

The Portuguese Agreement.

Mr. Morine Exposes Its Fallacy.

Editor Evening Telegram.

Dear Sir,—Continuing its comments upon the Portuguese agreement, the *Advocate*, yesterday, gave the first publication I have yet seen to some of the doings of the Hon. W. F. Coaker, in Oporto, last winter. Much yet remains to be told, but that which is revealed is interesting. For instance, the *Advocate* has asserted many times this year, and most emphatically quite recently, that Coaker "sold" 300,000 quintals of fish in Oporto. But yesterday it said, "Mr. Coaker could have sold 300,000 quintals per year," and it publishes in proof thereof not a sale note, but a conditional offer to buy \$5,000 quintals. Now, between an actual sale and such an offer to buy, there is all the difference in the world, and the *Advocate* has at last proven beyond dispute the fallacy of its claim that Coaker made a "sale." The claim that he did so stands exposed as an impudent fraud.

The offer to buy which Mr. Coaker received commenced as follows: "On condition that henceforth no Newfoundland codfish will be landed in Portugal outside the contemplated agreement, we will purchase, etc." In other words, as a bribe to induce exporters to enter into the agreement which Coaker and Araujo had negotiated, and the infamous nature of which I have recently explained, Araujo offered to buy cargoes lying in the River Douro at the date of the offer. Araujo was so eager to get that agreement approved by the exporters, that he made a bold bid for the support of the owners here who had codfish on hand. But he attached to this offer a new condition, intended to secure him in the most valuable monopoly a man ever made a bid for. He said if he purchased the fish then in the Douro, "henceforth"—that is, forever afterwards, no Newfoundland codfish was to enter Portugal except under the agreement with him. He was, in short, to be given a monopoly of endless duration over all our fish entering Portugal.

The *Advocate* itself explains other facts and conditions surrounding this deceptive offer to buy 22 cargoes, made by Araujo, which amply justifies the refusal of the exporter-owners to agree to the propositions made to them. All the cargoes had to be sold to Araujo, or he would buy none. They were all at the time under consignment to other fish houses or brokers, who had been carrying on business with this Colony for years. Some of them had already accepted drafts for advances against documents, which advances would have to be repaid before the cargoes could be delivered to Araujo. If Araujo bought the cargoes, these houses could only get fish for their customers through Araujo, paying him a commission, and their books of account with their customers had to be opened at all times to the Newfoundland Fishery Commissioner, to show that they had not been underselling. Of course, all these houses rebelled at the proposed monopolization of such a proceeding, and notified the trade here that if the agreement with Araujo were made, they would buy fish for their trade from our competitors, which meant, of course, that our market in Portugal would be largely lost, and the price of that which we did sell there would be cut down by increased competition, so that our condition would be worse than ever before.

The *Advocate* says that "the shipper (here) deliberately" (by rejecting Araujo's offer) threw away \$240,000 that Mr. Coaker could have handed over to them in hard cash, because they were jealous of the popularity which would result to Mr. Coaker if the deal came off. The rejection was unanimously made by the exporters, of whom a majority had been prominent

supporters of the Squires-Coaker Government, and some of whom had been in collusion with Coaker himself in framing and working the Fishery Regulations. Therefore, to say that these men "deliberately" (that is, with knowledge of the nature of their act) "threw away" so large a sum of their money out of jealousy for Coaker, is too absurd for sane readers to accept. The exporters rejected the dishonest proposals made to them because they perceived the terrible danger to which they would otherwise expose themselves and this Colony.

After Araujo offered to buy 22 cargoes, 10 more arrived. All were on consignment. How did this happen when consignment was unlawful except by permission of the Codfish Exportation Board, of which Coaker was the chairman? If "consignments" were to be done away with, and "out-right sales" substituted, what influence was exerted to procure permission for these cargoes to be shipped before sale? Who were the shippers? Was Coaker himself one? Were members of the Board "shippers"? I challenge the *Advocate* to publish a complete list of the 32 cargoes showing to whom they belonged.

Again, the Regulation selling price fixed by Coaker's Codfish Fishery Board, for fish shipped to Portugal, was 77½¢ per quintal for large and medium, but Coaker negotiated a sale of Araujo at 40¢—for large and medium or little over half the Regulation price. Who gave him authority to do this? Could better evidence be afforded of the fraudulent nature of the Regulation prices? What now becomes of the contention that prices fell after the Regulations were repealed, in face of this undeniable evidence, furnished by Coaker himself, that before the repeal, he was ready, even anxious, to sell at half price.

In conclusion, I wish to say that the fact that during all the debates by the exporters here, when the Araujo offer and the Portuguese agreement were being discussed, the actual words of the offer and agreement were never submitted to the exporters, and nobody in the Colony seemed to be in possession of them, but of vague, general and intentionally misleading statements, seems to me to prove that they were expected to fall victims to intentional fraud. It was providential that under such circumstances they refused to enter into the trap prepared for them.

Yours truly,
ALFRED B. MORINE.
Oct. 20 1921.

International Traffic Route.

