



Evening Telegram

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

THURSDAY, Sept. 5, 1918.

When Will it End?

The trade will receive another solar plexus blow by the new advance in the freight rates of the Reid Newfoundland Company...

The country has already suffered from several previous advances in the Reid freight tariff, and accepted without protest the huge increase in passenger rates made a few months ago...

Notes and Comments

Don't say "When the war is over." Say "When the war is won."

Hindenburg has found it necessary to issue a proclamation that he is still alive. But as a victorious leader he is "well dead."

J. Lewinsky, of Toronto, for having 100 pounds of cane sugar in his house was fined \$100 and costs with the alternative of three months in gaol...

The Vancouver Auto Club is endeavoring to regulate the pedestrian nuisance by making it illegal for any person on foot to cross the streets save at regular crossings where special lines will be marked that they must follow.

The names of the following Newfoundlanders appear in late Canadian Casualty Lists: Infantry - Wounded - L. Bonell, Grand River; G. Rose, J. J. Haynes (no home address).

Railway Corps - Wounded - W. H. Ash (home address not given).

The New York World remarks that probably the German Government will modify the sinking of the fishing boats off Nantucket, on the ground that they were "word-fishermen."

"It is reported," says the Hartford Journal, "that a ball game was recently played at Bridgeport, Conn., between a line made up of sailors who came from their sea base in submarines, and a line of soldiers who arrived from their camp in aeroplanes. Further details are lacking but doubtless the umpire was taken away in an ambulance as usual."

"Going to consult your solicitors? Whatever is the matter?" "Why I'm going to bring a libel action against Jones. He's been telling people I deserve the O. B. E."

Narrow Escape From Drowning.

Yesterday afternoon, Graham's Pool, Waterford River, was the scene of an accident that nearly ended in another drowning tragedy, and would have, but for the bravery of a young lad. A number of boys were swimming there, when one of them, diving from a height, struck his head on a rock, at the bottom, which instantly rendered him unconscious. He then floated to the surface, and sank again, and was going down for the third time when a young lad named Jackson, who, like the other lads, had been further back from the bank, arrived near the pool, and seeing the drowning boy, jumped in after him and with much difficulty hauled the unconscious lad ashore, and then worked hard to revive him, which he successfully accomplished within a short time, so that the boy was soon well enough to walk home.

Those Reports.

In justice to Capt. Amosen, manager of the Harbor Grace Shipbuilding Co., we state that it is a man named H. A. Andreen, who left their employ about two months ago, in the party referred to as passing worthless cheques. Some people who are not aware of the facts have been circulating damaging reports about Capt. Amosen, and in order to put matters right we give the above statement. One or two clerks have left the employ recently under unusual circumstances, but as a whole the plant is progressing in full swing and the launching of another large schooner is looked for in a few days.

Football at Picnic.

An interesting item of yesterday's Sunday School picnic was a football game between the Cathedral Sunday School and St. Thomas's boys, resulting in a draw of 2 to 2. The players were: Cathedral - E. Reid, E. Ewing, H. H. Hookey, L. Hookey, B. Rees, H. Goodland, A. Feaver, A. Lloyd. St. Thomas - W. H. Newhook, J. Newhook, J. Piercey, H. Raynes, W. Curnew, S. McNeill, L. Udle, W. Pierce. Referee - F. F. Harris.

McMurdo's Store News.

THURSDAY, Sept. 5th, 1918. Have you seen those little little vials of Colgate's tip-top Perfume. They are worth seeing, as they give extremely good value at the price—40c. Monday Violet, Dactylis, La France, Rose, Apple Blossom, Lily of the Valley are among the odors shown in this excellent series. Cambride Hair Tonic is really a hair tonic, and only a hair color restorer incidentally, and as a result of its effect upon the hair roots of the scalp, giving renewed life to the scalp and hair follicles. Price 35c. a bottle.

Reids Boats.

The Argyle reached Placentia at 11 p.m. yesterday. The Clyde left Gander Bay early yesterday morning. The Dundee left Westville at 7.10 p.m. yesterday. The Ethie reached Humbermouth at 2.45 p.m. yesterday. The Home left Nipper's Hr. at 1.40 p.m. yesterday, outward. The Sagona left Domino yesterday. The Petrol not reported since leaving Clarendville on the 3rd. The Fogota arrived at Placentia at 10.45 p.m. yesterday.

