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Evening Telegram

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Tuesday, May 22, 1923.

The Reaction.

The inevitable reaction from the high expectation and sanguine hope of better things, better times and plenty of employment aroused in the minds of the electors has already set in amongst the people of the outports who voted for four years more of the Squires Government. This we are learning every day from correspondents and from the expressed opinions of many who have arrived in the city the past week. The stronger the tide ebbs the stronger will it flow. The whirlwind campaign with unlimited Government funds behind it, though it relieved only the present necessity, swept the people off their feet and gave them no time to think. The reaction has set in, the doles are exhausted, the money is spent and some 30,000 men are waiting and wondering what they are going to do the coming summer. The deception and the appeals that prevailed to the extent of inducing a majority of the voters of the country to vote for a continuance of what has been going on the past four years deluded the people. Unfortunately those who voted for a change and for better government must suffer equally in the result with those who gave the Government four years more. The tide of emigration is going on steadily and many more would go only they have not the means to get away. During the election campaign the cry of "Work for all on the Humber" was dinned into the ears of the public day and night, but since that event we hear very little talk of that wonderful proposition which was to cure all our economic troubles and give remunerative work to every man in Newfoundland. It served its purpose and the few thousand men that will get employment there the coming summer will fall very short of solving the unemployment in Newfoundland. It is a dream from which we fear the people who built such high hopes upon will have a rude awakening before the year is out. It was in the fishery that the people looked for some encouragement. Bennett offered it, backed up by such business men as Hickman, Monroe, Long, Crosbie and Ayre, but the people turned them down. We have no hesitation in saying that if these men and their colleagues had been elected in a majority to form a Government Water Street would be booming with business activity in issuing fishery supplies to-day. In the Northern bays the fine fishing schooners of fifty to seventy tons burden are being laid up for the summer and the fishing gear, traps and moorings, lines and twines are stowed away. The old men will do what they can at the shore fishery and the youngmen will clear out of the country. This is the story told us by a Planter from Wesleyville to-day, and he said that the same applied to many in Trinity Bay and Notre Dame Bay. They had hoped that when the Government was elected they would at once send out a message of encouragement and help to the

fishermen that would induce them to take up the fishery again this summer, but they have said nothing and done nothing, and if they intend to do so when the House meets it will be too late. No wonder then that the reaction has set in.

Home-Grown Crops.

From all the indications that force themselves on the thinker and observer of industrial conditions in Newfoundland it is safe to prophesy that 1923 is going to be a trying year on nine-tenths of the people of the country. It is, therefore, incumbent on all those who have agricultural land available and who can get seed potatoes and other seeds to set all they possibly can this season. The fishery under existing conditions cannot support our people from September to next May, and there is no more reliable auxiliary industry than agriculture, especially in those districts of the island where the people have plenty of land suitable for raising the crops that thrive in this country. During the second year of the war when it was anticipated food would be scarce an intensive agricultural campaign was waged, in which his Excellency the late Governor Davidson set the example and encouraged the people to raise all the potatoes possible. As we view the signs of the times there is equal justification for a similar campaign now. What an advantageous position a fisherman farmer stands in the fall of the year who has raised sufficient potatoes, turnips, cabbage, etc., to supply the requirements of himself and family till the following month of June. He has added at least \$100 to his summer's earnings, and so much the better if he has raised more than he requires for his own consumption and has surplus stocks to sell. We should not leave out of this calculation hay and oats which grow well in this country and for which there is always an unfailing market. The new Minister of Agriculture, it is reported, will be Mr. Downey. He is a man well qualified for the office, and has a good, practical knowledge of what is being done and what is neglected in respect to raising home grown crops. It is to be hoped that he will not confine all his energies to merely importing seeds as his predecessor seems to have done, but that he will get into personal touch with the fishermen farmers and give them any encouragement and assistance that would contribute to raising at least sufficient vegetables for their own consumption during the months from September to May next inclusive. If they have surplus stocks to sell so much the better. He should then find out who has such stocks and render them practical assistance in finding a market for the disposal of the same. Special rates should be secured on trains, schooners and steamers.

