

Supreme Court.

(Before Mr. Justice Johnson.) Bernard Grace, Austin Breen, Michael Boland, Peter Ryan and Sydney Blandford, Sheriff of Newfoundland. Claim for damages arising out of release of ship.

On motion of J. A. Barron for plaintiffs, and by consent of C. E. Hunt for defendant, it is ordered that the matter be set for Saturday, March 10th, at 10 a.m.

IN CHAMBERS.

(Before Mr. Justice Kent.) Stephen G. Preble and The British Traders' Insurance Co., Ltd.

This is an application on the part of the defendants for an order that the defendants be at liberty to deliver to the plaintiff interrogatories in writing and that the said plaintiff do answer the said interrogatories within two days as prescribed by Order 28, Rule 8, of the Rules of the Supreme Court, and that the costs of and relating to this application be costs in the cause. Morine, K.C., for defendants is heard in support of the application. T. P. Halley for plaintiff consents, but asks that the time be extended as the plaintiff is out of the Colony. Morine, K.C., consents to leave the time for filing reply open. It is ordered that the defendants have leave to deliver interrogatories annexed to the summons, but the time for filing answers be left open until the plaintiff, who is abroad, returns.

Belverson Arrives.

ENCOUNTERED STORMY TRIP.

S. S. Belverson, Capt. Busch, 5 1/2 days from Halifax, arrived in port at 9 o'clock this morning to A. E. Hickman Co., Ltd., with a full freight and 100 bales of mail matter. The ship left Halifax on Tuesday last and met the first ice 65 miles southeast of Cape Sable. The captain by good seamanship managed to get the ship clear of the field and, putting her to sea, made a good run until Friday night last, when a northeast blizzard was encountered. The captain decided to leave to port for the night, continuing the voyage slowly to port after the storm had abated on the following morning. The remains of Robert Clancey, fireman, who died in hospital at Boston, arrived by his ship. The body was removed to his late home, Sebastian Street, upon arrival. The Belverson rescued the crew of the schr. James O'Neill off St. Pierre on Friday, the story of which appears in another column of to-day's Telegram.

Mailman's Trying Time.

RESCUED BY CONSTABLES SON.

Leaving here on Friday last with a mail for Bay Bulls the local mail man had a most trying time and only reached his destination this morning. The road for the greater part is unbroken and every few hundred yards his horse would stall. The mailman owes his safety and that of his horse to the kindly assistance rendered by Constable Forsy's son who happened to come up with man and horse as they were nearly exhausted.

WILL DINE CHAMPIONS.—The members of the Guards' Old Comrades' Association are now making preparations for the banqueting of the hockey team. The affair will take place early next week.

Col. Cosby's Visit.

VIEWING GRENFELL ENTERPRISE.

Col. Arthur F. Cosby, who arrived here by last trip of S. S. Rosalind to look over the general situation of the Grenfell Enterprise, will remain in the city for about 10 days. Col. Cosby, who is General Manager of the Grenfell Association, is an expert in his particular line of work. Amongst other advances, which he proposes, is the creation of a general headquarters at New York, and the erection of a large orphanage at St. Anthony. The Grenfell Association is now endeavoring to raise an endowment of one million dollars in order to insure the permanent carrying on of this philanthropic work. On Saturday last Col. Cosby was the guest of His Excellency at Government House. He has since met quite a number of prominent people of the city including Sir Patrick McGrath.

Mercantile Hockey.

CHAMPIONSHIP GAME TO-NIGHT.

The final game in the Mercantile Hockey League takes place in the Prince's Rink to-night, at 7 o'clock, when the Royal Stores and Bowring's team will clash for the Harvey Trophy. Much interest is centered in the game, and a lively contest will no doubt be the outcome. The Mercantile games this season have added new interest in local hockey circles, and a large crowd is expected to witness the teams battle for the silverware to-night. The line-ups are as follows:—

Table with 2 columns: ROYAL STORES and BOWRING'S. Lists players for Goal, Defence, and Forwards.

Train Delayed.

