

Strikes Paralyse Industries

IN THE CLYDE AND IN BELFAST.

Labor Demands --- Steamer "Nimrod" Lost on Yarmouth Sands.

SITUATION WORSE.

LONDON, Jan. 30. The situation both on the Clyde and in Belfast where strikes are in progress, has become more serious. The British manufacturing firms were generating their own power for their own purposes, had closed their plants as the result of the private electric installation of the strikers. The strikers, the boiler-makers and the electricians decided to notify the employers that the conditions of employment they asked should be met. An increase of thirty per cent in the gross earnings powers of the strikers was struck compelling the employers to stop the current of work, retaining such current as was able to generate power for hospitals and the lighting of the streets.

NATIONAL LABOR BUREAU.

PARIS, Jan. 29. The British delegates in Paris who completed a plan for an International Labor Bureau to be laid before the Peace Conference and forwarded to London for consideration of the employers, are greatly at the speed with which they wish to complete the draft. The plan, which was completed only two days ago, at the end of the half day, reached a complete agreement. Throughout the discussion the employers in England were of the opinion that the plan was not a complete success. Arguments have been made to the conference between the employers and the employers, after the plan is presented to the conference.

WILSON'S PLAN.

PARIS, Jan. 30. The British and French Governments have accepted in principle President Wilson's plan concerning the management of the League of Nations, a plan which had been in the hands of the French Conference since the day of the acceptance, however, subject to learning under conditions the plan will be adopted.

NIMROD GONE.

YARMOUTH, Eng., Jan. 30. "Exploration Endeavour," for the Newfoundland sealing season, which Sir Ernest Shackleton had in his explorations in the Arctic and which had been in the coal trade between England and the coast of Newfoundland, was dashed to the sands off Yarmouth. Ten members of the crew were killed and 227 tons of cargo were lost.

AMERICAN STEAMER ASHOKE.

DOVER, Eng., Jan. 30. The American steamer Ashoke bound for Rotterdam went ashore near here last night. She failed to float with the tide this morning, and her position is considered critical. Lifeboats from Deal and other assistance have been sent to the scene. The ship left New York on Jan. 14th for Falmouth. She is manned by a crew from the U. S. Navy.

STRIKE TROUBLES IN ARGENTINA.

BUENOS AIRES, Jan. 29. Owners of vessels in the harbor here have refused an offer from the Government to furnish labor to unload their ships, because the number of men who will be put to work will be insufficient. At six o'clock tomorrow night the Maritime Federation will withdraw the few men still at work on tugs pending the outcome of negotiations. It is persistently rumored that the Entente Allies will not sign the cereal convention with Argentina for the purchase of grain because of unstable conditions.

LABOR NEXT WEEK.

PARIS, Jan. 30. The Commission on International Labor regulations established by the Peace Conference, will begin regular meetings next week.

NO DROP FOR 18 MONTHS.

MINNEAPOLIS, Jan. 30. War time bread prices will prevail throughout the world for another 18 months, leading Minneapolis Flour Millers predict today. They informed the statement made in New York by Julius Barnes, President of the United States Grain Corporation, regarding the American guaranteed price of wheat in relation to the world price of the commodity.

IRISH LABOR DEMANDS.

DUBLIN, Jan. 30. An Irish Trades' Union Congress controlled by the most extreme (extreme?) Sinn Féiners, will convene on February 8. The purpose of the Congress is to make an all-round demand for a working week of forty-four hours and for an all-round increase of 150 per cent in wages with a minimum of twelve dollars a week for all workers, instead of the present minimum of six dollars. Unless the Republican Parliament endorses the programme, Labor may demand it. The situation arouses the gravest apprehension for it is felt that forces are at work both in Labor quarters and among the Sinn Féiners to create a state of Bolshevism.

NO INDEMNITIES.

LONDON, Jan. 30. The Peace Conference has settled one important point with regard to the indemnity question, the Paris correspondent of the Evening Standard says he has reason for reporting. The Conference, he declared, has eliminated any intention of calling upon Germany and her associates to pay the Allied countries the cost of war to impose heavy indemnities upon the enemy nations.

For Spanish Influenza

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THE OLD RELIABLE --- Try it MINARD'S LINIMENT CO., Ltd., Yarmouth, N.S.

Educational Matters.

(S.J.H.)

"There is a tide in the affairs of men, which taken at the flood leads on to fortune."

I am not sure whether the foregoing is the correct quotation or not, but anyhow I feel that the same is appropriate and applicable to the educational affairs of our country today.

During the past week or so two things have been prominently brought forward, two things which are of paramount and special interest to the Newfoundland teachers. (The two things are the idea of the memorial as suggested at a meeting of the Teachers' Association, and a Teachers' Convention.)

That the Superintendents of Education should endorse the erection of a training college, and all that it entails and forecasts, is proof positive, that the need of adequate training is at last becoming too imperative to be neglected, and proves further that the idea of a memorial for our boys has suggested to the educational authorities a means of dealing with the people of Newfoundland, our present defects and perpetuating forever the memory of those who fought, by giving to their descendants a better chance of advancing their own and their country's interests.

