

'White Rock' Rubbers**For Girls****Double Wear in Each Pair****WHITE ROCK RUBBERS**

are made all in one piece, with bright finish Uppers, Dull Grey Soles and Heels; in Storm Rubber Style.

One pair of White Rock Rubbers will outwear two pairs of any other known brand.

White Rock Rubbers are the best made School Rubbers for Girls.

Sizes 8 to 10 at\$1.25
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Sold Exclusively by

Parker & Monro, Ltd.

THE SHOE MEN.

Jan 6, St. J. H. S.

Furness Line Sailings

From	St. John's	Halifax	Boston	Halifax	St. John's	St. John's
Liverpool	Halifax	Boston	Halifax	St. John's	Liverpool	
Nov. 24th	Dec. 2nd	Dec. 5th	Dec. 9th	Dec. 14th	Dec. 17th	
DIGBY—						
SACHEM—						

These steamers are excellently fitted for Cabin Passengers. Passengers for Liverpool must be in possession of Passports. Through rates quoted on cargo from all United States and Canadian Ports.

For rates of freight, passage and other particulars, apply to **Furness Withy & Co., Limited** WATER STREET EAST.

California, Valencia Oranges and Grapes.
 FOR XMAS TRADE.

CALIFORNIA ORANGES—Counts 176's, 216's.
 VALENCIA'S—300's.
 GREEN GRAPES—Heavy Weight.
 PRICES RIGHT.

Burt & Lawrence.**TAILORING SERVICE!**

From the booking of your measure, to the last of the garment, we are at your service. Each individual has his own selection, cutting and making. Any defect is remedied before leaving store. You are always at liberty to have your clothes kept in order and good repair. Added to this, you have a choice of a splendid and varied range in Suits and Overcoatings. New goods always arriving. Our Fall and Winter style books to hand. Prices no higher than hand-me-downs.



John Maunder,
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ST. JOHN'S TO HALIFAX.

STEEL STEAMSHIP "SABLE I"

Sailing every nine days.

Freight accepted and rates quoted to all points.

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aug 3 mos. w. f. m.

Forty-Four Years in the Public Service—The Evening Telegram

WEEK-END NOTES.

The Water-front and Shipping of St. John's as I Saw Them Fifty Years Ago.

(I. C. MORRIS.)

CHAPTER I.

Fifty years ago the commerce of the world was under the control of the sailing ships; and every nation, as well as every seaport, possessed its own fleet, and there was a great rivalry, as to which ships were the best, and as to whose seamen were the bravest. At that date steam was just coming to the front, and while it had already commanded the passenger traffic, it was only beginning to cut into freight, and commerce.

Thus was it, that with steam only in its infancy, and with railways undeveloped, and telegraphy in its initial stages, there was a big demand for sailing ships. Those ships varied in tonnage, and their marine architecture was as different from what we have at present, as a yacht is from a lumber boat. The architecture of the sailing ship was graceful and majestic, and her lines were such as to warrant the best possible speed at all times. The huge iron steamships of to-day do not measure up, nor do they pretend to measure up, to the marine architectural beauty of the sailing ship of the past. But while there is much that is palatial and up-to-date in every compartment and while these ships may be truly called "floating palaces", yet from the marine point of view, and from the sailor's aspect, there is not that beauty which was so noticeable among the fleets of sailing ships, in the days of the latter's popularity and glory. Comparatively speaking, the sailing ship seems slow, but the records which some of those clippers of the past made, were equal to the speed of many of the average steamships. That was due chiefly to two principles: first, the ship was designed, and built for speed, and secondly, she was manned by sailors who gloried in the speed of their ship, and who, though they were but sailors for the voyage being, had a common interest in the success of the good ship on which they had signed for the voyage, and on which many young lads were indentured for three or more years of service as apprentices. The voyage would probably be three or six or twelve, or sometimes eighteen months, but whether short or long, the question of speed and dispatch was the daily topic amongst the crew, and therefore the log-line was keenly watched. Hence it was that in moderate winds every available space was crowded with canvas, and no opportunity which would in any way advance the progress of the ship was neglected. Seemannship at that time was very different from seemannship to-day, and the majority of the crews were very competent men, and very expert at their work, as many of them had served an apprenticeship, and had experienced

deep-water sailing—during which they had crossed the line, and doubled the Cape of Good Hope, or rounded Cape Horn.

