

Boundary Negotiations Ended

FURTHER CORRESPONDENCE ON LABRADOR BOUNDARY DISPUTE.

Office of the Prime Minister, Province of Quebec, January 30th, 1925.

The Hon. W. S. Monroe, Prime Minister, St. John's, Nfld.

Dear Mr. Monroe—I duly received your letter of the 13th January, which I have carefully considered. I believe that the question to which you refer can eventually be settled. In my judgment, the difficulty lies in the question of the price to be paid to Newfoundland, should we come to a compromise.

I do not expect you to commit yourself to any definite amount, but should the price which you ask for the conveyance of the rights which you claim to hold on the disputed territory exceed what we think reasonable, under all circumstances further negotiations would probably be useless.

I would therefore suggest that, even in a very confidential way, you might inform me of the minimum amount which you would ask. And, if we agree on this, I believe that the other difficulties may be overcome.

Yours sincerely,
(Sgd.) L. A. TASCHEREAU.

Prime Minister's Office, St. John's, Nfld., February 10, 1925.

Hon. L. A. Taschereau, Prime Minister of Quebec, Que., Canada.

Dear Sir—I have your letter of the 30th January and note that you consider the questions referred to in my letter of the 13th January could eventually be settled satisfactorily if we were fairly close together on the price which might eventually be paid.

As I understand it you are desirous that we should deal with any leasehold interests and offer you a property free of encumbrances. I also understand from Judge Doherty that Ottawa would not be satisfied with any arrangement that made a dividing line, and Canada's jurisdiction would go to the Coast. I think you will remember that when you asked me in Montreal to name a price, I told you that if the property or claim belonged to me personally I would ask thirty million dollars.

It is, of course, more or less like selling a "pig in a bag," for we none of us know the true value of this great area. My colleagues in the Government, however, feel that unless the price was a big one we would not be justified in putting a proposition before the Legislature that would involve the concession of the sovereignty of the Coast of Canada.

Yours faithfully,
(Sgd.) W. S. MONROE,
Prime Minister.

Office of the Prime Minister, Province of Quebec, March 3rd, 1925.

The Hon. W. S. Monroe, Prime Minister, St. John's, Nfld.

Dear Mr. Monroe—I am in receipt of your letter of the 10th ultimo, which I have carefully considered.

As, apparently, it is not possible to agree on a price, and as we are too far apart, I believe that we had better call all negotiations off and let the Privy Council decide the case.

I am glad to recognize the good will and the high spirit with which yourself and your colleagues have discussed this matter with us, and in the trouble which you took to meet us in Montreal.

But, I presume that both Canada and Newfoundland have to satisfy public opinion on the terms of a possible settlement, terms which evidently are not acceptable to either country.

Yours sincerely,
(Sgd.) L. A. TASCHEREAU.

Office of the Prime Minister, St. John's, Nfld., March 4th, 1925.

Hon. L. A. Taschereau, Premier and Attorney General, Quebec, P.Q., Canada.

Without prejudice to the dispute respecting the territory in question and strictly confidential, I refer to the correspondence and conversations between us, myself and members of the Government who recently visited Canada, are prepared to recommend to Council a proposition on the lines hereunder. The proposal is entirely from ourselves, and is made without reference to our associates in the Government. If it should prove acceptable to you its confirmation would depend, of course, first upon the Council, and later upon the House of Assembly.

1. The Government of Canada to pay to the Government of Newfoundland Fifteen Million Dollars for all the latter's rights, title and interest whatsoever to the territory known as Labrador, save and except that the Government of Newfoundland shall reserve and have exclusive rights to the use and enjoyment of a three mile reservation inland from high water mark (exception three quarters of a mile width on each side of all streams) but Newfoundland fishermen to have the right to cut timber for

fishery requirements and purposes upon this three-quarter mile.

2. In pursuance of the above the Newfoundland Government or any Department thereof to undertake during negotiations to do no new administrative act, nor collect or receive any payments or dues, except what may be tendered by way of back rentals, in respect of the above mentioned territory or any portion thereof, without the permission of the Government of Canada.

3. Also the Government of Newfoundland, from the date of the confirmation of the present agreement by the Legislature of Newfoundland, undertake to do any acts (permissible by or not inconsistent with law) in connection with the above mentioned territory or any part thereof as may be required by the Government of Canada.

4. It being understood that the Government of Canada shall respect the existing legal rights of all persons to any portions of the said territory in accordance with the laws of Newfoundland as they now exist.

Should it be necessary to bring the matter before the Legislature I might mention that our session will probably close early next month.

Yours faithfully,
(Sgd.) W. S. MONROE,
Prime Minister.

Office of the Minister of Justice, Ottawa, Canada, March 16th, 1925.

Dear Mr. Premier—The Honourable Mr. Taschereau has sent me a copy of your letter to him on the 4th instant submitting, for consideration, a proposal of settlement upon the basis of the terms outlined therein.

