



Evening Telegram

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

Monday, October 31, 1921.

The Ownership of Labrador.

The annexed article reprinted from the Telegram may be of interest, in the face of Mr. Bram Thompson's pronouncement with regard to the jurisdiction of Newfoundland over the dependency. To-morrow we hope to have a more complete presentation of the case for Newfoundland.

"Newfoundland claims jurisdiction over a considerable portion of the North American continent, known as Labrador, the boundaries of which have been so uncertainly defined that it has been, and is, extremely difficult to determine where Canada leaves off and Newfoundland-Labrador begins. It is claimed that the correct mode of dividing Labrador would be to carry the divisional line due north from Blanc Sablon to the height of land, and then to continue onward along the natural boundary to Ungava Bay, which is just the point of dispute with Canada over the exact definition of the divisional boundary. The coast line of Newfoundland-Labrador, as marked on the most recent maps, begins at a point in the centre of the bottom of Ungava Bay, and continues around and including Cape Chidley, thence south following the contours around Cape Charles and so on up the Straits of Belle Isle, finishing at Blanc Sablon. The jurisdiction of Newfoundland over the coast line has not been questioned, but when our claims to a portion of the hinterland, defined on the map as approximating a strip of territory extending from Cape Charles to a depth of some 300 miles on the southern end and some 25 miles inland, on the northern extremity from Ramah, including about one half of the country, washed by Ungava Bay, was made, Canada objected and thus is the Labrador boundary dispute still pending, and awaiting a settlement.

Canada already has an eye to exploiting Labrador for commercial purposes, and with that object in view has already cruised the interior, the latest survey being made by aeroplane over that portion of the Province of Quebec which adjoins the territory south of Ungava Bay, and is now known in Canadian geographies as New Quebec. It is not so many years ago that the question of the right of the Government of Newfoundland to impose and collect customs duties in that section of Labrador extending to the bottom of Hamilton Inlet was combatted by Canada, which insisted that this being Canadian territory Newfoundland had no right, title or legal claim to assert jurisdiction. But the duties were collected, which gives a precedent for future guidance, and was an admission on the part of the sister dominion that our Government was perfectly justified in enforcing its revenue laws even so far inland. Newfoundland should take immediate steps to have the boundary fully and definitely determined in order that should any hidden wealth be uncovered we do not be dispossessed of our rightful heritage and the power to administer our own territorial holdings."

Labrador's Boundary.

The Port William Times-Journal draws attention to the fact—also referred to recently by Sir Charles Fitzpatrick at the Canadian Club Luncheon—that recent surveys of Labrador, which have disclosed immense resources of timber suitable for pulp and paper manufacture, have led to a revival of efforts to bring about a determination of the boundary line between Newfoundland and the Canadian province of Quebec. This line, as the Times-Journal explains, has never been laid down by actual survey and its various definitions as given in documents issued in the last century and a half are so vague that government officials do not know just how much of Labrador belongs to Newfoundland and how much to Labrador.

That Labrador is rich in many

natural resources, including enormous water power, has long been known, but the practicability of utilizing its forests for paper making was not demonstrated until the world-wide paper shortage led to exhaustive investigations of the territory. This resulted in application by promoters to the Newfoundland government for timber limits in Labrador. As these could not be acted upon until it was determined whether Newfoundland owned the land in question, representatives of that colony were sent to London late in the summer to discuss, with eminent English counsel, the preparation of a formal draft of Newfoundland's Labrador claims, as opposed to those of Canada.

The coast of Labrador was annexed to Newfoundland in 1763. Ten years later, owing to difficulties arising out of grants made to a number of persons under the French rule, it was changed to Canadian jurisdiction. In 1809 it was again transferred to Newfoundland and has since been attached to that colony.

The difficulty arises over different interpretations of the words "coast of Labrador." One view is that Newfoundland can claim only the coast between Blanc Sablon and Cape Chidley, with perhaps a half mile inland and that the rest of Labrador belongs to Canada. As defined in the letters patent, constituting the office of governor of Newfoundland, the boundary was described as a line drawn between Blanc Sablon and Cape Chidley, which would pass through the ocean in certain sections and large areas of the coast to the westward of the line and therefore not under Newfoundland jurisdiction.

Many Newfoundland officials hold to the view that the correct delimitation was made in a seasonal paper issued in that colony in 1864. Under the phraseology of this document Newfoundland would be entitled to thousands of square miles of the interior of the Labrador peninsula in addition to the coast.

Trains Still Delayed.

