



Evening Telegram

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

Tuesday, November 25, 1919.

The Senate and the Treaty.

If the failure or refusal of the United States Senate to ratify the Peace Treaty has not killed it entirely, it has at least placed it in abeyance for a considerable period. All compromise efforts to bring about ratification failed, the resolutions all being overwhelmingly defeated. Having done so much toward rendering the Treaty nugatory, the Senators went home to promptly, perhaps, forget all about it. At any rate they will not give it much concern, until next session, when it is not assured that it will not meet a similar fate.

British statesmen are not saying much with regard to the recent action of the Senate in dealing with the Treaty, and it is understood that the reasons for this lack of comment are that it is an entirely American question of domestic politics, and that any expressions from them might give offense and be taken as an attempt to influence United States politics. The newspapers, however, are not quite so circumspect, the Liberal press laying particular stress on the fact that should America not stand by her agreement with regard to the Peace Treaty and the League of Nations, the world will be thrown back once more into "the whirlpool of competitive armaments."

Be that as it may, there are yet some hopes entertained that some compromise of ratification will be accomplished at next session of the Senate, opening on December 1st, and already friends of the Treaty have undertaken to ask that President Wilson ascertain from the other powers interested just what reservations they would be prepared to accept. No matter, in this relation, what may be agreed upon, the whole affair will still be subject to the will of the Senate. The Constitution of the United States requires that any treaty negotiated by the President must be ratified by at least two-thirds of the members of the Senatorial Chamber before it can become effective. From the first it was viewed that in the present instance this was impossible, the Senate being hostile to President Wilson on

personal as well as on political grounds.

Severe criticisms were launched at the President by his opponents from the beginning to the ending of the war by political (Republican) opponents. At the start of hostilities he was denounced, for hanging back and charged with lack of generosity in failing to support Belgium: accused of want of courage in avenging Germany's numerous insults to the American people, and up to the time of America's entry into the arena of war the President's policy was generally disapproved. Even after the United States had "gone in," in 1917, Wilson was attacked because of an alleged lack of preparation, and generally the whole conduct of the American campaign was criticized, the President's opponents making capital out of any material that came to hand. Censure was directed at him when the armistice was concluded, and he was accused of having enabled the Germans, by his personal negotiations, to secure too favorable terms, an interference in a strictly international affair which even his personal friends as well as his political foes severely and caustically condemned.

The Republicans, whose added hostility he went out of his way to seek by his direct appeal to the people in the autumn of 1917, against that party, were not to be placated, and when Wilson returned from Paris, he was under suspicion and had incurred the personal as well as the political ill-will of a majority of the American people. In any case he had a majority against him in the Senate, chosen it maybe and aligned for battle against him, because of his special appeal made to the gallery. This majority was lying in wait for Mr. Wilson with political bludgeons in their hands, and they have not hesitated to use the bludgeon. The Treaty has been put out of the Senatorial arena, if it has not been killed outright. Some of its opponents claim that it is dead, and so far as the present Senate is concerned it is. Whether the action of the Senate in refusing the necessary two-thirds vote will enhance the reputation or increase the prestige of the American Congressional institution, must be left to the world to decide. The Senate submerged the national credit into a personal animosity, and their rejection of the Treaty must necessarily involve their country into many immediate and instant dangers, two of which are damage to American credit, and embarrassment to American foreign trade.

Egg-Collecting Beginning Again.

The work of egg-collecting for the soldiers in the three military hospitals will begin again this week. It will be remembered that for the past two years or so the ladies of the Daughters of Empire have engaged in this patriotic work, and now that they are about to resume the excellent service every available person should endeavor to supply an egg a week for the collectors.

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Men and Money.

To-morrow the Telegram will publish the first installment of a new short story, entitled "Men and Money." This is a story with a purpose and is written by Mrs. Nellie L. McClung, author of "Sowing Seeds in Danny," "In Times Like These," and other stories with a purpose. The matter of adequate recognition of mothers who have lost sons at the front is one that is receiving at present a great deal of attention from women of all classes, and the movement in this direction is gathering volume.

MacLean's Magazine which publishes this story in the November number, being desirous of making it known everywhere, has given the Telegram special permission to reprint "Men and Money," a permission for which the proprietors have our thanks. Don't miss this purposeful story in Wednesday's, Thursday's and Friday's Telegram.

Police Court.

A young woman charged with being drunk and disorderly was let go upon promising to reform.

A woman married to a foreigner, charged with being drunk and disorderly was let go, upon the husband promising to look after her.

Ex-soldier charged with being drunk and disorderly was dismissed.

A Chinaman appeared against this man and told the court that the prisoner, ordered fired ham and eggs, at his restaurant and did not pay for them. The soldier claims that he gave a ten dollar bill.—The Chinaman will summon him for the amount of the feed \$2.50.

