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AT LOWEST PRICES!

Ladies' White and Striped
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Girls' Navy Serge Sailor Dresses
All at Very Low Prices.

These are always good serviceable
Dresses for School Girls.

HENRY BLAIR

King George The Fifth Seamen's Institute.
Patron His Majesty The King.
TUESDAY, DECEMBER 5th, 8 P.M.

GRAND CONCERT PROGRAMME:
Solo Mr. Sandy Lawrence
Solo Miss Marguerite Mitchell
Horn Solo Mr. Arthur Bulley
Solo Miss Krentzlin
Solo Mr. W. A. Tucker
Recitation Mrs. Herbert Outerbridge
Physical Exhibition Mr. A. E. Holmes and Class
Interval for Sale of Candy.
Solo Mr. Arthur Stansfield
Solo Mrs. Harvey Small
Cornet Solo Mr. Wellington
Dance Misses Mews and Withers
Local View Slides Rev. Fairbairn
GOD SAVE THE KING.
Reserve Seats, 75 & 50c. General admission, 30c.
Plan of Hall at Gray & Goodland's. nov30,dec2,4



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about his personal appearance; of course he must when coming in contact with other well dressed men in the commercial world. This means that you must be carefully tailored, and this means
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the Custom Tailor, whose clothes are in demand.

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CORNER PRESOTT
AND WATER STS.
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Forty-Three Years in the Public Service--The Evening Telegram

TO-DAY'S MESSAGES.

NUTSHELL INTERVIEW.
NEW YORK, Dec. 2.
St. Richard Squires, who was a passenger here yesterday from England, said he had been in conference with Premier Bonar Law.

JAPS WILL EVACUATE SHANTUNG.
TOKIO, Dec. 2.
The Foreign Office announces the signing, yesterday, of an agreement between China and Japan, concerning Shantung. The transfer of all Japanese interests in Shantung will take place at noon, December 5, when all Japanese troops will be evacuated. Some matters, however, will be left for settlement after the evacuation.

FRENCH MISSION TO U.S.
PARIS, Dec. 2.
The proposal for a mission of five French officers to America, for which the Chamber of Deputies yesterday appropriated three hundred thousand francs, was in response to invitations from Washington. It was said at the War Office today. The United States Government has repeatedly requested France to send such a Mission, composed of technicians, in an exchange of views with American officers in similar departments.

IS IT CIVIL WAR?
DUBLIN, Dec. 2.
National troops engaged a party of irregulars at Lixlip, Kildare County, yesterday, capturing twenty-two of them, besides arms and ammunition. There were a few casualties on both sides. Irregulars were apparently marching on Dublin. All the chief approaches to the city were patrolled yesterday by National troops as part of a plan to prevent any sudden Republican blow before the Free State is legally established.

EX-EMPEROR OF CHINA MARRIED.
PEKIN, Dec. 2.
The wedding of Hsuan Tung, the 17-year-old deposed emperor of China was celebrated early this morning, with all the pomp and ceremony of imperial days. The bride was the Princess Kuo Chin-shi.

The Export Tax Refund.

Editor Evening Telegram.
Dear Sir:—Your issue of Nov. 22nd, contains a letter under the heading "The Export Tax Refund" in which the writer of the same divides the fish into three classes, viz: (1) That already shipped; (2) That purchased by merchants and lying in their stores; (3) That fish which is now for sale by the fishermen. While there may be some few cases that would make a refund doubtful in class (3), yet, we know of a great many cases where fish has been shipped in foreign and local bottoms direct from the fishermen's hands and the Export Tax paid at the customs of the port from which the vessel sailed; which only means a production of receipts by the fishermen and the refund made through the same custom's official to which the tax had been paid in the first place. While Sir, we feel in duty bound to accept everything from a legal point of view, that comes from a lawyer's pen, yet we also feel in duty bound to make some comment on the clause viz: "There is no law by which a merchant could be made to pay the fisherman a higher price for the fish now in his store than he agreed to pay when he purchased." As a matter of fact the merchant can only be called upon to pay that which was never his money but the fisherman's. The same being deducted from the fisherman at the time of sale, and the only complex thing, from a fisherman's point of view in identification of ownership to the refund in some cases, and all the rest ought to be legally and morally clear, or, if it may be allowed to use a much abused adage without sacrilege I would say "Suam Culque." Another clause is that which was made re certain exporters. That the price of fish yet for sale should be increased by the amount of tax saved on fish yet in the stores of the merchants. From a fisherman's point of view such a thing should, and must be made impossible and impracticable too, because, if carried into effect would mean the impoverishing of one class of fishermen and enriching the other, or in other words a tax that was taken from fish that was sold along the four dollar figure would now go to the man who, now sells at a better price, viz four fifty and we do not think that how ever hard the fishermen may be pinched, that he will stand for such handling of what we now call (and rightly so) the fishermen's own money. Therefore Sir, although your correspondent informs there can be no answer given to some of these questions, if considered from a legal point of view, let me say in closing that the final answer from the fishermen is and must be, that the Government and exporters and fishermen must work together to make an equitable return of the Export Tax to the fish who caught the fish, as far as it is humanly possible to do so.
Very sincerely,
BENJ. J. DAVIS.
Valleyfield, B.B., Nov. 30, 1922.

