



Evening Telegram

W. J. HERDER, - - - Proprietor
C. J. JAMES, - - - Editor

Saturday, October 2, 1920.

The Tragedy of the West Coast.

The people of Burnt Islands were quick to resent the utterances of the Acting Premier and prompt in repudiating his arrogance and self-esteem. The quality of lingual pabulum served out to them in his message was taken at its face value only, and the opening sentences of their answer were clear cut and concise, showing the Minister of Marine and Fisheries his exact value in the eyes of the voters. "Now," says the beginning of the Burnt Islands reply, "since your message shows utter ignorance of this coast, its people and conditions, we shall proceed to enlighten you." Straight talk this, and of a quality not usually received by the Fisheries Minister. There is nothing involved in the phraseology of the answer of James Caines, George Leamon, and Matthew Smurage, but in straight-from-the-shoulder expressions they show the honorable minister that a fair valuation has been set upon his knowledge of West Coast conditions generally, and accordingly they proceed to enlighten him. The spirit of the people of Burnt Islands could not be broken by Mr. Coaker, neither could their sturdy independence be undermined or their aroused feelings cajoled by flattery or subdued by flattery. The arguments set forth in the final message were unanswerable and the statement of facts incontrovertible. The blandishments and rely-on-me advice of the Minister of Fisheries were not acceptable to the men of Burnt Islands, and in unmistakable language they told him so. The regulations hit them hard, how hard their first message tells. "Cut off from the means of existence," that sentence in itself is pregnant with meaning and proves conclusively that the boasted Fish Regulations, that were to accomplish so much good for the fishermen, had the very opposite effect. "Your regulations," continues the memorial, "have completely crippled our industry and thrown us on our backs." Is further testimony needed of the injustice of these same regulations?

Proceeding with their enlightenment and education of the Acting Premier, the men of Burnt Islands throw back his allegations and insinuations in these words:

"In the first place we have no wire pullers or politicians, so far as we are aware, within miles of us. Further we are not talking, and will not talk politics, personalities or what you are pleased to call claptrap, and we respectfully insist that you refrain from getting down to these things."

The dodge was seen through at once. Its transparency was obvious and Burnt Islands had no hesitation in showing that it could not be bluffed. Get down to facts, said the message; avoid politics, personalities and claptrap and talk business. We want to know just where we

stand and we refuse to discuss side issues with you. Explain the benefit of your regulations and tell us, who have suffered by them, how we are going to pull through the winter that is ahead. But no response was forthcoming. Burnt Islands verbiage was displeasing, and as the Acting Premier could not explain beyond the stereotyped rely-on-me advice, he made no reply whatever to the message of August 27, or at least none that has been published. Referring further to local conditions, the reply goes on to say:

"Firms carrying us through must have all they can do to finance our industry when they are untrammelled and unrestricted. What then must be their condition when HELD UP, GAGGED and BLED by rules called Fishery Regulations? To our minds (and we are no politicians or wirepullers) they are unable to help themselves . . . and from present indications we shall be unable to get the financial assistance we formerly received. We are unable to finance ourselves, so what are we to do? We grow no vegetables, we raise no cattle in this vicinity. NOW is the time to consider these things, not during the winter when in force of circumstances through actual starvation. We submit that your administration will have to investigate and find out if they are responsible for hastening and aggravating these conditions, and whether guilty (as it appears to us they are) or not guilty, the burden of finding some way out of the difficulty devolves upon them. NOW WE WANT YOU TO GET BUSY and suggest something . . . We won't talk politics or personalities, and we wish to show you that there can be some intelligence, even among fishermen."

Surely that closing sentence contains a dart, winged with the purest sarcasm, such sarcasm as even the person to whom it is addressed could not have failed to discover. Burnt Islands have put it squarely up to the Minister. The people of that place have produced testimony that is absolutely unchallengeable regarding the iniquity of the Fish Regulations, and they have not been afraid to express their sentiments in words. There are other places suffering equally with Burnt Islands. Their story has yet to be told.

Discrimination.

