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SATURDAY NIGHT

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TO-DAY AT 2.30.

TO-MORROW—BIG DOUBLE PROGRAM—THURSDAY
THE MOST TALKED OF FIGHT OF THE CENTURY—

"Carpentier vs. Siki."

HOW FAIR WAS THE VERDICT? JUDGE FOR YOURSELF

To-morrow also: EUGENE O'BRIEN in "THE LAST DOOR."

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"Tex" of Bar 20—another of the Bar 20 novels—Clarence E. Muford . . . \$1.50
The Street Below—complete new novel by Ruby M. Ayres . \$1.00
The Flaming Jewel—R. W. Chambers . \$1.50
Salt Seas and Sailors—men—Frederick William Wadsworth . \$1.50

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is Crisco. This delicious shortening can be used in numerous ways with great success. Most good cooks always use Crisco, and people wonder why some cooking tastes so good. Crisco is the secret. It is less expensive than butter for you can use one fifth less and get better results. You can get Crisco from your grocery store. It is distributed in Newfoundland by Gerald S. Doyle, St. John's. See that you get some with your groceries. JAMES 31



Something Good from "THE LAND O'CAKES."

Real Scotch Bannocks.
"Nairn's" Rutherglen Oatcakes.
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Scotch Beef Ham.
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Red Grapes.
Green Grapes.

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Rotary Luncheon

ADDRESS BY DR. J. A. ROBINSON.

Rotarian J. W. Morris presided at the Rotary Club luncheon held at the Green Lantern yesterday. In addition to a large attendance of members there were present among the guests Hon. Robert Watson, Messrs. Alex Mitchell of New York, Eric A. Bowring, H. F. Glass, E. Templeton, Harold Knight, and C. Macnulty. The speaker of the day was Dr. J. A. Robinson, whose subject was "The Permanent Marine Disasters Fund." Dr. Robinson in opening his address stated that the first suggestion of establishing a permanent fund came at the time of the "Greenland" disaster. Later on in 1912 a number of vessels were lost and special appeals were made which resulted in the sum of \$20,000.00 being realized. One result of the absence of a permanent fund was that some families were given aid whereas others whose bread-winners had lost their lives in wrecks that escaped public notice were not provided for. It was but fair that those depending on seamen and fishermen who paid the price of admiralty in a dory should be entitled to the same relief as others and this thought was the whole genesis of the fund.

In 1914 came the great sealing disasters of the "Newfoundland" and "Southern Cross" when 255 sealers lost their lives, leaving 720 dependents of whom over half were small children. There was an appeal for the charity of the people and it was nobly responded to by the people of the United States as well as the people of this colony. Most generous was the response from the outposts as well as from the city.

The fund raised was over \$300,000.00 and it was a matter of which the Committee felt justly proud that the total cost of launching the appeal and of handling this large sum was less than thirty-six dollars, or twelve cents per every thousand dollars. These figures could be proved by Hon. Robert Watson, the treasurer of the fund, and indicated the unselfish service of the members of the Committee in charge of the fund. The interest from this fund provided the means for giving an annuity of fifty dollars a year to ninety-five widows. The amount was no doubt small but it represented much to those who had lost their husbands and had children to provide for.

The act of 1913, which has been called "the Fishermen's Insurance Act," is not in fact an insurance act but provides that the dependents of those who lose their lives by accident through drowning or otherwise on the high seas or within the territorial waters of the colony shall be entitled to receive the sum of one hundred dollars. This has been done by the Government through the agency of the Committee. Last year thirty-seven payments were made but in some years the loss of life is much heavier. Assistance in these cases is given only after strict enquiries into facts. The speaker instanced cases to show how much the grant assisted widows who had lost their husbands but pointed out that the grant was for one payment only and that afterwards the Committee had to provide for these families.

He did not come to make an appeal to the members as he was glad to say that the fund was solvent and that the Committee felt assured that it would meet the requirements of the next few years but the demands on the fund were increasing and he hoped that all would do their part to see that it would be maintained and that those who were dependent upon it would not be deprived of the much needed assistance that it gave them. In 1921 the fund provided for 28 widows, 3 mothers and 97 children, the total expenditure being about \$8700.00 but last year the fund provided for 47 widows, 4 mothers and 198 children and the expenditure increased to \$8792.00, an increase of over eighty per cent. on the expenditure of the previous year. These figures showed how the demands on the fund were increasing and it was necessary, therefore, that all who were interested in such a vital matter should do all in their power to help the fund.

