



Evening Telegram

W. J. HERDER, Proprietor
C. T. JAMES, Editor

MONDAY, April 7, 1919.

Political Dyspeptics.

All the members of the Government appear to be suffering from a form of political dyspepsia, but the malady manifested itself in a most acute manner on Friday last when the Hon. Minister of Finance, who apparently was attacked with financial biliousness, superinduced by our leading article of that day—thundered denunciations, and flashed forth into levin flame, hoping to blast and scorch, with the lurid language of his philippic, all and sundry who dared deny the accuracy of the figures on the financial standing of the Colony, as announced in the Speech from the Throne. The good minister, whose pachydermatous anatomy was heretofore considered impervious to any weapon, must have been shrewdly pierced by the lance which was thrown at him, and no person knows better than himself, how correct were our observations on the alleged surplus. Otherwise why the fulminations of wrath.

The "old lady" of Duckworth Street, too, is a victim of the malady, which at present is fast becoming epidemic in the "franks of Tuscany." The Telegram put up no "bluff." We stated facts, FACTS IF YOU PLEASE, most potent and grave signora, and it is up to both the Minister and yourself to produce and make public those facts, not on your own initiative, but authorized and certified by the proper authority. Neither will the public be satisfied until it includes the monies expended over and above the regular and contingency estimates. Financial juggling has been done more than once during the past ten years, as the people well know, and they want more than the bald statement of either the Finance Minister or the "organ" to convince them that figures can not be manipulated and engineered to suit a purpose.

"There are very strong reasons," said Sir Michael Cashin, in introducing the resolutions covering a vote of \$45,000 for election expenses, "for making an appeal to the country at this time. There are many serious problems to be dealt with, and it is important that they be dealt with by a Legislature representative of all the electoral districts."

How nice of the Finance Minister to make this admission. There is an old rhyme which runs:

"When the devil was sick
The devil, a murr he was."

And so it is with our Chancellor of the Exchequer. He is a sick man, politically, and his political repentance having been so long deferred he is anxious to get absolution from the electorate. Hence the above statement. A change has come over the spirit of the Government's dream. Last year at this time, they were not so punctilious with regard to representation of the electoral districts, and contrary to precedent, no less than to the will of the people, voted themselves an extension, bringing forward hoary arguments in support of an utterly untenable position, the same ancient, differently dressed, being made to do service now that the hour of doom is on the hand of striking.

Friday night's rally and to-night's demonstration, when contrary to the expectations and hopes of the Government, His Excellency the Governor will receive a delegation bearing resolutions asking for Vice-regal protection against the plot to disfranchise the electorate and destroy the purity of elections, is convincing proof that Bolshevism will not be tolerated longer in this dominion.

To Meet Government.

The executive heads of the various trades and labour unions met Saturday night to further consider the housing problem. It was decided that a deputation comprising the Presidents of the Unions, with Hons. John Anderson and M. P. Gibbs, as spokesmen, should interview the Government this afternoon and lay the matter before them.

"JUNE" AT TREPASSEY.—Baine Johnston's "June" which left here Saturday for Pernambuco, harbored at Trepassey to avoid the ice.

SIR R. BOND'S REPLY

To Telegram From Citizens' Committee.

The Grange,
Whitbourne,
April 6th, 1919.

Dear Sir,—I have the honour to acknowledge the receipt of your telegram of this date, acquainting me of the meeting of a large number of citizens of St. John's to consider the political situation that has arisen, by reason of His Excellency the Governor's announcement to the Legislature that his Ministers propose to appeal to the Electorate on a very early date; and also intimating that it had been decided by those citizens to convene a public meeting to-morrow evening, when a Resolution inviting me to re-enter public life, and to lead a party in Opposition to the Government, would be submitted for its approval.

You have kindly included in your telegram, a copy of the Resolution it was decided to submit to the public; but I observe that "a definite and immediate reply" to the same is required from me in advance of the public meeting.