News comes from Catalina this week that the cull is much more favorable down North the past week, and that the fishermen at Port Union are averaging \$10.00 a quintal for their fish, and that the cull is not much different from last year, merely throwing out broken West India. If this be so, why not apply the same favorable system to the fishermen who sell their fish in St. John's?

The cull here yet is in strict accord with the Rules and Regulations prescribed by law and there are four qualities made, so that in some places they average only \$6.50. This looks like discrimination in favor of the Northern fishermen who sell at Port Union.

It is a strange state of affairs that one set of people are compelled to conform to the regulations, while others appear to be able to do as they please.

It is something that requires investigation, and all should be put on the same footing as far as the regulations are concerned. If the Union Export Co. can buy on the talqual System it is manifestly unfair and unjust not alone to the merchant but more particularly to the fisherman to insist on four grades being made here.—Trade Review.

Just What Was Needed.

It seems as though people were just waiting for such an optical establishment where they could have their eyes examined and get the very best in glasses and so reasonable as to be afforded by all. H. B. THOMSON'S Optical Office is on Duckworth Street, near Beck's Cove. Open day and night between the hours of 9.30 to 12 a.m., 2 to 5, and evenings 7 to 8. The place to get your glasses.

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MINARD'S LINIMENT RELIEVES DISTEMPER.

Supreme Court.

FALL TERM.

Present Mr. Justice Johnson and Mr. Justice Kent.

The following were sworn in as the Grand Jury: Thomas Bates, foreman; Robert Parsons, Patrick Foley, Pierce Burke, Kenneth Bursay, Hugh Keating, Thos. B. Brown, Harold Ayre, John F. Flynn, Frank Carnell, Eli Lewis, John Condon, John Tizzard, Cyril Martin, George Parsons, James Auckinleck, William G. Smith, Robert Morgan, Frederick Collier, Michael Organ.

After the Jury were sworn they were addressed by Mr. Justice Johnson.

William White vs. Walter R. Smallwood.

Motion for day, by consent of counsel the motion was enlarged until Monday next.

James A. MacKenzie vs. Henry D. Carter.

Howley, K.C., for plaintiff moved for a day and a jury. Mr. H. A. Winter for defendant consents. It was ordered that this matter be set for Wednesday the 13th, with a jury.

Dicks & Co., Ltd., vs. Nova Scotia Steamship Ltd.

On Motion of Howley, K.C., for defendant and by consent of Mr. L. E. Emerson for Plaintiff, this motion was enlarged until Monday next.

John Byrne vs. Samuel Evans.

This is an appeal against the judgment of Judge Morris in a moonshine case. The lower court dismissed the case. The argument of counsel will be heard on Wednesday, Oct. 6th.

The Public Service Electric Co. vs. The United Towns Electric Co.

This is a motion for an order granting leave to appeal to His Majesty-in-Privy Council. Mr. L. E. Emerson for applicant asked leave to withdraw petition. Higgins, K.C., consented. It was ordered accordingly.

McMurdo's Store News.

We have just received another shipment of the ever-popular and delightful Chocolates, Candies, etc., of Page & Shaw's, all fresh and delicious.

We have the assorted Chocolates, the enjoyable Nut Chocolates, their peerless Special Candies, the assorted Caramels which all enjoy, and also the Chocolate Nonnet. We have all of these in half and one pound packages, also two pound packages of the assorted Chocolates and Candies.

We have Havindon's Velvet, Brown and Golden Feather Chocolates, these well known high class English Sweets, in half and one pound packages. When making your week-end selection of Candies why not give these a trial. You will be delighted, and we will also, as we know you will come again. Page & Shaw and Havindon's make only the best, hence their popularity.—21

Personal.

Hon. Sir Edgar Bowring, Newfoundland High Commissioner, left by the Rosalind to-day for New York en route to London.

Mr. R. G. MacDonald, who recently underwent an operation, is steadily improving, though it is expected he will be confined to hospital about three weeks.

Mrs. J. S. Munn and her mother, Mrs. J. R. McCowan left by S.S. Rosalind to-day for New York, and from there will make connection for London, where they will spend the winter.