Mr. Taschereau indicates that, so far as Quebec is concerned, the terms of settlement proposed are quite unacceptable; in his view, the amount of compensation stipulated is excessive and the reservations with regard to property rights would lead to endless disputes. As it seems impossible to arrive at an agreement, he considers that the question in dispute must be left to the arbitration of the Judicial Committee, and states that he has written to you in this sense. Speaking for the Dominion Government, I may say that I am of the same opinion.

The project of settlement outlined in your letter is not substantially different from that which was considered, according to our notes, at the second meeting between your Ministers and the representatives of the Dominion and Quebec Governments held at Montreal on the 29th December last, except in these particulars, that you now define the areas along the coast proposed to be transferred to Canada with a view to giving us access to the sea and also specify the amount of compensation which Newfoundland would expect to be paid. The various objections to settlement upon these terms were then fully examined and discussed, and I understand the Canadian representatives were unanimous in the view that no settlement could be advised upon the basis of these terms. In that view I fully concur, and as no settlement seems likely to emerge from further correspondence or negotiations, I do not think we can do better than bring the question in issue before the Privy Council with the least possible delay.

Yours faithfully,
E. LAPOINTE.

Office of the Prime Minister, Province of Quebec, March 18th, 1925.

Hon. W. S. Monroe, Prime Minister, St. John's, Nfld.

Dear Mr. Premier—The Honourable Mr. Lapointe, Minister of Justice, has just sent me a copy of a letter which he addressed to you in date of the 16th instant, regarding the Labrador boundary matter.

I am sorry that we have been unable to come to terms, but, apparently we are too far apart; our terms could not satisfy public opinion in Newfoundland, and yours could not be made acceptable to our own people.

I beg again to thank you for the kind attention and courtesy which you have shown us in all our dealings with you, and I earnestly hope that the Privy Council will eventually decide this vexed question in such a way as to satisfy both parties.

Yours sincerely,
(Sgd.) L. A. TASCHEREAU.

Cablegram, Hon. L. A. Taschereau, Premier of Quebec, Quebec, Canada.

Thanks for letter. May I give publicity to it together with my letter of fourth?

W. S. MONROE.

Cablegram, Quebec, Can., March 27th, 1925.

Hon. W. S. Monroe, Prime Minister, St. John's, Nfld.

No objection to give publicity to both letters referred to in your telegram of the 24th instant.

L. A. TASCHEREAU.

CATS FOR 12c.—Felix has arrived from England. Call in and see large new stocks at S. RICH'D STEELE'S, opp. Court House.

VITAL STATISTICS.

CITY OF ST. JOHN'S—WITHIN THE LIMITS.

Total number of births for month of March, 1925 90

Total number of deaths for month of March, 1925 82

Deaths under one month 4

CAUSE—

Epilepsy 1

Convulsions 1

Prematurity 1

Congenital Debility 1

Deaths under one year 10

CAUSE—

Convulsions 3

Marasmus 3

Malnutrition 1

Branchitis 1

Broncho-Pneumonia 1

Congenital Debility 1

Deaths from one to five years 4

CAUSE—

Marasmus 1

Broncho-Pneumonia 1

Stenosis of Oesophagus 1

Scalds of Limbs and Body 1

Deaths from five years and over 24

CAUSE—

Septicæmia 2

Pulmonary Tuberculosis 2

Tuberculosis 1

Phthisis 2

Abdominal Tuberculosis 1

Tuberculous Meningitis 2

Carcinoma of Stomach 1

Carcinoma of Liver 2

Carcinoma of Bladder 1

Apoplexy 2

Cerebral Haemorrhage 1

Cerebral Abscess 1

Paralysis of Insane 1

Tumor of Brain 1

Senile Dementia 1

Other Disease of Brain 1

Endocarditis 1

Valvular Heart Disease 1

Chronic Bronchitis 1

Obstruction of Intestines 1

Obstruction of Bowel 1

Gallstones 1

Senility 6

COMPARATIVE STATEMENT.

Years	1919	1920	1921	1922	1923	1924	1925
Total No. of births for month of March	101	127	130	128	129	102	90
Total No. of deaths for month of March	76	97	46	73	69	66	82
Deaths under one month	5	10	2	3	5	2	4
Deaths under one year	13	6	9	10	9	7	10
Deaths from one to five years	10	17	3	5	9	5	4
Deaths from five years and over	48	64	32	55	66	42	24

W. J. MARTIN,
Registrar General.

STOCK MARKET NEWS

Furnished by Johnston & Ward, Board of Trade Building, Water Street

THURSDAY, April 2, 1925.

TO-DAY'S NEW YORK OPENING.