Beautiful Prizes will be given for the Elimination Dance at the C.C.C. "At Home" on Wednesday night.—may21,22

Girl Guide Entertainment

The organizer of the Girl Guide Entertainment and her little band of workers are hard at work rehearsing for the Entertainment to be held on Thursday next. The children's tableaux are specially delightful, and the whole performance promises to be not only very enjoyable but amusing. Mr. Leslie Marshall has taken great trouble with the Orchestra so that the music will be a special feature. The "Girl Guide Badges" will show that "Girl Guides have a sense of humour and they hope the spectators will laugh with them. The matinee given in the afternoon should bring many children to see it, and it is hoped that both performances will be capacity houses.

S.U.F.—Ladies' Auxiliary will hold Card Party and Dance at their Rooms, Water St., Wednesday 23rd at 8 p.m. Tickets (excluding supper 50c).—may21,22

S.U.F.—Ladies' Auxiliary will hold children's Party at their Rooms, Water Street, Empire Day at 3 p.m. Admission 20c.—may21,22

Former Allan Liner Corsican
Sinks off Cape Pine.Newly Renamed "Marvale" Strikes Rocks
at Cape Freels—436 Passengers and
Crew Land in Boats

Yesterday evening news was flashed in from Cape Race that the C.P.R. Liner Marvale had crashed ashore at Cape Freels Rock, which lies South-westward distant 3 miles from Cape Pine Lighthouse. The liner bound to Liverpool from Montreal with a cargo of flour and grain and carrying also 436 passengers and crew, struck the land at 4.30 yesterday afternoon. The passengers and crew were at once transferred to boats and later landed at St. John's. The ocean greyhound now lies a total wreck one mile off Cape Pine.

FIRST MESSAGES RECEIVED.

The first messages of the disaster were received in the city by Mr. J. J. Collins of the Marconi Wireless Co. at 5 p.m., from Operator Kerton at Cape Race. It stated "the Marvale just struck Cape Freels Rock, holds flooding, now heading for beach; requires immediate assistance; notify Minister of Shipping, St. John's, and advise action quickly."

The Minister of Shipping being notified made arrangements to have S.S. Seal, then in Marytown, go to the ship's assistance, as there were no other ships here available. Mr. Collins also conveyed the information to Sir Michael Cashin, who made immediate preparations to have the steamers Cabot and Susa proceed to the wreck; the former ship left port at 8 p.m., and the Susa an hour later. Sir Michael and Hon. Tasker Cook went along by the Cabot and Mr. Peter Cashin by the Susa.

At 5.30 p.m. a message from the Cape stated that the Marvale reported all passengers safe in boats and an effort was being made to beach the ship.

At about 7 o'clock Cape Race reported that the station was unable to get in touch with the "Marvale," and it was generally surmised that the ship had sunk, as had she been beached, and her engine room out of commission, her emergency wireless set could keep up conversation for at least six or seven hours.

PASSENGERS AND CREW LAND AT ST. JOHN'S.

In the meantime, all telegraph offices in Trepassay Bay were kept open in the hope of getting in touch with the passengers and crew when they came ashore, as it was believed that they would land either at Trepassay or St. John's.

At 11 o'clock Superintendent Saunders of the Anglo received a message from the operator at Trepassay saving Captain Lewis, of the ill-fated ship, had just arrived there, reporting that the "Marvale" had sunk in seven fathoms of water, about one mile from Cape Pine. Captain Lewis reported that the passengers and crew, numbering 436 all told, had landed safely at St. John's in the ship's boats.

STRUCK WITH MUCH FORCE.

Apparently the liner hit with much force as in her S.O.S. to Cape Race, Captain Lewis, her commander, reported that after striking she backed off, and it was found that her forward holds were flooding, but though an attempt to beach her was being made, it was feared this was impossible so fastly was the "Marvale" settling.

