts in two, and it would be a great benefit to his district as well as to the District of Placentia and St. Mary's. Under present conditions the people of Rushoon have to go to Odein and Flat Island for freight and it is a great hardship in winter time. The same applies regarding the mail. People have to travel to Balne Harbor and probably have to wait there for hours, and besides, it is difficult to get a place to stay.

I am sure that the Hon. Mr. Foote will be very pleased to support my colleagues and myself in having this matter attended to. It only means a delay of half an hour to have the Argyle call at Rushoon. I have great pleasure in presenting this petition, and ask that it be passed over to the department to which it relates.

MR. WALSH:—Mr. Speaker, I have very great pleasure in giving my unqualified support to this very reasonable request coming from the people of Rushoon. Rushoon has the unique distinction, if I may use the word, at the present moment, of being represented by five members of this House, by the Hons. Messrs. Foote and Cheeseman, members for Burin as well as by the representatives for Placentia and St. Mary's. This very reasonable request coming before the House, therefore, I am sure, and in fact I have every confidence will be granted.

I may say that coastal facilities generally on the West Coast, not only on the west side of Placentia Bay, but right in the bay and up to Burin District, are very unsatisfactory. This matter of coastal service has frequently come before the House in previous years and I feel that with one steamer plying on Placentia Bay that it is utterly impossible to improve the service. We should not have to wait for the next session of this Legislature to have this matter adjusted. Each and every member of any side should combine and throw party politics to the wind and try to inaugurate a service giving these people what they request. Every member of this House who has had occasion to travel knows that practically the same condition of affairs exists in other districts. The only way we can overcome this great obstacle is by giving the people better and more adequate coastal service and this can only be done by putting an extra steamer in Placentia Bay. There are a number of places in Placentia Bay where the people have no communication with the outside world at all. The people are so situated that they are absolutely isolated and the main reason is because the Argyle is called upon to do more work than she can perform.

Now I hope that the Government will give this matter their serious consideration, not as in the past when petitioners asked for a reasonable request refer the matter to the department of the government to which it related and neglect to give it any further attention.

MR. SINNOTT:—I have much pleasure in supporting the prayer of the petition presented by my colleague.

HON. MR. FOOTE:—It affords me great pleasure in supporting the prayer of the petition presented by the hon. member for Placentia and St. Mary's, Mr. Walsh. The coastal service generally requires a thorough improvement and the incoming Government intends making improvements, and I am sure will take the coastal service proposition in hand and give it the attention it so deservedly requires. The Government will make improvements around that part of the coast touching the District of Placentia Bay. I have approached the Government on the matter and they will give it the serious and careful consideration that it requires. As I have said, it has contemplated making improvements to the coastal service during the coming year.

MR. CHEESEMAN:—I have much pleasure in supporting the prayer of the petition and endorse all that has been said about it. As Mr. Walsh has said it is utterly impossible for one boat to give satisfactory service in Placentia Bay. On this section of the coast, business is very great and demands greater attention in the steamship service. I shall sincerely do all in my power to have this done and believe the Government will do something and do it properly to bring about a better state of affairs in the steamship service of Placentia Bay. There is no bay in the country whose needs are more pressing than this one and I sincerely trust that before long there will be more than one boat plying in Placentia Bay.

MR. SULLIVAN:—Mr. Speaker, I beg to present petition which has been presented to me from the inhab-

itants of Haystack, Placentia Bay. This House, no doubt, is fully aware that in last November, terrific storms swept this part of the bay, and from the storm of the 9th of November past the people of Haystack suffered considerably. This place is built on a flat piece of land which is a narrow neck and from the above storm great havoc resulted to the people of this settlement. The petition is signed by thirty-five electors and they ask that a breakwater be built so that any great damage in the future will be prevented. Should any great storm take place it is likely that several houses will be washed away. Considering the great damage that the petitioners have suffered I think that something should be done. They ask for the sum of five thousand dollars to build this breakwater. Owing to the gravity and the grave nature of the damage that may occur at any time, I think it is advisable to send out the outport inspector or the Government Engineer to Haystack and make a report on this matter. I trust that the Government will see its way clear to meet the prayer of this petition after receiving the report of the engineer or the man whom they may send. I have much pleasure, therefore, Mr. Speaker, in giving this petition my hearty support.

and in the same way I feel sure that every member of the House will support this petition and particularly the three honorable gentlemen of His Majesty's forces which are represented here. The petition prays that an act be passed incorporating the association, and this is asked because the liberality and generosity of the people of Newfoundland has enabled them to have a surplus of money on their hands left over from their patriotic exertions. They desire that they be able to devote the same to some purpose. The women of Newfoundland through their executive committee, decided to ask this House to pass an act incorporating the association, so that they will be at liberty to spend the money in any way they desire. I may say to the honorable members of the House that this is a little out of the ordinary, and so that the members may understand what is asked I will

read the first paragraph. (Reads 1st para.) I feel sure that as far as this House is concerned it will give effect to the prayer of this petition, and I hope that in a very short time to present to the House an act or bill embodying the request of the Women's Patriotic Association of Newfoundland, when every member will be enabled to give expression of their admiration and sincere gratitude to the women of this dominion who did so much for the comfort of the soldiers and sailors of this country during the war.

MR. SULLIVAN:—Mr. Speaker, I have much pleasure in giving my hearty support to this petition.

MR. SMALL:—Mr. Speaker, I have much pleasure in supporting the prayer of the petition.

MR. LEGROW:—Mr. Speaker, I have much pleasure in supporting this petition.

(Continued on page 2.)

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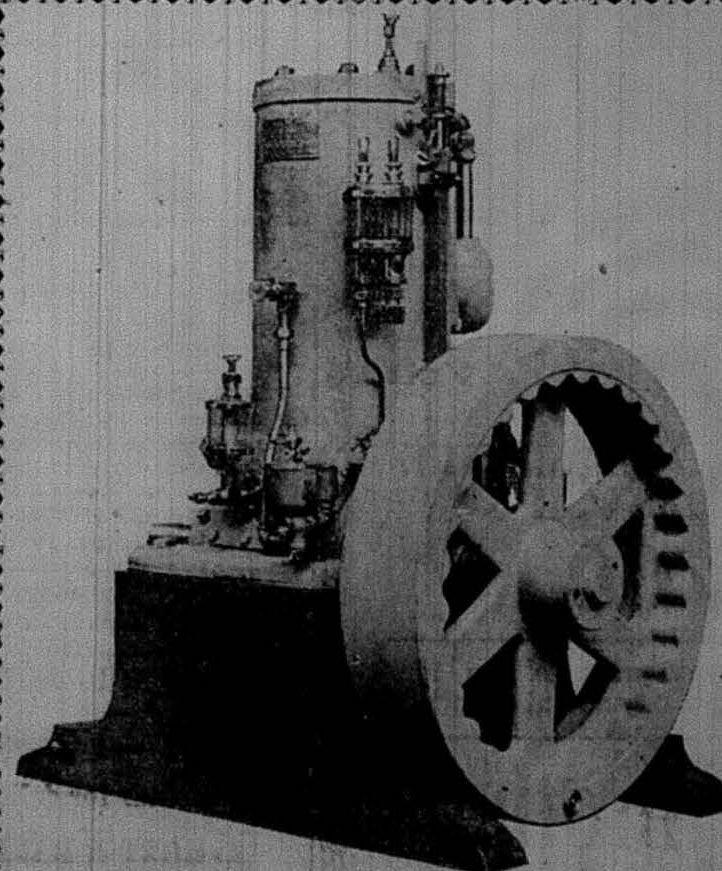
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Feb 19, 1917

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ADVERTISE IN THE "ADVOCATE"

FISH EXPORTS

For the Month of April, 1920.

(Compiled by the Newfoundland Board of Trade.)

From Outports.

To Brazil	5,454 6/7 qtls.
" Oporto	27,552
" Lisbon	4,776
" Gibraltar	7,877
" Barbados	392
" Halifax	13,461
	60,212 6/7

From St. John's.

To Brazil	24,872 3/7 qtls.
" Europe	15,852 1/2
" West Indies	3,650 1/2
" United Kingdom	1,520
" Canada	663
" United States	342
	46,910 3/7

ALSO:
151 1/2 tons Cod Oil, 7,325 gals. Cod Liver Oil, Stearings, 520 Seal Skins, 1,678 bbls. Herring, 16 bbls. Cod Tongues, 36 qtls. Haddock, 304 cases Lobsters.

Comparative Statement of Fish Exports for April.

1920	107,123 2/7 qtls.
1919	68,574
	38,549 Increase
1920	3,066 qtls.
1919	5,322 qtls.
	2,256 Decrease

REV. DR. PEDLEY
ARRIVES

The Rev. Hugh Pedley, D.D., who is assuming the pastorate of the Congregational Church in this city for the summer months, arrived here yesterday by the s.s. Rosalind, and last evening occupied the pulpit of that church, being welcomed by a large congregation.

In his word of greeting Dr. Pedley said it was more than fifty years ago that on a bright summer day he left here with his parents in a sailing vessel for Quebec. They were then a family of ten. Today only four are living—one a Missionary in Japan, one in Ottawa, one in Toronto, and himself here; a successor to his father. This was his third time acting as "Ecclesiastical stop-gap" since retiring from the pastorate of Emmanuel Church, Montreal, three months having been spent in Portland, Oregon, and a similar period in Detroit—and he hoped that his intercourse with the congregation would be something more than pleasant, that the work of his Ministry would count something for the glory of God.

Dr. Pedley's theme last evening was the characteristics of Caleb, an outstanding figure among the Israelites at the time they were journeying in the wilderness: (1) his singleness of mind—he wholly followed the Lord his God; (2) his dauntless optimism—he believed things could be done. In developing and emphasizing these points the learned preacher delivered a practical and most impressive discourse.

