

G. Knowling, Ltd.



SPATS!

The fashion of wearing "Spats" or Over-gaiters with Low Cut Footwear is a sensible proposition. It enables a woman to wear her Low Cut Shoes at times when it would be impossible to wear them without the Spat protection. Spats are stylish as well as useful.

They come in Black, White, Pearl Grey and Fawn. Cut to hug the vamp and fit the shoe perfectly.

\$1.25 to \$2.00.

G. Knowling, Ltd.

mar15,tu,f,31

SHOE STORES.

Evening Telegram

W. J. HERDER, - - - Proprietor

TUESDAY, March 19th, 1918.

A Timely Suggestion



We thoroughly and heartily endorse the sentiments of the leading article published in the "Western Star" of the thirteenth instant which is given in full, below.

The Cabot Strait Service is the most important of any to Newfoundland, carrying as it does the greater bulk of our passengers and freight traffic and we are more dependent upon it than perhaps on any other, with the exception maybe, of our English steam connections. The route of the steamships plying between North Sydney and Port aux Basques is a short one, but the approach on the Newfoundland side is one of the most dangerous, and may well try the skill of competent navigators, especially in thick weather. From Codroy to Rose Blanche, shoals and breakers abound and one can scarcely realise the strain on the captains of ships making the terminal harbor during foggy weather in summer and blizzards in winter. The miracle is that there has been no accident during the whole period of the service, and to the masters of the ships which come and go all the credit for this is due. Apart from the Red and Coastal vessels however, there have been many disasters to shipping on the section of coast mentioned. On May 1, 1887, the S.S. John Knox, inward bound from Glasgow to Montreal, went ashore near Channel and every man on board was lost because of the tremendous sea which prevented any attempt at rescue. A few years afterwards the brigantine "Reaper" was wrecked in almost the same spot and with heavy loss of life. Other ships have been picked up on the coast in more recent years, the steamships Marconi, Montpelier, Topaze, Alice M. Jacobs, Norwegian and Hibernian, with many sailing vessels. Fortunately no loss of life occurred in any of these strandings. In late years thanks to an almost perfect system of aids to navigation a ship ashore has been the exception, but we do not know how soon an accident of a disastrous nature may occur, and the time is now ripe for the immediate establishment of an up to date life saving service on the South West Coast, with the principal station at Port aux Basques. The cost need not be a deterrent. With twenty thousand souls annually crossing the Gulf, it is expedient that every precaution, possible to human science and skill, be taken to eliminate all risk from wreck and all danger to life in the event of such happening.

OUR COAST GUARD SERVICE.
"The recent Florizal tragedy in which ninety-four of her unsuspecting passengers and crew were hurried to their death, raises the question of our whole coast guard service. As for lights, fog alarms, buoys, etc., etc., we do not for a moment wish to contend that had the Southern Shore been strewn with them, the recent marine tragedy would have been averted, yet it is most indisputable that many parts of our rock-bound coast are most inadequately provided with such aids to navigation, and that many a

fine ship has come to untimely grief and not a few of our brave sons have been called to pay with their lives the price for the lack of them.

"In this latest catastrophe the soul of the country has been stirred, and we trust that good will result therefrom. We are a maritime country. Our business has to be done principally by water; it is therefore most fitting that the safety of our waterways should receive a great measure of our consideration. Right at our back door we have a route over which twenty thousand persons travel annually. Let us seriously ask ourselves, is the Cabot Strait service sufficiently safeguarded? Because that service has been operated the past 20 years without serious mishap is no criterion why further means should not be taken to safeguard the lives of those who elect to avail of its accommodation. Our western terminal is on a fog-bound coast, and every aid possible should be provided for its safe navigation. We would likewise suggest the establishment of a life saving station in that vicinity, so that in case of a disaster it would not be necessary to wait till steamers arrive from St. John's or Sydney before assistance could be rendered the distressed."

Sermon on St. Patrick.

Sunday evening in Cochrane St. Methodist Church, Rev. Dr. Bond preached a masterly sermon on the life and work of the Patron Saint of Ireland. A large congregation was in attendance and the singing was of the usual high standard. In to-morrow's Telegram the sermon will be published in full.

No Mystery Now.

Extract from an officer in the Canadian Army Service, Somewhere in France:—
"I gather that Sir E. P. spends most of his time in England but it never appears on what particular behalf."
The writer of the above has not yet run across the Fleetwood and Poole newspapers. When he does all will be made clear to him.

