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G. KNOWLING,
Limited.
Jan 11, 1918.

Evening Telegram

W. J. HERDER, . . . Proprietor
H. A. WINTER, B.A., . . . Editor

FRIDAY, Jan. 18th, 1918.

Why Not Test It?

Although we always enjoy an argument with the Advocate, it only for the pleasure of conjecturing what new principle of logic, unknown to the schoolmen, it will exhibit, we would not ask the public to follow a discussion in which it had little interest. The subject of prohibition can hardly belong to that category, so that we make no apology for continuing to argue with our logical contemporary about it. The Advocate approves prohibition. So do we. The object of our attack was not prohibition but the Prohibition Act, which is a very different thing. Our objections to it may be said to be three: first, that it prohibits where it should not; second, that it does not prohibit where it should; third, that where it affects to prohibit it is not allowed to, and is permitted by the authorities to be violated every day of the week and every hour of the day. If that is a perfect Act, we will give up studying law and devote ourselves to tiddleywinks. The proof of the pudding is in the eating. We made the Advocate a most sporting offer some time ago to test the value of this Act, which the Advocate declined, doubtless considering betting a shade worse than drinking. We will make it another, in the hope that it will sacrifice its laudable scruples to the public interest. Does anyone believe that such an article as, say, methylated spirits should be prohibited from sale? We think not. Does anyone believe that the buyer of spirituous liquors should not be held equally culpable with the vendor? We think not. The Act forbids, in the most puerile fashion, against public opinion in both respects. We will put it to the test. If the editor of the Advocate will buy a bottle of methylated spirits from a druggist (provided only that it shall have been imported since 1915) and submit to a prosecution therefor, and if he is acquitted on the trial, we offer to pay all expenses and the fine of one hundred dollars that would have been imposed if the verdict had been otherwise. Secondly, we offer to buy, in the presence of the editor of the Advocate and of a police officer, from anyone willing to sell it (who will be indemnified against proceedings) a bottle of whiskey which was imported into the colony before 1915. We will then submit to prosecution in the same way. If we are found guilty of a violation of the Act, we shall not merely pay the fine to the Court, but pay it over again to the Advocate to devote to any purpose it pleases. There is nothing ungenerous about these offers and no risk in taking them. No reasonable person will deny that there should properly be an acquittal in the first instance and a conviction in the second; we know the results will be reversed. If the Advocate will not take us up, will anyone else do so?

EXPRESS PASSENGERS.—The following first class passengers are on the incoming express:—P. F. Nolan, Geo. Knowling, N. Young, P. R. Phillips, Mrs. E. Bennett, Miss C. A. Shears, Col. J. McMillan, Brigadier R. Landall, A. Dingwell, T. Walters, H. J. Ellison, A. Adams, W. Moulton.

Grip Follows The Snow.
LAXATIVE BROMO QUININE Tablets taken in time will prevent Grip. E. W. GROVE'S signature on box 30c.

The Menace to the Country.

Editor Evening Telegram.
Sir,—In my letter of yesterday's date I placed some pertinent questions before the intelligent members of the Fishermen's Union. I hope they will not regard them as impertinent. Let me assure them, that in all that I write a kind regard for them and their interest is a first concern. I am not a politician. The sole object of my letters to the press is to prevent political rascality from masquerading in the garb of patriotism; to do my little best to expose duplicity, and to prevent my native land from passing under the control of two private business concerns; to aid as best I can in staying off ruin. Mr. Coaker, through his newspaper the Advocate, complains very bitterly of the criticism he has called forth in the press. The Union will scarcely recognize him as the brave man he professed to be in the days of peace. In his passionate appeals for sympathy he portrays the coward, and the poulterer. He has elected to step into the clear, white, searching light that beats around all public men. His life has ceased to be his own. Every act of it is subject to the prying gaze of publicity. He has no right to complain of criticism. Every honest public man courts it, and it is only the sneak thief, and the assassin who dreads the light.