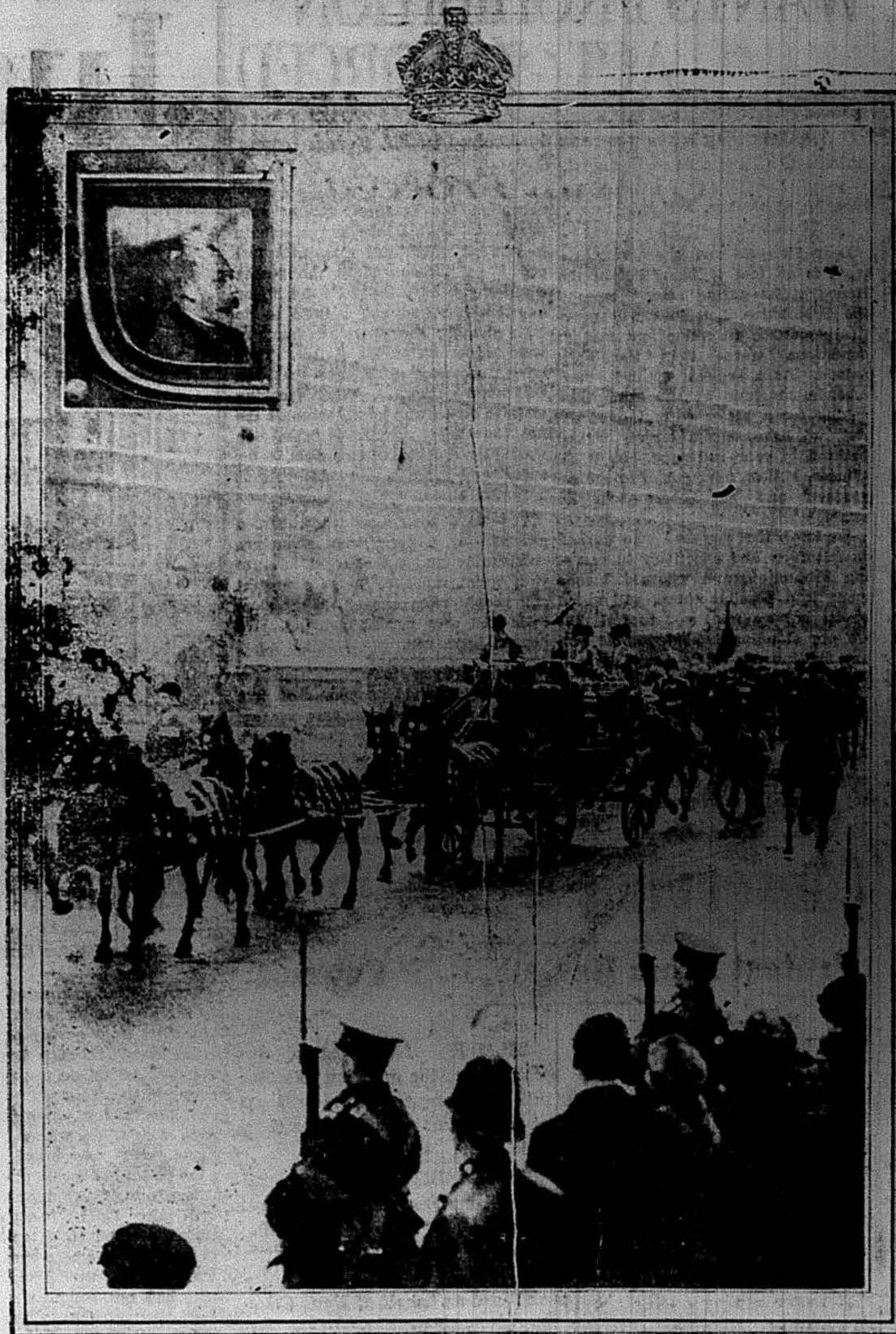
Following the service the new pastor met the members of the Church and congregation, and on tomorrow evening a reception in honor of the Dr. and Mrs. Pedley is being held at the home of Mr. and Mrs. H. E. Cowan. Dr. Pedley comes to us in the eventful life, with a strenuous and successful ministry behind him. We extend him a cordial "welcome home" and trust his brief ministry will be as pleasant to him as we are sure it will be profitable to those to whom he will minister.

"ROSALIND" ARRIVES

The s.s. Rosalind, Capt. Mitchell, arrived from New York and Halifax at 1:30 p.m. yesterday after a run of 46 hours from the latter port. She brought a full general cargo, including a quantity on deck, and as passengers: E. E. Mackinson, Miss Pippy, T. W. Hart, G. C. and Mrs. Harris, P. R. Holt, L. C. Cheeseman, H. Pettie, Mrs. Kleiser, S. A. Steeves, W. A. Gray, G. and Mrs. Watts, F. A. Janes, Rev. H. Pedley, H. L. Chinney, T. J. Bartlett, C. Farewell, W. L. Monroe, C. Clark, W. H. Faltenheim, D. M. Isenbauer, D. J. Ryan, W. Healey, J. C. Phillips, R. Hillyard, J. W. N. Johnstone, G. H. Robertson, W. G. Dawe, St. Clair Manson, C. J. Clark, F. Bannochan, J. Fitzpatrick, Mrs. Williamson, O. Hodder, Miss M. Snodderly, R. G. Rendell, Mr. and Mrs. Winter, Mrs. P. Johnson, F. B. Fahey, C. P. Eagan, Mrs. Dr. Fallon, R. Colford, Geo. S. Carr and 21 in second class.

ADVERTISE IN THE EVENING ADVOCATE

THE OPENING OF PARLIAMENT BY THE KING OF ENGLAND.



On a blustery day, typical of this present winter, the King, accompanied by the Queen of England, opened Parliament in state. The admirably worded speech from the throne was of exceptional interest. A snapshot photograph of the King in the royal carriage is shown in the insert.

HOUSE OF ASSEMBLY, 1920.
OFFICIAL PROCEEDINGS

(Continued from page 2.)

HON. THE PRIME MINISTER:—I have much pleasure in joining with the Attorney General who has presented and the honorable and gallant gentlemen who have supported the prayer of the executive committee of the Women's Patriotic Association of Newfoundland, asking that the association be incorporated for patriotic and philanthropic purposes. The work of the association during the years of war was of incalculable value to Newfoundland's fighting forces and meant a very great deal of work for the ladies of the association and much self-sacrifice on their part. This organization represents the leaders of patriotic and philanthropic work not merely in St. John's, but throughout the entire country and did much to stimulate recruiting and provide comforts for our soldiers and sailors while overseas. I feel sure that the house will gladly accord unanimous passage to the act of incorporation which will at a later date be introduced on behalf of the executive committee of the Women's Patriotic Association by the Attorney General.

HON. THE PRIME MINISTER:—I am glad to extend to Sir Michael Cashin, the Leader of the Opposition, the courtesy of such delay as he may desire for preparation for the debate on this motion.

HON. SIR M. P. CASHIN:—Mr. Speaker, I beg to move that the adoption of the report to the Address and Reply to His Excellency's speech be deferred till to-morrow. Sufficient time has not been given to the members on this side of the House to consider the Speech from the Throne.

HON. THE PRIME MINISTER:—If it is the desire of the Leader of the Opposition that the report as to the Phillips, R. Hillyard, J. W. N. Johnstone, G. H. Robertson, W. G. Dawe, St. Clair Manson, C. J. Clark, F. Bannochan, J. Fitzpatrick, Mrs. Williamson, O. Hodder, Miss M. Snodderly, R. G. Rendell, Mr. and Mrs. Winter, Mrs. P. Johnson, F. B. Fahey, C. P. Eagan, Mrs. Dr. Fallon, R. Colford, Geo. S. Carr and 21 in second class.

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dated Statutes (third series), was introduced and read a first time, and ordered to be read a second time on to-morrow.

Pursuant to notice and leave granted and on motion of Hon. the Minister of Justice, the bill entitled "An Act to amend the Industrial Societies Act, 1919," was introduced and read a first time and ordered to be read a second time on to-morrow.

Pursuant to notice and leave granted and on motion of Hon. the Minister of Justice, the bill entitled "An Act to amend Cap. 41 of the Consolidated Statutes (third series) entitled "Of the Newfoundland Medical Board," was introduced and read a first time and ordered to be read a second time on to-morrow.

Pursuant to notice and leave granted and on motion of Hon. the Prime Minister the bill entitled "An Act to amend the Food Control Act, 1917," was introduced and read a first time and ordered to be read a second time on to-morrow.

Pursuant to notice and leave granted and on motion of Hon. the Minister of Justice the bill entitled "An Act respecting the effect and application of certain acts subsequent to Consol-

ed and on motion of Hon. the Prime Minister the bill entitled "An Act respecting the Department of Public Works" was introduced and read a first time and ordered to be read a second time on to-morrow.

Pursuant to notice and leave granted and on motion of Hon. the Prime Minister, the bill entitled "An Act respecting the Department of Posts and Telegraphs" was introduced and read a first time and ordered to be read a second time on to-morrow.

Pursuant to notice and leave granted and on motion of Hon. the Minister of Marine and Fisheries the bill entitled "An Act to provide for the Standardization of Codfish" was introduced and read a first time and ordered to be read a second time on to-morrow.

Sir M. P. Cashin asked the Hon. Minister of Justice to table all the correspondence between his department and his legal advisers in London, re the affidavit made by W. Woodford, Esquire.

Sir J. C. Crosbie asked the Acting Minister of Shipping to lay on the table of the House a copy of all cables and correspondence between his department and the United States Shipping Board with reference to the importation of a cargo of coal in the month of March.

Mr. Sullivan gave notice of question.

Mr. MacDonnell gave notice of question.

It was moved and seconded that when the House rises it adjourn until to-morrow, Friday, at three of the clock in the afternoon.

The House then adjourned accordingly.

FRIDAY, April 23, 1920.

The House met at three of the clock in the afternoon, pursuant to adjournment.

MR. MACDONNELL:—Mr. Speaker, I ask leave to present a petition from the inhabitants of Codroy and Grand River in respect to the ferry service at the mouth of Grand River. This matter is of great importance and the people there have looked for an improvement so long and the pressing needs of a ferry boat has not been brought before the attention of the House. The freight to the settlement of Codroy and the road between Codroy and Grand River was brought across from the mouth of Grand River in a ferry and the conditions there are these: There is a large scow aboard which the teams are driven and then it is towed across to the opposite side by a punt. When there is a strong current on this part of the river the whole ferry service is tied up. Some years ago a petition was presented on this point asking that a motor boat be used instead. This matter was referred to the Department of Public Works but nothing became of it. This petition which I now present is signed by about one hundred people, in fact by everybody in that section. The signatures to it include the ones of the clergymen of the district and all those of the representative people. I am sure, Sir, that being a matter of great consequence it will receive the attention which it deserves. I hope, Sir, that this petition will not be overlooked as the previous ones were and ask that it be referred to the department to which it belongs.

HON. MINISTER OF JUSTICE:—Mr. Speaker, I beg to present a petition from the inhabitants of Pass Island, Hermitage Bay, in the District of Fortune Bay. It asks that the island be connected with the telegraph system of the country. Like the petition presented by my friend the member for St. George's, this matter has been before the House already and I trust that this petition will not be treated in the same manner as the previous ones on this point. Pass Island is of course an island and re-

quires a cable to be connected with the telegraph system. Pass Island is quite an industrious place in Fortune Bay and I ask that the prayer of the petition be accorded to. I take this opportunity of presenting it before the Estimates come on before the House so that I may impress the House and my colleagues in the Executive Council of the necessity of the approval of this petition, and I ask that it be referred to the department to which it relates.

HON. MINISTER OF PUBLIC WORKS:—Mr. Speaker, I beg leave to present a petition from the inhabitants of Northern Arm, Exploits Bay. This place is about four miles from Botwood, the nearest telegraph office. They ask that telephone and telegraph system be extended there. There are poles extending to this place and it would only mean an expenditure of placing the wires. I hope that the prayer of this petition will be granted and ask that it be referred to the Department of Postal Telegraphs.

MR. JONES:—I beg to support the prayer of this petition as presented by my colleague, Mr. Jennings. This is a very necessary facility to the inhabitants of Northern Arm and I trust that it will receive careful attention.

MR. SAMSON:—Mr. Speaker, I beg to support this petition of my colleague from the people of Northern Arm, Exploits Bay, and hope that it will receive the attention which it deserves.

Mr. Sullivan asked the Hon. the Prime Minister to lay on the table of the House copies of all correspondence respecting the engaging of the two auditors from the United States who have been in the city for the past two months, when they came under pay, the amount of their daily remuneration, and when it is anticipated their work will be completed.

Mr. MacDonnell asked the Hon. the Minister of Education to report what work, if any, in the nature of organization of his department has been done since his assumption of office; also what staff, if any, is therein employed; and what is the nature of the work of such staff.

(To be continued)

AUXILIARY SCHR. "SAMUEL COURTENAY" DESTROYED BY FIRE

Mr. T. H. Carter & Co., managing owners of the motor schooner Samuel Courtenay, received a cable message yesterday from Captain Samuel Courtenay stating that the schooner had been destroyed by fire. Further particulars as to when or where the fire occurred have not yet been received.