As a result of the heavy snow storm the movement of trains on the railway was interfered with considerably. Snow fell to a depth of six to ten feet in places. As soon as the storm abated gangs of men were started clearing the lines. This morning a rotary plow left Clarendville coming east. The train which left Bonavista at 10.30 a.m. yesterday, remained at Catalina all night.

TRAIN NOTES.—The local express from Millertown Junction is due at St. John's to-morrow morning. The Carbonear train arrived at 2 p.m.

Mr. Percie Johnson wishes to acknowledge the receipt of Seventy Dollars (\$70), consignment money.—mar.11

CURLING.—The leads in the first and second games of each division play point games for President Harvey's prizes at the Curling Ring to-night.

UNABLE TO APPEAR.—Owing to the death of her grandmother, Mrs. J. Burke of Bell Island, which occurred yesterday morning, Miss Marion Furlong, who was to take part in "Plate's Daughter" being produced at the Casino Theatre tonight, is unable to appear. Her part is being taken by Miss Rossiter.

What About the Premier's Spanish Treaty?

NORWAY AND PORTUGAL.

CHRISTIANA, March 2.

The Norwegian Government resigned following rejection by the Storting of its proposal for a commercial treaty with Portugal. The proposal was voted down by 119 to 22. The above paragraph appeared in the Public News telegraphed on Saturday. It was the announcement of this treaty and the arrangement of the Anglo-Spanish Treaty that sent our Premier, Sir Richard Squires to Madrid last Fall when he consummated some treaty with the Spanish Government, which he has kept dark ever since and which we suppose he intends to startle our country with in his manifesto in a few days. There is no mistaking the meaning of the above paragraph. The Norwegian Government has been turned down by an overwhelming majority of its members for daring to negotiate a treaty allowing Portuguese wines into Norway in return for reduced duties on codfish. The treaty that Sir Richard Squires is keeping up his sleeve will more than likely prove a boomerang on himself in a similar manner when we hear the particulars.

The following will give an idea of what we are up against on this question. The millions of peasants scattered throughout France, Spain, Portugal and Italy drink the wines and spirits that they themselves ferment and distill from the grapes. It is estimated that fully ten per cent. of all the people of France are connected with the wine industry, producing about seven hundred and fifty million dollars per annum. In Northern Europe beer is the drink they produce and as this is a "capitalist enterprise" the small farmers and workmen have no financial interest. For the past half century the Scandinavian States of Northern Europe, that is, Norway, Sweden, Finland, Denmark and Iceland, have shown spectacular advances in prohibition growth. Long before the opening of the great war these Scandinavian countries had projected temperance education and enacted laws that were changing these districts from some of the hardest drinking parts of Europe to the most temperate. During the war when stringent rationing of foodstuffs became necessary, Iceland was bone dry except for the busy and universal bootlegger, and a light beer. Iceland was bone dry except for 2 1/2 per cent. beer. Norway prohibited the manufacture of all distilled spirits, and of wines and beer of over 12 per cent. alcohol, and permitted communities to vote themselves bone dry, except for 2 1/2 per cent. alcohol by volume. Sweden since 1914 has been selling spirits only under the Blatt System, which gave sober adults the right to purchase up to four litres of spirits each month through their individual "coupon book," that means the individual was licensed as well as the control department. Denmark started a Local Option whereby districts could refuse granting licenses. Many of the districts or communes have voted themselves dry and Denmark is not using one-third of the drink she did twenty-five years ago.