The need of technical and scientific knowledge, and the necessity of "keeping up with the times" are being emphasized on all sides by all classes and creeds of ordinary intelligence.

Whether the college be supported by public subscription, or by government, every educationalist and teacher must support the movement, and endeavor to make it a success. Moreover all throughout the country encouragement and practical endorsement should flow in. A national monument in St. John's, the capital of the colony, is a practicality.

A teachers' convention is indubitably necessary during this year. The different problems facing us to-day are many and complex, and only a convention, a conference by the teachers, can help to put things on a proper reconstructive basis.

Already notices have been given in the press for teachers to give their support to this project, and to write the Secretary of the N.T.A. signifying their willingness to support the proposed meeting. The questions of salaries, training, C.H.E. exams, ministry of education, and others demand immediate and close attention. Teachers must awake, and because re-vitalized with the spirit of teaching, and act, so that ideas may become actual facts.

By action alone can such proposals as the erection of a memorial training college and a 1919 convention become accomplished things productive of better citizenship.

As an appendix to the above may I ask Mr. Morine if at last night's meeting of the Llewellyn Club he wished to give the impression that a training college would be chiefly for the fitting of the teacher to instill higher education. If so, may I add that the greatest reason we can deduce in favor of a training college is to do away with ungraded teachers, and give first of all the kindergarten teachers, or if you like, the elementary teachers, a basic grounding in psychology which will result in giving the children later submitted to them, a broad and intelligent education.

The British convict ship "Success," said to be more than 100 years old, was wrecked in the flood of the Ohio River at Wheeling, W. Va., recently. The rising waters tore the vessel from her moorings and threw her against a steel pier of a bridge, snapping her three masts and sinking her in shallow water.

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AT CONSPICUOUSLY LOW PRICES.

VALUES worth hurrying for.

Every Wanted Size in Ladies', Gents', Children's, Misses' and Boys'.

Having amassed an immense Stock of these and thereby gaining the lowest possible purchase prices, we can offer our patrons the very best possible values in DEPENDABLE RUBBER FOOTWEAR right up to the expiry of the season.

It will be worth your while to bear this fact in mind when renewing your Shoe Rubbers.

The following prices are worthy of your consideration.

Women's Rubbers.

Reg. 80c, Storm, for	-	74c
Reg. \$1.10, Storm, for	-	96c
Reg. \$1.30, Storm, for	-	\$1.19
Reg. \$1.10, Low Cut, for	-	92c

Men's Storm Rubbers.

Reg. \$1.15 pair, for	-	\$1.02
Reg. \$1.45 pair, for	-	\$1.19
Reg. \$1.50 pair, for	-	\$1.29
Reg. \$1.70 pair, for	-	\$1.49

Misses' Storm Rubbers.

	11 to 2.	
Reg. 70c pair, for	- -	63c
Reg. 85c " " "	- -	76c
Children's, 4 to 10,		
Reg. 60c pair, for	- -	54c
Reg. 75c pair, for	- -	65c

Boys' Storm Rubbers.

1 to 5.		
Reg. 95c pair, for	-	85c
Reg \$1.20 pair, for	-	99c
Youths', sizes 9 to 13.		
Reg. 80c pair, for	-	71c
Reg. \$1.00 pair, for	-	83c

NO CHARGING.
THESE ARE
CASH PRICES.

James Baird
LIMITED

NO CHARGING.
THESE ARE
CASH PRICES.

At the City Hall.

Deputy Mayor Morris presided at yesterday's meeting. Councillors Brownrigg, Tait, Vinnicombe and Mullally were present.

A. E. Hickman Co., Ltd., wrote that they applied for water on the 21st inst., for the schooner Ritcey, which was ready to sail on the 25th inst. Up to the 28th inst. the water had not been supplied, and the Company had to employ men to put the water on ship in buckets. They hoped the Council would pay for the expense.

The Council water man reports that the Hickman Co. were not ready when he called to supply service, and the Company will be so written.

Job Bros. Ltd., supplied new plan of building to be erected over the N. Side waterworks premises.

The plans were passed, provided that a full fire-proof construction must be erected.

Jas. J. Spratt submitted plans for proposed alterations to Nfld. Boot & Shoe Co.'s boiler shed.

Plans approved subject to engineer's final passing of work.

Engineer Ryan submitted a diagram plan of the fall and rise of the water at Windsor Lake for a period of one year, through natural causes and city leakages and extravagances. From January, 1918, when the water was at level, there was steady drop, except following rainfalls up to September, when the level showed a rise, and at present the water shows a height equal to that of last year.

The Water Dept. submitted its report of work done during 1918, which the Council considered highly satisfactory.

Councillor Tait called attention to the dog nuisance and the dog tax, and intimated that he would bring up the matter for discussion at next meeting. Councillors Ayre, Mullally and Brownrigg also referred to the matter, which will be fully considered next meeting.