RAGING SEAS PREVENT REPAIRS.
The Transpassy train is the only one moving train. All others are still held up and will remain so for several days, as the heavy seas are still raging from east of Kelligrews to Holyrood and it is impossible to attempt any effective repairs.

The incoming express left Grand Falls at 10.30 a.m. and will proceed as far as Avondale, where arrangements will be made for bringing the passengers to town. The passengers on Saturday's express were brought over the road in motor cars from Avondale to town.

RUSHING REPAIRS.

All day yesterday men were working on the devastated section of the railway west of Holyrood and repairs are nearly completed. In places the road bed has been carried away to a depth of fifteen feet, and all this must be built up. The men are working exceedingly well despite the difficulties and are rapidly building up the road bed. The line at Carboneau and between Spaniard's Bay and Clarke's Beach was repaired on Saturday and is now passable. It is along the beaches from east of Kelligrews to Holyrood that the greatest difficulty in effecting repairs has been experienced. Station agents report that tremendous seas are still raging in these places and it is absolutely impossible to attempt to accomplish anything. The road bed in various places has been carried away to a considerable depth and the seas show not the slightest sign of abating.

TRAIN TRAFFIC HELD UP.

Until repairs on this part of the line are made no trains will be able to move. The havoc which the seas are causing is inestimable and such a frightful destruction along the railway has never before been known. The Kyle, which was delayed at Sydney on account of the storm, arrived at Port aux Basques late yesterday. The mail from the express at present at Avondale was brought in by motor car on Saturday, and that on the incoming express will be brought on here in the same way. At the very least it will be three days before trains will be able to move again.

The Reid Co's wires are giving fairly good satisfaction and contact is maintained with nearly all offices along the line.

Obituary.

MRS. J. S. AYRE.
The death of Mrs. James Ayre, wife of Mr. J. S. Ayre of Ayre & Sons, Ltd., occurred yesterday morning at her residence, Rennie's Mill Road. Mrs. Ayre had been receiving medical treatment for some considerable time, both here and Canada, unfortunately to no avail. To her husband and four children and her brothers, Messrs. D. G. Baird and J. Boyd Baird, the Telegram extends its sincere sympathy. The funeral takes place to-morrow at 2.30 p.m.

GAME POSTPONED.—The Field and St. John's local football series, which was to have taken place on Saturday afternoon in readiness for the final game of the second round of the inter-collegiate football series, has been postponed until the first day after tomorrow.

Storm Ravages.

TELEGRAPH WIRES DOWN EVERYWHERE.

Owing to the destruction of the telegraph wires, news from points north of Harbor Grace is shrouded in darkness. It is, however, expected that great destruction has been done. From all around Conception Bay messages are coming in, telling tales of havoc wrought by the sea. The main roads in many places are washed away. At Holyrood traffic is shut off. At Conception Harbor, 450 feet of the North front road is completely gone, and for about 100 feet of the distance ground is washed away to a depth of about 100 feet. At Spaniard's Bay the main road is totally destroyed from Spaniard's Bay to the road from North to South. The road from North to South is completely washed away, and the bridge is gone and the road to Bay Roberts made impassable. Grates Cove is also reported swept. At Port aux Basques the sea is so high that the telegraph wires are practically useless, and the glass of the sea level is about 10 feet above the normal level. The sea is so high that the telegraph wires are practically useless, and the glass of the sea level is about 10 feet above the normal level.

On Northern Point, F. Miller lost his fall's catch of fish, with his trap and gear. Reaching the sea left practically nothing standing, and glass of the sea level is about 10 feet above the normal level. The sea is so high that the telegraph wires are practically useless, and the glass of the sea level is about 10 feet above the normal level.

Halloween Explained.

Splendid Sermon at St. Andrew's.

In a sermon of exceptional eloquence, Rev. R. J. Power explained the meaning of Halloween to a large congregation at St. Andrew's last night. He began by tracing the history of "Halloween" from about 30 B.C., when Asclepius erected a beautiful temple on one of the hills of Rome. The dome of this temple is one of the most magnificent in the world and is still one of the wonders of architecture. It is 143 feet high. The Romans at this time were pagans and did not know our God and the temple was therefore dedicated to the worship of their deities, which included Mars, Venus, Jupiter and other heavenly bodies. This temple was called the Pantheon, from the Greek "pan," signifying "all," and "theon," meaning "the gods." Pantheon, consequently meant all the gods. For many years it was used as a place where these pagan gods might be worshipped. After the Gospel of Christ was introduced into Rome this wonderful building became a Christian Church. In the 7th century A.D. Pope Boniface IV. re-dedicated it to St. Mary. The Mother of our Lord, and to the Martyrs. In the 9th century, a new festival had its home there. All Saints Day, or All Hallows' Day. The evening before October 31st, was called All Saints Eve or All Hallows' Eve, and later, Halloween.