Oporto Stocks.

Table with columns: September 4th, 1918, This Week, Last Week, Consumption, Entered: Nobility and Forsey.

From Cape Race.

Wind W. S. W. light, weather foggy; nothing sighted to-day. Bar. 29.85; ther. 55.

Here and There.

ON SPECIAL DUTY.—A party of volunteers left by train this morning on special duty.

SMALL FOX AT BELL ISLAND.—The Health Inspector reports a case of smallpox on Bell Island, the patient being a boy of 10 years.

REACHED DESTINATION.—A message has been received from Capt. King stating that he has arrived at his destination and all were well.

STOKERS DESERT.—This morning, five stokers deserted their ship, now lying in the stream, thereby trying her up. A warrant for their arrest has been issued.

POLICE COURT NEWS.—A man for furious driving was fined \$2 and costs or 5 days. A cabman for furious driving was fined \$3 and costs or 5 days. A cabman for driving a horse and carriage without lights was fined \$1 and costs.

STRAITS FISHERY GOOD.—Capt. Knight, of the S.S. Ethie wired the following fishery report to the Reid Nfld. Co. yesterday: "Fishery good all along the Labrador coast to Belle Harbor. Herrings in some places. Weather fine."

IN MESOPOTAMIA.—Lieut. Macness Johnson, son of Mr. Justice Johnson of the Supreme Court, who enlisted in the Royal Scots in 1914, and served in France until he was transferred to the army of India, is now with his regiment in Mesopotamia.

TRAIN MOVEMENTS.

Tuesday's outgoing express reached Fort Aux Basques on time yesterday. Yesterday's west bound express left Fort Topaz at 3.15 a.m. to-day. To-day's train to St. John's left Fort Aux Basques on time this morning.

Newfoundland Needs Ships.

(H. F. SHORTIS.) The very existence of Newfoundland depends upon ships. Ninety per cent of our goods are all done in ships. Our imports and our exports all depend upon ships, and should they be cut off we would very quickly be in a desperate state of starvation. It has been the pride of hundreds of years, thousands of our hardy fishermen-placers that they could but their own ships. They would sail them—catch their cargoes of fish and take them to market. The days of the hardy, handy pioneer placers are fast approaching as and as the day of the specialist takes the place of the handy man of all trades. Except for the small fishing craft, the larger vessels require the experienced master-builder, who has to conform to many regulations and a high standard of work when building for the Government bounty.

I remember when my native town, Harbor Grace, was a hive of industry—when the hammer and chisel and plane were in the hands of three-fourths of all our men from dawn until sunset during the day and winter months. It is impossible to get a complete list of all the vessels built; but I give the following from memory, and what I have seen in the very best authorities, and it will give some idea of what an industry ship-building was in Harbor Grace in the first seventy years of the past century.

About 1838 George Davis built the Repulse, near Bradbury's, West End, in the garden, and launched her across the street into the waters of the harbor. About the same year Stephenson built the brig Frederick, and a few years after the brig St. John's and William, which I remember very well having been on board of her scores of times. About 1840 the brig, Harriet, also the brig, Jane & Mary. The Taylors also built some vessels in the same wharf, and a few years after the brig, St. John's, Long Beach. All these vessels prosecuted the seal and cod-fishing for over twenty years, and some of them for thirty years.