Wedding Bells.

On the 29th of September, at Powerscourt, by the Rev. Father Kelly, Mr. William Bogan, of Toronto, to Mrs. Anastacia Richards, daughter of John and Mary Ann Porter, of Long Pond. The bride was attended by Miss John Richards as bridesmaid and Mr. Edward Bogan as best man. The bride was attired in saxe blue silk, with black picture hat, while the bridesmaid wore a neat costume of navy blue serge with hat to match. After the ceremony the wedding party, about 50 in number, repaired to the home of the groom's parents, where a sumptuous repast was served, after which dancing was indulged in and kept up until the wee sma' hours. Mr. and Mrs. William Bogan are spending their honeymoon in the city, after which they will return to Toronto, their future home.

No Man's Land at the Battery.

The fisherman of the Battery, who was ordered by the Court to dismantle a house which he is erecting there, finds himself in bad straits. He has a family of small children and has to leave his present home at the end of the month, because he was unable to pay the increased rent asked by the landlord. With help from friends he proceeded to erect a shelter and had the building framed up and floors in when the Municipal Council stepped in. A peremptory order to demolish the building was issued by the Court; the man refusing to draw a nail, the aid of the police was asked for. This place known as the Battery, has always been a source of dispute. It is supposed to be Imperial property, and is properly dubbed "the land between heaven and earth," as neither the Government nor the Council appear to have anything but prohibitory powers over it.

A Handsome Vessel.

LATEST ADDITION TO OUR MERCHANT MARINE.

Yesterday we had the pleasure of being shown through schooner Isobel Moore, lying at the wharf of Messrs. Harris & Elliott, with salt and general cargo on board for Cook's Harbor, laden by Messrs. J. and F. Moore. Named after the daughter of the junior partner of the firm, the Isobel Moore is a gem of marine architecture. Her lines are those of a clipper and give promise of fast sailing. Tern rigged the sails are much more easily handled than would be those of a fore and after of the same size, and the heavier sails being furled from the deck, the crew naturally do not have to go aloft in heavy weather. Built according to, if not exceeding, Lloyd's requirements, the vessel's construction is extra strong, her main timbers being iron strapped with 11 heavy angles on each side. Every deck beam is supported by a steel plate, the foot of which is let into the keelson. The under hatch coamings are protected by circular iron rods, which obviate splintering when unloading heavy cargo with tackles. On deck the Isobel Moore presents a yacht like appearance, the sweep of the planks being very graceful. As a sea boat there is no doubt but that she possesses excellent qualities. The crew quarters in the forecabin are very roomy, the floor space being as large as an ordinary room in any house. Here also is the home of the cook, the cabin which is well finished and comfortable though not large, contains the Captain's state room and the mates berth. Opening off the stateroom is a well fitted lavatory, and other closets are provided for the table fittings and furnishings. Built to the order of her owners by the Nova Scotia Shipbuilding Company of Liverpool, Nova Scotia, at which port she is registered, the Isobel Moore is one of the crack ships of Newfoundland's ever growing Merchant Marine.

St. Michael's Academy.

St. Michael's Academy at St. George's, conducted by the Sisters of Mercy, is an educational institution of high standard. It does not advertise very extensively, but none the less the results of its work are most gratifying to those who have the educational advancement of the youth of the country at heart. We learn that one of its pupils, Miss Melissa Butt, recently secured the award of a Silver Medal from the Sloan Duployan Shorthand Society for accuracy, while Diplomas were bestowed on Misses Catherine Hartigan, Flossie Butt, Davis, Pine, and Coady. A recent Art Exhibition held by the pupils proved a gratifying success. Magnificent displays of painting and needlework, illuminating and other handicraft delighted the eye of the art lover, and surprised even those who are aware of the high standard of the Academy. The Sisters are to be congratulated on the high standing attained by the pupils in connection with the C.H.E. and Trinity College examinations. The Academy is situated on a very commanding site at St. George's, overlooking the vast sweep of the Bay. The health giving breezes, pure atmosphere and scenic beauties of the location on the coast ensure that sound minds are developed within sound bodies. Parents from all parts of the country are sending their children to St. George's, realizing that their physical and mental well being will be looked after by the good Sisters of Mercy, and there is yet room for fresh pupils.—Western Star, Sept. 22.