MARVALE FORMERLY AN ALLAN LINER.

The "Marvale" was formerly the S.S. Corsican, owned by the Allan Line, and acquired by the C. P. R. when that concern took over the Allan Line interests. As the Corsican, she was well known in this port, as in the latter part of 1918 a detachment of "Ours" came home by her, while in February, 1919, some 1,100 of our Regiment, including Sergt. T. Rickstis, V.C., returned by the ship. In November, 1915, "G" Company of "Ours" joined the Corsican at Quebec en route for England, when the 55th Canadian Regiment also crossed, so that she will be remembered by many in this city and throughout the country. At that time Capt. Davidson, a relative of Governor Davidson, was in charge of the ship, but has since been transferred to one of the larger boats. Early this year the Corsican was transferred with others of the C.P.R. fleet, including the Victorian, Tunisian and Scotian, to the "M" class, and was renamed the "Marvale," the other steamers being known as the Marlock, Marburn and Margien respectively. During the winter she was held up in England where she underwent a general overhauling and made ready for the season's work on the Montreal-Liverpool service. She only recently arrived at Montreal, and this was her first trip for the season and incidentally her first passage under her new name.

USED TO TRANSPORT TROOPS.

The "Marvale" was built in 1907 by Messrs. Barclay, Currie & Co., Ltd., of Glasgow, and was a ship of 11,419 tons gross and 7,373 tons net, splendidly fitted for passengers and

equipped with all modern appliances. She was a sister ship of the Hesperian and Granplan, and during the war, all three were used as troop ships. Many thousands of Canadians were carried back and forth and on many occasions all three had to run the submarine blockade. The Corsican, as she was then known, made several trips to the Mediterranean at the time of the Gallipoli campaign, and as before stated, various detachments of Newfoundlanders travelled by the ship. All three of these fine Allan boats are now no more, the Hesperian having been torpedoed during the war, while the Granplan was struck an iceberg in the Straits some two years ago, and came in here for repairs, later caught on fire at Antwerp and was so badly damaged that she was condemned. Now the Corsican the last of the trio, is lying a wreck near where the bones of so many other great ships are buried.

NO NEW DEVELOPMENTS.

Up to 1 p.m. to-day no new developments in relation to the wrecked liner Marvale have come to hand. It is learned, however, that the passengers and crew who landed in the ship's boats at St. John's have been taken to Trepassay, where they will entrain for St. John's. It was at first thought that the shipwrecked people would be transferred on board S. S. Empress of Britain, which yesterday evening was rushing to the scene in response to S. O. S. calls.

PASSENGERS AT TREPASSAY.

That this was the intention is evident from the following message received today by Mr. J. J. Collins, Superintendent of the Marconi Station at 11 a.m.: "Understand passengers at present on way to Trepassay to entrain for St. John's. Empress of Britain at present 30 miles east of Cape Race. She can embark passengers at Trepassay but is unable to get in touch with captain of Marvale." At 11.45 Mr. Collins received a further message stating that S. S. Seal had arrived at Trepassay with the crew and passengers of the Marvale and that they would be taking the train for St. John's late this evening.

MAPLEDOWN AT SCENE.

It was thought that when S. S. Mapledown, Capt. Dufour, arrived in port this morning some particulars of the wreck would be gleaned. The ship was the scene after the S. O. S. signals had been sent out, and although Capt. Dufour was within hailing distance of the position where the Marvale sank at 7.15 p.m. nothing could be seen owing to dense fog. Capt. Dufour was only 14 miles distant when S. O. S. calls were received. After arriving on the scene he remained until 11 p.m. and proceeded to St. John's when he received assistance from the Empress of Britain, which was on the scene. The Donaldson liners, S. S. Concordia, also was there. This liner arrived at 8 p.m., but stood some distance off and proceeded to Montreal after getting the O.K. signal. The Mapledown left Montreal last Monday and Charlotte-town on Saturday for here. The captain reports very foggy weather, especially near Cape Race. The fog signals, however, he said, could be heard quite distinct. Before leaving the scene he received the following radio from Cape Race:—"Thanks for assistance. Consider it unnecessary to stand by the Empress of Britain will probably attend to-morrow morning."