The Swift, Release and Rival at Ship Head and the brig, W. Donnelly on Donnelly's premises, South Side Water Street. The Release made probably the quickest run on record to and from the West Indies about 1850. The brig, Wm. Keoke, uncle of Capt. T. P. Keoke of the S.S. Fiona. I do not remember the exact time, but I remember that it was not over 22 days to and from Barbados. The famous builder Michael Kearney, built his chief ofœuvre, barque, Rodway, Monday, the race from St. John's, Rowe and Holmwood's clipper barque Tasso, on a voyage from Demerara to Cape Spear. They sailed together, and a large amount of money was handed over to Capt. Taylor and his crew of the Rodway upon that exciting race for marine supremacy. Capt. Goldsmith was in charge of the Tasso, which was built by the equally famous builders Newhook, of the Harbor, Trinity and Munro. Also built the splendid ships Naomi and Arabella Tarbet on the same site as the Rodway, at the junction of Victoria and Water Streets. Harbor Grace, and launched them across the street into the waters of the harbor, even as he did the Ida, which he built and launched in the shipyard where the General Post Office now stands in St. John's. Kearney also built the Clutha for the British and near W. A. Munro's cod oil manufactory, adjoining the premises of the Marine Docks. I think Capt. Punton had charge of her for one voyage. Capt. Punton was one of the founders of the great firm, William Trapnell, father of Mrs. Donald Morrison and R. H. Trapnell of this city, built the Laurel and Reform in the same locality. There were also the Princess, Adamant, Elisabeth Jane, Pat. Grey, and a number of others either built or practically re-built in the same place. When Stephenson was building the brig, Rodway, he asked Michael Kearney's opinion of her, and the famous builder striking her a tap with his stick on her quarter, remarked, "she is too light." And so she was, although she was a lucky vessel, and was in service for many years. Bob Newhook, built the splendid brig, Maggie for Donnelly in the shipyard adjoining the premises. She was lost in the Straits of Bonifacio, supposed between Corsica and Sardinia on a voyage from Trapani to Newfoundland. She was commanded by Capt. Wm. Keoke, brother of the late seal-hunter, Capt. James L. Keefe, of Harbor Grace. The James was built where the town bell is now erected, between the public wharf and the localities of the late Hon. James, such as Stephenson's Path, Brine's Path, Knight's Path, etc., etc., originated from the fact that these Paths were used by contractors who cut the timber for ship-building in the suburbs of the town, and hauled it to its destination at the waterfront over those paths. I may say that our great iron steamer, Belleisle, also added its quota to our mercantile marine by many vessels built and launched there, amongst which I may mention the Bonavista, Belleisle and Bellina, for William Pitts, grandfather of the late Hon. James Pitts, whose dwelling house and store are still there in a good state of preservation. Kent was the builder of the Harriet, Ridley made the ship on the island for the firm of Ridley & Co. The Harriet, Ridley made the ship from New York to St. John's in seven days under the command of the well known master mariner, late Capt. Richard Kearney. I think the brig, Alabama was also built on the South Side for Glavinie. If we go back to the very earliest days of our history, over three hundred years ago, we know that even the notorious freebooter and pirate Peter Easton, repaired his ships near where the great Shipbuilding Company have now their extensive premises.

To-Day's Messages.

10.30 A. M. A DISTINGUISHED OFFICER.

LONDON, Sept. 4. (Canadian Press Despatch from Reuters, Ltd.)—Captain Francis Cromie, D.S.O., whose murder at Petragrad has called forth from the British Government an urgent demand for reparation by the Soviet Govt., was one of the first British submarine officers at the outbreak of the war. He commanded the Hong Kong submarine fleet. During 1915 he commanded the B-19 in the Baltic and torpedoed the third class German cruiser Urdine, also covering the Baltic, and destroying ten German steamers. In November, 1915, he assumed command of the Baltic flotilla, and in May, 1916, was awarded the D.S.O. During the Russian revolution he handled the situation with great tact. In April, 1916, he was responsible for the destruction and evacuation of our submarines in the Baltic. He was appointed to the Russian Embassy in Petrograd to his knowledge of Russia, and the condition prevailing in the country.

ADVANCE CONTINUES.

AT BRITISH ARMY HEADQUARTERS, Wednesday afternoon, Sept. 4. (Canadian Press Despatch from Reuters, Ltd.)—Supplementing cables the British advance towards Cambrai has lured into a series of patrol fighting. On the main line our advance continues widely astride the Bapaume-Cambrai road. The Canadians are on the Canal Du Nord, along practically their whole front, while the British home troops, south of the Canal road, have also reached the Canal at many points. Southwards, at Mouvaux, the situation is most liquid. There is considerable fighting in the region chiefly between small bodies of infantry in rearguard actions.