Butte	15%
Anacoda	37
C. P. R.	141
Cosden	27%
Cuban Cane Sugar Pfd.	57 1/2
Flske	11 1/2
General Motors	70
General Petroleum	48 1/2
Inter Nickel	27
Inter Petroleum	23
S. O. New Jersey	40 1/2
Kelly Springfield	14%
Marine Pfd.	41 1/2
Pan. American "B"	75 1/2
Pacific Oil	54%
Radio	50 1/2
Ray Copper	12%
Studebaker	13 1/2
Steel	9 1/2
Shell Union	23%
Southern Pacific	100%
Tobacco Products	73%
Texas Company	44%
Union	138%
U. S. Steel	115

MONTREAL OPENING.

Brazilian	51 1/2
Breweries	47
Spanish River Con.	105 1/2
Abtibi	63%
Dominion Bridge	83%

(From Halifax Chronicle, Mar. 27th)

BRAZILIAN EARNINGS.

Both Gross and Net Increased in Jan.

TORONTO, March 25.—Both gross and net earnings of Brazilian Traction, Light and Power Company, Limited, for January show good increases over those of the corresponding month of last year. The milreis exchange rates since the first of the year have been running below the 1924 average.

Gloria Swanson is Fourth Star in "Zaza"

The character of "Zaza" probably has been played by more actresses in stock companies than any other role on the American stage in the last 25 years, yet there have been but three outstanding performances in this country. Mrs. Leslie Carter originated the role in New York in January 1899, a few months after Mme. Rejane created the role in Paris. In the operatic version of the play Geraldine Farrar was the star and in the first Paramount screen production, of the play, made in 1915, Pauline Frederick was starred.

Gloria Swanson will be the fourth "Zaza" to be given to the public in a stupendous production. The picture, which will be shown at the Nickel Theatre to-night, was produced under the direction of Allan Dwan and it is said to be the greatest picture of her screen repertoire. For lavish settings and picturesque investiture the present production of the famous French play, which, according to reports, was suggested to Charlie Simon, one of the authors, by Sarah Bernhardt, surpasses anything Miss Swanson has ever done on the screen.

Miss Swanson's interpretation of the role is radically different from that of her three predecessors. She has given a "Kiki" touch to the

famous "Zaza" and plays the actress as a gaming rather than wicked woman.

The evening mode adopts a decided flare toward the hem line.

For the coat or frock the high-standing shawl-collared is good.

Gold-plated and gold fibre beads are liked in choker effects.

Dyeing, Dry Cleaning

All kinds of Ladies' and Gent's Garments cleaned and dyed, also repairing. All goods called for and delivered.

J. J. DOOLEY,
Corner LeMarchant Road
Phone 1488. and Lime St.
aprl,13,ood

Dyers and Cleaners.

Send it to Pullars

Packages for dyeing and cleaning will now be received for shipment by S.S. "Digby" up to date of sailing for Liverpool, on or about the 3rd April.

STANLEY K. LUMSDEN,
Phone 1484. 199 Water St.
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Ships That Have Battled With Icebergs

The "Portia," Capt. Frank Ash Was Lifted Right Out of the Sea and Into the Air by an Iceberg.

(H. F. SHORTIS.)

For nearly half a century no man did more to bring his adopted country before the outside world than did the Rev. Moses Harvey, LL.D., F.R.C.S. His facile and versatile pen was ever at the service of Newfoundland, and scores of articles descriptive of our natural resources, adventures, escapes of the sea-faring portion of our people found their place in the leading journals of Europe and America. I may here state that the Rev. Dr. Harvey was the grand-uncle of our present Premier, Hon. Walter S. Monroe.

In overhauling some old documents and magazines lately, I came across the following unique adventure of Capt. Frank Ash, father of R. G. Ash of this city. To write the life and experience of the late Capt. Ash would fill a large volume, and would take far more space than could be placed at my disposal through the columns of the Telegram. However, I shall now reprint the interesting article from the pen of the Rev. gentleman, which I am sure will be perused with the greatest interest, at home and abroad.

Of the following stories regarding ships' encounters with icebergs, the first, I think, is the most thrilling and extraordinary of such adventures that have yet found their way in print. Indeed, I think it best to state, at the outset, that I had the account from the lips of Capt. Ash himself, whose ship, the "Portia" went through the remarkable experience to be described. Capt. Ash is a man of high character, whose veracity was unimpeachable. I give the story just as he told it to me in his own quiet, modest way. I believe his adventure is entirely unique, and not likely ever to be repeated.

Everybody knows that icebergs are the great terror of navigation in crossing the North Atlantic. From the Arctic regions these stately wanderers come sailing south in their lonely grandeur and dazzling whiteness. There are few more impressive objects in Nature than one of these towering ice-giants, its pinnacles towering two or three hundred feet above the waves, whilst two-thirds of the whole high mass yet lies below the surface. These bergs are of all sizes—some being met with from a mile to five miles in length—and they are often of the most fantastic shapes. Beautiful as they look, however, they are often "death on the white horse" to many a gallant ship. In the darkness of the night, in the blinding snowstorm, or enveloped in the ghastly fog, they lie in the path of the great Atlantic liners with their living lights, and were but for the unfortunate vessel that blindly dashes herself against their crystal sides.