The Samuel Courtenay was on a voyage from the Italian port of Salerno to Seattle in Spain with a cargo of staves. The ship was one of the fastest in our foreign-going trade. The Courtenay was a practically new vessel, being built at No. 1, N.S., in 1918. Her gross tonnage was something over 700 tons, net 450 tons.

WEATHER AND ICE CONDITIONS

Seal Cove—Strong southerly winds with snow; ice conditions unchanged.

La Scie—Strong southerly winds, with rain.

Greenspond—Wind south east, fair breeze; ice running in bay.

Wesleyville—Wind S. E. light; ice moved out yesterday, about 2 miles off today.

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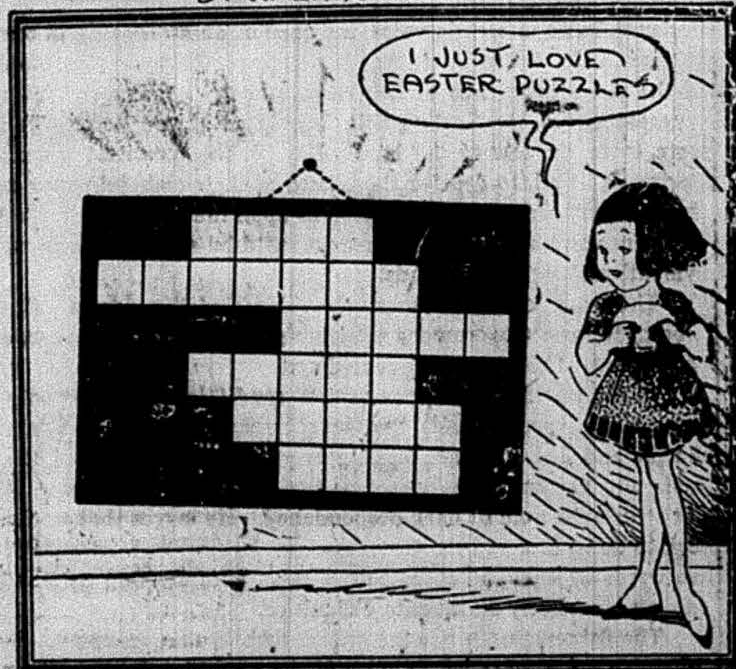
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(To be continued)

ADVERTISE IN THE EVENING ADVOCATE

EASTER PUZZLE
BY WALTER WELLMAN



Fill in the blanks with words, the meanings of which are as follows: A ringlet of hair; to abstain from action; to become red in the face; a woman's riding dress; used to sift ashes; the former ruler of Russia. If you fill in the correct words, you will have two things which are associated with Easter, reading downward.

Answer to yesterday's puzzle: WeeHAWKen, N. I.; w1U'egon, Ill.; WaReEN, Pa.; schENectady, N. Y.; ROanOke, Va.

Fishermen, Read This!

New and Simple Means Muffling Motor Engines

Does away with the necessity of using the old fashioned mottle muffler, which takes up space, becomes rusty and soon wears out.

DON'T STAND FOR THE LEAKY MUFFLER THAT IS ALWAYS GIVING TROUBLE.

The secret of this new device will be given to the owner of any motor engine for the small sum of \$5.00.

Installation can be done in fifteen minutes and costs practically nothing.

For further particulars

APPLY TO J. W. Advocate Office

—aprlm.eod.and.wky

The Evening Advocate

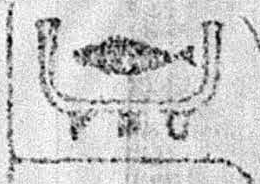
The Evening Advocate.

The Weekly Advocate.

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ALEX. W. MEWS . . . Editor
R. HIBBS . . . Business Manager

Our Motto: "SUUM CUIQUE"



("To Every Man His Own")

Letters and other matter for publication should be addressed to Editor. All business communications should be addressed to the Union Publishing Company, Limited.

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ST. JOHN'S, NEWFOUNDLAND, MONDAY, MAY 10th, 1920.

TRYING TO STOP SMUGGLING!

THE statement made by the Evening Herald that "Hon. H. J. Brownrigg, Minister of Customs, has started a campaign against the Placentia Bay fishermen, whose boats come here for supplies before going to the fishery," is absolutely untrue. The facts are that the law requires every fishing craft to procure a fishing license before leaving her home port and every coasting vessel to also procure a license for coasting before she can go coasting. When such license is procured a fishing vessel is exempt from reporting at a Customs House upon departure from a port, unless she has on board goods, wares or merchandise which are dutiable, but she must report on arrival, that the authorities may be able to get a report of fish caught and to prevent smuggling. A coaster having once obtained a coasting license is not required to report inwards or outwards unless she has been to a foreign port, when she ceases to be a coaster, or when she takes dutiable goods on board.

At the present time, when it is imperatively necessary to keep track of craft that come here from the westward, boats and other vessels must clear from their home ports, otherwise the Customs authorities will be powerless to enforce the laws against smuggling. This law which the Herald designates a musty law, is not so, as it has been several times amended, and under its provisions new coasting regulations were issued in 1909, for the proper carrying out of the coasting trade. The western fishermen are not ignorant of the laws as Inspector O'Reilly for over twenty years enforced it and frequent breakers of it have been punished from time to time. The delinquents who were before the Court on Saturday were not from Placentia Bay but from Salmônier, where an officer of Customs is stationed.

Instead of helping the authorities to carry out the law and prevent the importation of spirits from St. Pierre, the "Herald" is doing its best to make the law a laughing stock. The Customs detective, who took the action referred to, has only done his duty and is to be congratulated on his effort to enforce the law and try to locate the smugglers who are trying to evade it.

FISHERMEN MUST BE SUSTAINED!

"BELIEVE that every man who is willing to work should have a comfortable home. I don't know if you call it socialism, democracy or what, but I do claim that every man who is prepared to do an honest day's work, no matter what his occupation may be, whether it be fisherman, farmer, carpenter, laborer of every class, then that man should have a comfortable home, be able to feed and clothe his children, have means to give them a good education and be able to lay a dollar aside for old age."

Mr. R. G. Winsor, M. H. A. for Bonavista, in his admirable speech during the date on the Address in Reply, thereby enunciates a truth which has constituted the objective of the F. P. U. organization and in which, we think, every member on the Government side of the present House does now agree.

The Liberal Reform Government have the country behind them to an extent never before possessed by any Government. That circumstance has arrived because the Government consists of men of the people, who, because of their political ideals and public conduct, have the respect of the electorate. The past administration was not representative of the country. The Cashin-Morin administration was born out of political treachery and rascality. It died a deserving political death. Even the Government returned to power in 1913 was not representative of the people. It had a minority of some 10,000 votes and existed owing to the peculiar distribution of legislative seats. It accomplished nothing of great benefit to the fishermen. It disrupted and died.

Only a Government in sympathy with the people can live. Only a Government with the people behind it can accomplish.

The Liberal Reform Party has a majority over its opponents of over 30,000, chiefly from the producing sections of this country. The Liberal Reform Government, immediately upon attaining office, started to do something, and especially since the opening of the House, have set a pace that bodes happily for the workmen.

The Fishery Regulations, which, it is now generally recognised have done immense benefit to the country, was the first practical measure of the Government and was an official intimation that there would be no continuance of that indifference towards our staple industry which characterized the Governments of the past.

Through the fearless ability of Mr. Coaker, Minister of Marine & Fisheries, who has so ably carried out the Government programme some millions of dollars have been saved to the country and bankruptcy has been thereby averted, the price of fish sustained and a promising outlook for next season secured.

This achievement can have but one meaning. The producers have been benefited. They are being enabled to secure a fair day's pay for a fair day's work. They have been encouraged in their struggle to secure better homes and better education for their children.

They have had their case presented as never before; and not in

WANTS PROHIBITION ACT ENFORCED

The following letter was recently received by Mr. Coaker from a prominent Clergyman of Bonavista Bay:

Hon. W. F. Coaker, M.H.A.,
St. John's.

Dear Sir:—As you know, a movement is on foot to bring before the House at its sitting amendments to the Prohibition Act, that will practically destroy its value and lead to conditions worse than the open saloon. As a protest against such amendments, and at the same time asking for a better enforcing of the Act, we have sent a largely signed petition to your colleague, Mr. R. G. Winsor, M.H.A., asking him to inform yourself and Mr. Abbott about the same.

We know that you men who worked so faithfully and effectively in carrying Prohibition, and whose influence made it a possible thing, will stand by it; but we want you to feel that we are standing behind you as you are fighting for it, as doubtless you will.

Let me say, then, that I have found the Union men to be among the most loyal supporters of Prohibition. So far as I know not one Union man refused to sign the petition; certainly not one that I talked with. Without

exception they enthusiastically supported it. That, I take it, is a tribute to you of which you may well feel proud, as without doubt the strong position you have taken on the liquor question has had not a little to do with shaping the views of many of your supporters on the matter. They have unbounded confidence that you will stand by the Act. When speaking to them as to who would support the Act, the almost unanimous expression was: "Mr. Coaker will support it for sure," and some would add: "He is a wonderful man against liquor."

You have their confidence, Sir, a great honor, a great trust. You are going to be true to that trust, and use your great influence to help protect our people from one of the greatest evils that ever cursed mankind. We depend upon you.

Thanking you in anticipation for your wholehearted support of the Prohibition Act, and wishing success in your every effort for the country's good.

I am, very truly yours,

Conserving Our Timber

Protest From Keels F. P. U Council

Keels, April 30th, 1920.

Hon. W. F. Coaker,
St. John's.

Dear Sir,—The following resolutions were passed by Keels F. P. U. Council re motor sawing outfits in Bonavista Bay:

WHEREAS we view with alarm the application for licenses to saw lumber cut on Crown land areas,

AND WHEREAS we consider that motor sawing outfits should be prohibited from operating outside the three mile limit, and all timber conserved for fishery purposes.

BE IT RESOLVED that we protest against the granting to motor mill licenses for the purposes of sawing lumber cut on the three mile limit;

BE IT FURTHER RESOLVED that all motor mill men who have licenses be prohibited from cutting timber in Crown land areas after this year.

Signed on behalf of Keels Council, F. P. U.,

JAMES WHEELER, Chairman
HENRY MESH, Secretary.

THE MOTOR ROAD HOG LET LOOSE FOR THE SUMMER

Yesterday was the first fine Sunday for the season, and the motor hog took full advantage of the first opportunity to run amuck through the principal streets to the discomfort, annoyance, damage to wearing apparel, and in some cases danger to life and limb, of the thousands of decent people who tried to walk along the streets to which they have the first right. From early morning till long past midnight cars in hundreds sped along LeMarchant Road, thereby sending up a continuous cloud of dust, conveying not only death-dealing germs to the mouths and nostrils of pedestrians on their way to and from the various churches, but leaving behind a cloud of mud of dust which ended to destroy the bit of decent clothing those people have to wear on the Sabbath. The Legislature is now in session, and immediate steps should be taken by the people of this

community to drive those road hogs off the most frequented streets, especially on Sunday. If they want to go to Topsail or other parts of Conception Bay, compel them, at least on Sunday, to go via Water Street. The Council has already the power to close certain streets; why don't they exercise it? Let the people compel them to do so at once. The present Motor Act is a farce. It is so framed that it is almost impossible to get a conviction under it. Give the Inspector General of Police sufficient authority and we have every confidence he will see that the traffic of joy-riding motorists is properly regulated.

Agricultural Report

We thank Hon. Dr. Campbell for a copy of the annual report of his Department, and will refer at greater length tomorrow to this interesting document, which is of greater value this year because of numerous illustrations with which the book is enriched.

ain.

