



(Founded in 1879 by W. J. Harder.)
The Evening Telegram
 THE EVENING TELEGRAM, LTD.
 PROPRIETORS.

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Friday, November 13, 1925.

The City in Relation to the Rest of the Island

"Hesperian," in "Western Whispers," published in this issue, considers that St. John's is seeking too much in asking for its due share of the road moneys, for that, we believe, is the only suggestion that has been made, and as it was voiced by all the city papers, it has been robbed of anything in the nature of politics and would appear to be fair and reasonable.

Our western correspondent refers to various public institutions within the precincts of the city as though they were assets. As the Capital, it is inevitable that the Parliament Buildings and the Government departments are located here, and as to the Penitentiary, the Hospital for the Insane and the Poor Asylum, we cannot but think that if it were decided to transfer them to the West Coast, the loudest protest would come from that section of the Island.

The idea of building the General Hospital in St. John's was, we presume, because it was considered the most central site, and from the patients' point of view circumstances convince us that their comforts are better served here than would be possible anywhere else. The writer might also have included in this category the Orphanages. Has he any idea how much the individual citizen subscribes to such institutions? Has he ever seen the stream of visitors, practically none of whom go empty-handed, proceeding to the Hospital on Sundays and other visiting days? Were the Hospital situated in any other part of the island, the residents would undoubtedly be equally generous and considerate, but they could not of necessity render as great an amount of voluntary aid.

In the same way, the people of the city do all they can to add to the comfort of those in the Poor Asylum, the Hospital for the Insane, and the other institutions. The inmates are not by any means all residents of the city, but we have yet to learn that any distinction is ever made between the one and the other.

Has our correspondent any idea of the demands made upon the citizens of St. John's in the interests of the orphan children and the destitute in the town, a very considerable proportion of whom are from the outlying settlements, and is he not aware of the generous manner in which the city helps to maintain the Permanent Marine Disasters Fund? Must he not admit that in practically every instance when help is required anywhere in the Island the appeal is made in the city and seldom without gratifying results?

With reference to the construction of highways, our correspondent is misinformed. So far, but one road leading from the city has been touched by the Commission, and whereas highways have been completed in many of the settlements in Conception, St. Mary's and Placentia Bays, the city end of the

thoroughfare has not yet been finished.

Our correspondent must be well aware of the plans already in operation on the West Coast. He must also know that the distances to be covered and the large bridges to be constructed, will entail an expenditure out of all proportion to that in or near the city. He must also realize the necessity of surveys preliminary to the actual construction work.

In connection with the site of the Hotel, the practice is the same as that followed everywhere, to have it at the main terminus of traffic lines, and we have no doubt that in a few years time another such convenience will be required on the western side of the Island. The situation of the dock is decided by similar circumstances.

Our correspondent may be surprised to learn that of the men employed both at the Dock and at the Hotel a very considerable number are from the outports. In fact it has already been claimed that so great is the influx that the city workmen have voiced a protest.

To assert that there is any tendency on the part of the residents in the city to regard themselves as superior beings is exceedingly foolish. In every walk of life in St. John's the number of employees who are not city born is very considerable. They are in positions of trust and responsibility, and the proud boast of many of the most prominent among its citizens is that they are outport men.

The business, political, and social life of the city and the other parts of the Island make them interdependent, and to attempt to make any distinction between the one and the other tends to destroy the community life of the whole. Surely already there are sufficient causes to provoke animosity without introducing other antagonizing elements.

We have dealt somewhat lengthily with our correspondent's remarks and make no apology on that score. If we appear to have emphasized the generosity of the city in matters philanthropic, it is because we feel that it is time that St. John's received some recognition for the services it performs, and if it is possible to have its claims recognized for due proportion of the revenue, it may safely be said that it will not be granted at the expense of the rest of the country.

No Announcement of Two Minutes Silence

It is a matter of surprise and regret that official notice of the observance of a two minutes silence on Armistice Day was not given through the Press. This simple tribute, which has been customary ever since November 11th, 1918, was duly arranged for in Great Britain and in the Dominion of Canada by the Cabinet, and the omission here was an oversight for which no reasonable excuse can be offered.

The suggestion of His Majesty the King, it is one which every person can observe with no inconvenience and is desirous of observing, and the fact that the silence is maintained throughout the Empire makes the omission in the birthplace of the Empire deplorable.

Delay in Issue Due to Accident

Yesterday, just before Press hour an accident in the composing room to one of the forms resulted in delaying the issue of the Telegram nearly two hours. We regret the inconvenience caused our readers and particularly those in the settlements outside the city, who were unable to obtain their copies at the regular time.