In the Advocate of the 29th of June last I find a copy of the official report of the debates in the House of Assembly, and Mr. Stone as saying, "Some people do not agree with the Union because it was connected with the politics of the Country. I would point out that the Union needs commercial power to fix prices while it needs its political power so that the fishermen may be represented in Parliament." Admirable definition of the perfectly legitimate ambitions of the Fishermen's Protective Union. The man who would deny those rights is a fool. I admit them to the fullest extent. What I deny is, the assumed right of the Union to control the policy and the treasury of this Country. This is the claim that Mr. Coaker has insisted upon, and this is the claim that must be resisted to the utmost. If a level headed man such as Mr. Stone had been President of the Fishermen's Union in place of Mr. Coaker, we should not have had the Country placed in the deplorable position it occupies to-day, and neither would the Union have had its business placed in jeopardy. Mr. Coaker is the paid servant of what he has termed "4000 tollers," and he has diverted the services for which he is paid by the Union, and the services of three other servants of the Union, to the service of the Government. How is it possible for these men to attend to the business of the Union, and the business of the Government at the same time? I say Mr. Coaker's conduct has injured and jeopardized the Union, because, I am certain it has injured and jeopardized the Country. The two interests are bound up together, they are inseparable. His insane attacks upon the Trade and Commerce of the Country through those directly engaged therein; the declaration in his newspaper, the Advocate of the 3rd inst., that the Union Trading Company "has been established by Coaker and his 23,000 faithful supporters in order to break the shackles of Water Street influence," is calculated to do great injury to the Country, for it announces to the world outside a bitter contest between labor and capital. Credit is a very sensitive commodity the world over. It is easily frightened, it is exceedingly difficult to re-establish. Cripple the trade and you cripple the Country.

We have had experience in this Country of the above and brutal force of money, we have had it during the past ten years. We have had experience also of the total absence of a circulating medium through a Bank Crash and collapse of the trade. No sane man wants to see these experiences repeated. Anarchists and traitors and place-hunters must be dealt with without gloves when the stability of the credit of the Colony is the issue. The whole policy of the Government of this Colony for the past nine years has been one of financial embarrassment, probably having in view a forced entry into the Dominion of Canada. Apparently the same policy, only upon different lines of execution, is to be continued, if the people permit it.

Yours truly,
January 17th.

A Soldier to His Wife.

A PRISONER IN GERMANY.
Dear Wife,—Just a few lines to let you know that I am going on well, the wound is better, and hope you are well and the children are going on fine, which leaves me the same at present and I am as well as you can expect. So now, cheer-o, let us hope that I may soon be home and see you all. Kind regards to all.
From your loving husband always,
S. COX.

Stafford's Liniment cures Rheumatism, Lumbago, Neuralgia and all Aches and Pains.

LATEST

PLAIN UNEQUAL DISTRIBUTION OF FOOD.

LONDON, To-day.
Popular dissatisfaction with food distribution, which is particularly strong in the industrial districts, will be forcibly expressed at Manchester and in that neighbourhood on January 26, when, according to a decision just reached, a hundred thousand workers in the Manchester engineering shops will cease work for a day with the purpose of protesting against the unequal distribution of food and demanding a general rationing order. The engineers are supported by the Manchester and Salford Labour Council, and similar demonstrations are to be held simultaneously in Salford, Altrincham, Eccles and Stratford. According to the leaders of the engineers, there is deep dissatisfaction and suspicion among the men, who believe that the difficulties are due less to a shortage of food than to unequal distribution. They cite instances of the men having to start work in the morning without food, owing to the inability of their wives to obtain it the preceding day. The feeling is insistent that an immediate compulsory rationing system is necessary applicable alike to rich and to poor.

MEAT SITUATION BAD.

LONDON, To-day.
Contrary to anticipation, the meat situation is not improving. To-day's supplies at Smithfield market were lighter than ever and two-thirds of the market shops have closed. Poultry again is scarce and no rabbits have arrived in the market since Tuesday. The scarcity of rabbits is due partly to the weather and partly to the fact that dealers are dissatisfied with the prices fixed by the food controller. In Bermondsey alone fifty thousand rabbits have been placed in cold storage in the hope that the price for them will be raised.

