



Evening Telegram

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

TUESDAY, Sept. 24th, 1918.

History Repeats Itself.

The following editorial reprinted from The Telegram of date December 1st, 1911, is very applicable to present day conditions, and only needs the substitution of the names of the men in power at the moment to make it an indictment of the National Government for the unsatisfactory and altogether disgraceful state of the Northern Coastal Mail Service as existent now, as then, the "Ring" is in control, and there is, as thirty-seven years ago, no opposition in the People's House to keep the combine in check. Hitting palms have been no less increased in the year of grace 1918 than in that of 1881, and the gleam of hope which was then perceptible for Newfoundland and her hardy fishermen, must again come from the still faithful few who eventually will take up the burdens and responsibilities of a New Party, which will purge the body politic of the prevailing evil and give to this Dominion that clean, honest, stable Government which she has lacked since the memorable year of 1909. Sustained by the people the new party will enter upon their task with minds determined and hearts strengthened by the knowledge that the people are behind them. Follows the article:

"We are not surprised to hear complaints from the Northward, nor do we wonder that the Government are losing the little regard once entertained for them by 'the people' in that direction. The important Northern districts have been grossly neglected, and at this very moment we can cast to mind not a few instances in which the most urgent claims of Green Bay have failed to meet with anything better than 'insolent indifference' at the hands of the Government. Several communications have been received by us from various parts of the Bay all expressive of great dissatisfaction with the policy of the Mining-Railway Administration. We have on more than one occasion referred to these complaints, not in a spirit of fault-finding—as the Newfoundland clique would try to make it appear—but with a desire to emphasize the necessity for remedial measures. So far, however, our united efforts have proved ineffectual, and the Executive seem determined to fill up the measure of their political iniquity. They care not what inconvenience the people may suffer so long as their own interests are safe. The country and all that's in it may go up or down or anywhere else provided they can—like the holders of Prince Edward Island Bank Notes—regard their stocks as perfectly safe. It is very evident then that no redress need be expected by our Northern friends until after the next general election. The Government are determined to carry out their schemes with a high hand and there is no opposition in the People's House to keep 'the Ring' in check. The 'hitting palms' of the Liberal renegades have been greased, and at present the only perceptible gleam of hope for Newfoundland and her hardy fishermen comes from the ranks of the patriotic few known as 'the NEW PARTY.' But the people will sustain THEM."

Defying the Regulations.

Last night about 9.30 o'clock, a large auto car came down Gower Street at a fairly good clip, and turned up Victoria Street without giving any warning by horn. At the same time another car coming west turned up Flavin Street, also without any warning foot of the horn. Both cars were carrying proper head and tail lights, but their drivers must have been too much occupied otherwise to pay any attention to either the regulations providing for sounding their horns when passing crossings or making turns, or the safety of foot passengers. Owners and drivers of cars must remember that the pedestrian has a few rights left yet. The Motor Association will have a lot of work if drivers persist in ignoring the ordinary amenities of traffic, and making themselves and their cars a nuisance as well as a menace. This sort of thing must stop right now. Our might suggest that it would be a good thing if the authorities restricted the sale of gasoline to all motor cars, allowing them sufficient only for ordinary use. There is too much joy riding done about town, and it's time to call a halt. Another matter is the increasing number of chauffeurs who do considerable reckless driving to the imminent peril of wayfarers on the streets. These juveniles should not be permitted to drive a car at all, excepting under the supervision of an expert chauffeur. There are other aspects of this matter which we will discuss later.

New College Hostel.

The Telegram reporter had the pleasure of being shown throughout the new hostel of Bishop Field College on Cavendish Square, yesterday afternoon by Rev. Mr. Pike, the new Warden of the hostel. This building was formerly the C. of E. Orphanage, and is large, commodious and well-lighted. In the basement, there is a large wash and change room, where wash basins and shower baths are conveniently placed. Here, also, are kept lockers, one for each boarder, where articles, such as brush and comb, etc., may be kept. The boys may also change from school to sport clothing in this room, without going into the dormitories. On the basement floor, are also the box-rooms, where the trunks are kept, the furnace room, and other store rooms. On the first floor are situated the Junior and Senior Prep. rooms, the dining room and kitchen. The Housemaster's office, the Matron's room, and the linen room. On the second floor are dormitories and masters' rooms, bath and washing rooms, and also, segregated from the boys' quarters the servants' rooms, and Chapel, where services are held. On the third floor are more dormitories, bath rooms, masters' bedrooms, studies, and bath rooms and lavatories. The whole building has been done over from top to bottom, and it has been entirely renovated. Only an Old Fieldian could realize the vast improvement offers over the old quarters on Bond Street. The boarders will parade to school every day, but will return singly. The location is ideal, and a better could not possibly be found.