Railroad Trucks Vanish Every Month.

There are over one and a half millions of wagons running about the railways of our country! Scores of these wagons actually disappear every month, and may not be "found" for perhaps a year or two. Yet all of them are numbered.

As an example, a Great Northern of Scotland wagon disappeared and could not be traced anywhere. After an absence of two years it turned up in Devonshire!

It is an uncommon thing for a Great Northern wagon to be seen in a south of England terminus, while in some faraway northern railway centre will be found practically every line in the country. So that "losing" them is an easy matter.

"Losing" a "special" wagon is quite a different thing altogether. In fact, the missing or even delaying of one of these vehicles is rather serious. There are 20 sorts of special wagons built for machinery, seven for conveying carriages, and a similar number for carrying armor plate.

Five types exist for carrying boilers, four for cattle, four for fish, and three for rails and timber. There are wagons for conveying horses and hounds for fruits and milk, for meat, for bananas, and for glass.

Special care has to be taken in checking the movements of these wagons, since the "loss" of one may mean the loss of a big lot of valuable material. They are fewer in number than ordinary wagons, and are constantly in use.—Pearson's.

B.I.S.
MEN'S CARD TOURNAMENT
THURSDAY EVENING.
Highest three scores at each table share in distribution of tickets for the big \$1,000 prize. Special allocation to highest table. Fee per sitting 50c.
nov28,w,11

Repairs to Lights and Bells
promptly attended to. ST. JOHN'S ELECTRICAL REPAIR STORE, Church Building, New Gower Street, Phone 2138. sept17, today

Anniversary of Patron Saint.

SPECIAL CEREMONIES AT BAR HAVEN.

Special to Evening Telegram.
BAR HAVEN, To-day.
Ceremonies of magnificence and splendour will be held in honor of St. Francis Xavier in St. Francis Xavier Church, Bar Haven, on Sunday morning, Dec. 3rd, the feast of St. Francis Xavier, and on Monday morning, Dec. 4th. On Sunday the feast of a high order and solemn musical vespers will be rendered in the evening. The rich purple vestments presented by Father Cacciola's mother will be worn on the occasion. The Sanctuary boys will be gowned too in their lovely purple cassocks and the beautiful ornaments of the Church will be shown. Owing to Sunday being the first Sunday in advent, and the beginning of the ecclesiastical year, the feast will be commemorated on Sunday. St. Francis Xavier's Parish possesses the best equipped wardrobe in the arch diocese.

The Battle of Hohenlinden.