Rosalind's Passengers.

The S.S. Rosalind sailed at 1 p.m. to-day taking the following passengers for Halifax: Miss M. E. Hallitt, Miss M. McCarty, Miss M. Butler, Mrs. E. Luscombe, C. Rafuse, A. Rafuse, Miss Mahon, Miss Parsons, Clarence Dawe, H. F. Glass, Miss M. Cheslett, Miss S. Tucker, Mrs. C. E. Cobb, Mrs. M. Gorman, C. Renell, W. Pike, C. Jubien, Mrs. B. Day, Mrs. J. Volsey, W. J. O'Rourke, A. Green, F. H. Tucker, Miss A. Tucker, Miss A. Kelland, Miss W. Kelland, Miss R. Kelland, Miss G. Tucker, Miss E. Tucker, Miss Parks, Miss E. Mercer, 40 steerage.

New York: Mrs. Angus Reid, Miss Job, Miss Carter, Miss Tobin, Miss Colbert, Mrs. M. J. Sweeney, Miss R. and J. Sweeney, Misses Mary Ryan, Agnes Denleff, May Ryan, L. O'Brien, G. Roach, Rose O'Neill, Jack Larkin, Miss E. Quilty, Mrs. Capt. Wiltshire, Misses S. Wiltshire, M. Turpin, A. Meehan, F. Meehan, K. Kendall, M. Kendall, Mr. and Mrs. P. J. Butler and 4 children, Miss K. Lundigan, Miss L. McCue, Mrs. A. Warren, and child, Miss Warren, Ford Warren, Mr. and Mrs. A. G. Stafford, Mrs. McCowan, Sir Edgar Bowring, Mr. and Mrs. Eric Bowring, Mrs. J. Chappard, Miss M. St. John, Mrs. Malone, P. Higgins, Frank Warren, L. A. O'Brien, Mrs. James Miller, M. Hawke, Mrs. F. Rogers, Denis Bartlett, Mrs. Squires and child, Misses Clooney, A. Badcock, M. Mulowney, Hubert Hutton, Frank Hamlin, Mrs. I. Hunt, Eda Drew, J. Cummings, 20 steerage.

S.S. Venator sailed yesterday for Halifax.

In the Supreme Court of Newfoundland.

In the matter of the alleged insolvency of William A. McKay, trading as "McKay's Grocery" at Harbor Grace.

ORDER.

Upon reading the Petition of Albert E. Soper and Thomas Soper, trading at St. John's as "Soper & Moore", creditors of the above named William A. McKay, and upon hearing Mr. J. A. Winter for Petitioners, I do order that the said William A. McKay and his creditors appear before me in Chambers at the Court House in St. John's, on Wednesday, the 13th day of October next, at 10.30 o'clock a.m., to be examined and heard touching the alleged insolvency of the said William A. McKay, and I do further order that the said Albert E. Soper be and is hereby appointed Trustee of the Estate and effects of the said William A. McKay.

Dated the 30th day of September, 1920.

(Signed) J. M. KENT, Judge.

Coastal Boats.

CROSBIE & CO.

S. S. Susu left Carmanville at 12.15 p.m. yesterday coming south and is due here this evening.

GOVERNMENT.

S.S. Portia left Curling at 10.45 a.m. yesterday for Bonaville Bay.

S.S. Prospero left St. Anthony at 8.30 a.m. yesterday, going north.

REIDS'

Argyle to have left Placentia to-day on Western route.

Clyde left Seldom at 4.20 p.m. yesterday, outward.

Diana at Humbermouth. Glencoe no report since leaving Harmitage Cove Wednesday, going to Port aux Basques.

Home left Fortune Hr. at 11.45 a.m. yesterday, outward.

Petrol left Heart's Content at 6.15 p.m. yesterday, outward.