Babeldom on the Streets.

It is becoming more and more evident every Saturday night that some system for the pedestrians is badly needed in St. John's. When, on the last night of the week, housekeepers go to Water Street to purchase necessities, the scene beggars description, and more often passage. The people wander up and down the streets, running into each other, going in and out, to avoid collision with other parcel-laden people until the street resembles what the streets of Bagdad looked like to the simple Arab. To obviate this the Inspector General might devise some plan whereby orders would be enforced, if people are directed to keep either to the right or left, and the policemen told to enforce the order, it is not hard to imagine the good result.

Thirty-Seven Years Ago.

Many of our readers will remember the "Hope" disaster which occurred in Trinity Bay, late in November, 1881, consequently the accompanying item from the Evening Telegram of December 1st of that year should be of interest.

TERRIBLE DISASTER IN TRINITY BAY.

The schooner "Hope" capsized and six of her crew drowned. News of a terrible disaster has just reached us from Trinity. It seems that on Tuesday evening last, while the schooner "Hope", belonging to Old Perlican, was proceeding from the latter place to Random for a cargo of railway sleepers, she experienced a very severe breeze; but as the craft was almost new and well supplied with everything, no alarm was felt by those on board until they arrived within a short distance of Hickman's Harbor, when a furious squall broke upon the vessel and before the crew had time to shorten sail, she capsized and all hands were thrown into the water. One of the crew, a young man named Samuel Strong, succeeded in holding on to the hull until rescued; all the rest, viz. Henry Strong, James Strong, Nehemiah Strong, James Charley, Elias Charley and John Collins, were drowned, nor does it appear that their bodies have yet been recovered. Doubtless the poor fellows clung to spars and rigging until torpidity set in by reason of the cold, and then releasing their hold disappeared beneath the angry waves that rolled around the unfortunate schooner. Yesterday (Wednesday) morning the "Hope" was observed by persons residing near the scene of the disaster and was towed into Hickman's Harbor, where she is no doubt regarded with melancholy interest by the people of that place.

MINARD'S LIMENT CURES DISTEMPER.

Four city sportsmen who have pitched their camp at Tickle Bay, Barrons, are reported for big bags.

No Press Message

Once more we have to announce to our readers that we are obliged to go to press minus the daily cable message. That there is something radically wrong with the present Cable Company service thrust upon us by the Government is obvious, and this paper now enters a formal protest against the withholding of the daily message from the press and keeping it back until other business is transacted. In ordinary times this would be bad enough, but under present conditions it is an injustice and an outrage. So far the evening papers of this city have been very patient, but the limit of their endurance has now been reached.

Along the Waterfront.