Andrew's Exist.

"How," asked the speaker, "did this hallowe'en become a time of fun and frolic? Remember, this church was once a pagan temple and in it all sorts of customs were observed in honor of the gods. When Christianity took over the building and the worshippers, it also took over some of the customs. It is to deal with the early church to change the heathen customs into Christian customs in order to make the converts feel more at home. Halloween has come to us with nearly all its Christianity choked out by these pagan superstitions." Rev. Mr. Power went on to say that such ancient customs which have come down to us from the ages, associated with Halloween, such as cracking nuts and ducking for apples, black cats, witches, etc., are all remnants of old pagan superstitions. From this, the speaker went on to deal with the obligations of yesterday and to-day, and he talked of them in a very interesting manner. Practically all our superstitions and customs were passed in review and dealt with.

Superstitions.
The people of 250 years ago could, said the preacher, be divided into two classes, witches and witch-hunters. Francis Bacon, Richard Baxter, Walter Raleigh, Dr. Thomas Brown, John Calvin, Luther, Wesley and practically all thoughtful men believed in witches, and arrayed themselves against them. Laws were enacted against witchcraft and the country was crisscrossed with witch-hunts. In England, 30,000 were put to death as witches. One instance was given—that of an old woman who was accused of having captured a ship, causing all on board to drown. Twenty witnesses testified in an English court to this fact and said they saw the old woman walk out upon the sea and do the deed. On the testimony of these witnesses, the innocent woman was put to death. Holland and Germany, with England in the persecution of witches and it is estimated that within a few years no fewer than 5,000,000 people lost their lives on account of the witch mania. The preacher next dealt with some present day superstitions and told his congregation to banish all such fancies from their minds. The universe and all that is therein, with their lives and his, were not in the control of some imp or demon. There could be no life, strong, full, sweet, joyous, where there was superstition. He said that we were all of us, of mercy, of wisdom, of love, and of spirit. God reigneth, and God was with us. He said that we were all of us, of mercy, of wisdom, of love, and of spirit. God reigneth, and God was with us.

TO-NIGHT.—C. C. C. Promenade Band Concert, Prince's Rink, at 8.30 o'clock. Admission 20c.—oct31.11

MARRIED IN ENGLAND.

The marriage of Mary Evelyn, widow of the late Capt. Norman Outbridge, and Henry B. Fox, of Acrrington, took place on Saturday afternoon at 2.30 p.m. at St. George's Church. The bride was a daughter-in-law of Sir Joseph Outbridge, and a daughter of the late Sir Edward Fox, while Mr. Fox was the son of the late M. J. Fox, J.P., of Acrrington.

CLONDBURST IN MINING CITY.

Many lives have been lost and scores injured as the result of a clondburst, which swept away a portion of the mining town of Britannia Beach. While details are lacking it is reported that a torrent of water swept down the mountain side and swept cottages and other buildings to the beach. The town had a population of 1500. Doctors and

"Lest We Forget!"

To the glorious and imperishable memory of the Officers, Non-Commissioned Officers and Men of the First Seven Divisions who, fighting against uncounted odds, by their courage and devotion saved Europe and civilisation.

Mons. LeCateau. The Marne.

The Aisne. Ypres.

August 23rd—October 31st, 1914.

Oh, little mighty Force that stood for England; That, with your bodies for a living shield, Guarded her slow awakening, that defied The sudden challenge of capricious odds, And fought the rushing legions to a stand— Then start in grim endurance held the line. Oh, little Force that in your agony Stood fast while England bled her armour on. Held high our honour in your wounded hands. Carried our honour safe with bleeding feet— We have no glory great enough for you. The very soul of Britain keeps you day! Procession!—Marches forth a Race in arms; And for the thunder of the crowd's applause. Crash upon our kneeling standards, and glad saffron of the sweat, served by the life of England, Shouting your battle cry across the world!

Oh, little mighty Force, your way is ours, This land inviolate your monument.

Cape Breton Storm Swept.

Heavy Damages to Mining Towns ---Shipping and Stationary Property Suffer Considerably ---Floods Inundate Towns in British Columbia ---Many People Dead and Missing.

STARVING CANADIAN LABRADOR.

MONTREAL, Oct. 29.

Fishermen and families residing on the Labrador Coast between Specatka and Labrador, are facing starvation on account of failure of codfishing, according to word reaching the Quebec Government, which is asked to send a supply of flour to the famine threatened district.