Now comes United States and in the twinkling of an eye, so to speak, she became bone dry, and more than that, has made up her mind that the whole world was to go dry. It was a declaration of war on the wet world, and wet Europe mobilized its forces in money, press, artillery and political machinery. In September, 1921 the first wet Congress of the World was held at Lausanne, Switzerland, and a Wet General Staff organization with headquarters at Paris and a general plan of campaign was laid out. Wet propaganda bureaus were formed in practically all the capitals of Europe and every interest allied with the wine, beer and booze business aroused and drafted. The Wet General Staff found their most powerful weapon of offence against the Dry Prohibitive Movement in Northern Europe with Trade Pressure. The first shot of this Long Tom Gun was against Iceland, and putting it very candidly these wine countries with Spain as the spokesman said: "How dare you go dry and exclude Spanish and Portuguese wines. Stop this temperance foolishness or you can eat your own fish and starve for all we care." Iceland asked for time to consider. Spain extended the ultimatum monthly, but as Iceland had a large catch that year, and with 400,000 qts. to be marketed she came to terms on April 25th, 1922 and voted to suspend the law against Spanish wine for one year. In the same breath she voted 20,000 crowns to be spent in looking for a new market. This was the first lesson to the Wet General Staff and like a great bully they selected the weakest and most defenceless element on whom to wreak their vengeance. The next attempt was against Norway and as Iceland has less than ninety thousand of a population and Norway over 2 1/2 million people it was many times more important. The greatest trade interests of Norway are its shipping and freighting together with its fishing and lumbering business. France stepped in first, and quietly announced that unless the prohibition against French wines and spirits was

removed that Norway would be excluded from business with France. Norway finally arranged to import annually 400,000 litres of French spirits and brandies for "scientific and medical" use and at the same time changed the 12 per cent. wine limit to 14 per cent. alcohol. The temperance advocates of Norway said it was necessary to keep on friendly terms with France, even if they had to pour these wines into the North Sea.

Spain once more steps to the front, and says in effect, we buy 4 million dollars worth of your dry codfish every year, and as you have nowhere else to sell your fish except to Portugal and ourselves, we demand that you take 500,000 litres of our wine annually. Norway had hardly recovered her breath from this dose of hot wines, when Portugal boldly walked into the limelight and blurted out: "If you want to load your fish on us you must take 1,200,000 litres of our Port Wines and these wines will run 20 to 21 per cent. alcohol."

For one hundred years, over 60 per cent. of all the codfish in Norway has gone to Spain and Portugal. Then again her steamers must find profitable employment or her people will starve and how can they get along with unfriendly customers. The Norwegian Government made the best terms they possibly could with the laughly wine growers, and has just placed the first treaty before the "Storting" at Christiania with the results shown in the first paragraph of this article. We are pleased to give Telegram readers these facts for their consideration before our gad-about ex-Premier gives us the results of his negotiations at Madrid.—Contributed.

Women's Suffrage.

AN APPRECIATION.

Editor Evening Telegram. Dear Sir.—Would you kindly grant me space to voice the appreciation of some ladies who availed themselves of the privilege accorded them and attended the Debate on Thursday evening at the M.C.L.L. Several members of the Franchise League were present and were grateful for the courtesy extended to our Hon. Secretary to make a few remarks on our behalf and to place our present position and aims clearly before them. Among the many definitions of "Chivalry" we think Mrs. McNeill's was excellent and as for Chivalry in its truest sense, we women are not afraid it will ever depart from our island home men of such "nobility of spirit" as the members of the M.C.L.L. proved themselves to be that night. Such mannerisms as lifting the hat, exchanging seats, opening doors, etc., which is often done for those for whom no respect is felt, may well disappear. If, as our Secretary pointed out clearly before the chivalrous part and grant us the true rights of citizenship. An educated, intelligent woman should have equal status with an educated intelligent man, not put on a par with lunatic and convict. Every social, industrial, yes and political problem, that affects home life should have women's voices on these matters during legislation. Rest assured it will never make us less womanly. We may be more companionable, less frivolous and more clearly more helpful in bearing the burdens of the day. Thanking you for space, Mr. Editor, and the M.C.L.L. for a very interesting and entertaining evening, I remain, Yours truly, ONE WHO WAS THERE. March 3rd, 1923.

Mechanics' Society

HOLD ANNUAL MEETING.