The appeal which has been addressed to me by your Committee, is expressed in a spirit of very great kindness, and I am deeply sensible of what I must regard as their generous appreciation of my past services to this Colony. All that I would claim is, that during the more than thirty

years of my public service I honestly endeavoured to do my duty, as I understood it; and I rejoice to know that in doing it I have had approbation of the patriotic and thinking portion of my countrymen. The gracious invitation of your Committee is evidence that my long experience, and success in the conduct of the affairs of Government, are regarded by them as a guarantee that I could again, at this juncture, render useful public service by re-entering public life. Permit me to assure your Committee that I have considered their communication in the light of that opinion. Having a warm attachment to the land of my birth, and feeling a very keen interest in all that concerns its welfare and its honour, my highest ambition has been to assist in doing what legislation can do for the prosperity and well-being of its people, therefore, I could wish that a ready compliance with the desire of your Committee were possible. But in justice to the public, as well as to myself, I could not undertake a "whirlwind" campaign such as is now about to be forced upon this Country.

I am,
Faithfully yours,
R. BOND.

John J. St. John, Esq.,
Secretary Committee
of St. John's Citizens.

Great Demonstration This Evening.

All citizens opposed to the Government now in power are invited to attend at the public meeting in the Casino to-night, whence all will march in a body to Government House for the purpose of presenting to the Governor resolutions passed at last Friday evening's big meeting.

During Saturday and to-day—excepting Sunday if you like—many have been the expressions of approval heard on every side, testifying to the wholehearted disgust of the public toward the present aggregation trying to retain their positions by trickery. There is no need to appeal for a large meeting to-night. The people are awakened, as one out of sleep, and we know that a monster attendance will meet at the Casino to-night.

S. S. Thetis Arrives.

The s.s. Thetis, Capt. W. Winsor, arrived from the icefields Saturday evening. The Thetis is the third of the fleet to return to this port, and hauls for 12,000 young harps, the highest catch brought in this spring. The Thetis struck the first seals on March 15th and secured 3,000. The position then was about 25 miles S.E. of the Funks, and the Eagle and Neptune were nearby. Capt. Winsor then worked north in order to break through the ice and get further off the land, where the main patch was but being unable to do so, he returned to the Funks or vicinity of same, and secured 4,000 more pelts. Then he worked south towards the Groais Islands, and the crew managed to get from 100 to 500 daily. From March 17th dense fog prevailed and the ice was all broken up in pans, making it almost impossible for the men to work, especially too, as the seals were scattered over the ocean in small patches. On Saturday last Capt. Winsor went to the eastward to look for the resties, but on discovering that the stem plate had been knocked off and the ship was leaking badly in consequence, it was decided to return to port. The captain and crew are in good health, after the spring's trip.

Landmen Take Seals.

The following message was received Saturday by Minister of Marine Stone, from Magistrate Duggan, L.S.: "Wind N., weather fine and cold. About 100 young harps taken here and at Gull Island. Ice packing in on land and sealing prospects good." Hitherto little has been done by the shoremen as the ice was far from the land.

Death on S. S. Eagle.

Messrs. Bowring Bros. Ltd., received a message Saturday from Capt. E. Bishop, of the S. S. Eagle, saying that one of the crew named William Joseph Coady, of Bay Bulls, had died from "flu." The firm immediately communicated with Rev. P. O'Brien, P. P. Bay Bulls, who broke the sad news to the family of deceased Capt. Bishop's message further stated that some others of the crew had been ill but were convalescent.

Another Draft Returning

The following have Embarked, April 2nd, 1919, on s.s. Scandinavian, for St. John, N.B., from Liverpool:

- 2nd-Lieut. W. Western, wife and child, 61 George Street.
- 236—Csm. P. J. Walsh, wife and child, 18 Burke Square; Mrs. M. J. Ezeckiel, wife of Pta. M. J. Ezeckiel, Hr. Main.
- 335—Sgt. Thos. McCune, wife and child, Turk's Gut, Brigus.
- 740—Cpl. Andrew P. Caravan, wife and child, Long Island, N.D.B.
- 136—Pta. Thos. J. Croke, wife and child, 16 Haggerty Street.
- 3785—Sgt. John A. Ball and wife, Codroy.
- 1422—Cpl. Nathan Gosse and wife, Spaniard's Bay.
- 2491—Cpl. Arthur Rowsell and wife, Sunday Cove Island, N.D.B.
- 136—Pta. Jos. Crane and wife, Spaniard's Bay.
- 2482—L.-Cpl. Ernest Hull and wife, Springdale, N.D.B.
- 136—Pta. Thos. Seaward and wife, Port aux Basques.
- 3229—Pta. Austin Pardy and wife, Table Bay, Labrador.
- 5533—Pta. Walter B. Rowsell and wife, Leading Tickers, N.D.B.
- 2247—Pta. Wm. Anthony, D.C.M. and wife, Cove, C.B.
- 1898—Pta. Ed. I. Tesso and wife, Wood's Island, Bay of Islands.
- 2160—Pta. Ernest Butler and wife, 46 Ford St., Beverly, Mass., U.S.A.

