



(Founded in 1879 by W. J. Herder.)
The Evening Telegram
 THE EVENING TELEGRAM, LTD.,
 PROPRIETORS.

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Saturday, February 7, 1925.

The Bell Island Trouble

The reply of the President of the British Empire Steel Corporation to the message sent by the Prime Minister would seem to indicate that he is ignorant of the condition of affairs at Bell Island. The tone of his remark quoted in the public despatch this morning would make it appear that he is also indifferent. From the curt instructions "if the men do not return to work under the clock system on or before the 9th, pay off the whole force," which Mr. Highmore states is the Company's reply to the men, it seems a reasonable conclusion to arrive at that the President of Besco is neither ignorant of the situation nor indifferent to the consequences, but is simply determined to act in an arbitrary manner, regardless of the men's request, the Government's attitude, or the country's interests.

So far as the introduction of the clock system in the mines is concerned, it must be admitted that the explanation given by Mr. H. B. Gillis is reasonable, and apparently the miners take the same view, but they take objection to the proposal to compel them to put in daily ten hours underground. Hitherto a day's work was based on a specific amount of work performed. The Company's suggestion is that this arrangement should continue, but that the work should go on after the amount formerly performed was completed, on a bonus system. Under the plan previously in operation, this was optional with the miners. Although, as Mr. Gillis states, no change in the rates of pay is contemplated, the object aimed at is to increase the output.

The proposals outlined in Mr. Highmore's message to the Minister of Justice seem reasonable, but this cannot be said of the attitude adopted by the Company, and it is to be hoped that the Government will use the means at their disposal to make the Corporation realize that the interests of the country in Bell Island are by no means of secondary importance, and cannot be treated as such.

Sir P. T. McGrath

BECOMES PRESIDENT OF THE LEGISLATIVE COUNCIL.

We have been requested to state that the Hon. J. D. Ryan has tendered his resignation as President of the Legislative Council, and that His Excellency the Governor has been pleased to appoint the Hon. Sir Patrick McGrath, K.B.E., to be President.

In congratulating the new President on the honour which has been conferred upon him by His Excellency the Governor in selecting him for this important office, we would like to avail of the opportunity to refer to the long and valuable services which have been rendered to the country by the Hon. J. D. Ryan both in the House of Assembly and in the Legislative Council. Appointed to the latter in 1904, he became President in 1920, and during his tenure of office he

ably maintained the traditions of that Chamber, and exercised his authority with judgment and wisdom and fairness to all.

The Hon. Sir P. T. McGrath previously occupied the Chair in 1916, following the death of Hon. J. Harris, and his long experience in Legislative affairs and his outstanding ability eminently fit him for the responsible duties of the position.

Correspondence Between the Govt. and President of Besco

As a result of the message sent yesterday by the Prime Minister to Mr. Roy Wolvin in connection with the new system of work introduced in the Bell Island mines and the consequent cessation of operations, the following communications have been exchanged:

Montreal, Que., Feb. 6.
 Hon. W. S. Monroe,
 Prime Minister of Nfld.
 Telegram received, am communicating with Sydney but think no regulations being put into force carrying any hardships or not usual in industry. What regulation have you reference to that could be hardship or breach of our understanding.

R. M. WOLVIN,
 February 6th.
 R. M. Wolvin, Besco,
 Montreal.
 Manager MacDonald, Wabana, can inform you, fully regarding regulations.

W. S. MONROE.
 Montreal, Que., Feb. 6.
 Hon. W. S. Monroe,
 Premier of Nfld.,
 St. John, Nfld.

McLurg has telegraphed me copy of Gillis telegram to you which I hope is satisfactory. Anxious to do everything to avoid unpleasant matters coming to your Government but believe this regulation in best interests company and all concerned.

R. M. WOLVIN.
 February 6th.
 R. Wolvin, Besco,
 Montreal.

Cannot agree that regulations are in interest all concerned. Suggest you act upon Mr. Highmore's reasonable suggestion that men go to work under old system while negotiations are being taken up between Government, Company and men. Old system has been working for sixteen years. Miners want clock system abolished and work proceed as before, or are willing agree to clock system combined with eight hour shift, same pay for eight hours as now getting for ten.

W. S. MONROE.

Express Passengers

The following passengers crossed over to Port aux Basques by S. S. Kyle at 5 p.m. yesterday, and joined the express:—Mrs. F. Penny, V. Campbell, J. Barry, A. R. Cobb, Mrs. A. R. Cobb, Miss G. Bert, G. Armour, S. W. Blanchard, W. R. Stevens, W. Stoddard, I. Bradbury, D. Porter, R. Buzay, J. E. Quinston, G. Horwood, E. McLeod, E. C. Lutz, A. J. McDonald, R. M. Fraser, T. McKennan, H. Ross, M. J. McCubbin, W. Cutler, A. W. Kadwell.