A foreign seaman drunk and disorderly in the shop of Anna George, was fined \$2.00 or 7 days.

Maternity Hospital Campaign.

Next week the campaign for the erection of a Maternity Hospital will be launched, and no doubt will be pushed to a successful conclusion by the five hundred or more of a committee, who are in to win. The Salvation Army in social work has done wonders, and when it says this dominion needs a Maternity Hospital, they know what they are talking about. So get interested and give a helping hand even if you are not asked personally.

Sagona's Report.

Capt. Parsons, of the S.S. Sagona, has wired the Reid-Nfld. Co. as follows:—"Arrived at Rigolette on the 16th; prevailing winds from west to north west with fine weather. Returning, north to northeast winds; heavy northeast snow storm on 21st; 100 passengers on board and two-thirds cargo of freight."

Civil Court.

Owner sues for possession of a house tenant claims possession postponed till Friday.

Ex-soldier for not paying back the loan of money had from a shopkeeper of Gower Street, proved that the shopkeeper was mixed up in giving change of cheque for payment of amount, dismissed.

Coastal Boats.

REIDS'

Argyle not reported. Clyde left Morton's Hr. at 3.45 p.m. yesterday, going to Port Union.

Dundee to have left Lewisporte last night.

Edith left Flower's Cove at 12.25 p.m. yesterday, coming to Humbermouth.

Glencoe due at Port aux Basques today.

Home arrived at Lewisporte at 5.10 p.m. yesterday.

Kyle left Port aux Basques at 9.45 p.m. yesterday.

Meigie left Burin at 9.30 p.m. on the 23rd, going to Port aux Basques.

Petrel left Britannia at 2 p.m. yesterday, outward.

Sagona left Catalina at 1 a.m. yesterday, coming south.

Shipping News.

The S. S. Lake Fighart left Heart's Content this morning for New York.

The S. S. Monmouth resumes her voyage across this evening.

The S. S. War Witch arrived from North Sydney to-day with a cargo of coal consigned to W. B. Fraser.

The S. S. Canadian Adventurer sails to-morrow for Charlottetown.

The S. S. Rosalind left New York at noon to-day for St. John's via Halifax and is due on Monday.

The S. S. Sabie Island leaves North Sydney to-night and is due here Thursday.

Tickets for the St. Andrew's Concert, Supper and Dance on Thursday night can be had from R. G. Ross, Esq., at Bowring's up till 6 p.m. Wednesday. Positively no admission without ticket. No money taken at door.—11

MINARD'S LINIMENT CURES DYPHTERIA.

MINARD'S LINIMENT CURES DYS-ENTERIA.

Capt. Burke's Story Of The Loss of Schr. "Bianca"

The Telegram this morning had the pleasure of a visit from Capt. Mark Burke, master of the ill-fated auxiliary schooner Bianca, the report of whose loss has already been announced in our columns. For further details we are indebted to Captain Burke who has put in the following official statement, written at sea on board the s.s. Lehigh (the rescuing steamer) en route to Charleston, S.C., November 10th, 1919, immediately after the crew were taken from the waterlogged and sinking Bianca.

STATEMENT.

"This is to certify that the motor schooner Bianca, of St. John's, Nfld., 408 tons gross, 313 tons net, left Indian Tickle, Labrador, carrying a crew of nine men (including the master) on the 21st day of October, having on board 10,350 quintals dry codfish, and bound to Gibraltar for orders. (Follows extract from the ship's log, taken from memory, as all papers, etc., were lost.) Experienced fine weather October 21st and 22nd with westerly winds; carrying all sail with engine going; compass course S. by E. and pumps carefully attended to. On Thursday, 23rd October, wind backed from eastward with heavy swells heaving in from South. At 4 p.m. tried pumps, but found no water. Tacked ship under whole sail breeze with engine going. Ship putting bows under and taking some water on deck. At 6 o'clock the engineer reported water over the keelson. Sounded well and found over three feet of water in hold. Stopped engine at once and rigged bilge pump, hand pump and forward engine pump. After all three going together they sucked at 8 o'clock p.m. One hour later the engine running the bilge pump stopped and no further good could be got from it during night. At five o'clock Friday morning, 24th October, the hand pumps were not capable of keeping ship free. On discovering water gaining, called all hands and commenced to jettison cargo. Weather fine all day, with moderate south wind. Latitude at noon 51.30 north; longitude 49.39 west. At 5 p.m. leakage increased, and it was decided to run for the nearest land. Engine was kept going the course taken by compass being N.W. At midnight wind had increased and was blowing steadily from north. At 4 o'clock Saturday morning, a N.N.E. storm forced us to alter course to S.W. and secure hatches. At 6 a.m. we cut through bulkhead and threw more cargo overboard for the purpose of lightening ship, keeping pumps still going. Jettisoned cargo all that day. Sunday, Oct. 26th, sea was moderate. Latitude at noon 47.40 north; longitude 59 west. Pumps continually going. On Monday, Oct. 27th wind was S.W. and ship not making so much water, as the jettisoning of 1200 qts. of fish had made her more buoyant, and she did not labor so heavily. Our next decision was to make a try for Gibraltar, and on Tuesday with all sail set and engine going, pumps still working, wind then west, we set our course for that objective. Being until morning, lowered sails at 8 o'clock, keeping engine working. On Wednesday, Oct. 28th, a storm of wind blew from S.W. Set close reefed mainsail and mizzen storm sail and hove ship to. Noon heavy sea making, wind having veered into west. Kept pumps going. Midnight, gale

