

The Evening Advocate

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Issued by the Union Publishing Company, Limited, Proprietors, from their office, Duckworth Street, three doors West of the Savings Bank.

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Our Motto: "SUUM CUIQUE"



("To Every Man His Own.")

Letters and other matter for publication should be addressed to Editor. All business communications should be addressed to the Union Publishing Company, Limited.

SUBSCRIPTION RATES:

By mail The Evening Advocate to any part of Newfoundland and Canada, \$2.00 per year; to the United States of America, \$5.00 per year.

The Weekly Advocate to any part of Newfoundland and Canada, 60 cents per year; to the United States of America, \$1.10 per year.

ST. JOHN'S, NEWFOUNDLAND, TUESDAY, APRIL 1, 1919.

During the past week we have been carrying advertisements in relation to steamers for the North and West routes, as the contract of 1904 with Bowring Brothers had expired. The 'Telegram' and the 'News' are advocating a renewal of the contract with Bowring Brothers and in this connection we might say that the Government have had this under consideration and have been in negotiation with that firm about the matter, though no decision has been reached as yet. The service is an essential one to the North and West and the Bowring steamers seem generally to be suitable boats, the only change that seems desirable now being an extra boat at certain periods of the year.

THE COASTAL CONTRACT

With the idea of a Spring Election the Union is in full accord, and we presume that the Opposition, who have been so insistent upon the fact that there are so many vacant seats in the House, are also desirous of having an early election. In view of the position they have taken, they cannot consistently ask for anything else. The Union men are anxious to reaffirm their allegiance to the cause which Mr. Coaker backed in 1908. They showed their strength in 1913 in no uncertain manner, and their trust has not been misplaced, for from the first session, Bills for the protection and rights of the fishermen, have been placed on the Statute Book. They saw in 1917 the Union leaders holding high offices in the Government, and there, working in a manner that has had a wonderful influence on the country they have "made good" to an extent which the fishermen appreciate, and they realize that the present prosperity of the country is due in no small measure to the precautions and energy evidenced in the National Government in tackling problems that seriously menaced our trade. The National Government, so far, have confined their operations to legislation rendered essential by the war. The Union members joined in it for this purpose. It is now for Mr. Coaker again to seek the fishermen's endorsement of the policy which has been advocated at the Union Conventions. The fishermen know that the time has come for a show of their strength in order that their cause, as the producing class of Newfoundland, may be advanced. We believe that they, Union as well as non-Union, have made up their minds to give Coaker his chance. They say that to throw down the Union policy now would be an act of madness. They therefore would welcome an election, and will swing the tide overwhelmingly in favour of Sir William Lloyd and his supporters. The Union is ready for the call for action at any time.

READY, AYE READY

At 11.30 o'clock this morning the s.s. Diana was 7 miles off Torbay and was trying to get into that harbor. The ship at that time was jammed in very heavy ice. No new cases of 'flu' have appeared on the ship and it is hoped that she will succeed in getting to land during the evening. Capt. Parsons of the 'Diana' wireless the Minister of Marine and Fisheries via Cape Race last night: "All on board; no new cases to report." The energetic Minister of Marine and Fisheries established a new record when by wireless he was able to transmit instructions from Dr. Campbell to the doctor on the 'Diana' who was thus able to give the sufferers the best known treatment.

SUPREME COURT

MAY TERM

Present His Lordship the Chief Justice, Mr. Justice Johnson and Mr. Justice Kent.

The following Grand Jury was sworn and addressed by His Lordship who informed them that there was no business of a criminal character to be presented to the jurors, who were relieved from further duty:

Murthier Greene, Foreman; Wm. J. Mews, Wm. Horwood, Samuel Javassour, Denis O'Brien, Henry Lilly, Jno. Dear, Herbert B. Chafe, John C. Jardine, John McGrath, David Dempsey, Chas. W. Ryan, Joseph Long, Ernest W. Taylor, James Clancey, Richard Joseph, George Whitty, Ed. Collingwood.

Margaret Guilfoyle, Adm. Res. vs. New York-Newfoundland and Halifax Steamship Co. On motion of Warren, K.C., for appellants and by consent of Mr. McNeilly, the appeal is set for Friday, the 4th inst., at 10 o'clock.