No payment were made except after careful enquiries and all were by cheque through local agents of the fund, who gave their services freely. The fund is absolutely non-sectarian and two things only were enquired into—the loss of the father or son and the need for assistance. Appeals for support had always met with a ready and generous response. In conclusion, Dr. Robinson asked the members to do all they could to further the work of the Committee in charge of the fund and to give it their good-will.

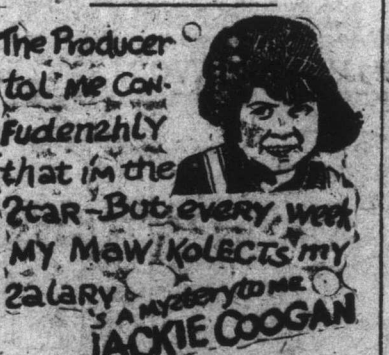
The address received the close attention of those present and at its conclusion Rotarian Morris in extending the thanks of the club to the speaker stated that the address would be an incentive to all who heard it to assist the Committee in its splendid work. The vote of thanks was carried with much applause.—Daily News.

Japanese Shipping Outlook Gloomy.

YOKOMAMA—Although directors of the Nippon Yusen Kaisha, Japan's greatest shipping concern, have declared a fifteen per cent dividend on the year's operations, the Japanese ocean transportation situation is anything but bright. During the war Japan built up a fleet of merchant ships that sailed every sea and replaced much of the tonnage of the nations more actively engaged in the war. With the signing of the armistice came a swift reaction, demand for tonnage gradually lessened and the profits of the ship operators declined proportionately. Japan has not yet completely emerged from the depression. Efforts are being made by her shipping men to cut down operation costs by bringing about a new coal agreement and reducing wages, but attempts at economy are likely to be offset to a considerable extent by the tendency of the present Japanese government to withhold subsidies, on which the country's shipping has been dependent ever since Japan sought an important place as a sea power. So far the government has not touched the trans-Pacific lines to any appreciable extent, but sweeping reductions in subsidies have been made in respect to companies running ships between Japan and China. So far as the companies are concerned, the subsidy is needed as much as ever, but the government has felt the necessity of cutting down expense as well as the companies. Shipping men are urging the government to assist in financing a new ship construction programme, but so far they have met with little encouragement, and the bill setting forth the proposal has been temporarily shelved.

IMPORTANT FINANCIAL RESOURCES.

"To a seafaring nation like Japan the freight receipts in marine transportation form most important financial resources and under these circumstances it is the best policy for the promotion of national welfare to make freight receipts a part of the national income," stated Yonejiro, president of the Nippon Yusen Kaisha, in present support of the bill. "The prevailing condition of Japanese ships on the trans-Pacific service is a national humiliation when it is compared with the fleets of British, Canadian and American fleets. The construction of superior steamships would not only relieve the shipbuilding industry but the present is very opportune as shipbuilding costs are very low." Mr. Ito recalled that the Nippon Yusen Kaisha had planned to build half a million tons of ships, but the programme was cut to 150,000 tons owing to the depression. Some operators have formed a union to boycott Japanese coal and buy from Manchurian mines, where superior coal is available at less cost. The general level of ship salaries is already low, and further reduction may lead to difficulties in getting men, operators fear. Rates of pay are not much below foreign schedules.



The Pride of The Family.

Mrs. Rafferty stopped to address Mrs. Flannagan who was standing in the door of her lodging-house. She spoke with a fine air of pride: "I'm rather havin' a letter from my boy. He tells me that for meritorious conduct his sentence will be reduced six months."

Mrs. Flannagan beamed appreciatively on hearing the glad tidings. "Sure, now, an' what a comfort it must be to have a son that does ye such credit."

For Gentlemen of good taste—Cub Cigarettes.—septus 12

C.L.B. Band

Elect Officers.

POPULAR PRESENTATION MADE.

The annual meeting of the C.L.B. Band Club took place Monday night last in the Armoury. The reports of the Secretary showed that the Club was in a very flourishing condition. The election of officers for 1923 resulted as follows:—
Pres.—Staff Sergt. E. V. Vavasour.
Vice-Pres.—Corp. A. J. Wiseman.
Secretary—Lt.-Corp. Jas. Snow.
Treasurer—Sergt. Thos. Kelly.
Auditors—Sergt. H. G. Grant and H. Saunders.