From Cape Race

CAPE RACE, To-day.
Wind N.N.W. fresh, weather fine; no vessels in sight; communication has been interrupted since Saturday night owing to a wind and snow blizzard that raged till Sunday afternoon. It was the worst for years, in fact it was dangerous to go outside; no damage done except to telegraph line. Bar. 28.90; ther. 28.

ABOUND AGAIN.—The many friends of Mr. John Maund will be pleased to know that he is again able to be around after an illness of two months.

JUST RECEIVED,

ex Rail, a shipment of

Black & Galvanized

Sheet Iron,

selling at Lowest Market Rates.

G. KNOWLING, Ltd.

mar15,18

Produce Proof.

We had expected the Advocate to shriek itself hoarse over our leading article of Friday, and its howl on Saturday did not disappoint us. Before writing that article we had verified that no such cargo of fish had left Newfoundland, and it is now up to the Advocate to give all the particulars in the face of its assertion that the cargo did leave Newfoundland. We ask then for the name of the ship; the contents of the cargo; by whom shipped and to whom consigned. We mean fresh fish. Don't dear Advocate give us the details of any cargo of salt fish. That would be camouflage indeed. If we have provided laughter for the multitude it is at the expense of the noble lord, and the joke is now on our side.

Casualty List.

(Received March 18th, 1918.)

Wounded March 8th—No Particulars:
3771—Private Albert J. Cooper, Bonavista.

Wounded March 9th—No Particulars:
2421—Private James P. Kennedy, Willis' Field, Mundy Pond Road.
3242—Private Gregory Slaney, St. Lawrence.

Seriously Ill, March 14th:

3879—Private Joseph West, Care G.P.O., Halifax, N.S.

At 14th General Hospital, Wimerex, March 11th:

2188—Private Jacob Penney, Burgoynes Cove, T.B. Gas shell wound, severe.

At 14th General Hospital, Auberque, March 11th:

3795—L.-Corp. Nathaniel Caravan, Bonne Bay. G.S.W. left arm, severe.

Died at 14th Stationary Hospital, Wimerex, March 17th:

3443—Private William Devos, Codroy. Tuberculosis and Peritonitis.

Seriously Ill, March 17th:

3498—Private John T. Major, Norris Point, Bonne Bay. Empyema.

3584—Private Patrick Gillespie, Fortune Harbor, Gander Bay. Empyema.

At Wandsworth:

663—Sergt. John Antle, 33 Water St. W. Pyrexia.

375—Private Thomas Humphrey, 58 Richmond St., Sydney, N.S. Inflammation connective tissue.

3647—Private Edward Feaver, Grand Falls. G.S.W. head.

2392—Private Richard Dicks, Hr. Buffett, P.B. G.S.W. head.

3247—Private Harold Scott, Manuels, C.B. G.S.W. shoulder.

J. R. BENNETT,
Actg. Minister Militia.

Smash-up on Railway.

While snow fighting at a point just east of Briggs Junction on Saturday afternoon, engine No. 124, one of the latest to be put into commission, was badly smashed up. It appears that No. 124 together with No. 116 were engaged pushing a large plough when the bow of the latter glanced off the snow bank and left the rails. Engineer Thos. Moore who was in charge of No. 124, immediately applied the brakes, but unfortunately the engineer in charge of No. 116 did not notice the accident and still kept forcing his engine ahead with the result that the foremost engine was forced up against the derailed plough smashing the cabin and stripping several parts of the engine. Fortunately her engineer and fireman escaped injury. The damaged engine was later brought to town and is now in the machine shops undergoing repairs.

Ice and Weather Conditions.

The Minister of Marine and Fisheries received the following since Saturday:

Fogo—Wind N.E. blowing gale, very stormy and thick and frosty.

Fogo (Later)—Wind western, fine, warm and clear; big fall of snow on Saturday and Sunday.

Twillingate—Wind N. light, very fine and clear; bay still full of ice; no seals reported.

Nipper's Hr.—Moderate W. wind; bay clear on north side; no seals.

Seal Cove—Wind W. weather fair and cold; ice broken up; no seals.

LaSalle—Strong W. winds, with snow flurries; coast clear; no ice in sight.

Flower's Cove—Fresh N.W. winds, dull and cold; Straits blocked with ice.

Here and There.

REID'S BOATS.—The Argyle not reported; the Dundee at Placentia; the Ethie left Pushthrough at 1.40 p.m. yesterday; the Home at Placentia; the Sagona due at Placentia this afternoon.