LADY LAURIER SERIOUSLY ILL.

OTTAWA, Oct. 29.

Lady Laurier is very seriously ill and fears are entertained for her recovery. The last sacraments of the church were administered to-day.

RUSSIA ACCEPTS RESPONSIBILITY.

RIGA, Oct. 30.

Official confirmation that the Russian Soviet Government has agreed under certain conditions to recognize the foreign debts of the Imperial Russian Government has been received through Rosta official Bolshevik news agency. Recognition of debts, M. Chitocher's note says, is conditional upon the great powers consenting the Soviet Republic and that "Russia be given certain privileges, making possible the practical fulfillment of these obligations." Russia's total state debt at the beginning of 1914 amounted to \$3,883,510,000 rubles (which is about \$5,092,379,500)—at the rate of .515 to the ruble, which prevailed at that time. Subsequently Russia contracted various debts abroad for conduct of the war and these loans together with internal bond issues brought the state department up to 32,300,000,000 rubles (or about \$18,834,500,000) on September 1, 1917, just before the Bolshevik revolution. Debts incurred since 1914, however, are not included in new Soviet offer.

INDUSTRIAL PEACE.

LONDON, Oct. 29.

Further hope of industrial peace was given to-day by the announcement that the Engineering and Shipbuilding Trades have voted to accept abolition of the bonus of 12 1/2 per cent. granted during the war.

A DISTRESSING SCENE.

LONDON, Oct. 29.

Amazing scenes were witnessed last night at a meeting of the British Empire Union, when Earl Derby, announced as the principal speaker, was howled down and the meeting had to be abandoned. Ex-service men and unemployed said to be organized by Communists blew whistles, sang missiles and stink bombs, and finally stormed the platform. Hand to hand fighting followed till a police squad arrived and cleared the hall.

WOMEN PRISONERS ESCAPE.

DUBLIN, Oct. 31.

Four Irish women political prisoners in Mountjoy prison, escaped last night. One, Linda Keane, a nurse was serving ten years sentence.

TOWN WIPED OUT.

VANCOUVER, B.C., Oct. 30.

Twenty-three are known to be dead, thirty and perhaps more are missing, and fifteen severely injured as a result of one of the most disastrous floods in the history of this province, which started out of the darkness on Friday night, down a steep mountain side and transformed the model copper

mining settlement of Britannia Beach into a scene of desolation and ruin. Fully half of 110 neat, freshly painted cottages, with trim lawns and flower gardens, were carried on the crest of the flood. Some houses were smashed to splinters, and most of the remainder are still partially submerged.

Schooner Missing.

TUG IN SEARCH.
Messages were received late Saturday evening by Sir Michael Cahill and Deputy Minister of Shipping A. W. Piccott, advising that two fishing boats were anchored off Mistaken Point, trying to ride out the storm. The S.S. Cabot was ordered to the rescue, but she could not get around the Cape and had to abandon the attempt. A later message to the Shipping Department stated that the boats had broken from their anchorage. The Department got in touch with the S.S. Daisy at Placentia, and the steamer immediately put out to look for the boats. One of them, however, a motor boat, reached Portugal Cove South, in safety. The other owned by John Hart of Fermanagh, with three men of a crew, tried to make Trepassy but failed. A message from that said the vessel had rounded Cape Pine. At 11.30 this morning the Daisy reported to Cape Race, and the direction the schooner was last seen in, was given Daisy. Up to 2 p.m. to-day no further news of the missing schooner was received.

Shipping Notes.

S.S. Mapledawn hauled to Shear's premises to-day, where the work of discharging her cargo is being resumed.

S.S. Sable I. did not leave North Sydney until 9 a.m. yesterday owing to weather conditions. S.S. Sheba, due here from Montreal to the Furness Withy Co., reported this morning here-to-into the Cape without being able to make any progress.

Here and There.

"Halt! Who goes there?" "A supporter of Brigade Week, Nov. 13-20th." "Pass, friend."—11

AT ST. THOMAS'S.—To-morrow being All Saints Day, there will be three celebrations of Holy Communion at St. Thomas's, at 7, 8 and noon. Morning Prayer, at which the Rector will preach, will be at 11. Evensong at 5.30.

GLENCOE'S PASSENGERS.—The following passengers arrived yesterday at Placentia on a.s. Glencoe: R. L. Fudge, R. Bowering, H. Fraser, T. A. Hall, A. Courage, S. Sulphur, R. Sparrow, Miss E. Slaney, Miss Bartlett.