Following the election of officers a social hour was spent, when a very pleasing presentation was made to the ever popular Bandmaster "Sandy" Morris. The presentation was made by Sergt. Thos. Potties, who on behalf of the Band presented Mr. Morris with a handsome silver Coffee Percolator with electric attachments. Mr. Morris, who was completely taken by surprise, very graciously replied. He said it was always a pleasure to be associated with such a loyal band of co-workers. Congratulatory speeches were made by Staff Sergt. John J. Pippy, Staff Sergt. Peet and other members. After refreshments had been done full justice to, and the singing of "Sandy's A Jolly Good Fellow" and "God Save The King" the party dispersed.

"Flagship" of "Dry Navy" Disabled.

New York, Dec. 30.—With the sub-chaser Hansen, federal "dry navy" of the port of New York, tied up at the Battery with engines disabled, the Narrows was left ungarded to-night long enough for 15 rum runners to slip into port with nearly \$7,000,000 worth of liquor for New Year's, the police department was advised.

The 15 little vessels are believed by prohibition officials to have aboard at least 50,000 cases of liquor. They represent only a part of the fleet of rum-laden craft which since a few days before Christmas had been laying outside the three-mile limit, awaiting opportunity to run the gauntlet into the city.

It developed that a mysterious order had been received on the Hansen to have her engines repaired, but the authority for the order could not be learned. The rum chaser then went to her dock and her engines were taken down.

With the Hansen out of the way, Federal Prohibition Zone Chief Appleby to-night endeavoured to press every available small boat into service to head off the blockade runners. He said the Narrows were guarded by police patrols and the coast guard men also were vigilant.

News that the Hansen was harmless for the night and probably would be until over New Year's spread confusion throughout the co-operating enforcement forces. Urgent calls were sent to the police for patrol boats to reinforce the prohibition navy small craft.

When the marine police heard that the Hansen had been "torpedoed" and the smugglers were heading for port, six patrol boats took up the hunt in the upper bay, flashing their searchlights over the long Brooklyn waterfront, a favorite receiving spot for bootleggers.

The crippling of the Hansen proved a lucky break for bootleggers owing the small blockade-running boats. For weeks the vigilance of the prohibition navy's fleetest vessel had kept the crews of the waiting smuggling fleet on edge and reports reached the city that they even were having difficulty in getting food.

French War Hero

MADE ST. PIERRE MAGISTRATE.

CAPT. GEORGE CHANOT, V.C., RE-CEIVES ISLAND APPOINTMENT.

North Sydney, N.S., Jan. 5.—St. Pierre, Miquelon, the quaint French Islands off the coast of Newfoundland, will have as its magistrate a man worthy of its place in the history of the last fragment of the once great western empire. The appointment is Captain George Chanot, one of the two French soldiers who were awarded the Victoria Cross by the British Army during the great war. In addition he has been decorated with the Croix de Guerre with five palms and four stars, a chevalier of the Legion of Honor of France, commander of the Italian Order of the Crown of Italy, a chevalier of the Belgian Order of Leopold and with

seventeen shrapnel bullet and sword wounds by his enemies the Germans. In addition to his magnificent war record M. Chanot has had a brilliant career as an advocate in the department of Lozere, France, but on account of the loss of a lung and the consequent weakness of address, he was obliged to abandon what promised to be an exceptional career. M. Chanot was first wounded in the advance on Belgium in September, 1914, when the attempt was made to stop the tide of German invasion. He was then a private in the twentieth chassours and a scar across his forehead tells part of the story of his first personal encounter with the enemy. The attack sent Private Chanot to hospital, but cost the German his life.

Subsequently M. Chanot was promoted to Sub-Lieutenant, Lieutenant and Captain. Just before the close of the war, when he was in hospital for the fifth time, with three wounds, he was chosen as a member of the delegation to visit the United States. The armistice cancelled the necessity of his visit and he is exceptionally pleased that his appointment has made his deferred visit possible.

Giant Liners Pounded by Seas

WAVES BROKE OVER SHIP'S TOPMASTS.

NEW YORK, Jan. 4.—Two giant liners one of them the largest on the ocean—reached quarantine to-day after fights with the worst gales their commanders had seen in years. The Majestic, with several prominent persons aboard, was not actually damaged, but the smaller Samland, of the Red Star, had a starboard lifeboat smashed, several port holes broken and considerable damage to her decks and forward structure.