Motor Accident Near Holyrood

TWO GIRLS RUN OVER BY CAR.

Just as they stepped from the residence of Mr. John Veitch, Holyrood, at 8 o'clock last night, two girls, Patricia Bishop and Beattie Ward, were knocked down by a motor car driven by Mr. W. Maloney. Miss Bishop sustained a fractured leg and her companion was more or less bruised by contact with the road. Mr. Maloney, it appears, was proceeding to Salmonier with some passengers, and came so suddenly upon the girls as he rounded a corner to take the hill but a short distance from the post office that there was no time for them to step out of the way. Dr. Dwyer of Holyrood attended the injured girls and at midnight, accompanied by Constable Grouchy, brought Beattie Bishop to the city for hospital treatment. The driver of the car has been summoned.

Decline Mr. Outerbridge's Invitation

Editor Evening Telegram.
 Dear Sir,—In reference to Mr. Outerbridge's invitation extended through the medium of this morning's Daily News, he will excuse our not availing ourselves of his invitation of a private reply through P.O. Box 2-1204.

If Mr. Outerbridge had consulted us on his proposals concerning this public meeting of candidates, we should have given him to understand we believe that with the citizens of St. John's it is not what a candidate says or writes that counts, but what he is and what he does. It has been proven that every society organized by men has found it necessary to have ladies' auxiliaries to help them accomplish their aims. Women now ask to be allowed to collaborate with men in public affairs as they successfully do in the Mother Country and her other dominions today.

This success of women is chiefly due to carrying out their projects in their own way—always reluctant to come before the public excepting when absolutely necessary. Our campaign is carried on as quickly as circumstances will permit, and because we have met with much encouragement, we refuse to be coerced from our present mode of campaign.

Thanking you for space in your paper.
 Yours truly,
 FANNIE MONELL,
 MAY KENNEDY.
 Nov. 13, 1925.

Passengers Outward by Silvia

The following have booked to sail by S. S. Silvia for Halifax and New York: H. G. Dawe, J. H. Mallen, Mrs. Syme, Mr. and Mrs. J. A. Thomas, Miss Moriarty, Miss Fowles, Mrs. S. J. Leach, Mr. and Mrs. W. G. Goss, Mrs. M. S. Pope, Adam Butler, Mrs. J. Butler, Mrs. Fred Knight, Mrs. J. Davis and child, Miss Ross, Woodman, M. G. Anstey, G. F. Anstey, Mrs. M. C. Christian, Mrs. M. Murray, Mrs. J. Jordan, Mr. and Mrs. E. C. Stacey and two children.

Government Boats

Argyle arrived Argentina 7 p.m. yesterday.
 Clyde left Twillingate 30 p.m. yesterday, inward.
 Glenageary left Br. Breton 4.30 p.m. yesterday, coming out.
 Home arrived Lewisporte 10.45 p.m. yesterday.
 St. John's left 9.10 a.m. going north.
 Malakoff left Port Blandford 3 a.m.
 Melville left Battle Hr. 1.30 p.m. yesterday, coming south.
 Portia arrived Port aux Basques 3 a.m.
 Prospero left Hampton 3.30 a.m. yesterday, going north.
 Sagona arrived Old Port au Chaux 5.30 p.m. yesterday, coming south.
 Caribon arrived Port aux Basques 1.15 a.m. yesterday.

North's Star Breakfast Bacon

MAKING GREAT HEADWAY WITH CONSUMERS.

Fresh every steamer from Boston, cold cured, perfectly delicious. The leading dealers of St. John's are selling more North's Star than any other brand.
 Ayre & Sons, Ltd.
 Bowring Bros., Ltd.
 W. E. Brophy.
 J. M. Brown.
 W. E. Barry & Co.
 E. Gase, Ltd.
 Geo. Knowling, Ltd.
 W. J. Murphy.
 T. D. Murphy.
 The Royal Stores, Ltd.
 J. D. Ryan.
 Stores Ltd.

J. B. ONE CO. LTD. Importers.

Loss of Schooner "Nancy Lee" Captain and Crew Return by Sackem.

Captain John Willschro and crew of the Sackem Nancy Lee, which was abandoned in mid-ocean, Oct. 23rd, returned home yesterday by S.S. Sackem, looking none the worse for their trying experience. An account of the wreck of the vessel as follows, appeared in a recent issue of an English Journal, under the caption of "Epics Of The Atlantic":—

The story of a sailing ship's twenty-day battle against Atlantic storms, of the gradual, battering down of the ship, of frantic days and nights at the pumps, was related by the crew of the St. John's (Newfoundland) schooner Nancy Lee, who were picked up in the Atlantic by the Scotch liner Benvenich, of Leith, taken to Dublin, and the trans-shipped to Liverpool.