STILL PRESSING ON.

LONDON, Sept. 4. (Canadian Press Despatch from Reuters, Ltd.)—Supplementing the important news of the German withdrawal from between the Somme and the Oise, Reuters' correspondent, at French headquarters, reports that this afternoon that in the morning the French advanced cavalry were little more than a mile from Guisnes. The enemy is retreating to important positions along the unfinished Canal. The French troops occupied Bois Chapire, to the westward of Guisnes, and in the woods, they hold Bussy to the south, and are close to Croiselles. The enemy is falling back, with the enemy protecting his retreat. General Mangin's troops who also are south of the river, but not from their artillery. On the Ailette front, the British and Sorby are some distance in the rear, and have worked up the edge of the ravine separating it from Croiselles. The German position pending withdrawal from the Vesle will be probably firstly towards their old fortified crossing of the Aisne, and secondly towards the town of Fismes. The German Vesle front are reported to be increasing.

FLY IN THE OINTMENT.

A Russian Government wireless message, giving details of the peace negotiations, to the British-Litovsk peace treaty, says that delimitation will begin forthwith on all fronts. Germany will evacuate the whole occupied territory east of Esthonia and Livonia, immediately frontiers are established. Other occupied territory, to the east of Germany, will be evacuated when Russia has completed her financial obligations which must be done in the first four months. With the exception of these portions of Russia, not affected by the Treaty, Germany will not support the formation of the new independent states in Russian territory. Russia will fight against the troops of the Entente Powers in Northern Russia. Germany will evacuate Finland will not attack Russia. Russia renounces its sovereignty over Esthonia and Livonia and is entitled to free transit to Riga, Riga and Windau. Warships taken after the ratification of the Brest Litovsk Treaty will be recognized by Germany as Russian property.

COSTLY JOY RIDE.

NEW YORK, Sept. 4. Captain Leeland E. Hopkins, of the S. S. Yackin, and five officers of his ship, were found guilty of conspiracy against the Government in Federal Court here to-day. The maximum penalty for the offence is two years imprisonment and \$10,000 fine. The men after taking food supplies to the Allies on the "Yackin" took the ship for a marine joy ride in the Mediterranean and financed the cruise by selling their stores and coal from the bunkers. They were arrested on their arrival at an American port. They will be sentenced Friday.

FIX YOUR ROOF with RED STAR FELT, the Good Kind.

Don't wait for the wet weather. Your Merchant can sell you RED STAR FELT now Cheaper than it will in be October.

THE PRICE IS GOING UP. RED STAR FELT, 1, 2 and 3 Ply.

Colin Campbell, Limited.

Chairs, Chairs, Chairs! We have now on display a large assortment of the above Goods from the cheapest to the most expensive. Prices ranging from \$1.00 each up.

We have them in Hardwood, Oak and Mahogany finish, upholstered in Leather, Cretonne, Velour Plush, also a large assortment of Rockers. As these Chairs were bought before the recent advance in price, we are offering same at our usually low prices to clear.

The C. L. MARCH CO., Ltd., Corner Springdale and Water Streets.

Here and There.

EXPRESS PASSENGERS.—The following first class passengers are on the east bound express: D. F. Fox, Mrs. Jos. Pennell and daughter, T. Cribb, Miss A. Gost, J. B. Larey, Lieut. Howard Reid.

INTERESTING PROGRAMME.—At the outing of the Star and R. R. and C. Committees, to be held at Holyrood, on Wednesday next, football, rowing, cricket, tug of war, games will be played and pony races and others just as interesting held, while a grand dance will conclude the evening.

BILL IN DRY GOODS STORE.—At 2.30 this p.m., the Royal Stores received a visit from a rather unusual "customer." Two heads of cattle were being led through the street, when one broke clear and entered the Royal Stores Dry Goods. We are not aware if any damage being done as a result of the visit.

BORN.—On September 4th, at No. 2 Howley Avenue, a son to Mr. and Mrs. A. W. Picoott.