NO SHORT CUTS.

It will be borne in mind that at the date of which we write, the Suez Canal was only at its beginning, and the Panama Canal was not mentioned, and these short routes of to-day, by which America is virtually cut in two, and Africa and Asia are divided, were not available, so that long voyages were more in evidence than is either necessary, or possible to-day. It was those long voyages that tested the marine skill of our seamen, and which developed the mighty fleets of commerce, of which we are about to write, in part. True it is, that we here in St. John's did not get a call from many of the larger ships, but every season found a few large sailing ships in our harbour, which ships having met with accidents, and disaster, had put in here for repairs, and though we had neither docks, nor electricity, we had the men in our midst who by their skill, and craftsmanship, measured up to the demands of the hour, and in a comparatively short time had those ships ready for sea, and in full commission again. Those ships in themselves were a study, and their crews were a greater study, and there was always something about them which attracted the boys of the town, and which made a lasting impression upon them. It is of those ships, and their crews, as we saw them, that we are about to write; but of course, principally of our own local ships; and there is many a link of the past that has been broken and forgotten, which these notes may recall, and while we do not claim, nor pretend in any way to write all the history of our water-front of fifty years ago, we do claim that whatever facts we state, and whatever conditions we mention in these articles, will be correct, and he just as we knew them, and just as they impressed us at the time.

The change in the personnel of the city during fifty years is indeed very great; and while there are some few people who know of these facts, and are able to dictate them, yet to fully eighty per cent. of the population, the entire situation is new. The conditions of which I shall write are greatly altered; and the faces and scenes which I see in fancy before me, stand out in bold contrast to these we meet to-day. It is truly a different water-front to-day, and as we continue these notes, the readers will be able to see for themselves the change that has taken place during the last half of the nineteenth, and the first quarter of the twentieth century.

Paris Cold to "No Tip" Enthusiast.

PARIS.—A man who did not want a tip caused incident riot in Paris recently. He was the owner of a taxi motor-car, and thought he could operate his own property as he saw fit. So he placed on his vehicle a sign reading "I own this taxi, and I accept no tips." The ruction was caused, not by a rash of customers, but by the anger of fellow taxi-drivers. "What does this upstart mean?" asked one, climbing down from his seat and hurrying toward the revolutionary car with threatening vigor. "Renegade," cried other chauffeurs from the cab stand. Epithet followed epithet, and meanwhile the crowd grew after the fashion of street crowds in Paris, with the customary baker's boy, butcher's boy, and flock of "chickadees." When the crowd had grown to impressive proportions the owner of the taxi said to his colleagues: "You don't appear to like this announcement." There was a loud chorus of "No." With no backing from possible customers, the audacious taxi proprietor decided to capitulate. So he took down his sign; the crowd melted, and the tipping system was saved.

Italian Immigrants.

GOING TO SOUTH AMERICA.

BUENOS AIRES.—The stream of Italian immigration that once flowed to the United States and which was blocked by the American immigration law, has apparently changed its course to Argentina. Three steamers carrying 5,000 immigrants from Italy arrived here recently, and the agent of the principal steamship line plying between Italy, and Argentina, says that the third-class accommodations of its ships are booked ahead at Genoa for some time to come.

WOMEN'S BLACK CASHMERE RIBBED HOSE—Former price 90c., now 50c. G. KNOWLING, LTD.—Jan 6, 11

Communists in Russia.

HAVE LOST 188,000 MEMBERS.

MOSCOW.—The membership of the Communist party has dropped from 669,970 to 481,875, according to a statement published in the Moscow Izvestia. It is claimed that 46.5 per cent. of the members are industrial workers; 24 per cent. peasants; 24.2 per cent. government employees, while 5.3 per cent. are gathered from various classes. The central committee of the Russian Communist Party has published the number of Communists serving in the Red Army on October 1, 1922. The percentage has fallen from 15 to 8.3 per cent. in a year. The number of so-called "cells," or units of the Communist party organization, is given at 4,732. Each "cell" averages about seven members, so that the Communists in the Red Army number about 33,000. The largest percentage of Communists is in the special detachments of the cavalry, but the smallest falls to the irregular cavalry.