The annual meeting of the St. John's Mechanics Society was held in their Hall on Saturday night. President Colbert in the chair. The different reports were submitted which showed this time honored institution to be in a sound condition. The following officers were installed by Brother John P. Scott in his usual efficient manner for the ensuing year: President—M. J. Colbert. Vice-Pres.—J. J. Mullaly. 1st asst. V. P.—A. H. O'Keefe. 2nd asst. V. P.—William McKay. 1st Treasurer—M. W. Myrick. 2nd "—T. J. Dunn. 3rd "—William Dunn. Secretary—J. A. Leahy. Auditors—Patrick Wadden, John P. Scott, William Edney. After which votes were taken to the Chairman and press for kind acts during the year were passed, and the meeting adjourned.

Coastal Boats.

REBBS

Argyle at Burin. Gloucester left Argentina 10.30 a.m. yesterday. Kyle at St. John's. Sagons at St. John's.

GOVERNMENT.

S.S. Perla left Belleoram at 7.15 a.m. going West. S.S. Senat passed Presque at 7 o'clock this morning on her way to La Plante. S.S. Digby sails from Halifax to-morrow for this port.

Have You Paid Your Taxes?

The Civic Authorities have done all that is possible consistent with safe municipal financing to keep the tax rate down to the lowest point. It is now the duty of taxpayers to realize that it can only be prevented from being raised in future if taxes are paid promptly. Pay now and obtain the advantage of the discount allowed for prompt payment. mar.2,5

Report From Viking.

SHELTERED FROM GALE UNDER CAPE RACE.

Messrs. Bowring Bros. received a wireless message from S.S. Viking, via Cape Race, this morning, stating that the steamer remained under the Cape Saturday night, until the wind had moderated. Everything was working O.K. on board. It is presumed that the Viking is now well on her way towards Channel.

Magistrate's Court.

Eight drunks arrested Saturday night were released on making a deposit.

A laborer of Goodview Street, summoned at the instance of Inspector Noseworthy for refusing to support his children during the past month, was allowed to go on suspended sentence. An assault case was withdrawn.

Schr. James O'Neill Founders.

CREW RESCUED BY S.S. BELVERNON.

S.S. Belverson, which arrived in port this morning from Halifax, brought the crew of the schooner James O'Neill, which was abandoned off St. Pierre on the morning of the 3rd inst. The Belverson sighted the schooner 310 miles S.S.W. 1/4 W., of Cape Race, but at first did not think anything was amiss although the weather was very stormy. Drawing closer the lookout on the Belverson spied the signal "N. C." flying from the O'Neill's topmast. Capt. Busch immediately steamed down to the vessel, and being informed that she was sinking he signalled that the crew leave in their own boat. Heavy seas, however, smashed the boat to pieces as it was being put over the side. A large lifeboat from the Belverson was then launched and in charge of Mate Llewellyn Lush, and seaman H. Curran, Sward (3), and P. Crofty they rowed to the rescue. Near the foundering vessel, however, the lifeboat twice came within an ace of being swamped. The crew were eventually taken off, and after another tryping pull the Belverson was reached. The James O'Neill left Oporto Jan. 15th bound to Harbor Grace. She had a fine time for half the way after which terrific weather was encountered. On reaching the Grand Banks, ice was met and an endeavour was made to circumnavigate it, but the vessel unfortunately got caught when off St. Pierre. In the storm of Friday night, the transom stern was carried away and the port bow stove in. The crew were hard at the pumps when the Belverson was sighted. The master, Capt. Davis, and crew, as follows, belong to Carbonari—John Moore, Bosun; Robert Forward, Harry Ash, Herbert Legge, cook. The weather was too rough for them to save any of their belongings. When first sighted the vessel was reaching under reefed storm sail and double reefed foresail. Before leaving the wreck Mate Lush fired the hull. Before the Belverson left the scene the vessel foundered. First she hove to port, then back to starboard, finally staking head foremost.

Plight of South West Coast.

FOOD SUPPLIES SCANTY.