DIED.—On the 3rd inst., at 11 p.m., after a short illness, Joseph Hanlon, aged 88 years, leaving to mourn him a wife, 3 sons, 6 daughters and one brother in Newfoundland and three sisters in the U. S. A.; funeral on Friday, at 2.30 p.m., from his late residence 8 1/2 Plymouth Road; friends and acquaintances please attend without further notice.—May his soul rest in peace.

Yesterday afternoon, after a brief illness, Stephen Ash, aged 26 years; leaving a wife and two children, mother, father and one sister and two brothers and a large circle of friends to mourn their sad loss; funeral tomorrow, at 2.30 p.m., from his late residence, Hamilton Street; friends and acquaintances please attend.

THE FIRST PRINCIPLE OF MODERN BUSINESS IS SERVICE.

That is where we shine. Good Goods well made, moderately priced, and honest effort made to deliver on time. Expert accounting and satisfactory settlements of all claims.

The biggest clothing manufacturing organization in Newfoundland backs up its claim for Superior Service.

WHOLESALE ONLY. Newfoundland Clothing Co., Ltd.

WM. WHITE, Manager

More School Accessories

EXERCISE BOOKS—Tough covers and good, smooth paper. High grade paper, ruled faint. 60 pages. Reg. 15c. each for 80 pages. Reg. 12c. each for 100 pages.

SCHOOL SCRIBBLERS—Large unrulled pages; arithmetical on back cover. Reg. 11c. each. Friday and Saturday.

SCRIBBLERS—Unruled pages value at this price. Reg. 7c. Friday and Saturday.

JET BLACK WRITING INK—Superior quality. Special for Friday and Saturday.

INK AND PENCIL ERASERS—venient shape with wedge. Regular 4c. each. Friday and Saturday.

PEN HOLDERS and LEAD PENCILS—Well polished cedar; good quality. Regular 3c. each. Friday and Saturday.

SKIRTS, BLOUSES, etc.



WOMEN'S NAVY MELTON SKIRTS—good stout material. Made in our own tailoring departments. Regular \$4.50 each. Friday and Saturday.

BLOUSES—White floues, woven in the Plain Pink Moulin. Blouses in a series are three most desirable styles. Hemstitching; all have wide sleeves. \$2.75 each. Friday and Saturday.

KHAKI CANVAS and LEATHER—Large size, with strong metal fastenings. Most convenient for special in wet weather. \$1.80 each. Friday and Saturday.

WHITE UNDERSKIRTS—Of closely medium width embroidery flounce, justable to any size; short length. Regular \$1.50 each. Friday and Saturday.

WOMEN'S FINE JERSEY RIBBEN—Women's weight, fashioned to fit the long sleeves and legs, together string neck, will prove most desirable autumn evening to come. Regular \$1.50 each. Friday and Saturday.

HOUSEHOLD

PATCHWORK QUILT COVERING—Just in time for this Sale; all small pieces of cotton, silk, etc. Regular 50c. each. Friday and Saturday.

REGULAR 95c. each. Friday and Saturday.

FURNITURE CHINTZ—In hand combined colorings; also assortment of colors and designs. 30 and 34 inches wide. Regular \$1.50 each. Friday and Saturday.

SCRIM CURTAINS—American for workmen corners and fine line scrim, with hemstitching for pleates this most serviceable. Regular \$3.50 each. Saturday.

SILK CUSHION COORDS—A big assortment; extra heavy silk borders. Regular \$1.55 each. Saturday.

WHITE TURKISH TOWELS—of any kind; maximum size. med ends. Reg. 50c. each. COLORED BORDER BREAKERS—Damask with fringed edge. Friday and Saturday.

EMBROIDERED 5 O'CLOCK TEA—make that will launder well appearance. Regular 70c. each. Saturday.

Our Baseball

PLAGIARISED AND

INTER-TOWN SERIES.

At the meeting of the League held yesterday night it was decided to extend the same courtesy to Grand...

They are holding their annual meeting on Saturday, Sept. 7th, at 8 p.m., at the Hotel...

The players will leave here on Saturday, 12th inst. The first game will be played on Saturday afternoon, 13th inst. on Saturday, 14th inst.

WHOLESALE ONLY.

Newfoundland Clothing Co., Ltd.

WM. WHITE, Manager