Wife and child of following:
430—Cpl. Isaac Pitfield, Bonavista.
8076—Pta. Wallace Prasuyon, St. George's.
8143—Pta. Charles White, Norman's Cove, T.B.
3489—Pta. Herbert Piercey, Bay Bulls Arm, T.B.
3726—Pta. Levi Stockley (Lad), Virgin Arm, N.D.B., John B. Stockley (B.).

Wife and two children of following:
496—Pta. Edward White, Twillingate.
326—Seaman Goodyear, wife and one child.
Miss Ella Bethune.
Following have Embarked at Liverpool, April 3rd, by s.s. Sacehen, for St. John's, N.B.:

- 935—Cadet Henry Baird, Glasgow, Scotland.
- 674—Cadet Edward Wellman, 136 Gower Street.
- 3364—Sgt. Jas. Dunphy, Tor's Cove, Ferryland.
- 3274—Pta. Albert M. Martin, 159 Gower Street.

Casualty List.

RECEIVED APRIL 7th, 1919.
Found Drowned in River Tay, Taymouth Castle, Scotland.
6130 Pte. Arthur H. Wyatt, 87 Flower Hill.
At 6th General Hospital, Rouen, March 30th, Dangerously ill, No Change.
4537 Pte. Richard Pilgrim, St. Anthony Bight, Previously reported.

S. S. Wellington Returns

The S. S. Wellington which left here Thursday evening fish laden from Job Bros. Ltd., for Gibraltar, returned to port yesterday. The ship ran into Cape Race and coming in contact with the ice her bows were stove in. The topside is full of water and all the bow plates are torn away, but so far as is known the cargo is very little injured. The damage done may necessitate discharge of cargo, and the ship to go on dock for repairs, which will be effected immediately.

Personal Mention.

Mr. N. W. Gillingham, of the A.N.D. Co., Ltd., Staff, Grand Falls, was a passenger from Grand Falls by yesterday's express. Mr. Gillingham will spend some time in town supervising the Anglo Co.'s interests. Miss Annie Walsh is a passenger by the incoming express. She is a sister of Mr. W. J. Walsh, M. H. A., for Placentia.

Mr. Leo J. Murphy, of Baird's retail store, has been appointed manager of that firm's store at Marystown.

Lance-Corporal J. J. Ryan has been licensed to sell postage stamps, at the store recently started by him at 22 Holdsworth Street.

Shipping Notes.

The Governor Foss, 33 days out from Bahia, arrived in port yesterday with general cargo consigned to the Robinson Export Co.
The S. S. Metgile sailed for N. Sydney, Saturday, to load general cargo for here.
The Madeline Constance sailed for Brazil, Saturday, fish laden from Job Bros.
The Bella Scott sailed for Pernambuco, Saturday, fish laden by A. Goodridge and Sons.
The s.s. Sacehen left Liverpool on the 3rd inst., for this port.
The s.s. Digby is scheduled to leave Halifax to-morrow night for this port.
WELL FISHED.—From information received by the Deputy Minister of Customs, we learn that two schooners the Dorothy Melita and Carrie and Nellie have arrived at Grand Bank from the fishing grounds hauling for 1100 and 900 qts of fish, respectively.

BORN.
On 7th inst. a son to H. V. and Mrs. Garland, 85 Pennywell Road.
April 6th, to Mr. and Mrs. Harold Bennett, a son.

Fresh Cod Tongues!