The S. S. Fortia left Fortune at 10.30 last evening, going west. The waterfront presented a very busy scene this morning and was a hive of industry. The Drummer's Tax, Bonavista, F. Nolan, master, which arrived here Friday last, is now loading general cargo at G. M. Barr's, having brought fish for P. Templeman. The Brilliant Star, Merasheen, D. Walsh, master, got in Saturday morning with a load of fish for G. M. Barr. She will take a general cargo home. Schr. Lois Frances, Random, T.B. John Bartlett, master, arrived Friday with a cargo of fish for G. M. Barr. She will go to Bay Bulls to load fish for St. John's. The Armenia, Haystack, P.B. Oliver Hollett, master, arrived Friday with a cargo of fish, which she is now discharging at Barr's. She will load salt for A. R. Murray. The Alice Roberts, James Lily, master, arrived Saturday with a load of fish for A. E. Hickman & Co. She will take back a general cargo. The Ripple, Grate's Cove, J. Vey, master, got in port yesterday with a load of fish for G. M. Barr. Coming down she experienced a hard time in which her foremast was carried away off Small Point. The Fanny Purchase, Grate's Cove, W. J. Meadys, master, got in Friday with a cargo of fish for A. E. Hickman. She will take a general cargo. The Florence Sveyers, Hickman & Co. owners, is now loading fish. The P. J. Layman, Heart's Delight, Joe Reid, master, got in yesterday with a load of fish from Trinity for A. E. Hickman. She will take general cargo. The schr. Dorothy Drover, Green's Hr., Robt. Hobbs, master, arrived yesterday with a cargo of fish for Hickman & Co. The New Mary, Grates Cove, Jno. Duggan, master, arrived in port yesterday with a cargo of fish for Hickman & Co. The Mary E., Lower Island Cove, W. Champion, master, reached port last night with a cargo of cod for Hickman. She will leave end of week with general cargo. The Grisse, New Malbourne, T.B. Fred Mansfield, master, got here last week with a load of fish. She is taking general cargo after discharging. The Sarah Bell, Caplin Cove, C.B. Chas. Cull, master, got in last night with a cargo of fish for Bowring Bros. She will take general cargo. The Mollie Shelbourne, Geo. Whiteley, owner; R. Williams, captain, arrived here from Bonne Esperance, Labrador, a few days ago with a cargo of fish for Baine Johnston & Co. She brought 1600 qts. The Notice, Belleoram, M. Harris, master, got in Saturday with a cargo of salt fish for Harvey & Co., which she is now discharging. Large quantities of fish were brought into town by horse from nearby settlements yesterday and today.

Police Court.

Wm. H. Trask, charged with murder, was remanded until October 1st. The three girls who were arrested at half-past two this morning, were arraigned before court. Two of them were sentenced to 14 days' imprisonment, while the third was let go on suspended sentence. Two of the above, charged with the larceny of 2 buckets, were discharged on this count. A laborer, who applied for safe keeping, was discharged.

With The Gun.

Three men from the Topsail Road, who have upwards of three hundred snares set for rabbits in the vicinity of Cochrane Pond, have accounted for one hundred pairs since Friday last, and about fifty partridge. Altogether they netted the handsome sum of \$125.00. Mr. Neil LeMessurier, who was partridge shooting in the same vicinity, bagged 30 brace on Friday and Saturday.

Belgium Not Approached.

London, Sept. 19 (By the Associated Press)—The Belgian foreign minister, in discussing Germany's "peace approach" to Belgium, declares that the conditions cannot be taken as a basis for any serious discussion. From the details furnished by the foreign minister, it appears that Belgium received no formal proposition directly from the German Government, but that communication came by an indirect channel. These details showed that it was Germany's intention to demand that Belgium bind herself to effect a solution of the language question in conformity with the German imperial policy, which Belgium would regard as an abdication of the right inherent in her sovereignty to solve internal problems in accordance with the freely expressed will of the Belgian people. Germany would insist upon binding the fate of Belgium with the minister, impose on the Belgian government an act of submission. Don't Want Trade Sanctions. Germany would insist on the maintenance after the war of the commercial treaties previously in force. This following up the destruction of Belgian industry by the invader, says the minister, would insure Germany's economic grip on the country. More- over, he adds, the pawn theory is not abandoned. Germany would insist upon binding the fate of Belgium with the minister, would insure Germany's economic grip on the country. More- over, he adds, the pawn theory is not abandoned. Germany would insist upon binding the fate of Belgium with the minister, would insure Germany's economic grip on the country. More- over, he adds, the pawn theory is not abandoned.

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As Done in Seattle.

The Americans are leaving no stone unturned in their efforts to win the war, and the papers contain many letters from people telling of what has been done and what should be done. A sample is given in a letter in the Seattle Star in a reply to an advertisement for professional men in the shipyards from a prominent lawyer who under his own signature writes: "It is a splendid idea and ought to be enlarged upon. Over six months ago I went to one of the war committees and suggested that there are 750 lawyers in Seattle who would be willing to go to work and devote a large share of their time gratuitously to the committee in war work. To show you what can be done. Last May I went out on the docks and among the ships and did some light work until I rubbed the stiff edges off, and now I am able to take a truck and hold my own with the average. I feel a hundred per cent better, and I have been able to take care of my law work, too. This is vacation time, and the lawyers can spend their vacation in the yards or on the docks, and, if they do, let me tell you that many of them will not return to their offices until this war is over. Loading around a law office these times makes a man almost feel himself a slacker. I know that I cannot do it and be just to my two sons on the front line in France. Law is a great profession in ordinary times but during the times of war it sets a man thinking." Ole Hanson, the Mayor of the City of Seattle, performs his patriotic duties to his country after City Hall hours by working four hours every evening in the Ames' Shipyards as a greeter. He asks no favor and turns his pay over to the Red Cross.—Acadian Recorder.