BOLSHEVIKI VICTORY.

PETROGRAD, To-day.
Bolshevik forces have seized Irkutsk, in Eastern Siberia, after a ten days' battle. All Cossacks and Military Cadets were disarmed and the authority of the Workmen's and Soldiers' Government proclaimed. Orenburg, the capital of the Siberian province of that name, also has been occupied by the Bolsheviks.

THE RUSSO-ROUMANIAN QUARREL.

PETROGRAD, To-day.
The evening papers declare that the arrest by the Rumanians of the Austrian officers who desired to go through the Rumanian lines on their way to the Russian front to fraternize with the Russians, is one of the principal reasons for the crisis between the Bolsheviks and Rumania. The Rumanians declared that these officers broke the armistice agreement by going beyond certain lines. The fact of the arrest of the enemy was immediately communicated to headquarters at Brest Litovsk. The officials of the Smolny Institute are particularly incensed at the conduct of General Tcherbatcheff, commander of the Russian-Rumanian front, suspecting him of working with the Ukraine forces and Rumanians against the Smolny Institute.

Wedding Bell's.

There took place at the home of Mrs. J. G. Strong, Charlton Street, on Thursday evening at 8 o'clock, a quiet but very pleasant event, when Rev. H. Royle united in the holy bonds of matrimony Mr. E. W. A. Newhook, of the Marconi Station, Cape Race, to Miss Bertha Lillian Baldock, of Canterbury, Kent, England. The bride was neatly attired in a gown of white crepe de chene trimmed with Dutch ivory with bridal veil of orange blossoms and carried a bouquet of white carnations and maiden hair fern. The bride was attended by the groom's sister Miss Blanche Newhook and niece Sadie B. Strong, while the groom was supported by his brother Mr. L. R. Newhook and Mr. Leslie Bastone. The groom's present to the bride was a gold pendant set with diamond and pearls, and to the bridesmaids gold brooches and the bride's boys a meerschaum pipe and gold stick pin. Only the immediate friends of the contracting parties were present. Many and costly were the presents received showing the esteem in which the bride and groom were held. They leave by to-day's train for their future home at Cape Race. We wish Mr. and Mrs. Newhook bon voyage over the matrimonial seas and many happy years of wedded bliss.

Owing to the impossibility of the present time of procuring uniforms for the Lads of the Newfoundland Highlanders, the Officers of the Brigade appeal to all ex-members or their families who have uniforms or parts of uniforms in their possession to help them out by turning them over to Lieut. Oke, Quartermaster of the Brigade, at the Armoury on Friday evening, or to any other Officer of the Brigade during this week.—Jan 18, 21

MINARD'S LINIMENT CURES DIPHTHERIA.

War Menus.

TO SAVE WHEAT, BEEF AND BACON FOR THE MEN AT THE FRONT.

(Prepared by Committee of the W. P. A. at the Request of the Food Control Board.)
Suggested Menu for Saturday, January 19th, 1918.

SATURDAY.
Breakfast.
Porridge
Bread and Butter
Creamed Fish
Coffee or Tea

Dinner.
Pea Soup
Baked Apple Dumplings
Hot Johnny Cake
Jam
Tea

Receipt for Potato Pasties:—1 lb. potatoes, 1/4 lb. flour, 2 oss. butter or dripping, 1/2 teaspoonful baking powder, pinch of salt. Mix with milk and water. Roll out 1/4 inch thick. Cut in rounds and fill with 1/4 lb. of any minced or cooked meat. Season with salt and pepper, 2 or three spoonfuls of gravy. Put a spoonful of meat in each round.

Corn Puddings:—Cook 1 can corn in double boiler till tender, add 1 pint milk, little salt and pepper, lump of butter. Thicken with a heaped dessertspoonful of corn flour mixed with a little milk, turn into a pudding dish, cover with bread crumbs and a little butter. Bake till brown.