- NEW YORK TURKEYS.
- NEW YORK CHICKEN.
- BOLOGNA SAUSAGE.
- FRESH FRUIT—California Apples, Oranges, Grape Fruit, Lemons, Pears, Grapes.
- FRESH LAID EGGS.
- New Stock of LOVELL & COVELL'S CHOCOLATES—Fancy Boxes.
- CANDY COATED ALMONDS.
- PURE CRYSTALLIZED GINGER, PURE SAP MAPLE SYRUP.
- GREEN PEPPER SAUCE, RED PEPPER SAUCE, LOOSE BROAD FIGS.
- DROMEDARY DATES, FIGS IN SYRUP, CHERRIES IN SYRUP.
- DURKEE'S SALAD DRESSING, HORSE RADISH, PAN YAN PICKLES.
- HEINZ'S SALAD VINEGAR, "OVALTINE", HORLICK'S MALTED MILK.

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For Immediate Delivery

All Sizes
LATHROP
MARINE ENGINES,
FAIRBANKS-MORSE
STATIONARY ENGINES
and
Saws, Saw Mandrels, Leader Stave Saw Machines, Post Head Rounders, Large Head Rounders, Rotary Saw Mills, Planers, Hoists and Engine Fittings.

A. H. MURRAY,
St. John's.

MILLEY'S

SILK SKIRTS

In Many Stunning Styles.

There is a distinct new styling to these separate Skirts which, with the new materials and colour combinations, will meet the approval of every woman who seeks for fashionable wear.

Draped to the new waist line, and shaped on the new straight line figure, the trimming and decorative effects make these Skirts more than usually attractive.

The displays are fascinating from the viewpoints of varied assortments—and attractive price.

\$6.75
each.

MILLEY'S

Fatal Marine Accident.

ONE KILLED ON S.S. CAPE BRETON
The s.s. Cape Breton left here Saturday morning about 10 o'clock on her way to Sydney, and had barely passed Cape Spear when Captain Donald decided to put back to port as the main boiler was leaking. The vessel had been turned his ship, however, when a terrific explosion took place, the engine room staff being the time engaged in an attempt to effect temporary repairs. As a result of the explosion the boiler was moved inches from its bed, and the ship's stokers blown off. Two of the Chinese stokers, named Ay Ting and Loo, were killed outright, and Chief Engineer McArthur, of Pictou, N.S., second engineer Scott of Canzo, donkeyman J. Moore, mortally injured, and third engineer Wm. Campbell, of Pictou, P.E.I., is still in a critical condition. The first news of the disaster was received by the Minister of Marine and Fisheries at 11.25 a.m., and he immediately got in touch with the Tug Co., and at 11.50 the Ingraham is going through the Narrows on its way to the stricken ship. The tug was reached at 1.03 p.m. and the injured quickly transferred to the hospital. In the meantime the Minister of Shipping with Dr. Campbell and two nurses had left in the s.s. boat and met the Ingraham near the Narrows. Dr. Campbell, on boarding the tug, eased the pain of the injured man with hypodermics but the donkeyman had died while on the tug, and the chief engineer died ere the land nurse proceeded by the Cabot to Cape Breton while the other nurse remained ashore with the injured on the tug. Second officer Lake and Chinese steward were also injured, and came ashore by the Ingraham. Landing the second engineer was moved to hospital and the remains of the dead to the morgue. The Cabot arrived not long after with third engineer Campbell who was hurriedly moved to the hospital, and also the bodies of the Chinese who were forwarded to Nova Scotia. The second engineer died Saturday night at a hospital. The donkeyman was a Newfoundland, belonging to Pouch Cove, and will be sent there for burial. The Cape Breton was towed into port the Argyle at 4 o'clock Saturday evening. The term of the boiler inspection expired March 25th while in port, but being chartered under Indian regulations she was to have an inspection again upon arrival at Pictou. Had the ship been loaded far greater extent and the casualties greater, but even now the captain and others of the crew are suffering from shock. The promptness with which measures were adopted to relieve the wounded is gratifying, and the accident is one more addition to the tragedies of the sea.

New Commander of S. S. Portia.

Meut. T. Connors, R.N., who has recently returned, having spent four years and a half in the Navy, has been named command of the S.S. Portia, and will take her in charge as soon as she reaches port. Before entering the Royal service, Lt. Connors was the Port Officer on the Portia, and master several trips during the absence of the late Captain Joe Keane at the ice-lands. Messrs. Bowring Brothers are maintaining all of their men who join the forces, Army or Navy.

The hat "off the face" is sure to be fashionable.

When Tea Coffee Jars

in some part of your don't blame blame yourself

You can have pleasure of coffee minus harm, if you

INSTANT POST

"There's a Pleasure"