The Majestic, which was held up outside quarantine most of the night in the blinding storm, slipped in at daybreak. Her officers reported that on December 30, she fought a vicious gale at a speed of five knots per hour. Her normal speed is 24 knots.

Huge Seas Pounded Ship.
The officers said that on the night of the 30th huge waves pounded over the decks of the liner, at times breaking over her topmasts. Wireless equipment had to be constantly repaired, and every passage way to the interior of the ship was battened down. Below decks, however, in the dance hall, the passengers danced most of the night. With the great ship pitching and pounding in the gale, the orchestras played steadily and the passengers refused to go to their staterooms.

Samland Battered.
The Samland had more trouble than the Majestic. She is a much smaller ship and as she dropped her anchor in quarantine she showed plainly the effects of the battle through which she had come. She was 21 days out of Danzig, her officers reported, a bit more than four days overdue. Ice and snow caked her bows. A starboard lifeboat was shattered. Parts of her rail had been carried away. Port holes were broken. For days at a time she barely crept through the waves which threw her around at will.

Her passengers, most of them Germans and Russians, were battened below decks with officers constantly passing among them to assure them of safety. Several times, officers reported, panics were narrowly averted when the ship was particularly violently tossed. Few other ships were in quarantine when the snow cleared away to-day. All of them were, storm pounded, and all of them were late. None of them, however, reported such terrific battles with the storm as did the Majestic and Samland.

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Last Cruise of the Alaskan.

CAPTAIN BAILLIE BEFORE SAILING SAID HE DID NOT LIKE THE STEAKS.

VICTORIA, B.C., Jan. 5.—"I don't like it. I wish I were through with her. I wish to God I had never seen her," Captain J. A. Baillie, Victoria, of the hundred-ton steamer Alaskan, uttered these words when he set sail from Victoria a week ago for what proved to be his last cruise. Yesterday, one of the Alaskan's destinations, Barclay Sound. The boat captured a dead salmon and several of the Alaskan's life belts. Distress signals were observed by the light-keeper at Pachena Point last Tuesday. The Alaskan and her personnel of eight men have been given up as lost.

The Alaskan's history in the last few months has been a chapter of accidents, culminating a week ago in a

THE FISHERMEN'S FRIEND!



FISHERMEN!—We sell only the Best Rubber Boots.
FISHERMEN!—These Rubber Boots are made by the best skilled American and Canadian Workmen. Double wear in each pair.

MEN'S RED BALL VAC. Price \$7.20
MEN'S SEA (The Rubber with the White Sole) . . . \$5.50
MEN'S REDMAN (The Rubber with the Red Sole and Heel) . . \$4.75
BOYS' SEA (The Rubber with the White Sole) . . . \$5.00
BOYS' REDMAN (Red Sole and Heel) . . . \$4.00
YOUTHS' LONG RUBBERS . . . \$3.00
WOMEN'S LONG RUBBERS . . . \$3.75
GIRLS' LONG RUBBERS . . . \$3.30
CHILD'S LONG RUBBERS . . . \$2.70

STORMKING BOOTS.

MEN'S RED BALL VAC STORMKING . . . \$8.20
MEN'S SEA STORMKING . . . \$6.75
MEN'S REDMAN STORMKING . . . \$6.00
BOYS' STORMKING SEA . . . \$5.70
BOYS' STORMKING REDMAN . . . \$4.80
YOUTHS' STORMKING REDMAN . . . \$4.20
GIRLS' STORMKING . . . \$4.50

MAIL ORDERS RECEIVE PROMPT ATTENTION.
SPECIAL PRICES TO WHOLESALE ON 12 PAIR LOTS.

F. SMALLWOOD,

The Home of Good Shoes. 218-220 Water Street

dec7, eod, it

Fire in her boiler room which brought her back to port with a red hot funnel and steaming decks. It was then that Captain Baillie confessed that he had lost all faith in her seaworthiness.

Coming along Monday and Thursday to Dancing Class at S. U. F. Hall every Monday and Thursday. MAX COLTON. Jan. 10

Monday is always a poor day for this column because we cannot get stuff to fill it in church.

When a lawyer gets an innocent bootlegger acquitted of a liquor law violation he is just about as much of a hero as the lawyer who gets the murderer acquitted—no matter how guilty he may be.

COOL IS RIGHT.

"Is he very rich?"
"He has a cool million."
"Thasso—how did he make it?"
"He owns an ice plant."

Old Pat Murphy says love pleases more than marriage for the reason that romance is more interesting than history.