PLAIN BLACK CASHMERE ALL WOOL HOSE—Good Dye, former price \$1.20, now 70c. G. KNOWLING, LTD.—Jan 6, 11

Rubles Now Cheaper Than Ever.

MOSCOW.—The Russia ruble continues constantly to decline, and as a result the price of every commodity in Russia has increased. Since November 1, the prices on food have gone up 72% and on clothing and other wearing apparel 60%, while wood, which is extensively used in Russia as fuel, has advanced more than a hundred per cent. During the same period the rate of exchange has gone up only 15%. Late in November the dollar brought 25,000,000 rubles.

TEMPERATURE.—At the Valley Nurseries last night the thermometer registered 15 degrees of frost and 8 degrees this morning.

Wonderful Show—at the NICKEL—Great Show!

That Versatile Vaudeville Duo

"Clinton & McNamara"

Comedy Skit—Singing—Talking—Dancing

Act every afternoon at 4. Every night at 9 o'clock.

These are great big Diversified Programmes.

Don't Miss Them!

Housewives of Sweden

UNITE FOR PURE FOOD.

STOCKHOLM.—A hallmark of purity and excellence on goods for home consumption has been established by the Swedish National Housewives Association, according to Mrs. Agnes Ingelman, president of the Association. Mrs. Ingelman states that the Association for years has been working to secure the best merchandise for the homes, subjecting different products offered to scientific purity and quality tests. The Government Testing Bureau, as well as the Domestic Science School at Upsala, have now placed themselves at the disposal of the Association. This guarantee mark on household provisions, groceries, and supplies will be granted only to those manufacturers whose goods pass the tests, and on condition that they place this mark on all their goods guaranteed thereunder. Periodically the goods are subjected to new tests to ascertain whether the standard is being kept up. In case the merchandise proves to have deteriorated the manufacturer is immediately notified, and if he then fails to bring the goods up to specifications his right to use the guarantee mark of the Association is cancelled, and the fact that he has been deprived of this privilege is published. The officials of the Swedish Association are aware of a similar activity in America under the name of the Potentia movement, and they have entered into correspondence with those back of this movement in Sweden.

Favorably Inclined to Return of Emigrants.

MOSCOW.—Ludwig Martens, former Soviet representative in America, has become chairman of a special commission organized by the Soviet Government to assist in the return of Russian "doughboys" from Canada. More than 20,000 Russian-Americans already have come back to Russia from America during the last two years. The greater part of these men are agricultural workers, and they have brought with them agricultural implements valued at \$50,000. A big scheme is now on foot to bring from Canada between 30,000 and 40,000 "doughboys," men who under prosecution were forced to emigrate from Russia in 1895. These families intend to bring with them their entire property, consisting of agricultural implements, tractors and livestock. The Soviet Government is signing to them 25,000 acres in the Ukraine. In addition to the existing Soviet laws exempting conscientious objectors from military service, the central executive committee of Soviets has given to the delegates of this sect, who recently came to Moscow to carry on negotiations, a signed undertaking exempting their whole community from military services and all other duties connected with the bearing of arms.

Illegal Raids.

PHILADELPHIA.—(By Canadian Press).—Declaring that United States prohibition agents violated the Fourth Amendment to the Constitution in making raids without proper search warrants, Judge Thomson in the United States District Court has dismissed two liquor cases involving several hundred thousand dollars. Liquor and wines valued at \$300,000 were ordered returned to the warehouse of J. L. Lipchitz, where it had been seized by dry agents. Stills, copper coils, malt extract, whisky flavoring and accessories worth many thousands were ordered returned to the Atlantic Food Products Company.

WHITE OAK Flour

500 Barrels.

On the spot.