Weather Report.

The weather across country is calm and fine; temperature 30 to 35 above.

ARRIVED O.K.—Capt. Sid Kendrick arrived at his destination, after an excellent run of 15 days, all well.

SUPREME COURT.—The fall session of the Supreme Court which promises to be a busy one, opens on Tuesday next, Oct. 1st.

DIED.—This morning James H. Mott, aged 39 years; funeral on Wednesday, at 2.30 p.m., from 290 LeMarchant Road.

Accidentally killed by motor car, last evening, George Henry Nell, aged 69 years, leaving a wife, six daughters and one son to mourn the loss of a kind husband and loving father. "Gone but not forgotten."—Halifax papers.

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NEYLE'S HARDWARE. (Opp. Bowring's.) Potato Hooks! Round Prong... \$7.50 doz., 65c. ea. Flat Prong... \$8.00 doz., 70c. ea. Oval Prong... \$8.40 doz., 75c. ea. Diamond Prong... \$8.80 doz., 75c. ea. D. H. SPADING FORKS. \$10.00 doz., 90c. each. Best, \$11.70 doz., \$1.00 each. L. H. SPADING FORKS. \$9.40 doz., 85c. each. Best, \$10.50 doz., 90c. each. L. H. MANURE FORKS. 4 Prong, \$5.60 doz., 60c. ea. Best 4 Prong, \$8.30 doz., 70c. ea. 6 Prong, \$10.20 doz., 90c. ea. Best 6 Prong, \$13.20 doz., \$1.20 ea. FLASH LIGHTS. Small round... \$1.50 and \$1.50 Medium round... \$1.50 and \$2.20 Flat for pocket... \$1.50 Reliable Dry Cell Batteries. ENGLISH CUTLERY. Pocket Silver Teaspoons... \$2.00 doz. Dessert Forks... \$4.20 doz. Dessert Spoons... \$4.20 doz. 100 doz. sets Knives and Forks. 100 doz. Dessert Cutlives. IRON BLANK LISTS. SHOT, 4, 2, B, BB, SS&L. COOPERS' TOOLS. Drum Croze, Fish Cask Croze, Herring Barrel Croze, Hollow Knife, Head Shave Knife. ENGLISH PADLOCKS. 2 1/2 in. 1 key, \$3.40 doz., 90c. each. Extra Strong, 2 keys, \$5.40 doz., 65c. ea. GALVANIZED ENG. PADLOCKS. 3 1/2 in., 2 keys, \$5.20 doz., 50c. each. PATENT LINKS. 3-16, 60c. doz. 4-16, 40c. doz. 5-16, 50c. doz. 3-8, 30c. doz. 7-16, 90c. doz. 1-2, 1.40 doz. 5-8, \$2.50 doz. Shoe Findings! Shoe Ink, Hercules Cement, Goodrich Cement, O'Sullivan Rubber Soles, Bristles, Hungarian Nails, Iron Shoe Rivets, 4/8, 5/8, 6/8, 7/8, 10/8, 12/8. Wood Pins, 1/2, 3/8, 5/8, 7/8. Sand Paper, 5/8, 3/4, 7/8. LANTERNS. Railway, Cold Blast, Dandelion. BUCKETS. 11 in. Galvanized Buckets. 13 in. Galvanized Buckets. Galvanized Chamber Trays. BRASS RABBIT SNARE WIRE. Wringers! SWEAT PADS. Padded, Blue Felt, Grey Felt. FELT FOR HORSES. Blue and Grey, in strips and by the yard. CUREY COMBS. Just opened a large shipment. WASHED BRASS RIVETS & BUREN SPLIT RIVETS. HARNESS. We manufacture Carriage, Cart and Slide Harness. Trawl Hooks! 600 gross No. 16 ringed. 2400 gross No. 15 ringed. 900 gross No. 14 ringed. 100 gross Jigger Hooks. 300 gross Small Qr. Kirby. 200 gross No. 5 Square Builders. TRAWL LINES. 12 lb. 14 lb. 16 lb. 18 lb. BRASS DORY COMPASSES. 2in. 2 1/2 in. 3 1/2 in. IRON TAPS. For steel Barrels—Kero & Gas. OIL COOKERS. New Perfection, 2, 3, and 4 Burner. NEYLE'S HARDWARE. W. SOPER, Manager. MINARD'S LIMENT CURES GET IN COWS.