Hohenlinden, which we remember by the well known lines beginning "On Linden when the sun was low," is a village in Bavaria, 20 miles east of Munich. On December 3, 1800, it was the scene of a great victory by Napoleon's generals over the Austrians. Five years previously Napoleon had blown the French revolution into space with a whiff of grapeshot, and since then he had been occupied with consolidating and increasing his own power. He was now first Consul, and his armies overpowered Central Europe. One of his armies, under General Moreau, was threatening Austria, and on the 1st December, 1800, it had taken up a position on the plateau between the rivers Isar and Inn. The Archduke John of Austria, attacked them there on that day, defeated them, and compelled them to retreat. However, he did not follow up his success but did practically nothing on the 2nd. This fatal delay gave Moreau time to bring up more French divisions and to rearrange his line of battle. The Austrians attacked again in a blind snowstorm, before it was light, on the morning of the 3rd. They came on in three columns. One was defeated by the division of General Ney, another with all the artillery and baggage, got entangled in the forest roads, which were deep in snow, and became an easy prey to the French. The third column fought stubbornly against General Grenier's corps, but was defeated and compelled to retreat, in which it was joined by the remnants of the other columns. The Austrians lost about 17,000 men and 74 guns; the French about 5,000 men. This great victory much increased the prestige of Napoleon, and the Austrian Emperor was compelled to sign a treaty of peace, giving to France the boundary of the Rhine. Pitt, the English prime minister, who had been supporting the Austrians, gave it up for a bad job.

Provisioning the "Biggest Ship in the World."

For Every Round Trip the "Majestic" Must Store Enough Food to Feed Twelve Thousand People.

(By WAREY A. CUNNINGHAM.)
Fascinating writers have frequently referred to the great ocean liners as "floating hotels," convinced that this summed up the magnitude and comfort of these craft and expressed the community idea. With the coming of the gigantic White Star Steamship Majestic, which made her maiden trip in May last, the hotel characterisation is conspicuously inadequate. She is a floating city.
This designation of her comes not of consideration of her tonnage—which is a gargantuan 56,000 tons—nor of her length, breadth and depth. Nor does it come entirely of the fact that she has space for a population of 5,100 souls, 4,100 being passengers. It is of more properly registered by her commissariat, because the Majestic carries enough food to feed 12,000 persons, the population of a community which is proud to call itself a city.
There is more food aboard this vessel than was ever before placed on an ocean steamship.
The genius presiding over this great problem in provision for the ship's company is John Pearce, the grand chef of the White Star Line. Under him are sixty cooks, twenty bakers and fourteen butchers.
As figures are perhaps more persuasive in picturing the gigantic scale and equipment of this super-vessel, let the figures be unrolled, as from the unbelievable sleeve of a magician:
In tons the meat supply put on the Majestic totals seventy-five, while it is necessary to stock up with ten tons of bacon and ham, twenty-eight tons of fish and eighteen tons of poultry. Also there are 1,000 each of plover, quail, snipe and pheasant; 750 each of partridges and grouse and 500 wild ducks, making a total of 6,000 game birds.
As for vegetables, there are thirty tons of potatoes, seven tons of carrots and turnips, and some ten tons of cabbage and several more of onions and miscellaneous vegetables, as well as 1,400 pounds of household tomatoes. "Prizes" there is no end to them! Boxes of apples to the number of 600; oranges and grapefruit, some 400 crates of them. A ton of hothouse grapes and thirty boxes of pears provide for the morning's menu.
Then there are thirty-five tons of flour for bread and pastry. Each voyage requires eight tons of sugar and five tons of butter; three tons of tea and coffee, 80,000 eggs and 800 gallons of milk.
Desserts, such as ice cream, jams and marmalades, there is another ton.
For those who need the "cup that cheers" there are 80,000 bottles of ale and stout, 1,000 quarts and 1,600 pints of champagne, 1,000 quarts and 1,600 pints of various wines. There are 4,000 bottles of whiskey, brandy and gin and 300 bottles of liqueurs.
There is no excuse for the chap who always bursts forth that he has smoked his last cigar or cigarette for the Majestic carries a supply of 250,000 cigarettes and 2,840 pounds of tobacco each voyage.
In the kitchens, dining rooms and bedrooms there are enough dishes, linen and blankets to supply a city. For instance, there are seventy-five tons of dishes, cooking utensils and bedroom crockery, and nearly four tons of silverware and cutlery. The China and crockery total 80,000 pieces, including 30,000 plates, 15,000 cups, 2,700 pitchers and 3,400 tea and coffee pots. The plates alone would make a path six miles long were they placed side by side, while "stacked" up they would be a quarter of a mile high. The cups side by side would fill a rack a mile long.
Glassware numbers 29,000 pieces, including 8,000 tumblers, 7,000 wine and spirit glasses, 7,000 salt, pepper and mustard containers and 1,900 water bottles.
The world's fastest dishwasher, whoever he or she may be, were he able to wash them at the rate of two a minute, could not finish the job in less than five months, working eight hours a day.
Silverware and cutlery for the dining saloon and "French" restaurant on board the Majestic makes a huge bundle of 56,000 pieces. It takes 10,000 knives and forks to supply the tables. For the beds, there are seventeen tons of blankets, 3,000 mattresses, 2,700 pillows and bolsters number 1,500.
The linen necessary for the steamship amounts to 19,000 pieces, including napkins, doilies and bedspreads, not to forget also 77,000 towels, 15,000 pillow cases, 8,000 bedspreads, 1,000 sheets, 10,500 blankets and 10,000 quilts.
An idea of just what all this means readily visualised when it is pointed out that the lines, if spread on the ground would cover fifty acres. Hang it on a line and one with an eye for distance would see that it extended