During the fight with the storm the Nancy Lee's sails, bulwarks, and stanchions were carried away, and the boats suffered severely; even to obtain food became difficult.

The rescued men, who are now at the Sailors' Home, Liverpool, waiting to return home, are loud in their praise of the Benvenich's crew in charge of Captain McMillan.

CREW'S GALLANTRY.

With a crew of six men the Nancy Lee sailed from Emily Island, Labrador, on October 3, with 275 tons of codfish, bound for Seville, Spain.

A nice breeze prevailed, but the hope of Captain John J. Willschro and his crew of a reasonably pleasant voyage was not long sustained, for to use the captain's words, "a living west-north-west gale arose."

The sea became a torment of fury. The Nancy Lee pitched and rolled while the water poured in on the deck and the crew continually drenched from the deluge, gallantly carried out the captain's orders to shorten sail.

For the next twenty days the gale continued, and the hardy craft and her gallant crew suffered an experience not easily forgotten.

MOUNTAINS OF WATER.

Nothing could be seen but moun-

tains of water, and the strain was such that the rails, bulwarks, and stanchions were carried away, while other damage occurred below.

Then the boats suffered, and not only was the position rendered desperate, but to obtain the necessary food became a ticklish problem.

It was apparent that the schooner would soon founder, and so, clinging to the last hope, the pumps were fixed, and for days and nights, exhausted by beyond words, the crew pumped frantically.

Hopes of being rescued were quickly fading, when, at 10 p.m., on October 23, the Benvenich was seen heading towards them.

In such weather it was impossible to lower a boat, but the steamer stood as near as possible all night, her crew peering through the darkness, ready to risk all should the schooner, now considerably battered, founder.

At daylight the wind abated a little, although heavy seas were still running, and the Benvenich began the hazardous work of rescue.

The vessel steamed well up to windward and lowered a boat, into which, after much difficulty, the schooner's distressed crew were placed.

The steamer then went to leeward, thus enabling the small boat to be driven in her direction, and all the men were taken on board.

Prior to leaving the sinking schooner, and to prevent her becoming an obstruction in the Atlantic, she was set on fire.

The rescued men were loud in their praise of the Benvenich's crew, in charge of Captain McMillan, of Leith, saying no words could convey their appreciation.

The steamer proceeded to Dublin, where the shipwrecked men landed, and whence, they arrived at the Sailors' Home, Liverpool. The Shipwrecked Mariners' Society supplied the men with new clothing and they expect to proceed on their journey home by S.S. Sackem.

Items From Bonavista South

The travel agency which was a very remunerative one, is about closed here, heavy gales and tide being in evidence in the vicinity for a long time. The sea ran so high that it swept away fishing property, the lumber of which was fortunately recovered by the owners.

One man from Broad Cove had the misfortune to loose his motor boat and engine at King's Cove, so it is reported.

On a recent up-going trip of the Malakoff, one of the sailors was thrown on the deck by the sea, receiving severe injuries. He was attended by Dr. Levermont of King's Cove.

We are glad to notice that our enterprising friend, Mr. Kenneth Monks of King's Cove has recently purchased another motor car.

Quite a few of our men are in St. John's at present working on the dock.

We had the pleasure of a visit from Rev. Fr. Fitzgerald, who held mass at Hopedale on Sunday.

Father Fitzgerald has been appointed as assistant to Rev. Fr. Scully of King's Cove. Fr. Scully has been in charge of the extensive parish of King's Cove for the past twenty years during which time he has worked without ceasing for the good of his flock. We are glad that his Lordship has been able to give him an assistant, and we trust that the new priest will win as warm a place in the hearts of his flock at Fr. Scully's side.

Nov. 10th, 1925.

New Street Cars Operating on Belt Line

Two of the new street cars were placed in the service for a first time this morning on the belt line in charge of Motorman Nonesworthy and Dave. There are 16 conductors on the new cars, and passengers pay by dropping a five cent piece in a receptacle as they leave. It was the original intention of the company to collect the fares from passengers, as they enter, but it was thought that the method now being tried out will be more convenient. For those who have not changed for the slot, they may get it from the motorman when passing out. The cars will only stop at appointed places along the route.

Special Evening Telegram.

CAPE RACE, To-Day. Wind south west light, dense fog, nothing heard passing. Bar. 30.15; Ther. 45.

SPECIAL SALE
OF
Ladies' and Misses
READY-TO-WEAR
HATS
MANY MARKED AT
HALF PRICE.
OTHERS AT VERY SPECIAL MARKDOWNS.

COME EARLY WHILE THE SELECTION IS AT ITS BEST.