SAGONA'S PASSENGERS.—The s.s. Sagona is due from Port aux Basques at Placentia this afternoon with the following passengers: J. B. Brook, J. J. Mackey and wife, Mrs. D. P. Duff, J. Burke, Mrs. Talkreng, A. Peters, J. Fife, J. Clarke, E. Skiffington, Jno. Skiffington, A. Donnelly, Miss J. Kieley, F. P. Halley, Jas. Hariman, W. Little, S. Lauder, R. Moutland, R. May, Pte. Ryan, J. Coffin, M. Flynn, Jas. Meris, J. Peters, H. Moutland, R. Mayo.

To-Day's Messages.

LONDON, To-day.

SUMMARY OF OPERATIONS.

As the Allied world has day after day read official reports from the Allied and Teutonic War Offices, in the hope that some inkling of the real situation would present itself, so realization has come home that American, French, British, Belgian and Portuguese troops are maintaining their actual control over a front running from the North Sea to Switzerland. Artillery fire, at some points growing in intensity, is reported, but the Allies have held their own and their raiding parties are everywhere busy in the enemy's trenches. The long expected and confident German drive has not materialized and the Allies threaten to start an offensive of their own at various points against the Teuton legions. There is scarcely a sector on the west front which is not being marked by spirited actions, but Verdun and the Vosges regions are apparently the storm centres where big events may develop. At Verdun the opposing artillery has been thundering for many days, and Monday's chorus of guns was kept up, especially on the right bank of the Meuse. In the Vosges mountains artillery fighting is reported to be heavy, although no infantry actions have been mentioned in the War Office reports issued from Paris and Berlin. One of the most encouraging features of the war news may be found in the fact that the Belgian armies are organized and are ready for battle and have taken over an important coast sector in Flanders. This part of the west front has been repulsed by the Belgians. Heavy guns are battering the American positions along the front and many shells of large calibre have fallen here. American guns have replied with good effect and the excellent weather of the past few days has given the American airmen a chance to take photos of the terrain back of the German trenches. The apparatus installed preparatory to another raid on the American position has been destroyed by American artillery fire, while American raiding parties, following out their traditional Indian fighting tactics, have kept absolute control of the territory between the hostile lines. In spite of the fact that the all-Russian Congress of Soviets has ratified the treaty of peace forced by the Germans at Brest Litovsk, the advance of the Teutons, especially in Southern Russia, continues. In South-eastern Ukraine, the capture of Nikolaev, where vast stores of grain are reported to have been piled up, has been officially announced by the Germans, who have also followed up their aggressive tactics in the regions of Tchernigov and Orelin, southern and central regions of Russia. Action by Japan in Siberia is still held in abeyance. There have been raiding operations from the mountains to the sea, and attempts by the Austrians to cross the River Piave have been frustrated. Air forces of the contending armies have been very active during the past few days and, as might be expected, there have been heavy losses. British naval planes have disposed of ten enemy machines from Thursday to Sunday. The Italians brought down five enemy machines Sunday, and on Saturday the French accounted for seven, while four other German airplanes not previously reported were destroyed late last week. The Germans claim they shot down 22 Allied machines during last week.

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Another Marine Tragedy.

HALIFAX, To-day.

The British steamer Balacon, from

Louisburg to St. John's with coal,

is believed to have struck on Trinity

ledge, off Yarmouth County, and gone

to pieces. Yesterday morning C. H.

Harvey, agent of the Marine and

Fisheries Department, received a

message saying a lifeboat marked "Bala-

con, Liverpool" had come ashore at

Deep Cove. In the boat were the bod-

ies of three Chinese or Japanese. A

message from Sydney stated that the

Batiscan left Louisburg Thursday last with a cargo of coal for the Dominion Coal Co., which had the steamer under charter. Including Capt. John Evans there were 41 persons aboard, nine officers and a crew of 32 Chinese. So far as is known none of the officers were Nova Scotians.

CURE FOR LEPROSY.

SAN FRANCISCO, To-day.

A wonderful result for the treatment of leprosy by the use of oil extracted from an obscure East Indian plant, known as Chaumogra, has been obtained by the French Government in Tahiti and other Polynesian possessions.

CANON SCOTT-HOLLAND DEAD.

LONDON, To-day.

The Rev. Dr. Henry Scott-Holland, Editor of the Commonwealth, and Regius Professor of Divinity at Oxford, and Canon of Christ Church, is dead.

AUTHOR DEAD.

LONDON, To-day.