Saguna no report since Pack's Hr. Wednesday, going north.

Senet no report since leaving Lewisporte yesterday.

Watchful left King's Cove at 10.20 a.m. yesterday, inward to Port Union.

Earl of Devon left St. Anthony at 3.10 p.m. Thursday, going north.

The Price will do it. Only Eighty-Three cents for Ladies' Fall and Winter Hats. There are Two Hundred Ladies' Hats at BISHOP'S, the regular prices of which range from Two Dollars to Three fifty each. They have decided to clear them out for only Eighty-Three cents each. Sale starts 8.30 Monday morning, and they feel sure the whole quantity will be sold by closing time on that day. Every Woman in St. John's who is interested should go along early to this sale.

Police Court.

A drunk had to pay cost of conveyance.

A tradesman who on last Tuesday tried to rescue a prisoner from Constables White and King while they were making an arrest near the Bank of Commerce was fined \$50 or three months in the penitentiary.

A resident of the Battery for a breach of Sections 35 and 39 of the Municipal Acts was ordered to remove his building forthwith.

Remains Coming Home.

Mr. William Peckham, of Sydney, C.B., will arrive by express to-day with the remains of his brother, Walter C. Peckham, who died at Lancaster Hospital, St. John, N.B., on Sept. 29th, at the age of 38 years. He was the second youngest son of Mr. M. Peckham, Victualler of Gower Street and during the war served with the Canadian Forces. He was an old member of the C.I.B.

Cuticura Soap
The Safety Razor
Shaving Soap
Cuticura Soap always without soap. Everywhere.

Personal.

Miss Hughes the Canadian Lecturer, is expected in the city by the express due this evening and will be staying at the "Cochrane".

A. G. Stafford and his bride left by the Rosalind to-day on a honeymoon trip to New York.

Mr. Charles Hamlyn, who has been out of town for some time recuperating from a heavy attack of sickness returned during the week. Though still under the doctors care and much improved, in the course of time it is hoped his health will be fully restored.

EXPRESS DUE.—The cross country express with Kyle's passengers and mails is due at 6 p.m. to-day.

Run Over by Motor.

LAD HAS PROVIDENTIAL ESCAPE.

Yesterday at dinner hour, while going from school on his bicycle, Harry, son of Mr. H. Y. Mott, was run over by a motor car but fortunately escaped with but little injury. The lad crossed a vacant field for exit to his home on Barnes' Road through a gap in the fence. As he neared the fence he saw an automobile coming up the road and seeing that he could not stop the bike, or cross safely in front of the car, decided to turn sharply and escape by running along with it.

Mr. Gus Stafford, who was driving the car slowly, did not see the bike until it was almost on him, but applied the brakes as quickly as possible. In some way not easily accounted for the car collided with the bike, which upset, and passed completely over both boy and bike. Mr. Stafford carried the lad to his house where Dr. Cowperthwaite was called in attendance. Only a bruise below the right knee and a severe shaking up was all the injury sustained. The bike was badly smashed. We understand that no blame attaches to Mr. Stafford for the accident, which was quite unavoidable.

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- 5 Gross Eno's Fruit Salts.
- 7 Gross Bayer's Aspirin Tablets.
- 7 Gross Bayle's Aspirin Tablets (in tins of 12 bottles of 24).
- 5 Gross Gin Pills.
- 5 Gross Dodd's Kidney Pills.
- 20 Gross Sloan's Liniment.
- 2 Gross Dodd's Dyspepsia Tablets.
- 5 Cases Nyol.
- 3 Gross Herbine Bitters.
- 5 Gross Tasteless Cod Liver Oil Emulsion.
- 3 Gross Cherry Balsam.
- 200 7-lb. boxes Epsom Salts, 1 oz. packages.
- 50 7-lb. boxes Senna Leaves, 1 oz. packages.
- 2 Gross White Pine and Tar.
- 25 Gross Mecca Ointment.
- 5 Gross "Common Sense" Rat Exterminator.
- 25 Gross Sunset Soap Dye.
- 10 Gross Ginger Wine Essence.

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