Some years ago the steamship City of Boston sailed for Liverpool from Boston, with some hundreds of passengers on board. No trace of her was ever afterwards found. There can hardly be a doubt that the fangs of an iceberg were buried in her bosom, and in a moment she went down to destruction. But destruction, actual or threatened, from an iceberg may occur in other ways, and was betide the unfortunate vessel that blindly dashes herself against their crystal sides.

A THRILLING EXPERIENCE.

Some years ago (1892) he sailed from New York for Newfoundland in the S.S. "Portia," having on board a distinguished party of American tourists of both sexes, numbering eighteen. After touching at St. John's to land cargo, the Portia had to go North to Pilley's Island for a cargo of iron pyrites, and the whole party took the "round trip." After a delightful voyage they started on the return journey. It was an ideal day as the Portia was crossing Notre Dame Bay, and the whole party were on deck enjoying the grand scenery. The deep blue sky was cloudless, and the sea-breeze positively intoxicating. Never was there a gayer party than that assembled on deck. To crown their happiness, a magnificent iceberg loomed ahead in the distance, almost directly in their course. None of the tourists had ever seen such an object. The ladies greeted its appearance with beaming smiles and waving of handkerchiefs, and the gentlemen with cheers and hand-clapping.

As the steamer rapidly approached the glittering giant its grand proportions astonished the spectators. The practiced eye of the Captain scanned it, and he informed the passengers that it was at least 800 feet in length, and nearly 200 feet high. It was one of the largest kind, and with its massive perpendicular sides gleaming in the sunbeams, crowned with domes, towers, and pinnacles, floating in majesty grandeur, it was indeed a sight never to be forgotten. The tourists were enraptured, and reckoned themselves especially fortunate. There was scarcely a flaw or fissure in its massive sides; all seemed as solid and stable as when it left its parent

for those on board may well be imagined. Instant destruction seemed inevitable. The bravest heart stood still. Cheers that were a moment before flushed with pleasure were now pale as death. And yet between the awful or sublime and the ludicrous there is at times only a step.

FACED WITH DEATH.

Captain Ash told me that as he stood on the bridge at this terrible moment, when death stared them all in the face, his own nerves being at extreme tension, he heard a high-pitched voice from among the tourists calling to him—

"Say, Captain, I guess we're in some danger here; how air ye going to launch this craft?" And truly it was a difficult question to answer. If the berg completed its overturning movement, and rise bottom uppermost, the ship would be flung over on the other side, and either crushed like a nut-shell or sent in a moment to the bottom. On the other hand, if the Portia held on in her slippery berth, on the side of the iceberg, how was she to be launched?

Fortunately the smaller berg was unable to make a complete sootherault—probably because the water in the bay was not sufficiently deep to permit such a huge mass to turn over completely. For about one terrible minute the ship hung in her perilous and astounding position, and then a huge wave, created by the overturning of the other vast fragments, of the original berg, swept her from her perch and launched her stern foremost, with a fearful plunge, into the sea once more. No one on board expected that she would ever rise. But the gallant ship came up slowly, battling with the billows in that awful maelstrom, like a mother fighting for her children. Capt. Ash, who had served his cool courage, at once signalled "Full speed ahead" to his engineer, and in a few seconds the Portia was out of danger.

The whole affair was over in less than two minutes, but naturally to the

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Brown & Polson's Corn Flour

Nothing else is better than these simple aids of nature.

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terrified passengers it must have seemed an age. As to the tourists—icebergs interested them no more. (Some of them will probably read this account). Their enthusiasm and curiosity regarding these fair but treacherous monsters was already more than satisfied. They behaved remarkably well, however, especially the ladies, who did not utter a single shriek. Indeed, I suspect their breath was taken away by the suddenness of the catastrophe, and they had hardly time to realize their fearful danger till it was at an end.

The sudden explosion of the berg admits of an easy explanation. It had been exposed for some time to the rays of a July sun, and was in the condition called "rotten" by the fishermen, its cohesive powers being relaxed by the heat. When in this state the slight vibrations caused by the action of the Portia's propeller and the pulsing of her engines were sufficient to precipitate its dissolution. One of the ladies had nerve enough to take a snapshot with her hand camera of the floating fragments of the exploded ice-mountain (when all was over).

On examining his ship the captain found that some of the plates had been bent and the keel injured, so that she was leaking, but not dangerously. Pumping was needed, but the Portia reached St. John's in safety. Afterwards she had to go on dock for rather costly repairs.

(To be continued.)

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