SALVAGE OPERATIONS.

Arrangements for salvaging the cargo of the Marvale are now being made. According to Capt. Stuart of Dale & Co., who left for the wreck by special train this morning, the four, which forms a considerable part of the cargo, could be salvaged if the weather prevails. The local boats Susa, Cabot, Hugh D. and Mary are at the scene, but have not reported up to press hour.

Relief Trains Proceeding
to Trepassay.PASSENGERS ILL-FATED LINER
COMING TO CITY.

A special train consisting of two sleepers, two diners and four first and second class passenger coaches left the depot at noon to-day for Trepassay, to bring the passengers and crew of the ill-fated S.S. Marvale to the city. The dining cars are well stocked with provisions, while every arrangement for the comfort of the passengers when coming citywards. Amongst the passengers who went out were Mr. J. Baxter of the Reid Nid. Co., Mr. J. Bates of the Furness Withy Co., who will look after the passengers' interests, and Capt. C. J. Stuart of Dale & Co., proceeds to the scene of the wreck. Capt. Stuart represents the Underwriters, and has received instructions from the London Salvage Association to make a thorough survey of the ship. The train from the Southern Shore arrived in the city at 2 p.m. After her arrival she was immediately got in readiness to proceed to the scene, leaving at 5 p.m. The special train which went out at noon hour, is expected to arrive at Trepassay not later than 6 o'clock this evening, and there about 8 on the return run, arriving in the city early to-morrow morning.

Kilbride Garden Party, July 18th. Get your ticket in the Derby Sweep. Price ten (10c.) cents each. Total prizes \$400.00.—may22,23

KNOWLING'S
HOSIERY CANNOT BE SURPASSED

MEN'S, LADIES' CHILDREN'S

Ladies' Hosiery

COLOR CASHMERE PLAIN HOSE—Good length; shades of Nigger, Putty, Mole, Suede, Coating, Grey and Navy90c. pair.

COLOR CASHMERE PLAIN HOSE—Wolsey and Jason makes, in all shades—1.35, 1.45, 1.80

COLOR LISLE HOSE—British made; good colors; shades of Nigger, Navy, Pearl, Suede, Champagne, Putty, Mole. Prices90c. & 1.00

SILK HOSE—Extra heavy weight; shades of Fawn, Greys, Nigger, Black, Sky, White, Pink, Only1.35

SILK HOSE—In shades of White, Greys, Nude, Black Cordovan90c. 1.25, 1.75

Children's Hosiery

CHILDREN'S TAN CASHMERE HOSE—Plain and ribbed; sizes to fit all ages—65c. to 1.00

BOYS' and GIRLS' RIBBED WOOL HOSE—Black; sizes to suit all ages55c. to 1.60

CHILDREN'S COTTON HOSE—Ribbed and Plain; shades: Cordovan, Tan, White and Black; sizes 5 inch to 9½ inches20c. to 70c.

CHILDREN'S SOCKS—In Cashmere and Cotton; fancy tops and plain shades. Good values from30c. to 75c.

BOYS' GOLF HOSE—Fancy tops; Greys, Heathers Mixtures, Navy; sizes to fit 6 years up—65c. up to 2.45

Special Values Ladies' Black Cashmere Hose, Ribbed and Plain
80c to 1.80

Men's Hosiery Dept.

MEN'S GOLF HOSE—Fancy Top; assorted Heathers, etc. Splendid values80c. to 2.90

MEN'S BLACK KNICKER HOSE—Full length, well knit. Only2.50 pair.