The execution of a programme for the betterment of the masses is entirely in accord with the principles espoused by the Fishermen's Protective Union. The different platforms of Union conventions have declared, in no uncertain voice, the need of an awakening in our public leaders in the matter of fishery legislation. In answer to the demand of the many thousands of fishermen and upon pressure from their representatives, the Sealing Bill, Logging Bill and Local Affairs Act were made the law of the land. Despite the merciless attempt last spring and Fall, to deprive the toilers of their rightful representation, they can still congratulate themselves upon the fact that they have held their lines and have never been represented by a Government more in sympathy with their demands.

The words of Mr. Winsor are evidence of the ideals which the Liberal Reform Government will strive to attain. The masses will be considered. They are being considered.

In the matter of the price of fish, (and this is not the only problem which presents itself) the Government, through the Minister of Marine and Fisheries, are making every effort on behalf of the fishermen. Mr. Coaker has recently made a promising statement. He has not struck the note of dark despondency. He leaves that to those who seek to down him and the Government. His words are words of cheer, words of one who accompanies them with sterling actions and of one who fearlessly surmounts difficulties.

The fishermen are not the only toilers in this country. But the Advocate refers to them, because in their welfare depends the welfare of all. They must receive a fair day's pay for a fair day's work. They must be encouraged in their struggle to secure comfort and happiness and, in the Government of the day, there are those whose public conduct is a happy augury towards the attainment of that objective.

Just Opened

A Large Assortment of Men's American CAPS

The very Newest and Latest Productions of the American Manufacturer and Priced at Figures to meet the Popular Fancy.

A Splendid Range to Choose From

Note well that Fridays and Saturdays are our Special Sale Days.

MARSHALL BROTHERS.

POLICE COURT

A Moonshiner Fined.

Of four drunks arrested over Sunday three failed to put in an appearance, their fines having been paid by friends yesterday. The fourth had no good "Samaritan" to come to his aid. He was fined a dollar.

William Oakley, a resident of Belvidere Street, on whose premises a private "still" was found and seized by the police last week, pleaded guilty of manufacturing, through the counsel Mr. Higgins, K.C., this morning. Mr. Higgins pleaded in extenuation that this was a case where even the minimum penalty was a hardship. His client had not completed his first small brew (which by the way was a fairly good attempt, showing as it did upon analysis of 2 samples contained 40.25 and 41.7) when his operations were put an end to by the capture of his outfit by the police. The apparatus which was produced in Court showed that manufacture could only be carried on on a limited scale and probably for domestic purposes. There was no evidence of sale. His Honor drew a distinction between the home brew and the providing of a cup of cheer for a visiting friend, and the wholesale manufacture intended for sale. He fined the defendant \$100.00 and costs.

A boy from Carter's Hill told the Court he had been assaulted on Saturday because he pointed out to the police the house of a bigger boy who had one of the rifles taken from the Empire Barracks after the fire which occurred there last fall. There are a number of these rifles in the hands of boys, and on various occasions a tragedy has barely been averted because of using these firearms by boys within the city limits. The full hearing was not proceeded with until tomorrow when an independent witness will be called to tell what happened to cause the assault, and in how far it may be justified.

SUPREME COURT

(Present: Mr. Justice Kent.)

Antoni Michael vs. Ellen Andrews. This is an action for damages arising out of damages to stock and premises on New Gower Street. The parties live and do business in adjoining houses. The plaintiff's claim is that he suffered the damage complained of while defendant was effecting repairs to house.

Mr. C. E. Hunt, for plaintiff. Mr. Gibbs, K.C., for defendant.

HOTEL ARRIVALS

At the Crosbie:—H. L. Cheng, Boston; Mrs. A. B. Kleiser, G. H. Robertson, Montreal; T. W. Hart, Toronto, C. C. Hob, Montreal; W. H. Sahlinne, Chester; S. A. Stevens, Halifax, N.S.; John Jackman, New York; Joseph Fitzpatrick, New York; E. C. Nickerson, Halifax, N.S.; Harry Haley, Bedford, Eng.; C. J. Clark, Montreal; Chas. Thompson, North Sydney; A. T. Mann, T. M. Cochran, New York City; E. S. Bent, Boston; E. A. Hight, Toronto.

ROPER & THOMPSONS. (noon)—Bar. 30.20; Ther. 40.

S.S. Prospero is loading coal at Sydney and is expected to leave for Channel to-day.

Shipping Notes

The Thetis is due at Sydney to-day.

The schr. Terra Nova, 15 days from Barrington, has arrived to Lazo & Co.

The Rosalind does not sail for Halifax until Thursday night.

The schr. Francis E. Moulton, 28 days from Cadiz, salt laden, has arrived to P. Templeman.

The schr. Minerva, salt laden, 21 days from Lisbon, has arrived to Taster Cook.

The Neptune is discharging her coal cargo, and will probably get away for

Sydney to-morrow.

The Diana reported to-day three miles off Port Saunders, and proceeding North along the edge of the ice.

Two boys were knocked down by motor cars on LeMarchant Road yesterday, but fortunately escaped injury.

SHORT OF OIL

The oil tanker Aztec, a steamer of about 8,000 tons, arrived in port this morning, 13 days from Thames Haven in ballast. The ship is bound to Halifax, and is short of oil fuel. She is taking on board a supply from the Imperial Oil Co.

History of the F.P.U.

Large Volume of 200 Pages

Containing many Illustrations, \$1.00 papercover; \$1.25 card board cover

Every Unionist and Non-Unionist alike should procure a copy of this interesting history, which is a record of achievement in industry and politics unparalleled in Newfoundland history. Valuable as a work of reference to those who would know the origin growth and future outlook of the greatest organization yet formed in Newfoundland.

Announcement of JOHNSON'S, Wholesale Bakers.

Requiring all the space in our premises, Duckworth Street, for manufacturing purposes, we are compelled to close our retail store.

We wish to thank our many retail customers of the past two years for their patronage. Our time and energy will henceforth be devoted entirely to wholesale, and we ask for our host of wholesale customers throughout the city the combined and increasing patronage of the buying public.

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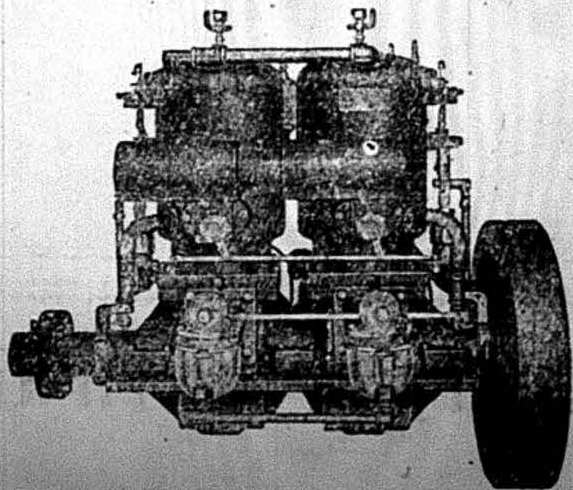
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OBITUARY

ABRAHAM RYAN.

(To the Editor)

Dear Sir,—Kindly allow me space in your paper to record the death of Mr. Abraham Ryan, a greatly beloved and respected resident of Champney's, who was suddenly stricken with paralysis while going out to work after having taken his breakfast. Deceased seemed to enjoy the best of health until the first of April, when he received the stroke from which he never recovered, being unable to speak after. He died on the 11th inst. at the age of 7, and was laid to rest on the 13th in the C. of E. cemetery. The funeral was largely attended and conducted by Rev. W. K. Pitcher. At the graveside, "On the Resurrection Morning" was sung. Left to mourn are his wife, three daughters, Mrs. David Fifield of Trinity East, Mrs. William R. Randall, Port Rexton, and Mrs. Rupert King, Catalina; also three sons, Mr. Francis Ryan (who with his wife resides with the widowed mother), Mr. George Ryan, Montreal, and Mr. Ernest Ryan, English Harbor; two sisters, one brother, seventeen grandchildren, and many other relatives and friends, for he was widely known and will be greatly missed.

Within our home there stands a vacant chair,
For one we loved by Christ has been called home,
No more we see his loving face to us so dear,
For now he lies within the silent tomb.

We miss the loving smile of father dear,
No more he sits in his accustomed place,
By mother's side, and now the briny tear
Flows downward on her dear old wrinkled face.
She misses now her friend and comrade dear,
Who all through life her comfort was and guide,
But God has called him to a brighter sphere,
The Heavenly Home of God the Father's side.

To dwell among the happy blood-washed throng,
Who sing the new song in the Glory Land,
Some day we'll meet again—"Twill not be long."
With saints and angels join—a happy band!
A SINCERE FRIEND.
E

ALLAN BUDDEN

(To the Editor)

Dear Sir,—Please allow me space in your valuable paper to record the death of the beloved wife of Mr. Allan Budden, who passed peacefully away to the great beyond on the 17th inst. just after midnight. Her body was laid to rest in the C. of E. cemetery on Sunday afternoon, the ceremony being performed by the Rev. M. K. Gardener. A very large number attended the funeral. She leaves a husband, three daughters and one son at Botwood and five brothers and one sister at Seldom-Come-By to mourn their sad loss.

No night of sorrow, none of pain,
But perfect peace and rest,
Redeemed and saved she sweetly sleeps
Upon her Saviour's breast.

To the sorrowing ones we extend our heartfelt sympathy.
E. J. LANNING.

Botwood,

April 24, 1920.

In Memoriam

In memory of Andrew Blundon, beloved child of Arthur and Dorcas Blundon, who passed away on April 6th, 1920, at the age of 7 years and 7 months.

Death has been here and borne away
A comrade from our side;
Just in the morning of his days,
So young and fair he died.

Not long ago he filled his place,
And sat with us to learn;
But now he's run the mortal race,
And never will return.

Dearest Andrew, we did not think
That you in youth and bloom,
Would soon be taken from our side
And laid within the tomb.

The face that often beamed with smiles,
That scarcely knew a frown,
Is hidden now far from our view,
Beneath the cold, cold ground.

He is gone, but not forgotten,
Never will his memory fade,

LITTLE HARBOR NEWS NOTES

(To the Editor)

Dear Sir—Please permit me space in your widely read paper to say a few words about this little place, to let the outsiders know we are not asleep.

To begin with, Mr. B. Day is having his schooner repaired and no doubt when she is done she will be a clipper, but owing to the backward winter it will be late before she is done.

It's a busy time now; men are getting their traps ready from up and down. We got the ice in to see us, and the old folks say there is going to be a good voyage, and a good thing it will be, as everything is still going up. But as we got our men in power we hope to see things better. The Union men have not paraded here yet owing to so many scattered abroad.

The Spring is come to everyone,
The winter's frost is gone,
The little birds are singing
To bring the Summer along.

The busy time is now come
For everyone to do,
Let every man do what he can
To help the jolly crew.

So wishing Mr. Coaker, his staff and the Advocate every success, I am,

Yours truly,

MISS CHARLOTTE VOKEY,
Little Harbour. E

SENATOR GOFF'S MILLIONS

One-third of Late Senator's Fortune Will Probably go to One of Carbonear's Fair Daughters.

A despatch from Clarksburg, West Virginia, says: Speculation is rife here as to what disposition is to be made by the will of the estate of the late Judge Nathan Goff, former United States Senator and former Secretary of the Navy, who died at his home here yesterday. While no information has been divulged as to the testamentary distribution of the property, it is generally believed that it will be shared equally by the widow and the two sons.