Receipt for Johnny Cake:—1 cup corn meal, 2 cups flour, 1/2 cup butter, 1/2 cup sugar, 2 teaspoonfuls baking powder, 1 or 2 eggs. Mix with milk and water.

Supreme Court.

Murray vs. Great Lakes Transportation.

This morning, before the Chief Justice, the Hon. R. A. Squires, who has recently been retained by the Great Lakes Transportation Company of Ontario, moved that the hearing of this case which was set for Monday next be deferred so as to allow time for the issue of certain commissions for the examination of witnesses abroad. The case raises some new and very important points in connection with the proclamations, orders in council and Canadian regulations with respect to the shipment of fish to the war zone. The amount involved is about \$40,000. This is the only time for many years that Mr. Squires has taken his place at the Bar as King's Counsel in civil proceedings. Before the year 1912, when he entered the Executive Government with the portfolio of Minister of Justice, he had probably the largest general practice of any lawyer in St. John's. While by almost superhuman efforts he has succeeded in keeping together during these five years of official life a substantial business, yet the fact that he could not defend in any criminal proceedings and refused to be associated with any contract or dealings with which the Government was in any way implicated meant that business has been drifting from his law firm during the five years of official life. His re-entry this morning into the arena as a practicing barrister will mean a great impetus in the business connections of the law firm of Squires & Winter.

Here and There.

Don't forget the Congregational Sociable next Wednesday evening, Jan. 23rd, at 8 o'clock. Admission 30c. Ice Cream for sale. Excellent programme.
Jan 18, 51

PORK PIES—The only genuine Melton Mowbray Pie. Ready on Saturday morning, and every Wednesday and Saturday through the season. Made only by W. H. JESSOP.—Jan 18, 21

GETTING READY FOR SEAL-FISHING.—The steamers Erik and Diana are getting the readiness for the seal fishery. The former will be again commanded by Capt. J. Parsons and Capt. Jacob Kean will take charge of the Diana.

St. Margaret's Guild Grand Concert, Canon Wood Hall, Shrove Tuesday, Feb. 12th, at 8.15 p.m. Tickets for sale at Gray & Goodland's, 50c. and 30c.—Jan 18, 24, 29, Feb 5

A MISUNDERSTANDING.—Mrs. Elizabeth Warren, of Tack's Beach, reached the city this morning by the Placentia train to enter the General Hospital for medical treatment. Owing to some misunderstanding the unfortunate woman was compelled to remain at Placentia for one month at the expense of the Government. We are informed by the Department of Public Health that they instructed the patient not to leave her home till advised to proceed to St. John's by that department.

Who Quinine That Does Not Affect Head.

There is only one "Bromo Quinine." Because of its tonic and laxative effect, Laxative Bromo Quinine can be taken by anyone without causing nervousness or ringing in the head. E. W. GROVE'S signature is on box 30c.

MINARD'S LINIMENT CURES DIPHTHERIA.

WHAT YOU HAVE BEEN WAITING FOR!

MEN'S ENGLISH SHIRTS,

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WORKING SHIRTS,

Bigger, longer and better quality than other manufacturers. Also just received a full line of

Men's English Negligee Shirts,

SEE THEM QUICK AT

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Blair's Blouses

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are Bringing Brisk Business to the Blair Establishment. Blair's are Becoming Better known daily for their Big Blouse Values.

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Buy a Brace or more of Blair's Blouses now. Believe me, prices will be much higher for next importations, though even then you can Bank on Blair's Prices to be Bottom ones.

Henry Blair

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Asks upon the dependability of your service of supply.
Three big facts—big buying power, tremendous production, expert workmanship—stand behind our claims of superior service.
It will pay all merchants to see our spring ranges in

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Buy now. Prices going up Those to come will be much higher in price.

CHARLES HUTTON,

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To-Day's Cables.

10.00 A.M.

BARFIELD EXPLAINS CONDITIONS

WASHINGTON, To-day.