John B. Mitchell vs. Joseph Burnstein. Leave to file a defense in this action is granted on condition that the trial be proceeded with this month.

The Star Candy Mfg. Co., vs. Edward Furlong. This is an appeal by way of case stated from the judgment of Judge Morris who in November last fined the defendant Co. \$100.00 and costs for a breach of the Prohibition Act. Mr. Hunt who appeared for the Company, presented his argument that the conviction be quashed. Mr. Morine had not finished his argument in favor of the judgment of Judge Morris at 1.30 p.m. The case will be continued this p.m.

T. & M. Winter vs. The Standard Oil Co. The judgment of Mr. Justice Kent in this case was confirmed and the appeals dismissed with costs.

PERSONAL

Mr. P. Nugent, of Outer Cove, while at work sawing wood there this morning received painful injury, cutting his hand badly and almost severing one of his fingers. He was brought to the city by Mr. J. Cahill, attended by a doctor and sent to hospital.

Mr. Alan Noseworthy, son of Head Constable Noseworthy, who was attached to the Royal Navy and also the Army during the war, and was here on furlough, leaves by the s.s. Trevanian for England, where he will receive his discharge. Mr. Noseworthy will sit for a marine engineer's certificate while on the other side.

N.I.W.A. Deputation Meets Premier Lloyd

Yesterday afternoon at 3 o'clock a deputation of the N.I.W.A. waited upon the Premier and presented the resolutions recently passed re the creation of a Department of Labor. The Premier heard the reasons advanced as to why the department should be created, expressed approval of the principles involved, and stated from his discussions with the leading men in the Old Country during his recent visit there, he was convinced of the necessity that something be done. He promised the committee to present the case to the Executive for their discussion.

HOSPITAL REPORT

The Visiting Committee of the Newfoundland War Contingent Association report condition of the following men in Hospital:

Progressing Favourably.
No. 5493, Private Samuel Anthony.
No. 4239, Private Henry Pearcey.
No. 4278, Private W. J. Shaw.

Is This The Man?

It is said that a prominent business man of the West End is thinking about standing for that district against the Government. Is this the man the 'Daily News' so bitterly assailed some time ago for charging a widow \$20.00 for a barrel of flour?

SHIPPING NOTES

The "Herbert Warren" will discharge her salt cargo at St. Pierre.

The new four-master schooner "Huntley" is now out 20 days to Gibraltar and should soon arrive there.

The schooner "Herbert Warren" Capt. James has arrived at St. Pierre being 45 days out from Gibraltar and Santa Pola. When ice conditions are favorable she will come to St. John's.

The schooner "Mabel Davis," Capt. Saunders, has left Alicante with a cargo of salt for Harbor Grace.

The Kyle was to have left North Sydney at 10 a.m. today. It is likely that she has a number of additional passengers on board.

The s.s. Adolph is six days out from New York for here direct.

The s.s. Portia is still at St. Mary's waiting a change of wind to get to this port.

The Coban is now 8 days out to this port from Halifax, but cannot reach here until a change of wind loosens up the ice.

The Sable I. will be ready to leave for Halifax tomorrow p.m. This ship will take passengers, but will not leave port until the coast up the shore is free of ice.

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LATEST

CHICAGO, April 1.—Men and women balloted for Mayor and other city officials to-day after a campaign said to have been the most bitter in the history of municipality. With six candidates in the field for Mayor, partisan religious and racial hatred flared high during the campaign which ended last night with riotous scenes in the central district which extra police detailed had difficulty in controlling at times.

PARIS, April 1 (By the A. P.)—A feeling of apprehension over the lack of progress of the peace treaty persists in American circles here although it is said in authoritative quarters that differences which has arisen have not reached the status of a deadlock.

ARCHANGEL, March 31 (By the A. P.)—Bolshevik artillery submitted the allied railway front and positions south of Odozerskaia to the nearest bombardment in many weeks yesterday. In the meantime the enemy was moving considerable forces through the woods, indicating that an attack may follow soon. Allied positions along the front line are strong. The allied artillery here is probably equal to that of the enemy's.