The estate is variously estimated at \$7,000,000 to \$10,000,000, and consists of the Waldorf Hotel here, one of the finest hotels in West Virginia, office and business buildings, apartment houses, business lots in Clarksburg, farm lands, extensive tracts in the western part of the country having valuable coal, oil and gas production, bonds, preferred and common stocks, and other securities.

The widow, who was the Judge's second wife, and formerly Miss Catherine Penney, thirty-five, of Carbonear, Newfoundland, whom he married last August, and who had been his nurse is expected to share in about one-third of the estate. His first wife, Miss Laura Despard, of Clarksburg, died some years ago. The two sons, Dr. W. Percy Goff, of Clarksburg, and Col. Guy D. Goff, of Milwaukee, Wis., are expected to receive one-third each.

Two members of Judge Goff's family are now abroad, Lieut. Col. Guy D. Goff, who was a Federal District Attorney at Milwaukee and a few years ago, Republican nominee for Governor of Wisconsin, is one of the commanding officers of the remaining American Army of Occupation in Germany.

Mrs. W. P. Goff, who is a sister-in-law of John W. Davis, the American Ambassador to Great Britain, recently sailed for London to visit the Davises.

Senator Goff testified at a Senatorial hearing several years ago in Washington that his income from coal, gas and oil holdings alone exceeded \$50,000 a year. He was a stockholder in local banks, but disposed of his interests in the National Institutions when appointed to the Federal Judgeship.—Sydney Post.

Harnessed to a tiny wagon, a fly has drawn 170 times its own weight over smooth surfaces.

Sweetest thoughts will ever linger
Around the spot where he is laid.

Perhaps our time may be as short,
Our days may flee as fast,
Oh Lord, impress the solemn thought
That this might be our last.

We cannot tell the next will fall
Beneath the chastening rod,
One must be first, but let us all
Prepare to meet our God.

Thanking you, Mr. Editor, for your space,

I remain,

Yours sincerely,
HARVEY SHEPPARD,
Carmanville,
April 21st, 1920.

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They are well lined, and they prevent Rheumatism.

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BIRDS' PLUMAGE

The result of the debate which opens in the British House of Commons this week on what has come to be known as the Plumage Bill will be awaited with interest by bird-lovers everywhere. The bill is designed to put an end, once and for all, to the barbarous traffic which, in times past, has resulted in the importation into England, every year, of the plumage of some 35,000,000 wild birds. It is welcome to know, according to recent dispatches from London, that the bill has overwhelming support in the House, and is expected to pass in such a form as will render it really effective. For months past, the Plumage Bill group has been assiduously at work, and stands ready, both in the House and out of

it, to prevent the measure being and generally to fulfill its task of "weakened by traders' amendments," "seeing the thing through."

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Legislative Council 1920 Official Proceedings

THURSDAY, April 29, 1920.
(Continued)

HON. MR. MacNAMARA—I have no definite figures to prove statement but thought that such was generally admitted.

HON. MR. BISHOP:—By no means are they generally admitted.

HON. MR. SHEA:—In reply to Hon. Mr. Browning's question I may say information is being sought. I hope to be able to give in a few days the statement from the Militia Department which he requires.

HON. PRESIDENT read communication from His Excellency the Governor naming Internal Economy Commission: Hon. President Legislative Council, Hons. Mr. Bishop, Mr. Shea, Mr. Speaker, Mr. Squires, Mr. Warren and Mr. Coaker.

The following bills were read for the first time:

A bill for "An Act to amend the Industrial Societies."

A bill for "An Act to amend the Food Control Act of 1917."

A bill for "An Act respecting the Department of Public Works."

HON. MR. SHEA tabled Annual Report of Reid Newfoundland Company.

On motion the House adjourned until to-morrow Friday at 4.30 of the clock.

FRIDAY, April 30th, 1920.

The House met at 4.30 p.m. pursuant

to adjournment.
HON. MR. MILLEY gave notice of petition from W.P.A.
Order of the Day.

(1) Address in Reply.

HON. MR. BISHOP:—Mr. President, the Speech before us, being the first pronouncement of their Policy by a new Administration, has been receiving in the House of Assembly attention such as we know is usually accorded the Government in this country upon its first meeting in legislative session. It is eulogised by the speakers on behalf of the Government and condemned utterly by the Opposition. It was not to be expected of course, that a unanimously favourable opinion would be expressed by hon. members in this chamber and it occasioned no surprise that a portion of the Speech of His Excellency the Governor at the opening of this Session has been criticised adversely.

It must however be exceedingly gratifying to the Hon. Mr. Shea, the leader for the Government, that up to the present at least, criticism has been confined to one paragraph only of the Speech—a Speech which refers to many matters of public moment, all of which are highly important and indicating various contemplated changes, the aim and object of which are the advancement of our country, the improvement of her economic resources, the permanent enhancement of the value of her products, and the extension and improvement of facilities for more rapid and more convenient handling of her commerce—local and foreign—among all of which it will not be denied that the industry which employs the majority of our producing class, and without which all other industries in this country would be nonexistent—stands first and paramount.

Now, Mr. President, it is not my intention to weary the Council by reviewing in "extenso" the whole of the Speech, but I regard it, Sir, a duty to myself, to this branch of the Legislature, and to my country, to voice my sentiments respecting matters which I believe to be not only important but at the present juncture vital.

In the month of November last two contending parties presented themselves to the Electorate of this country—one, the party led by Sir Michael P. Cashin, which had for some time previous been in control—the other led by Mr. R. A. Squires. The sentiment of the country was found to be adverse to the late Government and Mr. Squires and his followers were returned with a very substantial majority. Now Sir, whatever may be said of the merits of the opposing parties, as such, I submit the result of the bye election in St. John's West, which was one of the most persistently vigorous contests ever witnessed in this country, left no room for doubt as to the sentiment of the country. The Hon. R. A. Squires was confirmed in his position as Prime Minister of Newfoundland, and the country being now faced with post war conditions, the duties which devolve upon him and his Government are numerous, extensive and onerous, and

as I view the situation it is therefore the duty, not only of those who by their recorded votes placed the Government in power to support them fully, but it is the duty of all good citizens, all patriotic sons of Newfoundland, not to continue showing factious opposition but to assist in removing obstacles rather than to place obstruction in the way of the Prime Minister and his Government. Surely we must realise that it is incumbent upon us, no matter what our politics may be, to recognise the supreme right of majority rule.

The programme of the Government then for the coming year is before us for deliberate consideration and fair comment.

I should like Sir to take a minute or two to commend the action of the Government in relation to the purchase of a portion of the battlefield at Beaumont Hamel. It is the portion of France which will remain for all time and hold chief place, in the memory of Newfoundlanders, as the gallant deeds of the Royal Newfoundland Regiment are recalled. It has been my privilege to be on two occasions upon that sacred ground. Exactly three weeks after the memorable 1st of July, 1916, I traversed the trenches of the British Army upon the Beaumont Hamel field, proceeding through the communication trenches and thence from the rear to the front line trench and reaching a point where from a concealed machine gun emplacement I had a close view of the ground over which our boys had gone with such heroic courage in the early morning of July first and though depletion of their numbers commenced

when they had proceeded—but a comparatively few yards, and despite the rifle fire from the front trenches of the Germans but three to four hundred yards distant were subject also to enflading fire from two batteries of machine guns which quickly thinned their ranks but they never faltered nor flinched. The bodies of many of our splendid boys, among them my own nephew, were still lying strewn over that portion of no man's land when I looked upon it, and their recovery and burial could not be attempted. As a lively artillery duel was in progress before we had reached the front line trench and falling shells were frequent, the Captain sent from Divisional Headquarters to accompany me, having a mistaken notion that a legislator was of more value than a soldier, urged our return to a safer region and was particularly urgent when we had reached the front trench and officers there also endeavoured to persuade me that it was a very unhealthy spot, and they insisted I should upon no account get on the firing step and look over the parapet.

Disregard of their warnings that hundreds of German snipers with their rifles pointed towards us in that trench were waiting and watching for the least sign of movement, brought an appeal to me to consider the responsibility upon the officer in whose charge I had been placed. I said I had come a long way to visit that ground and until I had seen it from the nearest point of vantage I would not return. A Major or Colonel then said, "But Sir, Military rule controls here," to which I replied "I know it, but my escort was ordered

by the highest authority to take me as far as I wish to go and I'll take my chances." I wouldn't exchange the experience of that afternoon—when with a steel helmet on and a gas-mask hanging from my neck—I experienced something of warfare at close quarters for any other experience or any money that could be offered me. That poor young Captain though said he was glad when we had got out of the danger zone and if there were to be any more such visitors he would like to be assigned to other duties. Such was my first experience at Beaumont Hamel and it afforded me great satisfaction as I felt how heroic have been our boys against such odds as they had faced on that field.

Well, in August last I was again upon that hallowed ground in company with Rev. Major Nangle, and I assume the area purchased embraces the cemetery which we then visited and in which so many of our boys are resting, though unfortunately the contests for possession of that area subsequent to July 1916 prevented recovery and burial of a great many of our fallen men. It should be regarded a privilege to support the suggestion of the Hon. Mr. Coaker by contributing a dollar towards a popular subscription to cover the cost of that field, which was taken and retaken during the war.

While the difficulties of the work undertaken by Major Nangle is now generally known I cannot refrain from saying again that my tour with him of the battlefields of France and Flanders, over which our Regiment fought, convinced me of the fitness of the selection (Continued on page 7)

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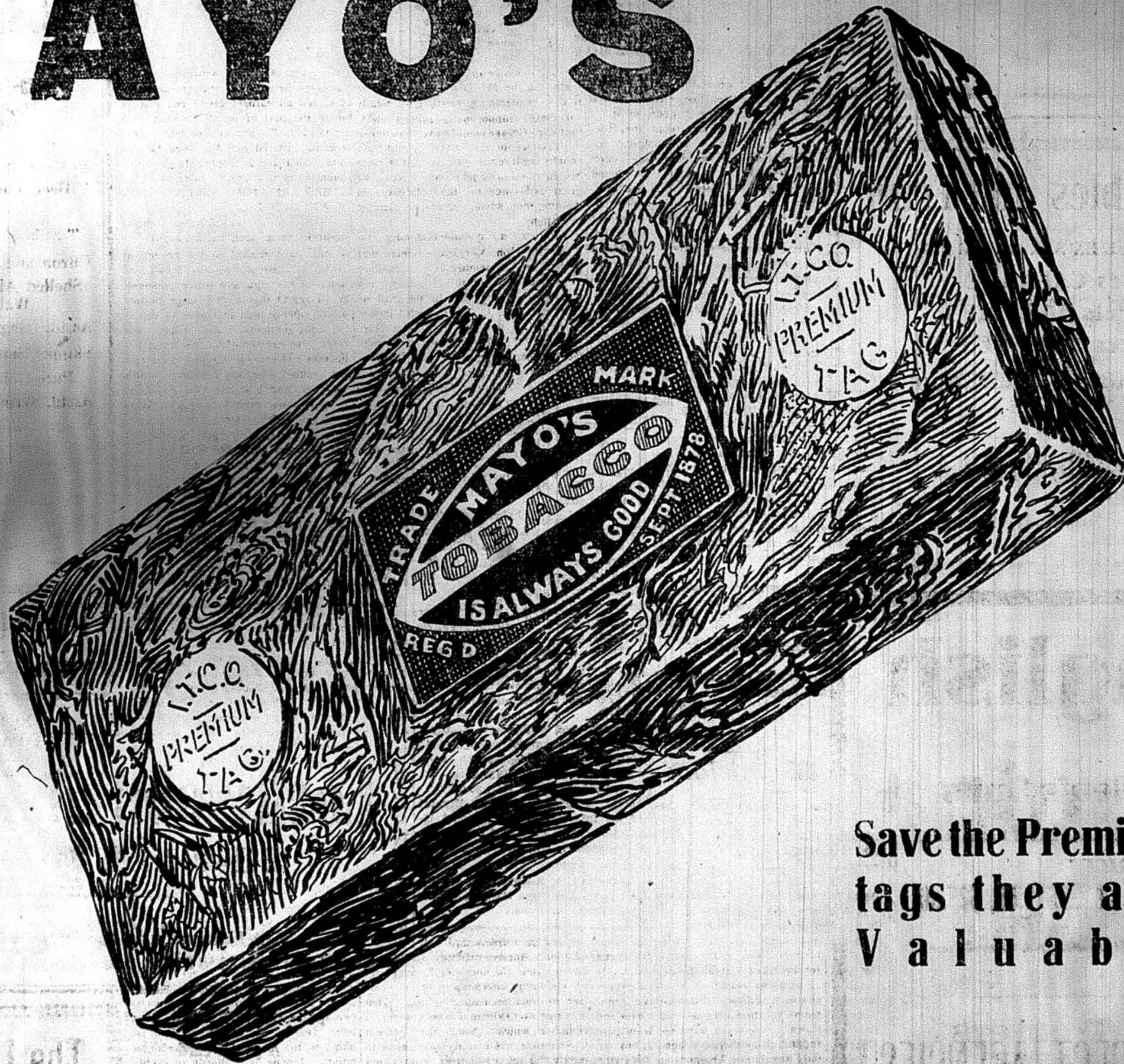
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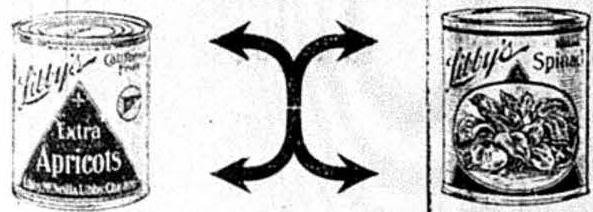
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Legislative Council OFFICIAL DEBATES