Ayre & Sons

TO-DAY'S MESSAGES
WOMEN AND CHILDREN FREEZING BECAUSE OF COAL STRIKE.
 NEW YORK, Nov. 13.
 Women and children were freezing to death in New England because of the coal shortage, according to W. Goss of the New England Governor's Fuel Commission here to-day, when giving evidence before the Interstate Commerce Commission on coal rates. He denounced the anthracite strike in Pennsylvania as "The Biennial Farce."

SCHOONER AND CREW GIVEN UP AS LOST.
 BOSTON, Nov. 13.
 The schooner Nellie Grant, with Capt. Newell Kane and his crew of three has been given up as lost, having sailed from Ellsworth, Maine, on October 1st, with loads for New York. A schooner arriving here to-day reported passing through quantities of floating ice, off Cape Cod and of seeing half the submerged side of a vessel.

SUBMARINE M-1 LOCATED.
 LONDON, Nov. 13.
 A radio message from Portland relayed from ships searching for the missing British submarine M-1 declares that the craft had been located 13 miles off Star Point, Devonshire, at such a depth that diving will not be attempted. It is believed that the submarine will remain on the bottom of the sea as the tomb of 68 officers and men who went to their deaths in the mishap.

600 INDIAN FISHERMEN BELIEVED LOST.
 MADRAS, India, Nov. 13.
 Sixty fishing boats from Spennant manned by 600 men are missing and believed lost in the storm that has swept the coast for several days.

FREIGHT NOTICE. SOUTH COAST AND FORTUNE BAY SERVICE.—Freight for ports of call on above route per S.S. Glenageary, per steamship directory, accepted at Freight Shed to-day, Friday, from 8 a.m. to 5 p.m.
 nov13.11

Resumes Practice
 H. B. Thomson, Optometrist and Optician resumes practice to-day, Office (over T. J. Duley & Co. Jewellery Store), Hours 9.30 to 5.30. Phone 1811. Evening 7 to 8.30 at residence 1511 Gower Street (near Victoria Hall), Phone 1507. (Phone for an appointment now). Repairing and replacing Lenses a specialty. Save the pieces!
 nov13.31

Pageants of the Past
 It is probable that the Lord Mayor's Show started in the progress from the City to Westminster for the King's approval of the choice of the citizens of London of a mayor for the coming year. Probably, too, this ceremony, which was of an ornate character, first took place in the reign of King John.

In early days the Lord Mayor was chosen by the citizens, assembled in some open space like Moor Fields, but as great excitement prevailed, and the lights became too common, it eventually became the custom to choose the Lord Mayor by the votes of selected citizens.

The privilege of having gold and silver maces, which have always been signs of authority, carried before the Lord Mayor and Aldermen, was

granted in 1354 by Edward III. Originally the Lord Mayor rode on horse back, very richly attired, and followed by his three huntmen, for the magistrate of London was accustomed to go hunting where dense populations now reside.

It was not until 1455 that the mayors began to go to Westminster by water, a custom continued for several centuries. It was Sir John Norman who made this innovation by having a splendid barge built for the purpose.

Men and women who own a rent houses—Are you registered at the City Hall? If not, quickly and cast your votes for Progress and Prosperity. Vote for Fanny McNeill and May Kennedy.—nov12.31

WEEK-END SPECIALS.
 Special line Ladies' Corsets, some worth \$4.00, our extra special price, \$1.18 pair. Ladies' Underpants, knee length, good weight, week-end price, 59c. pair. Ladies' Gloves, extra value, 65c. pair. Ladies' Sweaters, all wool, week-end price, \$2.70 each. Ladies' Collars, 50c. up. Ladies' Hose, 25c. pair up. Don't forget to ask for Pony Contest Votes STEWART, 178 Theatre Hill (formerly Henderson's).—nov13.11

SYMPATHY.
 Ease the family's Sorrow, send Flowers.
 Wreaths delivered promptly. Prices reasonable.
Valley Nurseries, Ltd.
 Night Phone 2111M.
 Phone 1513.
 nov13.11

MARRIED.
 At St. Michael's Church, on Monday, Nov. 9th, 1925 by Rev. Nicholas, Bishop to William Butt, both of the city.

DIED.
 At the Grace Maternity Hospital, Nov. 11th, the infant son of Francis and Kathleen McDougall.

NOTE OF THANKS.
 Mr. Henry J. W. Bishop and family, desire to thank their neighbors and friends of Petty Harbor, for all assistance and kindness to them in their time of sorrow. Also to friends for telegrams and letters of sympathy, and for the many wreaths sent to adorn the casket of their dear wife and mother.
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