Lubeck, Germany, (Associated Press)—Plans for a new international traffic route, which its promoters claim is destined to become one of the world's great highways, are being worked out in detail by a commission sitting here composed of Danish, German and Swedish experts. The proposal is to establish a fast route between Abo, Finland, and the principal western European capitals by constructing a railway bridge connecting the island of Fehmarn (in the Baltic Sea) with the German mainland, enabling trains from Hamburg to run to the extreme end of the island, whence a ferry would transport them bodily to the new Danish port of Rødby on Lolland. From that point a new direct railway would connect with Copenhagen. It is claimed that the journey from London or Paris to Stockholm would thus be shortened by nine hours. The cost of the project is variously estimated at between \$5,000,000 and \$10,000,000.

Mr. Merchant!

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Klux Klan Near Montreal.

An indication that there actually exists in Montreal a branch of the powerful organization known throughout the world as the Ku Klux Klan is evinced by the fact that a masked band, hooded and silent, met recently in a deserted quarry behind Mount Royal. Owing to the fact that this local branch is not yet directly affiliated with the parent body in the United States, members, once initiated, are obliged to provide their own costumes until negotiations now in progress between the two bodies are completed, when the regular uniforms will be sent up.

Street Car Dwellings.

The Housing Problem in Massachusetts.
Swampscott, Mass., Oct. 11. (Associated Press).—A village of street cars, fitted with the usual conveniences of modern homes, is being established on the outskirts of this town to relieve the housing shortage. The cars, because obsolete, have been stripped of running gear and placed end to end at one side of the street. The carpenter's skill has already transformed several into attractive living quarters, with connections for water, gas and electricity. Some of the prospective tenants will have the use of cellars, made by raising a number of the car bodies and placing them on concrete foundations.

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From Cape Race.

Special to Evening Telegram.
CAPE RACE, To-day.
Wind Southwest, fresh, weather dull and hazy; a Swedish steamer passed Western yesterday afternoon; the S.S. Rosalind in at 2.45 a.m., also several schooners during the morning. Bar. 29.85; Ther. 50.

Here and There.

Eat MRS. STEWART'S Home Made Bread.—Oct. 18.4mo

LOADED WITH JUNKS.—A schooner load of birch junk, containing about 77,000, arrived this morning and anchored in the stream. The vessel is commanded by Capt. Sam Howell and is from Bonaville Bay.

GOSPEL MISSION TO-NIGHT.—At Adelaide St. Hall to-night Rev. Karl Garland will address the meeting at 9 o'clock. Service commences at 8 o'clock. All are welcome. Collection will be taken.—Oct. 19.

GIRLS DEPORTED.—Two girls, aged 19 and 23, returned by the Rosalind, having been deported from Halifax, where they arrived on October 11. The reason for their deportation was that they were likely to become a public charge.

GIRLS' INDUSTRIAL HOME.—The following gentlemen have kindly consented to speak at the meeting in Grenfell Hall this evening: His Excellency the Governor, Mayor Morris, A. A. Parsons, Esq., Rev. Father St. John, W. J. Higgins, Esq., and Rev. C. H. Johnson.—Oct. 20.11

A RECORD RUN.—Captain George Saunders of the schooner *Exotic*, which arrived in port on Sunday from Twillingate, reports having an exceptionally fine run, making the passage in 22 hours. The vessel has a load of codfish from George Gillett, which is being discharged at Bowring's premises.

NOTE OF THANKS.—Mr. and Mrs. W. P. Skinner wish to sincerely thank the following in addition to those already published: The Rev. Mother, Convent, Torbay; Mrs. Mary Bulger, Mrs. Flannery, Miss Collins, Mrs. Alice B. Power, Mr. James Ver-ran, Placentia; Salvation Army, per Ensign and Mrs. Carter, Miss E. R. Potts, Miss Edith Tobin, John and Mrs. Coughlan, Mr. George Ross for notes of sympathy and many acts of kindness in their recent bereavement.

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To fit ages 6 to 16 years.
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WOOL BLANKETS.
Regular Price \$ 7.00. Sale Price \$ 6.80
Regular Price \$ 8.50. Sale Price \$ 7.80
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Regular Price \$12.00. Sale Price \$11.00
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MEN'S FLANNELETTE NIGHT SHIRTS.
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U. S. Cabinet to March by Bier of Unknown Soldier.

Washington.—The Cabinet decided that all its members, headed by the president, will march behind the body of the unknown American soldier on Armistice Day, when it is transferred from the Capitol, where it will lie in state, to Arlington National Cemetery. The question was whether the President and his Cabinet should march in the procession or ride. Secretary Mellon, who is much older and more frail physically than any other member, promptly announced that he was game. If any other preferred to ride he did not have nerve enough to say so after Mr. Mellon had announced he was prepared to march.

The President and his Cabinet probably will march from the Capitol to the Aqueduct bridge across the Potomac, a distance of several miles, and be picked up there in automobiles. Secretary Weeks announced to-day that the body of the unknown soldier would be brought directly to the Washington Navy Yard whence it will be transferred to the Capitol.

The body will lie in state all day, Nov. 10 on the same pillars used by President Lincoln, Garfield and McKinley. The drapings used at the President's funerals are being carefully reproduced for use Nov. 10. The body bearers were designated to-day by the War Department.

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