BAIRD & CO.,
Water Street, East.**Schools in Soviet Russia Show Increase.**

MOSCOW.—The number of public schools in Soviet Russia shows an increase undecipherable to the Soviet regime as compared with pre-revolution times, according to recent announcement of A. Lunacharsky, commissar for education. During the first two years of the revolution, public education was given much attention by the Soviet Government, and the number of public schools was brought up to 30,000 with a staff of 70,000 teachers and 2,250,000 pupils, as compared with 22,000 schools, 32,000 teachers and 1,300,000 pupils in 1911. But in 1921, with the change of economic policy and the abolition of the non-monetary system, came the first reduction of expenses in education and curtailment of public schools. In 1922 a further number of schools had to be closed, on account of budget difficulties, while many schools were deserted by their staffs owing to insufficient and irregular pay. At the present time, according to the official figures, there are 23,000 schools, 48,000 teachers and 1,635,000 pupils. But 1923 is expected to show a decrease, for the government will place the cost of upkeep of public schools upon local authorities, and these are notoriously short of funds.

What the King Said a Hundred Years Ago.

LONDON.—The pomp and ceremony attending the opening of Parliament probably attracts more attention in the House of Lords than do the words of the King's speech, but the latest address from George V. delivered a few days ago, contained no interpolation such as was once made in a speech from the throne by George IV. It is asserted that when he was regent, George IV made a bet with Richard Sheridan, the dramatist, that so little attention would be paid to the reading of his speech that he could interpolate any nonsense he liked without anyone showing surprise. The bet was accepted. The Regent paused in the course of the address and said distinctly "Baa, baa, black sheep," and then went on. No one took notice of the strange words. Chagrined at the loss of his wager, Sheridan asked George Canning, the Premier, if he had noticed anything strange. "Oh, yes," said Canning, "I heard the Prince say 'Baa, baa, black sheep,' but as he was looking straight at you at the time, I took it for a personal allusion."

Haunted Bunkers.

BUT IT WAS ONLY STOWAWAY PLAYING THE FLUTE.
 HOBOKEN, N.J.—A weird piping coming from a coal bunker on the trans-Atlantic liner America shocked Schmidt, a coal passer, to death so his fellow stokers insisted when the liner arrived here from Bremen. The ship's doctor, however, said it was heart disease. In any event the stokers were full of the story of the haunted ship. They said a "sweet tweet" kept coming from the bunkers and they all got so frightened they appealed to the captain for action. He investigated and as a result, a stowaway who had aspirations to play the piccolo in the opera orchestra here was brought to the deck. His ambition was so great, he said, he couldn't resist the temptation to practice. He's going back.

Profiteers Only Patrons of Moscow Taxis.

MOSCOW.—Automobile taxicabs operated by private owners have appeared in Moscow, but the tariff is so high that on several occasions the government has issued warnings to the public to beware of extortion. The street cars, about the cheapest thing in Moscow, are always crowded to such an extent that foreign visitors never consider riding in them. The fare is now 500,000 Soviet rubles, or about two cents. The four wheeled drakky, drawn by one or two horses, which never ceased operation even during the revolution, and the sleigh when snow is on the ground, continues to be the most popular way of getting about the city. The drakky drivers insist upon a fare about fifteen times more than the street car charge. The taxicabs are patronized chiefly by speculators who are interested in daily transactions of billions or trillions of rubles, and who care little about what they spend.



NORTH SYDNEY SCREENED COAL
 Now Discharging.

\$15.00**BURNSIDE LUMP COAL**

no dust

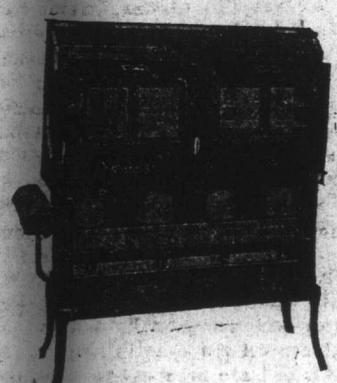
\$13.50**HARD WELSH ANTHRACITE**

in Store and to arrive.

\$24.00

BUNKER COAL ex Briton.

A. H. MURRAY & CO., LTD.,
 BECK'S COVE.

The "Florence" Blue Flame Oil Cooker.

1a 2, 3, and 4 Burner.

Wm. J. Clouston

Limited,
 184 WATER STREET,
 Phone 497.

Essence of Ginger Wine

Made from the old English recipe.

The contents of one bottle makes three quarts of Ginger Wine.

Take home a bottle to-day.

Price 20c. bottle.**PETER O'MARA,**

THE DRUGGIST.