Provisioning the "Biggest Ship in the World."

For Every Round Trip the "Majestic" Must Store Enough Food to Feed Twelve Thousand People.

Working eight hours a day for five and a half days to the week and hanging out the linen at the rate of six pieces per minute, a washwoman could finish the job in twelve weeks.
Before one doubts the accuracy of this story one must remember that the Majestic is just 3,000 tons less than the Spanish Armada that passed up the English Channel in 1588 with a view of destroying England's power on the sea. This formidable attacking flotilla consisted of 132 vessels having a combined tonnage of 59,000 tons.
Then, too, you must remember that the Majestic is 154 feet longer than the height of the Woolworth Building, 406 feet greater than the height of Washington Monument, and the highest pyramid in Egypt lacks 476 feet of the mammoth ocean "ferryboat."
—From the N.Y. Evening World.

Vessels Which Rode Proudly Over the Ocean.

Lying in the mud on the foreshore of the Mersey is the ex-German submarine, the Deutschland, whose short, inglorious period of active service ended with her surrender to England after the Armistice.
Costing £100,000 to build, she frequently changed hands after surrender. Figuring in a recent law case and as the scene of a disastrous explosion in a Birkenhead shipyard, she has continued to bring trouble through stripped of armaments.
Now, completely gutted, she has been sold to the shipbreakers for £200. "Cut her up for scrap," is the terse order that precedes her consignment to the furnace. Piece by piece, each five feet by two feet, is carved from the body by the piercing jet of the oxy-acetylene blowpipe. Even with this wonderful device it is a big task, for, with characteristic German thoroughness, the double shell of the submarine is stiffened and braced in every direction.
As each piece is cut from the hull it is tumbled into a barge alongside, where it loses all identity and becomes "sheet scrap."
Burst by Beams.
Stripped and gutted though she has been, the Deutschland can still spring unpleasant surprises on the breakers. Tucked away in her bows, the "smoke screen" cylinders had been overlooked, and when one of them "went off" it nearly suffocated all on board with an enormous volume of poisonous smoke.
Barely a hundred yards from the spot where the Deutschland is being demolished there are the remains of the actual boat on which about forty years ago, the Great Eastern was broken up. There was something like 19,000 tons of the Great Eastern, and the job of breaking her up took three years.
There were no cutting blowpipes in those days; all the work was done by hand, with sledgehammers and "cold sets." But there was probably some profit in it, for, according to the records, the boat was sold for £118,000, whilst the materials realised £20,000 when sold piecemeal.
Unexpected profit was made out of an old liner in whose bilges, when broken up, were found, amongst the debris of rear, two bars of solid gold.
An uncomfortable job awaited the shipbreakers when they tackled a ship that had foundered with a cargo of beans. The water caused the beans to swell with such force that the ship was literally burst. Strong steel angles and tiebars were pulled in two, and stout oak planking was bulged and splintered by the terrific pressure.
The shipbreaker's lot is not a happy one, for he is harried by all manner of by-laws. Not one shovelful of rubbish may be deposited on the fore-shore. The hull he is breaking must not project into the fairway, and a light must be shown on it every night. Lastly, the Port Sanitary Authorities are on his track, because of the rats which and their way ashore from the vessel he is breaking up, and which may carry disease.

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