NEW YORK, April 1.—Three delegates elected by the Irish Race Convention in Philadelphia last month to lay the Irish-American appeal for a free Ireland before the peace conference, were guests of honor at "God-speed" reception here last night, tendered by more than 400 Irish sympathizers. The delegates, Frank P. Walsh, of Kansas City, former joint chairman of the national war labor board; Edward F. Dunne, of Chicago, former Governor of Illinois; and Michael Ryan, of Philadelphia, former public service commissioner for Pennsylvania, are scheduled to sail for France today. Mr. Walsh in a brief address characterized the mission as the "most unique and beautiful adventure it has been the privilege of man to undertake."

Read The Advocate

PRESIDENT COAKER'S DIARY

Describes His Trip Across the Atlantic-- The Sacred Associations of Historic London -- Westminster Abbey the Tower and all that Makes London of Intense Interest Graphically Described.

Left St. John's by S. S. "Kyle" at 4 p.m. 23rd. January, en route for Sydney. Sea smooth, no wind, but foggy. Passed floating whistling buoy off Bay Bulls. Ship averaged 12 knots.

On the morning of the 24th off St. Pierre, wind South East, very foggy, sea smooth. Wind increased at 9 p.m., calculated position about 25 miles off Sydney. Being too foggy and rainy to see lights, Captain decided put her head to sea.

Wind veered to S. W. about 3 a.m. on the 25th., made lights and reached Sydney about 6 a.m. Passengers were: Major Montgomery, E. Murray and Dr. Burke.

Spent the 25th. and 26th. at Sydney, where we met several leading citizens.

Arrived at St. John on the 29th. Met Mr. Edwin Murray and Mr. Jackman of Tilt Cove, both en route to England; also met Mr. Anderson of the Bank of Nova Scotia, and J. K. Piercey. Both were very kind and did all possible to make our visit enjoyable. Saw much of the big shipping depots.

Left by "Metita" at 10 p.m. on the 30th. for Liverpool, as there were no sailings from New York to England or Italy within a week. Messrs. Murray and Jackson also took passage on the "Metita." This ship is 15,000 tons and makes 16 knots, a splendid passenger steamer owned by the C. P. R. There were about 350 stealer passengers and 250 second class on board. The ship covered 380 miles the first day.

On Sunday morning, Feb. 2nd., Divine Service was held in the saloon, the Rev. Mr. Moore of Ontario, officiating. His text was "Come unto me all ye that are weary and are heavy laden and I will give you rest." The closing hymn was "Eternal Father strong to save." It seemed so real to sing that grand old hymn of supplication in mid-Atlantic in mid-Winter. Those in attendance appeared to appreciate the prayer of the grand hymn and to realize the circumstances. I have sung that hymn hundreds of times, but never before as at that service.

We received the daily telegraph despatch in printed form.

The "Acquitania" was near us on Monday, and we learnt that James Ayre and Andrew Murray were on board, bound for Liverpool. The "Corsican" also passed us, and we sent a message of "Welcome Home" to the officers and men on board bound for Terra Nova.

The first three days were smooth, no sea; no swell, but a little cold. The fourth day brought a warmer west wind, soft, springlike. We were then 1400 miles from St. John, N.B. Women and children used the decks as though it was Spring and not mid-Winter. No one felt sea sick, and on the seventh day at 10 a.m. we sighted land about five miles distant, which proved to be the Fastnet Island Light, about 300 miles from Liverpool, the wind being south and the sea extremely smooth. During the seven days we had no wind to any extent, no sea, no swell. We saw a steamer the first day out, which was all sighted until Fastnet Island appeared.

The "Metita" was built on the Clyde, for the Hamburg Line, but was transferred to the C. P. R. Line in 1916. She made her first voyage January, 1918.

Met quite a few nice chaps on board. Mr. C. Garrett, Contractor of Montreal, who was born in the South of England, and an experienced traveller, proved to be a real fine chap. The Captain's name is Barry, a Welshman.

Informal concerts were held five nights, a formal concert one night and a moving picture show one night. The crew consists of about 300, mostly citizens of Liverpool.

No communications were permitted on the English side, but one could communicate with America during the first five days of the voyage.

Among the passengers were sixty children, who loved to roam about the decks, apparently indifferent to danger.