Ask for Queen Maud Sardines in pure virgin olive oil.—Jan23,t

Personal.

Mr. Alex Ledingham, the boiler inspector, leaves by the Sable I. to-day on a business trip to Canada.

Mr. J. L. Vintcombe underwent a successful operation at the hospital on Thursday, and is now doing well.

Dr. and Mrs. Jones of Avondale, leave by S. S. Sable I. to-day for Boston, where they join the Royal Mail Lamer "Ohio" for Rome.

Mrs. E. M. McNab underwent an operation for appendicitis, at the General Hospital, yesterday. Her many friends will be pleased to learn that the operation was successful.

The Acme of Perfection—Power's High Grade Home-made Candy.—Jan23,101

Fined for Breach of Customs Act

A message to the Minister of Finance and Customs, from Curling, states that Simon Basha, of Benoit's Cove, Bay of Islands, tried before Magistrate Scott, for a breach of the Customs Act, has been convicted and fined \$160.00.

DANCE.—(In aid of C. C. C. "Gaiety" Hall)—The THIRD and FINAL Dance takes place in the "Gaiety" Hall on WEDNESDAY next, FEBRUARY 11th. (Subject to the calling of S.S. "Silvia") Music by CHAS. FOSTER AND HIS DANCE ORCHESTRA. Tickets: Gent's, \$1.00; Ladies, 75c. Dancing 9.30 sharp.—Feb7,11



CHILD WELFARE

HEALTHY BABIES.

"An Ounce of Prevention is worth a Pound of Cure."

Competition.—Don't forget our Mother-Craft Competition for 1925. We explained something of it to you last week, so come and get the details from the Welfare Centre.

This is a Competition for which the whole family may enter.

Infants Booties.

Cast on 48 sts., knit 2, purl 2, rib

knitting for 4 rows, then 1 row of holes as follows:

X . . . Slip 1 wool over needle, knit 2 sts. together, repeat from x across row, knit 1 row plain. On the following row knit 30 sts. Turn, knit 12, turn, knit 13 sts., turn, knit 14 sts.

Continue in this manner, knitting 1 extra st. every time you turn, till 48 are on needle again. Knit for 2 ins. then

knit 2 sts. together each end of needle every 4 ridges till 36 sts. are on the needle.

When the leg measures 5 ins. at back, start vamp as follows:

Knit 24 sts., turn, knit 12 sts., knit 18 ridges on these 12 sts. Then knit 2 sts. together, each end of needle every other row till 4 sts. remain. Break

wool, tie on wool at instep. Pick up and knit 1 st. in each ridge along instep, knit across the 4 sts. on needle.

Pick up 1 st. in each ridge on other side of instep, knit to end of needle, knit 8 ridges and knit 2 sts. together at each side of centre 4 sts. every ridge (8 times). Knit 2 ridges and cast off. Sew up seams neatly.

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Mr. Chambers' Reply to Rev. H. Read

NOTHING LEFT UNDONE.

Editor Evening Telegram
 Dear Sir.—Referring to the letter from Rev. H. J. Read, of Channel, in yesterday's Telegram, dealing with the recent deplorable disaster at Rose Blanche and vicinity, in which he asks "who is responsible" for not sending the S.S. Kyle in search of the missing men. I think it but fair to say that so far as could be seen at this end, every possible effort was made to effect a rescue. It is true, and I repeat the fact for the first time from Mr. Read's letter, that the Kyle did not engage in the search after reaching Port aux Basques, on Sunday, but there is, I think, a reasonable explanation as the following facts will show:

News of the appalling disaster did not reach here until Saturday. The first intimation I had of it was through the evening newspapers, and I immediately made inquiries as to what was being done, and found that the Government was fully alive to the seriousness of the situation, and that the Prime Minister had instructed the Railway Management to have the steamers engaged in the search. Believing that the Kyle was the nearest to the scene, being then en route to Port aux Basques from Sydney, Captain Cross was instructed by wireless to detour and search for the missing boats. This, however, he was unable to do, as he reported that a sixty mile gale was raging and he was compelled to remain in shelter of the ice. That night he reported a N.W. wind with thick snow, and did not get clear of the ice until the following morning, reaching Port aux Basques about noon, two full days after the disaster had occurred.

In the meantime the Prospero, which was bound down the coast, was communicated with and ordered back, and at 5 o'clock on Saturday evening she left Mr. Breton and spent all that night and all the following day searching for the missing boats. Arriving at Rose Blanche, Sunday night, Captain Cross reported no sign of the boats and expressed his opinion that there was no hope for them.