increasing. At 8 o'clock Thursday morning, shipped a mountainous sea which broke the mainboom, tore mainsail to shreds, broke skylight and flooded cabin, taking away engine room companion and filling engine room, putting engines out of commission. This was smashed life-boats to splinters and carried away the poop rail on both sides. It also, so great was its force, tore open ship's side and the port waterway. Water in engine room stopped bilge pump engine, as well as main engine, consequently crew unable to give time to anything but hand pumps at which they worked like trojans. At noon it was exceedingly stormy and a tremendous sea running which continued all night. Through it all the pumps were kept going, the crew doing wonders under such difficult conditions. At 4 o'clock on the morning of 31st October, wind began to take off, and at 8 o'clock we hoisted the forestaysail and lower mizzen storm-sail and made course to the S.E., wind then being N.W. Latitude at noon 46.40 north; longitude 40.20 west. Ran all that day before wind and sea with only the forestaysail set. At 6 o'clock in the evening saw light of a steamer, bearing by compass S.E., and at 7 o'clock saw the steamship herself bearing by compass S.W. and distant about a mile. Called for assistance by burning a flare-up. In another few minutes, to our great delight we saw both side lights of steamer heading toward us. Learning that our boats had been smashed, a volunteer crew launched one of the steamer's lifeboats and shortly afterwards we had the extreme good fortune to be taken safely on board the good ship Lehigh, Capt. James Deal, bound for Charleston, South Carolina. The captain, officers and crew received us with every mark of good will and succour and bestowed every comfort at their disposal upon us. To our exhausted crew the rescuing ship came like a gift of Providence, and we were scarcely on board ere kind hands directed our exhausted men to the crew's quarters, where they were stripped of their sodden garments and clad in dry underwear, and falling into the berths provided were soon in dreamland, thankful for the timely arrival of the Lehigh and grateful to the manly hearts on board who outried each other in the kindness shown the exhausted men of the Bianca. When the Lehigh's boat came alongside the waterlogged ship, orders were given the crew to bring nothing with them but jump for dear life, and neither captain, mate nor men saved nothing but as we stood. No thanks of ours can convey to Capt. Deal, his officers and men how thoroughly we appreciate the whole-hearted kindness shown us. The traditions of the sea were nobly maintained by the master of the Lehigh and his gallant crew, and on behalf of the Bianca's company, who sign this statement with Captain Deal and his truehearted sons of the sea all the good luck and prosperity that life can give.

MARK BURKE, master.
JOSEPH DAVIS, mate.
WILSON CLARKE, A.B."

In another column of the Telegram will be found a further description of the rescue, taken from the columns of the Charleston American, which Captain Burke states is authentic in every way, much of the material having been supplied by himself to that paper.

Obituary.

We chronicle with regret the death of Mr. Wm. O'Driscoll, who passed away on Sunday morning at Mobile after a long illness. Deceased, who was a brother of the late P. C. O'Driscoll, was well and favourably known by quite a number of people in the city. He leaves two brothers, Rev. S. P.P. of St. Mary's, and Aiden, in business at Witless Bay, and one sister, Mrs. R. H. White of this city, to whom we extend condolence.

In a Nutshell.

Like the sun, the modern gas fire warms solid objects—such as the furniture of a room or its occupants—without appreciably raising the temperature of the intervening air. At the same time the products of combustion in their passage up the chimney flue keep the atmosphere in healthy motion.

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The proof that good engineering can be accomplished in Newfoundland is afforded in the new dam that has been constructed at St. John's by the engineering staff of the Newfoundland Company. The purpose of this dam, it may be said, was an enormous quantity of water, formerly went to waste, with the result, very often, that when the water most needed it was not available. The public will remember some years ago, when the street railway was to be closed down. Every one, somewhat vaguely, it must be admitted, that the "shortage of water" caused this, but few were aware of the actual meaning of that phrase. It is known throughout the province that the electricity required to run the street-railway, as in the case

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