(Continued from page 6.)

of Major Nangle for the onerous work he has so cheerfully undertaken, which he and will, I am sure, perform to the entire satisfaction of the Government and of our people.

I am glad to notice in the Speech intended changes in matters pertaining to the Departments of Agriculture, and of Marine and Fisheries. That the changes contemplated will prove to be improvements in large measure, I have no doubt.

Now, Mr. President, it is evident that the paragraph of the Speech around which the greatest interest centres is that relating to the Fisheries.

There has been a great deal of interest, real or pretended, manifested in respect to the regulations for the export of codfish proclaimed shortly after the assumption of office by the present Government. Indeed, it seems as if it would have been a lean season editorially,—for certain newspapers, if the editors had not had this subject to hash and rehash day by day for several months past.

I was greatly interested in the remarks of the Hon. Mr. Grieve, respecting these "Fishery Regulations." Mr. Grieve is an out and out opponent of the measure, and Mr. Grieve's long experiences as a fish merchant and exporter entitles him to full latitude in the expression of his opinions. Other prominent exporters, notably Sir John Crosbie, condemn only the fixing of selling prices, but affirm emphatically his belief that the standardisation of quality and competent, impartial inspection is absolutely necessary. Others again support the opinion of the Minister of Marine and Fisheries, that both quality and price should be regulated and controlled.

Now Sir, in all the writings and all the orating upon this subject we have had little but generalities such as \$3,000,000 have been lost, etc., without a tittle of evidence in support of it. I was glad to hear my friend, the Hon. Mr. Grieve, disavow any political animus or influence, in his attack upon the "Regulations," but Sir, I feel bound to say that Mr. Grieve is in bad company and that the Opposition newspapers are making full use of the attitude of Mr. Grieve. I notice Hon. Mr. Grieve gives the Minister of Marine and Fisheries credit for a sincere desire to benefit the people of this country, and that his action respecting the enforcement of Regulations was the result of such desire. Mr. Coaker will I am sure appreciate Mr. Grieve's candour.

It must appear to those unacquainted with the ramifications of the export of codfish that a splendid opportunity for exporting the past year's catch with good profit has been lost through the imposition of these fish exporting regulations. It may be correct, Sir, to say that a certain shipper, at a particular time, could have marketed a cargo at a satisfactory price, but even that, I submit, Sir, is doubtful, for what might be obtained from a buyer who could operate without regard to restrictions, might not, and probably would not be paid by him if the restrictions which induced the offer were suddenly withdrawn.

Now Sir, I wish to interrogate respecting some of the assertions of the Hon. Mr. Grieve.

Has there been no profits made upon cargoes shipped since Regulations were enforced? Are the losses upon the shipments of codfish since November last where losses occurred, solely and entirely attributable to the "Regulations," and apart altogether from those restrictions let me ask, were not the market conditions decidedly unfavourable during recent months? Does Mr. Grieve wish this House to infer that had there been no "Regulations" enforced and he and every other buyer had had a free hand to sell how, when, and at what price they pleased, it would have been quite safe for him to have purchased 40/50 thousand qtls. of codfish last fall and that he could have been sure of marketing it at a profit? Does he say that a free hand for everybody, at all times, and under all and any conditions is the proper course to follow? Mr. Grieve complains too that cargoes sold under the Hawes agreement have not been paid for in full at the price agreed, but are the "Regulations" responsible for that? Most certainly not, but because of lack of care in shipping, or more probably careless or insufficient curing, the fish was found when it reached its destination to be not of the quality or grade the buyer had a right to expect, and consequently the shippers' agent in fairness to the buyer conceded a reduction; that Sir is the cause of short remittances, and is that a reason for crying "abolish all restrictions?"

I would say also Sir that ascertain losses as far as I know are very greatly below the figures mentioned by the Hon. Mr. Grieve, are not in fact one

tenth of \$3,000,000. If \$3,000,000 have been lost it means an average loss to shippers of about \$150,000 and as some shippers have met no losses and I hope B. Johnston & Co. are not one of these it becomes evident that some firms and not a few either must be subjected to a financial strain which they cannot possibly withstand.

It must be noted also Sir that Mr. Monro's cable message, about which a great deal is attempted to be made, does not say the restrictions from the first have been a failure, but that in his opinion, an opinion Sir, affected possibly by contact with men who from the first have ridiculed the attempt of the Government to regulate sales—the conditions now, not last fall, but the conditions which exist to-day are such as to make it desirable that any holder of codfish should be free to market it as he can. The cablegram does not I submit Sir warrant the interpretation that is being placed on it, in fact it clearly and distinctly shows the contrary.

There is nothing new, Sir, in finding market conditions unfavourable and losses accruing to shippers of codfish. A statement by Sir John Crosbie at the Board of Trade meeting in February may be remembered. Sir John said his experience had been that he always had a chance to make some profit upon fish, which he shipped before the end of the year, but upon stocks of fish in store at the commencement of the following year there were invariably losses met. This had no relation to restrictions of price or destination, but that always there were losses upon stocks of codfish, carried into the following year. This is the opinion of Sir John Crosbie and relates to years in which no restrictions existed.

Now, Mr. President, I wish to make it clear that this is not the first season that attempts have been made to regulate the marketing of our fish by agreement, and I do not think Mr. Grieve was always averse to such attempts. I go farther and give it as my opinion that had Mr. Grieve been in St. John's last Fall when the Hon. the Minister of Marine and Fisheries called in for consultation certain members of the trade, that he Mr. Grieve would not be to-day condemning restrictions totally for there cannot be a doubt, I think, that Mr. Grieve would have been one of the first whom Mr. Coaker would have sought conference with, and Mr. Grieve beyond doubt would have been of great assistance to the Minister in working out some acceptable plan of operations.

Through a misunderstanding no doubt, the Hon. Mr. Grieve denied that he had been a member of a Committee appointed for control of prices and shipments of codfish. In the Fall of 1918 the Hon. J. C. Crosbie, Minister of Shipping, the late Hon. John Harvey, and Mr. Grieve formed a committee for that purpose. It will probably be said that that was a voluntary act by the fish exporters, but its chairman was a cabinet member—the Minister of Shipping,—its meetings were held in his public office and the majority at least of the exporters of St. John's and of Conception Bay believed the other members, Messrs. Harvey and Grieve, to be advisers only and not appointed as principals who were being merely assisted by Sir John Crosbie. It was thought that Committee could do much and I believe it really did much to regulate matters pertaining to shipments, but the object underlying that and other agreements, Sir, was to maintain by combination greater stability of prices and regularity of shipments. It was an acknowledgment of the principle of "unity of action" and the same chance for all in an effort to secure the best results and prevent undue depreciation of our products.

The Hon. the leader of the Government, Mr. Shea, in his address at a former sitting,—an address upon which I wish to compliment him,—very correctly described the newspaper opposition to the Government restrictions as party prejudice greatly detrimental to the interest of fishermen and merchants alike.

The causes affecting present marketing conditions are various, chief of which, however, is the poverty of the great fish consuming countries of Europe, whose currency is so reduced in value that it is impossible for them to purchase freely any kind of imported food. Another difficulty of shippers arises from the impossibility hitherto of obtaining even approximately correct information respecting the catch or stock of fish in our own country, a condition which I hope the present Government will at once take steps to rectify. Lack of correct information respecting our catch has always been a handicap upon exporters. With knowledge of the catch by the Marine and Fisheries Department passed on weekly to the Board of Trade, and shipments from outports also telegraphed promptly, the trade would be greatly helped and the whole country benefited.

The conditions in Portugal at present are admittedly bad and losses in some cases serious, will be met. Those conditions have not resulted through Government restrictions but from internal causes; and are not holders of

Brazil fish asking and expecting higher prices for their stocks still held. The position is not cheering I admit but we have more than once seen it much worse.

I hope the Government will ask the co-operation of the Board of Trade in deciding upon standards of cure and cull and arrange for the strict enforcement of such rules as may be decided upon. This is not merely desirable but is absolutely essential if we are to maintain preference for our chief product in any of the markets of fish consuming countries. If Hon. Mr. Coaker has been correctly reported it is his intention to ask the co-operation of the Board of Trade.

Reference to the Hawes Agreement should in my opinion find no place in this discussion, but I may say that as far as I know I was the first to refuse to be a party to the Hawes Agreement, and I am therefore the more free to speak. There may or there may not be a Hawes Agreement the coming season, and if there are objectionable conditions attached to it at present they may possibly be remedied.

The stocks of codfish unmarketed certainly afford cause for some anxiety whether it has been shipped abroad as is still held in store in this country, but the situation is not helped by blaming the Government or the Minister of Marine and Fisheries, or by continuing controversy over the merits or demerits of the Hawes Agreement, which did not restrict me or Mr. Grieve or anybody else from shipping our fish to any country except Italy and that restriction may be removed by the time this year's fish is ready for marketing. As I remarked before, we have had to face adverse conditions in fish markets periodically, and shall again meet them. Let us not, however, foolishly decide that we have become incapable, or that the country's resources are permanently impaired; let us rather manfully face the conditions confronting us, not sectionally, but "unitedly" and remember that not local conditions only but present world conditions demand harmony and co-operation between merchant and merchant, between city and outports, between government and people, and an earnest desire and resolve upon the part of us all to work "pro bono publico"—and take to heart words recently uttered by Mr. Lloyd George and which are as applicable in this country as in Great Britain—"THE TIMES ARE TOO SERIOUS FOR PARTY CONFLICT."