The Gloucester going west was also instructed to engage in the search, but reported the weather was too stormy for her to leave harbour. Later however she covered the sea to St. Pierre, where Walter Blagdon's crew were picked up. Search parties in boats were also sent out from Rose Blanche and Burgeo and every suggestion offered was acted upon.

So far as the Kyle was concerned, being unable to carry out the instructions received on Saturday, it was a reasonable assumption on the part of the Government that the Prospero and Gloucester ordered to engage in the search to the eastward, where the boats, if they were afloat, must have been driven by the furious gales of Friday and Saturday, there was little he could do from the Port aux Basques end. By Sunday, it will be recalled, Walter Blagdon's waterlogged boat drifted to St. Pierre, and if the Kyle had proceeded on the search immediately she got clear of the ice, it would be dark before she reached that vicinity. By this time the prevailing belief was that the boats had been lost either by their striking ice or going on the rocks, and the fact that the wreckage of poor Ransom's boat has since been found, seems to bear out this belief. The Kyle, I am informed, was in touch by wireless with the Prospero and if there was any possible hope of doing anything, I am sure it would not have been neglected. Captain Cross's instructions were to do everything possible, but both he and Captain Connors had been out in the storm and doubtless only too well realized that the boats had little chance of living it out.

I can appreciate how deeply the Rev. Mr. Read must feel for the people who have been so suddenly and terribly stricken—we have all been greatly upset by it—and how any apparent neglect to offer the necessary assistance must be resented; but there was no wilful neglect, and the causes which prevented the Kyle from taking up the search while on the way from North Sydney, as she was ordered to do, were beyond control.

Yours truly,
 W. MCK. CHAMBERS.
 St. John's, Feb. 6th, 1925.

Train Notes

Thursday's west bound train is due at Port aux Basques this afternoon. The east bound train left Port aux Basque at 7 a.m., and is not due before to-morrow night.

Tuesday's accommodation train from Grand Falls arrived at 7.45 last night.

Government Boats

Argyle left Plesque at 9.30 a.m., going west.

Gloucester left Bay L'Argent at 9.45 a.m., coming east to St. John's.

Home sails for the westward on Wednesday next, replacing S.S. Gloucester.

Kyle sails for Louisbourg to-night.

FOR EVERY ILL—MINARD'S LINIMENT.

A Valuable Treatise on Nfld. Waters

A highly interesting article which contains at the same time practical information of the greatest value to the Newfoundland fisherman appears in the last issue of the Canadian Fisherman. It is written by Mr. A. G. Huntsman, Director of Atlantic Stations, Biological Board of Canada, and is entitled "The Ocean around Newfoundland."

The first part of the article will be published in the Telegram on Monday and the balance, in subsequent issues. We trust that its contents will be studied not only by those immediately interested in the fisheries, but that it will be brought to the attention of every schoolboy, as it is a treatise on oceanography which deals conclusively with many of the theories formerly held regarding the movements of the waters around our coasts.

Mr. A. G. Huntsman was a member of the expedition organized in the summer of 1923 by the Biological Board of Canada, under the auspices and with the support of the Canadian and Newfoundland Governments to make a scientific investigation of the waters and their movements particularly in relation to the codfishery in the Strait of Belle Island, the Gulf of St. Lawrence and the south and north coasts of the island. He refers in particular to the desirability of the fishermen taking temperatures before deciding to occupy fishing berths.

PEPYS BEHIND THE SCENES.

Feb. 6th.—Blabbs, the chirurgeon, coming this morning to see my wife, do tell me how she is mighty ill and have me remove her to the hospital at once, which I do, and am in the greatest possible fear that I may lose her, which I would not have happened for anything in the world. Blabbs tells me, however, that there is good hope for her, and bids me be of good cheer, which I will try to do, yet know not how I shall keep my sorrow from the world. God knows I am a sore tried man, being that now my wife is ill, the food gets worse each day, and will soon be driven to eat at the Club. Abroad and meeting Jones, but newly come from the Hummer and we to discourse of divers matters concerning the work there, and he tells me how there are more than 650 French Canadians now working in the woods, and seems, says he, how these fellows are more efficient with the saw than are our own men. He tells me also how in his opinion the plant will cost more than 30 millions of dollars before operations are commenced. Talking further of the logging, he says how this will be done all through the summer since there is not the time in the winter to cut all the wood that is required. Going home this day, do remark the mildness of the weather, and seems how we are having a free thaw, and indeed, have seldom found it so warm at this season of the year, going without a touch of the day.