We reached Liverpool at 8 a.m., February 7th. The last day was intensely foggy, worse than I ever saw in Newfoundland.

Reached London at 7 p.m. Major Sullivan, who happened to be there, hearing that we were due at London, met our train and secured for us hotel accommodation. We soon learnt that Sir William Lloyd was due at London at 8 p.m., from Paris, and we found him at the Savoy Hotel that evening, and the four of us, Lloyd, Sullivan, Bryant and myself, had quite an interesting chat. Sir William, who was provided with a suite of rooms at the Savoy by the British Government, invited me to stay with him while at London, which

offer I accepted, as his son Arthur and Secretary Carew were at Paris. Sir William, although he had not seen London before last Summer, has made himself acquainted with every interesting and historic place there and was our guide during that memorable week, for which we gladly express our thanks. London must be forever the greatest city on earth, as its history is over 2,000 years old, and almost every milestone in the history of England is connected, in some way, with London. As I saw before my eyes the subjects of so many of my readings in history, I began to realize in a small degree what the great events and tragedies of history, meant for London, England and the world. I could stay a year in London, and hardly know I lived a day, for the historic grandeur of London history, is all in all to a loyal Briton from across the water. Four spots in this wonderful city became almost objects of worship to me, viz.: Westminster Abbey, St. Paul's Cathedral, The Tower, and Dickens' Old Curiosity Shop. The Abbey is the most precious spot in the Empire, to a loyal Britisher. Fancy standing by the graves of England's greatest men and women, who lived during the past 800 years. The graves of the Kings and Queens up to George IV; King William and Queen Mary, his wife; the Grand old Queen, Bess; the spot where Cromwell was buried, but from which Charles II. ousted his body. One could hold on in the Abbey for a month and not spend one idle moment. All the great historians, poets, warriors, discoverers of the past eight hundred years find resting places in this grand old sacred building. The building itself with all its associations, without its great graves, is the most dear and sacred to any heart interested in his race.

St. Paul's Cathedral again looks down upon 800 years, and contains many graves of great men. We attended service here on February 9th., sitting under the great dome.

The Tower of London is the oldest royal residence in London, and contains the oldest church—the Chapel of St. John, which is directly above the cell, where Sir Walter Raleigh spent 12 years of his life as a prisoner. I would not exchange the Tower for New York. We entered the cell where Sir Walter Raleigh spent so many nights. He carved several biblical quotations on the walls. Adjoining his cell is the block and axe used for beheading royal and distinguished victims. The great were beheaded inside the walls, the poorer victims were beheaded on Tower Hill, just a few yards from the Tower.

We entered the little wooden partitioned room, where Edward IV. and his little brother were thrown by their uncle, and subsequently murdered.

We saw the cell where poor Dudley, husband of Lady Jane Grey, was imprisoned. We were shown where that poor innocent woman, Lady Jane Grey, was confined, the spot where she, as well as Henry VIII., two Queens and other royal prisoners were beheaded. Nearby is St. Peter's Royal Chapel, which contains their graves, and many other distinguished sons of England, who died whether innocent or guilty, because of having aroused in some manner the King's animosity.

The rooms of the Castle contain suits of armour worn in days past by some of England's greatest warriors. Kitchener's letter appealing for the first five hundred thousand volunteers to fight Germany, is also to be seen amongst the precious contents of the Tower. When one finds himself inside of this historic castle, passing from chamber to chamber, and learning of the history of each room, one feels that a visit to London is repaid by this one experience alone.

The Tower is exactly as it was 800 years ago. The walls are fifteen feet thick in some sections. was built for strength and there is no ornamental work about it. The floors are of oak, the beams of the floor of heavy oak baulk, roughly hewn. One feels cold shivers as the different places indicated by history are shown.

The cell on the ground floor, where 370 Jews were thrown to force them to yield up their cash and belongings, out of which number about half died after the first night, is one that one shudders to enter.

The well is another interesting spot, and the Traitors' gate, where poor Cranmer entered from the Thames.

The portion where the King lived in those early days, before any of the palaces were erected, is interesting, for it is unpretentious and plain, yet it is famous as the first residence of the Kings in London. The greater part of the White Tower was erected by William the Conqueror, who was the first King to take up residence in it.

(To be continued)