HON. MR. GRIEVE:—It might naturally have been expected that I should have replied to the speech of Hon. Mr. Bishop who has devoted so much of his argument to me personally. I regret that a very large portion of his speech was inaudible to me as the hon. gentleman was facing the chair. He has taken the precaution deliberately to commit in typed characters the remarks he has delivered to this chamber, and I should like at leisure to study those remarks and to reply to them in a deliberate manner because my remarks shall go on record either for woe or for weal of this country and I should like to plan those remarks supported so far as I can by argument.

I should like to refer here to one matter which has nothing to do with the question under discussion, namely the Escanoni cargo last year. The circumstances were as follows; and do not come within the scope of the present Speech from the Throne. This was a large cargo of codfish, some 60,000 quintals which it was very difficult to realize upon. The exporters met, and Hon. Sir John Crosbie, Hon. John Harvey, A. E. Hickman and myself were appointed a committee to take charge of and dispose of this cargo. The only authority we exercised in that connection was in regard to the Greek market to which the vessel was consigned. With regard to other markets we had nothing to do. But we took this in hand and we managed to realize it, with assistance, in a market that was unknown to us, and the proceeds were not paid for except in the shape of bonds of three years duration, which I hope at maturity will be met. Had we not done so and that option not been taken the value of that cargo, probably worth a million and a half would have been lost.

That however has no connection with this matter. The Hon. Mr. Shea in course of his remarks asked me to be more specific. I intend to get together some figures in support of my contention in reference to the losses. Between two and three million dollars have been lost. This loss is mainly to be attributed to the institution of these regulations. I hope very shortly to supply Hon. Mr. Shea with some of the figures he asked for. I hope also to reply to Hon. Mr. Bishop in deliberate form. One cannot on the spur of the moment, without preparation, speak on a weighty matter such as this. As far then as those sections of the speech are concerned I defer what I have to say. Mr. Bishop alleged that we debated only one section. I do not know that it is incumbent for every member to speak. This is not like another chamber but a deliberative body to correct hasty decisions, but not on strict party lines as elsewhere. I think I am

When you want to make flaky biscuit, delicious muffins and gems, real doughnuts and cake of fine texture—then you need



RUMFORD THE WHOLESOME BAKING POWDER

correct in saying that the desire of all of us is to contribute something to the welfare of the Dominion and not to be splitting straws. I hope at the next meeting of the House to be in a position to state satisfactorily what my opinions are. These regulations are calculated to do grave harm. I agree with Mr. Monro. In February he endorsed the regulations as far as Europe was concerned, but not with regard to Brazilian market. When he went across he saw the harm of these regulations—changed ideas on making enquiries into the matter. If what may be called supplying in the country is restricted I may deduce from that that they have insufficient confidence in the country's ability to market the produce of the country. There is mistrust of the future—to some extent this is due to the regulations regarding export of codfish and the throwing overboard of the law of supply and demand. There are a hundred thousand quintals in Portugal to-day and the price is low when there were four or five thousand quintals last year and the price was

higher. That meant poor supply last year and good supply this year. This is the same principle.

HON. MR. BISHOP:—There is just one point only on which the Hon. Mr. Grieve and myself disagree. I am prepared to admit we have to act with the greatest caution. He avers that present conditions are to be traced entirely to the promulgation of the regulations last Fall with regard to sale prices. We agree to disagree. I do not think they can be traced even in a small way to this cause. With regard to the Escanoni it has nothing to do with the question at issue. I refer to this as an instance where attempts have been made from time to time by exporters of St. John's to arrange a combine to protect themselves. Conditions demand the serious attention of all persons connected with trade. Instead of crying blue ruin, we should unite to keep up the trade not only for ourselves but for those who come after us, who have to be supported by the cultivation of this country.

(To be continued.)

J. J. St. John



40 Very Choice Turkeys
Beef, Parsnips and Carrots.

Turnips and Cabbage
Citron and Lemon Peel
Shelled Almonds and Walnuts

Asstd. Icings and Spices
Skipper Sardines 25c tin
Pure Gold Extracts
Asstd. Syrups 35c. bottle
Very Fine Large Apples
40c. doz.

and
the best 60c and 65c
Tea
in the City.
AT

J. J. St. John
136 & 138 Duckworth St.

THE "MONCHY" SEEN
BY PASSING SHIP

The Danish schooner Hamlet, which arrived last evening, reports that in lat. 36.16 N., long 25 W., she passed the hull of the schooner "Monchy" of Newfoundland. The hull was covered with shells, showing that she had been drifting about the ocean sometimes. The water was washing over the wrecked vessel amidships. The main deck was under water, the fore-castle head was visible, both masts were gone. There was no life on board. The Hamlet passed alongside three times about 30 feet away tons.

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Dec 7, 1919

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AGENTS.

and so could see easily over her. The vessel looked about 80 or 100

The Latest in Stationary

IRIS LINEN—
Embossed in blue wax: St. John's Newfoundland.
Price per box paper, \$2.75 box, 60c. per quire.
Price per box envelopes, \$3.50 box, 50c. pkg.
S. E. GARLAND,
Leading Bookseller and Stationer
177-9 Water Street.

WEATHER AND ICE REPORT

The Minister of Shipping had the following messages today:
 Port Saunders—From s.s. Diana: Longside edge of ice, 3 miles from wharf. Proceeding further North. Expect to be able to get in here on way back.
 West Port—Wind S., light, heavy rain; no ice change.
 Tilt Cove—Wind S., fresh breeze; no moving ice this side, but can see the main water east from high hills about 20 miles distant.
 Catalina—S. W. winds with sleet; few scattered pans ice; too thick to see far.
 Twillingate—Wind S., dull, ice still right to land.
 Bonne Bay—No ice, bay clear.

THE "DIGBY" SAILS

The s.s. "Digby" left for Liverpool on Saturday at 4.30 p.m. Capt. Chambers intends to go south to avoid the ice, and consequently the voyage will take about 8 1/2 days.



General Post Office

FOREIGN MAILS

Until further notice mails for Canada and the United States, also for Great Britain and Europe, when no direct steamer is available, will be closed at the General Post Office every Tuesday and Thursday morning at 11 o'clock, and Saturdays at 9 p.m.

W. W. HALFYARD,
 Act. Min. Posts & Telegraphs
 St. John's, Nfld.,
 May 10th, 1920.

TANLAC PROVES GREAT BOON TO OUTPORT PEOPLE

Another Fisherman From Logy Bay Testifies To Its Merits.

Tanlac is proving a great blessing to the people in the Outports, many of whom are far removed from all medical aid. Statements are continually being received at the Tanlac office from people in all parts of Newfoundland, expressing their gratitude for the way this truly remarkable medicine has restored them to health, in many cases after years of suffering.

One of the latest of such statements comes from James McDonald, fisherman of Logy Bay, who says:
 "For fully a year or so my stomach was badly out of order. I could never eat anything but what it would form gas and cause me great distress. I never seemed to get any strength out of my food and got so weak at last that if I tried to walk any distance my knees would give from under me and I would have to stop and take a rest. I was always having to ease up at my work just because I wasn't strong enough to stick at it. I had a lot of pain in the legs which seemed to me like rheumatism. At nights I couldn't sleep at all well and would get up in the mornings feeling all tired out and in poor condition to begin a day's work."

The folks at home read a lot about the way Tanlac was helping people and restoring them to health and strength, and they advised me to try it. So next time I came into St. John's I went along to Connors' drug store and got some. I can't say that the first bottle did me much good, but it seemed to make me sleep better, so I kept on with it, and I'm mighty glad I did, for now after taking seven bottles I am in the best of health again. My appetite is splendid and I never have any indigestion or stomach trouble of any kind. My food seems to do me good, for I'm ever so much stronger than I was, and must have put on a good many pounds in weight. I can now work hard or walk a long distance without getting tired, and I've got every confidence in recommending Tanlac as a splendid medicine for us people in the Outports, and feel sure that nobody who uses it will be disappointed with the results."

Tanlac is sold in St. John's by Mr. Connors, in Gull Island by L. Stockwood & Son; in English Harbor by Jeremiah Pettie; in Bonavista by W. H. House; and in Little Bay Island by Edgar D. Jones.

At Rest

The funeral of the late Geo. A. Davy took place yesterday afternoon and was very largely attended, among the mourners being representatives of the S.O.E. and S.U.F. The burial service was conducted by Rev. Canon Jeeves and interment was at the C. of E. Cemetery.

Hotel Arrivals

Balsam Place—E. J. Ryan Trinity; P. R. Holt Montreal; Rev. Dr. H. Pooley and wife Montreal; O. Hodder, Twillingate; Miss A. Snoderly, New York; L. E. Cheseaman, H. Pettie, Durin; S. H. Crockett, Bonavista.

TOOK 194 PASSENGERS

The s.s. Glencoe, Capt. Tavernor, left Port aux Basques at 11 last night for North Sydney on her way from St. John's. A delay of some hours was caused to get passengers and mails over from Kitty's Brook and points west of that place, and the ship carried a record number of passengers, the largest since she went into commission, there being 194 in saloon and steerage.

REFINED AND DIGNIFIED

If you wish to acquire a refined and dignified style of writing use one of our Waterman Ideal Fountain Pens. Writing will then become a pleasure.
PERCIE JOHNSON, LIMITED,
 City Club Corner.

ARRIVED
 Ex S. S. "Edmund Donald"

1400 BARRELS

Windsor Patent Flour

HARVEY & Co. Ltd.,

WEDDING BELLS

CLOUSTON-NEAL.
 The marriage took place quietly on Wednesday, April 28th, at Montreal, of Maude, eldest daughter of Mrs. and the late George Neal, to Allan Roy, second son of John and Annie Clouston. The ceremony was performed by the Rev. James Fee, Rector of All Saints' Church. The bride was given in marriage by Capt. James Kemp, and wore a travelling costume of navy tricotine, black Parisian hat, white fox furs, and carried a bouquet of bridal roses and ferns. The bride was unattended, but had as witnesses Mrs. James Kemp and Mr. Walter Laurie. After motoring around Montreal, the happy couple returned to the home of Capt. and Mrs. Kemp, where a reception was held in their honour. After an extended honeymoon through Canadian and American cities they will reside at 483 Mt. Royal Avenue, East, Montreal.

WHO STOLE IT?

Last week, report has it, a motor boat left here for a port in Conception Bay with three men of a crew on board. Getting outside, the wind chopped in from the N. E. with a high sea and they ran south, making a port on the Southern Shore. The crew went to a boarding house and remained the night. Shortly after dawn some boys, early risers, visited the motor boat to look at her engines with boyish curiosity, and lifting a hatch, it is reported, found 70 gallons of the real "stingo" in jars mostly. They were not long in telling their friends and the boat was quickly discharged of her contraband cargo, much to the disgust of the owners and the satisfaction of those who made the find.

WILL BE PROSECUTED

Yesterday forenoon while people were passing along LeMarchant Road from various Churches, five young chaps who drove along that way used the horse they had in very brutal fashion. A gentleman living in the place telephoned the police and two officers arrived but the lads had gone. Some of them are known and it is likely they will answer for their conduct before the courts.

FRENCH BANKER HERE

The French banking barqtn. "Minerva" arrived here yesterday from France, via Lisbon, where she took in her summer's supply of salt. While at Lisbon she was found to be leaking slightly and will go on dock here to repair the damage. She carries a crew of 32 men.

ADVERTISE IN THE "ADVOCATE"

LOCAL ITEMS

The Trepassay train with mails and passengers left here at 11 a.m. today.
 The express which left Port aux Basques yesterday morning with local mails and passengers is due to arrive here at midnight.
 The weather is fine and dull across country today, but it rained hard all the forenoon at Placentia with a strong N. E. wind.
 The store of Mr. Jesse Whiteway closed today from 1 to 4 p.m. to enable the hands to attend the funeral of the late Miss Winsor.
 Saturday night and in one or two places yesterday evening, drunks were noticeable in the city. Some received the "jag" from bottles of the real article, but most indulged in dope, of which yet there is not much scarcity.