Commercial travellers who arrived in the city by S.S. Kyle report appalling conditions existing on the West Coast due partly to the tie-up of the coastal steamers as well as the inability of several freight laden schooners to reach their destination. Reminiscence of the war period the residents are using rolled oats to make bread, owing to no flour being available. Kerosene oil is all gone and many people are using gasoline in their lamps, that is, those who have gasoline. The stores in some places are closed owing to stocks being sold out and those people who have any supplies at all are living on scanty rations. In many places the people are doled out a stone of flour and pint of molasses to suffice for several days by the relieving officer. At Port aux Basques the residents have no kerosene and are using candles and daily people from outlying settlements are coming in there for supplies.

CREWS SIGNING ON.—The crews of the steamers Ranger and Eagle signed articles this morning. The Terra Nova will sign crew this afternoon.

TO-DAY'S MESSAGES.

CLASH WITH TRIBEMEN.

LONDON, March 5. A despatch from Constantinople quotes a Turkish agency reporting a revolt in the neighbourhood of Aleppo, Northern Syria, against the French, five of whom are reported killed in a fight with the rebels.

FOR SABOTAGE.

PARIS, March 5. The French Government have officially notified the German Ambassador at Paris that the occupation on Saturday of the Rhine ports, Mannheim and Karlsruhe, was on the grounds that acts of sabotage had been carried out on railroads in Ruhr Valley and Rhineland.

FOR POLAR EXPLORERS.

NOME, March 5. On his return from Solomon, Captain Raouf Amundsen said he had received word from Norway that his ship Maud was in daily communication with Spitzbergen, the exact position of the vessel not being given, but Captain Amundsen said he thought it had not changed much since she was last heard from, when locked in the ice and drifting towards the Pole.

MAKING HEADWAY.

HALIFAX, March 5. The C.G. steamer Stanley, in a message filed at four p.m. yesterday, received this morning, is said to be 80 miles South of St. Pierre and making fair headway with the Pro Patria, but in heavy ice.

BLAMES THE ALLIES.

DUSSELDORF, March 5. Germans hold Ruhr Allies indirectly responsible for the disorders at Essen early on Sunday morning, when several hundred patrons of a large cabaret were robbed of their cash by fifteen or twenty armed men, and also for the looting of food stores. The expulsion of the security police, Germans point out, has left the city practically without protection, and marauders took advantage of this situation.

HUMAN BOACHEES INSTEAD.

CHICAGO, March 5. An entire family of six was found dead in their tenement home over a restaurant, where the proprietor and a representative of the Hygienic Corporation were trying to rid the rooms of a roach pest by asphyxiation, which penetrated the rooms overhead and the six, all adults, died.

BOOZE PIRATES ON THE JOB.

NEW YORK, Mar. 5. The rum running schooner, Victor was found south east of Ambrose Lightship, abandoned, with lifeboats, sails and rigging gone. This carries a hint that the crew were victims of "booze pirates," since a table was found, set with fresh food, and all the evidence pointed to a hasty departure.

A VIENNESE POGROM.

VIENNA, Mar. 5. A meeting of Jewish Municipal Councilors to protest against the increasing anti-semitic agitation in the Capital was broken up in wild disorder, when the Jews were beaten and stabbed, street cars were derailed, and many Jews driven out of the city. Numerous Jews and police are in hospitals.

TWO DEFEATS.

LONDON, Mar. 5. Colonel G. F. Stanley, Under Secretary for Home Affairs, defeated in the bye-election for the East Division of Wiltshire, tendered his resignation to-day, to Bonar Law. Sir Arthur Griffiths Boscawen, Minister of Health in Bonar Law Cabinet was defeated in the bye-election for Mitcham Division, Surrey, by the Labor Candidate.

Accident to Sleeping Car

PIPES FROZEN SOLID.

The unfortunate plight of passengers on the sleeping car of the express which came through last week is related by a gentleman whose veracity is unquestioned. It appears that when coming over the Galt Topless the heating apparatus of the sleeper got out of commission from some unknown cause, with the result that all the pipes became frozen solid. At Bishop's Falls another sleeper was put on and the cold one returned back to Humbermouth. At Clarendville, however, a similar accident happened to the substitute sleeper, and it arrived in St. John's in no better condition than the one at the other end of the line. The repairs, it is said, will cost in the neighbourhood of \$2,000.

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