Last Week's Official Review. The Governor, St. John's: London, Sept. 21.—After five days of almost perpetual storm of rain, the week's war in the air culminated in remarkable fighting on the British Western front and over Germany itself. Notwithstanding unfavorable air conditions from Tuesday to Thursday night, the British airmen seized every opportunity to press home the advantages gained during the recent operations. In the intervals of the weather many photographs were taken and they dropped more than twenty tons of bombs on the enemy's organizations behind the lines. On September 18th improved weather produced most marked aerial developments, and large numbers of enemy machines were encountered on the German side of the line. Considering their recent heavy losses, enemy squadrons worked in large formations with bitter combats. In two days, including 22 British machines are reported missing, but 72 German machines were destroyed, 27 downed, and one kite balloon downed afire, making a total bag of 100 enemy aircraft in 48 hours. While these heavy battles were proceeding, British bombing squadrons were very active, dropping more than 70 tons of bombs on military objectives behind the enemy lines. On the 16th British reconnaissance machines established a record by bringing back a larger number of aerial photographs than ever before, only recorded in a single day's work. The R.A.F. Independent Force, operating in concert with the French and American attack on St. Mihiel salient, easily surpassed their own records both in the number of objectives and the weight of bombs dropped. Problems never before has there been such formidable and persistent air assault than the Rhine provinces suffered from British airmen during the week. Between the 13th and 16th, 33 separate raids were made. Twelve of these for the vital railway junction at Metzabon, four at Metzabon, four against Courcelles Junction, seven against the railways at Arnville, Orange, Saarbrücken, Kaiserslautern and Mainz, while heavy attacks also were made on enemy aerodromes at Able, Boulay, Frescaty and Hagenu. Such repeated attacks on the same places are necessary as against the perpetually renewed German repairs and machine production. In addition destructive raids were also made on chemical and aeroplane factories at Mannheim. Daimler works at Stuttgart, and dock sidings at Karlsruhe. Fifty-nine tons of bombs were dropped during five days, which equals more than half the total weight of bombs dropped during the whole preceding month. The material results are clearly shown in photographic and other records, as a result of the large number of direct hits obtained and the Austrian peace note has been satisfactorily dealt with by Balfour, Wilson and Clemenceau. It is as yet unknown how deeply the German Government is implicated in the issue of the note, but it is certain they know the gist if not the verbatim of it. The German offer of peace to Belgium, as outlined in the press, is wholly unacceptable. Such stipulations and gains as suggested would be unwarranted interference in the internal affairs of another Sovereign State, and though the Germans themselves established the principle of reparation demanding three hundred millions compensation for the Germans injured by the Russians in the war, Germany now herself refuses any reparation for the ruin wrought by the Germans in Belgium. On the 19th our Third and Fourth squadrons attacked on a front of about 14 miles between Holgon and Gonsyvert, and advanced about two miles to close touch with the Hindenburg line and at several points passing the original line held on March 21st. Over 8,000 to 10,000 prisoners were taken. The French 10th Army made substantial advance along practical the whole front between the line of the Ailette, capturing points of tactical importance, 4,000 prisoners and 1/2 important position of Moy St. Georges. The Americans achieved most striking success in the St. Mihiel salient, capturing 15,000 prisoners and more than 200 guns. The Germans, generally speaking, did not use the old fighting qualities, as shown by the large number of prisoners and the comparatively small Allied losses. The Germans had constructed a line across the salient to which they have now retired, but it is not proved to be very strong. But it is possible cannot allow the Allies to advance further here, owing to the fact thus involved to Metz and the consequent line communication of Metz and Montmédy. The issue of the St. Mihiel salient is an one of the greatest importance and one conclusively to Germany and