Don't forget the Card Party and Dance to be held at the Empire Hall to-morrow, Tuesday, 11th November, at 8 o'clock. Proceeds for charitable purposes. oct31.11

THE STORM AT SYDNEY.

SYDNEY, N.S. Oct. 29.

An unknown three masted schooner is ashore in Mira, Bay; two small steamers were washed ashore in Sydney harbor, and a great variety of minor damage resulted from the worst gale Cape Breton has experienced since 1873, which began here Friday afternoon, and reached its highest pitch Saturday evening. The wind blew with fury right up the length of harbor, kicking up such a sea that the waves broke completely over wharves at Westmount, opposite the city, and nearly ten miles from the harbor mouth. Two former Canadian naval drifters the property of W. N. Mc Donald broke from their moorings and came ashore at Nalagh beach. Minor damage along Sydney waterfront included the carrying away of motor boats and other small craft. In the city several chimneys blew down and many windows yielded to the pressure of the storm. At Glace-Bay the spire of Baptist church was blown down and wind also took the roof off parish hall. At North Sydney the force of the waves carried away a portion of Queen Street and undermined two buildings.

The wharf of the Cape Breton Electric Co. was badly injured, and motor boats and other small craft along the waterfront sank or were washed ashore.

FLOODS IN B.C.

VANCOUVER, B.C., Oct. 30.

Thirty six persons are dead, and fifteen are injured, a mining town is practically wiped out, and another village is partially inundated, railway tracks and bridges are destroyed completely cutting off Vancouver and the mainland from railroad connection with the eastern part of the province, and damage estimated at several million of dollars has been wrought by floods in this vicinity since Thursday. Simultaneously on Friday evening the greater part of the town of Britannia Mines, on Howe Sound, was wiped out by floods. The damage in Fraser Valley is less serious and already people are returning to their flooded homes in the village of Port Coquitlam.

POLES STILL FIGHTING.

WARSAW, Oct. 31.

The Soviet legation here announces a new invasion of Ukraine from Poland by anti-Bolshevik troops under General Paderewski, and have demanded an explanation from the Polish Government. A battle is reported to be raging at Kamoneta, Podolsk.

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Bigade Week!

NOVEMBER 13th-20th,
To celebrate 30th Anniversary of the C. L. B.

13th, Sunday — ANNIVERSARY SERVICE, 3.30 p.m., St. Thomas's Church.

14th, Monday—GRAND DANCE & SUPPER, 9 p.m., C. C. C. Hall. Tickets—Double \$2.00; Gent's, \$1.50; Ladies, 75c.

15th, Tuesday—GYMNASTIC DISPLAY, 8 p.m., C. L. B. Armoury. Tickets—Reserved, 30c.; Unreserved, 20c.

16th, Wednesday — CARD TOURNAMENT, SUPPER and DANCE, 8 p.m., C. C. C. Hall. Tickets—Bridge, \$4.00; Forty-fives, \$6.00.

17th, Thursday—BAND CONCERT, 8.15 p.m., Methodist College Hall. Tickets—Reserved 75c. and 50c.; Unreserved, 25c.

18th, Friday—INSPECTION OF THE BATTALION by His Excellency the Governor, 8.30 p.m., C. L. B. Armoury. Tickets—Floor, 20c.; Gallery, 10c.

19th, Saturday — "AT HOME", Refreshments 9.30 p.m., The Grenfell Hall. Tickets 25c., in aid of C. L. B. Funds.

Reserved Tickets Gray & Goodland's; Unreserved Gray & Goodland's and from members of the C. L. B. Card Tables, Mrs. W. B. Fraser, phone 1168. Full programme in the Brigade Journal to be issued Nov. 7th. oct31.nov.14

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OF VITAL INTEREST TO EVERY FORD OWNER:

We wish to point out to you a few very important things which should be borne in mind when having your Ford car overhauled. Regardless of where you have this work done, be certain that none but GENUINE FORD PARTS are used. Spurious parts are being handled by a great many repair shops, who buy them at a large reduction and charge you the same price as if GENUINE FORD PARTS were used. This practice is not only contemptible, but positively dangerous, as these parts are made from inferior quality and have not the very necessary strength or wearing qualities.

Another unit of great importance is your battery, which should never be touched except by an expert in this work, who should be equipped with all the special tools. We have a complete outfit for this work—Lead-burning outfit, storage battery tester, Tensar rectifier, Cadmium tester, and special plate and rack holders.

Get your Ford car overhauled by your FORD DEALERS, then you are sure of getting nothing but GENUINE FORD PARTS installed.

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Yours sincerely,

DODD'S GARAGE LIMITED,

Authorized Exclusive Ford Dealers.

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