The Rexall Store.

IMPORTANT NOTICE!

We beg to announce that we have reduced the price charged for gas from \$3.00 to \$2.75 per 1,000 feet as from January 1st, 1923. Reductions totaling 75 cents per 1,000 feet have now been made since October 31st, 1921, evidence of our earnest desire to reduce the cost in addition to increasing the efficiency and reliability of our GAS SERVICE.

INCREASED BUSINESS will enable us to make further reductions, and the co-operation of our Customers is invited.

ST. JOHN'S GAS LIGHT COMPANY.

January 4th, 1923.

TO RENT—For the Winter months, a very desirable well furnished house, most centrally located; all conveniences; immediate possession apply THE HOME ESTATE CO., LTD. Jan 6, 11

NAVIGATION—Capt. N. V. Kennedy is prepared to teach Navigation classes forming immediately. For particulars apply 142 Patrick St. Jan 6, 11

Murray's Liniment used by Physicians

ST. JOHN'S GROCERY STORES

Offer a list of 21 articles, very useful in the kitchen, at a right price. A \$5.00 bill will have them promptly delivered to your address.

- 2 lbs. SUGAR—Finest Granulated
- 1 lb. CREAMERY BUTTER—Best local
- 1/2 lb. TEA—Real good value
- 14 lbs. FLOUR—Positively best grade
- 1 pk. YEAST—Royal
- 1 tin BAKING POWDER
- 2 lbs. No. 1 BREAD—Harvey's best
- 1 lb. PILOT BISCUITS—Harvey's best
- 4 lbs. BEEF—Choice cut
- 4 lbs. CABBAGE—Small green
- 10 lbs. TURNIPS—Best local
- 1 gall. POTATOES—Local (Kelloggs)
- 1 lb. RAISINS—Seedless, new crop
- 1 tin EVAPORATED MILK, 1 lb.
- 1 bar BORAX SOAP
- 1 doz. EGGS—Fresh extras
- 1 lb. CARROTS—P.E.I.
- 1 lb. PARSNIPS—P.E.I.
- 1 doz. COOKING APPLES
- 1/2 lb. LOOSE COCOA—Good grade
- 2 lbs. ROLLED OATS

J. J. ST. JOHN,
 Duckworth St. & LeMarchant Road.

Oranges, Grapes, Onions.

100 cases Spanish Valencia Oranges, 300 & 360 count.

100 kegs Green Grapes.

40 cases 4's Onions.

And in stock:

50 bags Yellow Globe Onions.

Soper & Moore

Phone 480-802. P. O. B. 114

From Cape Race.

Special to Evening Telegram.
CAPE RACE, To-day Northwest, blowing strong weather dull; the steamer Cape Soper passed in at 10 a.m.; 29.75; Ther. 24.

"I Ha and**Let of The****Black G West Tra**

Port aux Basques delayed in mail, the country know had and expens railway and shipping suit is widespread refused pling up on ly wanted on lon est coast. The ab huge snow block of transport on withdrawal of the north-west coast, a failure of the herri of the fearfully islands. There is and this, with nation, has made the blackest of black. Indeed, that optimistic assertion land has its face to a prophecy increase poverty.

The Sagona was a north-west port in St. John's sailing was cancelled already at Port aux Basques. Ice a further north was g but notice should be sufficient fact that she was to load good co interior fuel now b such had results on urgent appeals were the Kyle or the tanker Stanley, eith masters and crew were made norther appeals drew the fol located to differ from the Premier: "Have handed y Minister of Shipping last weeks has be effort to do very whole island under winter condition developed during the to the present been done to le north, but the hatched to Bay of release of the is stuck fast in ple of that place the Kyle, so seri the threatened fishing fishery. The owners remain mu must fall in their mermen. This wo er obvious evil, a growing evil.

Subject's C King E

on Monday, Janu ward VII. receive or, nameless 00,000, which mined to devote modern sort of c niently ascertain Right Honour m Cassel, who, ated a Knight of later, in 1922, ng Royal Victo eigne, in Germ ker's son, this don merchant ter E.C. and he or-square, W. bridge, a as one of h Thousand Gu its famous do e did not keep a consumptive p ver classes of