LOCAL KNIT HALF HOSE—Splendid thing for wear in long rubbers for the Labrador Gold rush35c. to 70c.

MERCERISED and SILK ½ HOSE—In shades of Black, Tan, Grey, Navy and Black—50c. 55c. 95c. 1.20, 1.30, to 2.00

MEN'S COTTON ½ HOSE—Assorted shades, splendid value for 25c. Our Price 15c. pair. Black, Tan, Cordovan, Greys27c. pair.

Tan only35c. pair.

MEN'S CASHMERE ½ HOSE—English make, assorted shades55c. 65c. 70c. 95c. pair.

WOLSEY ½ HOSE—Particularly adapted for tender feet 1.10, 1.25, 1.30, 2.70 pair.

Splendid Values in BATHING COSTUMES for Men, Boys, Girls and Ladies

See Our Values in
LADIES' KID and
FABRIC GLOVES.G. Knowling, Ltd.
The Store for EverythingMEN'S KID & FABRIC
GLOVES.
MEN'S SWEATER COATS
and JERSEYS.
All at Special Values.

Temporary Repairs.

Temporary repairs only will, it is learned be made to the S.S. Oxonian which arrived in port yesterday with her bow stove. The bow shell plating and frame below the water line are damaged. The repairs are being effected without the ship going on dock and she will be ready to proceed by Friday for England.

From Cape Race.

CAPE RACE, To-Day.
Wind E.N.E., light, dense fog.
Three steamers were heard passing this a.m. Bar. 30.25, ther. 55.

BORN.

On Friday, May 19th, to Mr. and Mrs. F. J. Browne, Freshwater Road, a daughter.

DIED.

Died suddenly on May 19th, at St. Braton, Fortunate Bay, James B. Gorman, aged 57, only son of the late Joseph Gorman of St. Pierre, Micoudville, R. I. P.

On the 12th inst., at Brigus Station, Bridget Power, aged 66 years, wife of Charles Power, this city.

NOTE OF THANKS.—Mrs. Hugh Hiscoc wishes to thank Mrs. Mary and Grieve, Mother Bernard, Mother Margaret, Sisters and Nurses of St. Clare's Hospital, for the very kind and strict attention given to her during her stay at the Hospital, also Commandant and Mrs. Sainsbury, Mrs. St. Clare, Miss Mrs. Jones and staff of the Sanatorium, and all other kind friends who helped in any way to make her stay at the above Hospital a pleasant one.—adv.

C.E.I. FOOTERS.—The C.E.I. football team are having a practice at Calver's Field this evening at 7 o'clock.

Have you secured your ticket for the C.C.C. "At Home" on Wednesday night.—may21,22

SPECIAL ATTRACTION.—At the Empire Day Entertainment to be held at the Majestic Theatre, a special musical programme is to be given. Mr. Leslie Marshall has been working hard in preparing some special features, which promise to be well worth the admission.

Grand
Variety Entertainment!

In aid of the Girl Guide Association.

Empire Day, May 24
AT THE MAJESTIC THEATRE AT 8.30 P.M.

Tableaux Vivants:
Mrs. Brown's 'At 'Ome Day', by Mrs. Outerbridge and Company; Humorous Sketch, by Mr. Holmes, of the Grenfell Institute; Musical Programme, organized by Miss Alison Rennie.

Girl Guide Badges.
Reserved Seats at Gray & Goodland's; Unreserved from the Guide Companies.

GRAND MATINEE
for School Children

On the afternoon of Empire Day, May 24th, at 2.30 p.m. at special prices—10c. and 20c.
Tickets to be obtained at the door.
Price of reserved tickets, \$1.00, 75c. and 50c.
Price of unreserved seats, 30c. may21,22

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FRESH LOCAL EGGS
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FIRST PRACTICE.—The St. John's football team start practice for the season's games to-day. They secured the Guards' practice ground for the old guard of last year's season. Several new players will be put up this year. No doubt the team will put up a good fight for the title this year.