Fuel Administrator Garfield's statement in explanation of his order follows:—The most urgent thing to be done is to send American forces abroad and to the Allies the food and war supplies which they vitally need. War munitions, food and manufactured articles of every description were lying at Atlantic ports in tons of thousands of tons. There were literally hundreds of ships loaded with war goods for our men and the Allies which can't take, to the sea, because their bunkers are empty. Coal to send them on their way is waited behind the congested freight that has jammed all the terminals. It is worse than useless to bend our energies to more manufacturing when what we have already manufactured lies at tidewater congesting terminal facilities and jamming the railway yards and side tracks for long distances back into the country. No power on earth can move this freight into the war zone where it is needed until we supply ships with fuel. Once the docks are cleared of valuable freight for which our men and assistants in war now wait in vain, then again our energies and power may be turned to manufacturing more efficiently than ever, so that a steady and uninterrupted stream of vital supplies may be this nation's answer to the Allies' cry for help. It has been excess of production in our war time speeding up that has done so much to cause the congestion of our railroads that has filled the freight yards to overflowing, and that has cluttered the docks of our Atlantic ports with goods waiting to go abroad at tidewater. The flood of freight stopped. Ships were unable to complete the journey from our factories to the war depots behind the firing line. Added to this has been the difficulty of transporting coal for our own domestic needs. On top of these difficulties has come one of the most terribly severe winters we have known in years. The wheels were choked and stopped. With zero weather and snowbound trains, terminals congested, harbours with ships frozen in, rivers and canals unpassable, it was useless to continue on top of confusion. A clear line from the manufacturing establishments to the seaboard and beyond was an imperative need. It was like soldiers marching to the front: the men in front must have room to move. More than a shock was needed to make way through that congestion at terminals and on the docks so that the aid vitally needed by the Allies could get through. The incidental effect of this transportation situation on coal production has been disastrous. There is and always has been plenty of fuel, but it can't be moved to those places where it is so badly needed while the railway lines and terminals are choked. Throughout the coal fields scores, even hundreds of mines, are lying idle because of the railroads' inability to supply cars to carry away their product. Coal mines can't operate without cars and cars can't be supplied while the railways are crippled by the present freight congestion which keeps idle cars lying useless in the freight yards.

In the past week the production of coal has been disastrously reduced. Reports in some cases have shown a 90 per cent. falling off in certain fields closed completely for lack of cars. This is war. Whatever the cost we must pay it, so that in the face of the enemy there can be no reproach that we hold back from doing our full share. These ships laden with supplies of food for the men and food for the guns must have coal.

THE IRISH CONVENTION.

DUBLIN, To-day.

The situation as regards the Irish Convention, which body after further discussion yesterday of the report of its Grand Committee adjourned to-day, is at a very critical stage, and according to the view current here, the prospects of even a modified form of substantial agreement have receded. The hope of an agreement taking in all Ireland, including Ulster, has been virtually abandoned, as the Ulster Unionist papers, which are believed to be acquainted with the sentiments of the leading Ulster representatives, have replied to recent urgent demands of the London press for an agreement by the declaration: "We can't and won't be ruled by a Dublin Parliament. Besides, however, writing is an agreement for Home Rule the Nationalists and Unionists of the South and West of Ireland, the Convention has brought into line other elements, such as the Dublin Chamber of Commerce, which apart from politics are interested in the settlement on commercial grounds. It was hoped to make the agreement an all embracing one, not only on main principles but on important details, and that the Convention might at the worst end with four-fifths of the Irishmen of all sections on one side and one fifth on the other, the north-east section on the other. On one point opinion, as clearly reflected outside the Convention, is divided and that is as to whether Ireland should control her own cus-



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170 WATER ST. (Opp. M. Chaplin's)
nov 24, a.w.11

POSITIVE SALE

Extensive Timber Limit, together with Freeholds, on the waterside of South and West Rivers, Hall's Bay; apply early to

JAMES R. KNIGHT

RAMMED BY CONVOT.
AN ATLANTIC PORT, To-day.
The liner Texan, which was in collision at sea last Monday, arrived here safely under her own steam to-day. She was rammed by a convotine warship which punched a hole in her port side.