With the reading of the Health Officer's report and passing of bills, etc., the meeting adjourned.

Curliana.

The first big match for the season was played by the Curlers last night, the Reds and Greens contesting for the Bonavista trophy. There was fairly good ice, good play and the players were almost back to their old selves. The Greens won by a score of 62 to 51. The players and scores are:

Reds:
J. L. Slattery
W. E. Fraser
Geo. Peters
H. Donnelly
(skip)—10

W. McNelly
J. J. Henley
C. R. Duder
F. H. Steer
(skip)—6

W. Clouston
E. McLean
S. Roger
G. G. Glennie
(skip)—10

Hon. J. C. Croble
R. G. Ross
H. D. Carter
J. C. Hepburn
(skip)—3

W. B. Fraser
B. Hayward
J. Angel
A. H. Salter
(skip)—7

E. McLean
W. Collins
D. MacFarlane
H. E. Cowan
(skip)—8

J. J. Henley
H. A. Brown
Dr. Macpherson
W. Shitran
(skip)—7

A Splendid Addition.

Last evening we had the pleasure of viewing the splendid new addition to our mercantile marine when we went on board the three-master schooner, Flower Dew, built at Shelburne, Nova Scotia, for the enterprising firm of Messrs. Patton & Forsey of Grand Bank. The ship is 333 tons gross and 305 tons net, and for beauty of model, strength and durability, as well as sailing qualities she will be hard to excel. On her first voyage, a few days ago, she reeled off 12 knots, and as a sea-boat she has proved herself all that could be desired. She is under the command of Capt. Abram Thornhill of Fortune, one of our youngest as well as most successful master-mariners. Cap. Thornhill, although only 28 years of age, has been master in our foreign trade for over three years, and during that period he commanded the Nordica and the Emily H. Patten, both first class ships which rendered good account of themselves as fast-sailors and good sea-boats. The Flower Dew was launched in December last.

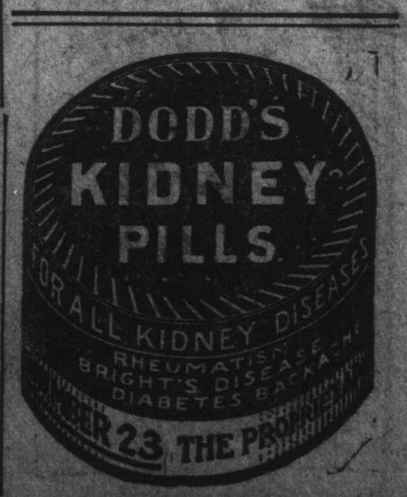
This splendid specimen of marine architecture is built of hard white-pine in the bottom, with pitch pine topsides. She is provided with a United engine of 9 h.p., which is utilized in hoisting the sails and anchors, also a cargo winch on the top of the galley. Her cabin has every accommodation and modern improvements, and has lavatory, bath-room, sitting-room, pantry, etc. The galley house is situated in the forward part of the ship one deck, and can accommodate four sailors, and the cook's galley is connected with this on the port side of the house. There is also a large force-pump, worked by the large engine, which is used for washing down decks. She is well fitted with running gear of the very best mauls and the rigging is of wire. She carries two jibs and a balloon three gaff-topails and two staysails. She has a spike bowsprit of pitch pine about fifty feet long, which comes through the bollards and is firmly connected with the pall-post. The mizen-boom is sixty five feet long. The blocks are of the

latest patent. She is indeed a pretty vessel, and will rank amongst the best in our mercantile marine. She carries two substantially built boats, with all requirements in case of emergency.

The Flower Dew is now ready for sea, bound to Bahia, Brazil, with 6,210 drums of prime cod-fish, shipped by the enterprising firm of G. M. Barr. After discharging her cargo at Bahia it is probable she will load with tobacco for Cadiz, Spain, and return to Newfoundland with a cargo of salt. If all goes well, Capt. Thornhill expects to make the round trip by August next. The ship is at present at the wharf of Tensler & Co. and T.H. Cartor & Co. are the agents. We wish the young captain every success and a safe return.

City Club Annual.

The City Club held its annual meeting last evening. President Cowan occupied the chair and presented the report and accounts, which were duly adopted. The following officers for 1919 were elected:—President, Mr. F. W. Bradshaw; Vice-President, Mr. J. P. Blackwood and Mr. C. A. O'Brien; Secretary, Mr. F. L. Bradshaw; Committee, Messrs. H. E. Cowan, E. Watson, E. R. Brooks and G. G. Glennie. Ten new members were elected to membership.



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It is not the extreme freakish one year car, but sensibly built to give years of service and always to look good. Real leather upholstery, 116 inch wheel base, one-man top, 32 x 3 1/4 tires (rear non-skid), electric starting and lighting, all attest to the fact that the car is built up to a standard and not down to a price.

If you are thinking of buying an automobile, it will be worth while to see the Models now on exhibition at the Garage of

General Motor Supply Co.,
GEORGE STREET.

Jan 23, 1919. Catalogues on request.