Richard Barry O'Brien, barrister and author is dead. He was a prolific writer on the Irish land and political questions.

AMERICAN ARTILLERY ACTIVE.

With the American Armies in France, To-day—American artillery

on the Toul front to-day bombarded towns within the enemy lines on several occasions. A considerable number of gas shells were used and the gunners also dropped projectiles on the German trenches. Some shells hit in the town of Essey and others in Montseu. Last night airplanes of the American lines crossed over to the German zone and soon after many explosions and flashes were heard and seen in the direction of Metz. American planes discovered during the night that the Germans are strengthening their second line, and it is known that the first line in many places has virtually been abandoned.

Sealing News.

TO BOWRING BROS., LTD.

Sunday Night.

Terra Nova—Blowing a gale from N. N. W. Too thick to see far or search.

Eagle—Blowing a gale from N.N. W. Nothing new to report. Terra Nova, Ranger and Seal in sight.

Ranger—Blowing a gale from N.N. W. Snowing hard at intervals. Crew aboard all day.

TO BOWRING BROS., LTD.

Last Night.

Terra Nova—3,000 whitecoats aboard. Very large and heavy. Position 80 miles S. E. of Funks.

Eagle—1,000 whitecoats on board; very large seals. Position 80 miles S. E. of Funks. Ranger, Terra Nova and Seal in sight.

Ranger—All plans on board; 4,600 on deck; now going north.

Viking—Killed and named, 600 bed-lamers and young hoodas to-day, S.E. Cape Ray. Bound west; ice open, making good progress.

TO JOB BROS. & CO.

Yesterday.

Neptune—Making fair progress. Old harps numerous; prospects good; ice very tight; very difficult to get through. Sable I., Erik, Fogota and Thetis in sight.

TO POSTMASTER GENERAL.

Fogo—Entire fleet, excepting Kite reports all aboard and well. Kite not reported.

Cape Ray—Viking reports all well. No men on ice.

On Sunday night Fogo reported Belle Isle having spoken the Kite during the day.

Capt. Farquhar, of the Sable Island, wires the Minister of Marine and Fisheries as follows:—

"All men on board and well, weather fine."

Capt. Randall wires:—"In company with Terra Nova, Ranger and Eagle; prospects uncertain."

Irish Night at Kilbride Hall.

The entertainment held last night at Kilbride Hall proved a great success. A most enjoyable programme consisting of Irish instrumental and vocal selections, dialogues and a comic sketch were presented which was enjoyed by the large audience present. Mr. J. Doyle, who promoted the affair, ably fulfilled the duties of chairman and also contributed some very pleasing numbers to the programme. Mr. Edward Connolly, chairman of the Church committee, thanked those who attended as also the performers who so capably fulfilled their parts, and with the singing of the National Anthem all dispersed vowing it the most enjoyable concert yet held in the parish.

MAIL MATTERS.—A large foreign mail reached the city direct from Sydney this morning. An outgoing mail will be despatched by the same route at 5 o'clock this afternoon. Another large mail is due to arrive at Placentia this afternoon and will be taken to the city by special train.

When you want Roast Beef, Roast Veal, Roast Mutton, Roast Pork, try ELLIS.

MINARD'S LINIMENT CURES COLDS, ETC.

Advertise in the "Telegram."

ARE YOU A BIG MAN?

If you are, here is an item to interest you.

\$6.00 SWEATER COATS for \$5.00.

All wool SWEATER COATS in plain Navy shade, V. neck, very comfortable. We are headquarters for the best in this line.

Smith's

ESTABLISHED 1875

The Young Men's Store.

DOMINION IRON AND WRECKING CO.

CANADA'S LARGEST CASH BUYERS AND LIQUIDATORS

FACTORIES AND COMPLETE PLANTS

MARINE WRECKERS AND DISMANTLERS

SCRAP IRON, STEEL, METALS AND WASTE MATERIALS

DISTRIBUTORS OF INGOT COPPER, LEAD, TIN AND ANTIMONY

IRON AND STEEL SHAPING, ALL SIZES AND LENGTHS

NEW AND USED ELECTRICAL EQUIPMENT.

POWER MACHINERY, ELECTRICAL, HYDRAULIC, STEAM AND GAS.

RELAYING RAILS OF ALL SIZES ALWAYS IN STOCK.

GENERAL OFFICES: TRANSPORTATION BLDG.

TEL. MAIN 3751 MONTREAL

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We Have

Warner's Corsets



in a fashionable design for every imaginable type of figure.