The evening sheet publishes certain correspondence between Mr. Monroe and the BESCO managers, and a strong tone taken by the Prime Minister who sounds as if he will stand no nonsense from the Steel Company. This night Povey comes to keep me company, and we sit all the night about a fire and discourse of divers matters, with the help of some good tobacco and whiskey.

Unemployed Hold Meeting

A meeting of several hundred unemployed was held last night in the C.C.C. Armory. The meeting was called to order by Mr. Arthur Sexton, who stated that the object of the gathering was to protest against the dole system under which they were scarcely able to feed their families and which made no provision for schooling or clothing. Messrs. Gray, Shute, Squires and Bennett spoke at short length with more or less interruption. Mr. Caleb Robbins, one of the Municipal Council inspectors, was then called on. He reviewed the work of committees formed to help the unemployed since 1921, and although he was not now one of the number, he was prepared to stand by the men and help them in any step they would take to obtain what Mr. Robbins said, was their right from any government, as the country owes every man a living. Mr. Robbins was then nominated to act as chairman for the election of a chairman and committee, and the following were appointed: Mr. Arthur Sexton, Chairman; Mr. James Gray, Secretary; with the following committee: Messrs. Squires, Shute, Ryan, Harris, O'Donnell, Tokor, Wilmshurst. This committee has not power to add to their numbers without the consent of the main body of unemployed. During the past couple of weeks the police have been investigating cases of distress reported in the city, and where they have found there was need provisions and coal were supplied.

Life and Property Lost in Floods.

SAN FRANCISCO, Feb. 7. Four persons are believed to have perished yesterday as a result of the storm which swept the Pacific Coast States. Rivers and streams in California, Oregon and Washington were running bank full. In Oregon thousands of cattle were drowned when Bully Creek, near Vale, went on the rampage causing property losses estimated at \$250,000.

REMOVED FREEMAN'S JOURNAL SOLD TO SINGER.

BELFAST, Feb. 7. It is reported here that a syndicate which includes John McCormack, the Tenor, has purchased the Freeman's Journal. The price is given as £27,000.

BRITISH VIEWS ON DEBTS SENT TO FRANCE.

A note general in character outlining the British views on the Allied debts was sent to Paris last evening, the communication being in reply to Finance Minister Clementel's questionnaire to Winston Churchill, Chancellor of the Exchequer, asking for interpretation of the application of the Balfour declaration of 1922 to the present circumstances. What the

TO-DAY'S MESSAGES.

CHIEF JUSTICE OF CANADA MADE A PRIVY COUNCILLOR.

LONDON, Feb. 7. The London Gazette announces that Chief Justice Angellin of Canada has been appointed a Privy Councillor. Francis Alexander Angellin was appointed Chief Justice of Canada in Sept., 1924 in succession to the late Sir Louis H. Davies. The appointment to the Privy Council carries the title of Right Honourable.

SHIPPING COMBINE WILL OPPOSE SUBSIDIZING PROPOSAL.

LONDON, Feb. 7. Shipping circles here are not disposed to offer an open comment on the proposal of the Canadian Government to subsidize the Peterson Line, although some such move was anticipated several months back. There is every reason to believe, however, that the action of the Canadian Government will result in the Atlantic combine using all its influence and powers to institute counteracting measures.

CANADA DETERMINED TO SECURE CHEAPER OCEAN RATES.

OTTAWA, Feb. 7. Speculation is rife as to the extent to which the Dominion Government will subsidize British freight steamers plying between Canadian and British ports to carry Canada's products overseas at cheaper ocean rates. Rumor to-day places it at over a million dollars. The amount will be included in the estimate this year for the purpose of carrying out the Government's avowed intention of getting control of the regulation of the ocean rates. Legislation to this effect will be brought down.

WHAT'S IN A NAME!

GENEVA, Feb. 7. The League of Nations issued a correction to-day in connection with the controversy between Great Britain and Turkey over Mosul. It was explained by the League Secretary that Britain called the Turkish experts attached to the Mosul commission of inquiry "notorious outlaw inhabitants" and not "ex-convicts" as was announced on Tuesday. An incorrect translation of the British communication was held responsible for the mistake. Turkey in a new note insists that the experts to which the British object are "useful citizens."

FRANCE DETERMINED TO CUT BREAD PRICES.

PARIS, Feb. 7. Following interpellations regarding the price of bread and grain, the Chamber of Deputies adopted by 328 to 225 a resolution expressing confidence in the Government taking suitable measures to check the rise in the price of bread, and requesting to ask Parliament immediately to pass a Bill favoring (1) declarations on stocks of corn; (2) direct purchase by the State of home grown corn and the