An alarm of fire brought the Western and Central men to Simms Street yesterday at 1.15 p.m. The chimney in Mr. J. Bird's house took fire and sent out volumes of smoke, but the blaze was extinguished by a few pails of water.

PILES

Do not suffer another day with itching, bleeding, or protruding Piles. No surgical operation required. Dr. Chase's Ointment will relieve you at once and as certainly cure you. Ask a druggist, dealer, or Edmanston, Bates & Co., Limited, Toronto. Sample box free if you mention this paper and enclose 25c stamp to pay postage.

Last night at 10.15 a horse with burst traces flying behind him, came out Freshwater Road and down Long's Hill at lightning speed, and scattered pedestrians on all sides. The animal evidently took fright somewhere in the country, got clear of the carriage through collision with some obstruction and later made a flying tour of the East End.

The ice began breaking up in Humber Arm on Wednesday. By the easterly breeze of Saturday the whole Arm was freed from ice and this part of Bay of Islands was again open to navigation. But Monday's northerly breeze brought the North Arm ice up the Bay and filled Humber Arm. This will all go out again by first change of wind.—Western Star.

EXPRESS SERVICE OPENS

At 1 p.m. yesterday the first express to go across country since the early part of the winter, left here for Port aux Basques to connect with the ships running from that place to Sydney. A number of passengers went along, and the express should arrive at her destination to-night. Expresses will leave tri-weekly for Port aux Basques in future, going from here each Sunday, Tuesday and Thursday.

THE "MEIGLE" HERE

After a good run from Sydney the s.s. Meigle, Capt. C. Cross, arrived here at 2.30 p.m. yesterday. The ship brought a full general cargo and began discharging this morning. She also brought 17 passengers and 216 packages mail matter. She should leave here for North Sydney Wednesday.

Reid Co.'s Ships

The Argyle arrived at Placentia 8 p.m. yesterday.
 The Clyde is at St. John's.
 The Glencoe left Port aux Basques 11 p.m. yesterday.
 The Home is at St. John's.
 The Kyle is at St. John's.
 The Meigle arrived at St. John's 2.30 p.m. yesterday.
 The Sagona left Pushthrough 5 p.m. yesterday, going to Port aux Basques.
 The Petrel is at St. John's.

SHIPPING NOTES

The "Little Princess" arrived in port on Saturday, salt laden from Oporto.
 The s.s. Ranger, after a good run from Sydney, arrived here yesterday coal laden to the United Coal Co.
 The schr. Falka from Cadiz, salt laden, to Morey & Co., arrived here with a cargo of salt Saturday.
 The "Robert J. Dale" arrived yesterday with a cargo of salt to T. H. Carter & Co. after a run of 40 days from Gibraltar.
 The schr. Norma B. Strong has been cleared by the Monroe Export Co. for Barbados. She takes 1887 qtls. codfish, 41 haddock, 3 ling, 384 bris. herring, 2 1/2 bris. salmon, and 6 bris. trout, and sails the first chance.
 The s.s. Canadian Aviator, the first of the new line of ships to run between Montreal and this port, left the former place on Saturday. She calls at Charlottetown en route.
 The Ella C. Hollett sailed from Burin for Halifax on Saturday with 2,456 quintals codfish, shipped by W. & T. Hollett.

The schooner James and Stanley has arrived at Grand Bank from the Grand Banks reporting for 900 qtls. on one hauling.

The schooner Maxwell R. has arrived at Burin from Halifax with a general cargo to LeFevre Brothers, and the Annie M. Parker from Boston, ill laden to W. & T. Hollett.

The schr. Robert J. Dale arrived here yesterday with a cargo of salt to T. H. Carter & Co. from Cadiz, via Gibraltar, and made the run from Gibraltar in 40 days, during which she experienced variable weather, and had a good deal of storms to contend with.

The s.s. Meigle made a quick round trip this time, going to Sydney loading a full freight and returning to St. John's in just 90 hours. Captain Cross can go full speed ahead when required.

LAI D TO REST

The funeral of the late William J. Nauflts took place yesterday at 2.30 p.m. and was very largely attended. Prominent among those who followed the hearse were the officers and members of the N.I.W.A. of which deceased was recording secretary.
 Mr. Nauflts, though actually born in Washington, D.C., was a Haligonian. His father was a member of one of the regimental bands at Halifax. His great-grandfather was a lieutenant in the British Army. The family came originally from Holland.
 Mr. Nauflts was employed at the electric car barn, being a first-class joiner. He often, however, took charge of the company's sprinkler in summer and directed the operations of the sweeper in winter.
 When the N. I. W. A. ceased to be only an iron workers association and received into membership all industrial workers, Mr. Nauflts was one of the first to join its ranks. From the first he took a prominent part in its organizing committee, and since it was registered under the Trades Union Act he was its only recording secretary. He was always one who counselled caution and prudence, but the die once cast he used to throw himself wholeheartedly into the fight for liberty and progress. Never afraid to speak out and never ashamed to own up to a mistake, the cause of unionism will miss his ready help, his tireless work and unbounding enthusiasm. He was a good citizen—one who in his humble way "did his bit." The sympathy of all who knew and appreciated him will go out to his wife and relatives in their affliction.—W. S.

CAPT. LAMONT'S DEATH FOR SALE

Messrs. A. Harvey & Co. have received the sad news of the death of Captain John Lamont of the s.s. Alconda at Sydney on Saturday morning from apparently heart affection, as the message says he "dropped dead." The message was received by his many friends with sincere regret, as he was a general favourite. Captain Lamont was in charge of the Alconda practically ever since her purchase by the Anglo Newfoundland Development Co. and was for many years a valued officer in the steamers of Donaldson Bros., the Alconda's managers. The deceased captain was unmarried and is survived by his aged father and mother in his native Scotland. In Botwood, Grand Falls and Heart's Content, as well as in St. John's, the news of his sudden demise comes with extreme sadness and many there will be who will mourn and miss the big kindly hearted Scotchman.

A NARROW ESCAPE

Yesterday afternoon a young chap riding a bicycle out Waterford Road had a narrow escape from instant and violent death. The big van owned by Mr. Lester, carrying passengers to Bowling Park, and filled with people, came in the road at a good clip. When near it the lad lost control of the bike momentarily fell, and shot in under the front of the passenger car, the driver of which handled the car admirably, stopping it instantly. Had he not done so the wheels would have gone over the lad and crushed the life out of him. The boy received an ugly cut over the eye and some bruises and escaped well.

PERSONAL

Mrs. Percie Johnson arrived by the Rosalind yesterday from Canada.

Mr. C. P. Eagan who had been in the States for medical treatment, returned yesterday.

We regret to hear that Mr. James Ryan, the well known tailor, is so dangerously ill at the General Hospital that grave fears for his recovery are entertained. His brother, Rev. Fr. Ryan of St. Bride's, was at his bedside yesterday and today. Mr. Ryan has been ill for several months past.

A GOOD TRIP

Schr. Dazzle, Capt. Snow, R. N. R., arrived yesterday with a cargo of salt to Campbell and McKay. She made the run from Cadiz in 39 days, although very bad weather was met with since leaving this coast. This is Captain Snow's first trip in command and he is to be congratulated on his good work.

IT CERTAINLY MUST BE

a constant anxiety to an uninsured man to hear the fire alarm. No need to worry, my friend, when you can get a policy from me at an extremely moderate cost.
PERCIE JOHNSON,
 The Insurance Man.

WANTED

500 MEN

for the

Nfld. Cooperage Corp. Ltd

AT BENTON,

to work in the Lumber Woods and Sawmill. Wages from \$40.00 to \$60.00 per month and Board. Apply at Benton or Harbor Grace. mar23,tf

ADVERTISE IN THE EVENING ADVOCATE

That House and Land and Large Premises situated at Valleyfield. Splendid business stand. Will be sold at a reasonable price. Apply to S. R. WINSOR, 24 Barnes Road, or Advocate Office. —ap19,2wks

BUSINESS CHANCES

MILLIONS are suffering with Rheumatism. Most important discovery of the age. A herb that actually drives the most stubborn case of Rheumatism entirely out of the system. People write us and say they are astounded at the results, especially on the kidneys. Just think the money making possibilities. Representatives wanted. \$1.12 pound postpaid, 10 pounds \$5 express paid. Rheumatism Herb Co., Venice, California.



FOR SALE—At a bargain. Schooner "Star of Hope," 48 tons. Also three traps, all in good condition, with fittings. Together with Motor Boat and new Acadia Engine, 5 1/2 h.p. Schooner ready for fishing, etc. For further particulars apply to ANDREW MILES, Laurenceston, N. D. B.; or MAXWELL MILES, 23 Young Street, St. John's, may7,6i,wky,pd.

WANTED — For Central School, Catalina, male or female teacher, with Associate or First Grade Certificate. Salary, \$400.00. Apply with recommendations to T. J. PITT, Chairman School Board, may10,2t

FOR SALE — One Ford Touring Car, late model, equipped with electrical starter, lights, demountable rims, slip-over covering, etc. In good running order. Apply to M. & E. KENNEDY, Office, Remont Building.—ap17,t

WANTED—1st Grade Teacher for Glovertown; salary \$305; 2nd Grade Teacher for each of the following schools: Traytown, Saunders' Cove and Ragged Head; salary \$260. Apply, enclosing testimonials, to the CHAIRMAN, Methodist Board of Education, Glovertown. —may5,1w

WANTED — For Petites Methodist School, Associate or First Grade Musical Female Teacher. Salary from Board, \$300.00. For Grand Brunt—a Second Grade Musical Female Teacher. Salary \$260.00. For Western Point—a Second Grade Female Teacher. Salary \$260.00. For Little Bay—a Third Grade Female Teacher. Salary \$235.00. For Bay Du North—a Third Grade Female Teacher for five months. Salary \$120.00. Duties to begin Sept. 1st. Apply with testimonials to A. E. B. BLUNDON, Chairman of Board. ap10,tomay15

FOR SALE—A small quantity of household furniture, all in good condition. Apply this office. ap15,t

FOR SALE—7 Cod Traps, in good condition; also 1 skiff with 5 horse-power Mianus engine. Apply to JOHN F. RYAN, 227 Theatre Hill, or South Side premises. ap15,t

FOR SALE—At Moreton's Harbour; 7 Cod Traps all in good condition. For further particulars apply to O. O. OSMOND, Exploits. ap16,1mth

PICKED UP—In December last about 6 or 8 miles off the Northern head of Fortune Arm, Green Bay, 4 Herring Nets. Owners can have same by proving property, paying expenses and applying to W. T. SIMMONDS, Catalina. ap120,tomay21

REID-NEWFOUNDLAND COMPANY.

Tri-Weekly Passenger Service.

EXPRESS TRAIN WILL LEAVE ST. JOHN'S ON SUNDAYS, TUESDAYS AND THURSDAYS, FOR PORT AUX BASQUES, MAKING CONNECTION WITH STEAMER FOR NORTH SYDNEY.

REID-NEWFOUNDLAND COMPANY.

Red Cross Line

The S. S. ROSALIND will probably sail from New York on May 2nd, and from St. John's on May 13th. This steamer has excellent accommodation and carries both first and second class passengers. For passage fares, freight rates, etc apply to

Harvey & Co., Ltd.
 AGENTS.