



## Evening Telegram

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

FRIDAY, May 30, 1919.

### A Fair Demand.

The Western portion of the District of St. Barbe is too important a section of this dominion to be ignored in its just demands for an improved steamship service. In the great North West Reform movement which was organized some months ago, all classes of people on the North West Coast are associated together for the sole purpose of insisting upon their inalienable rights in the matter of public services and utilities. For years they have been deprived of an adequate steam service, and have borne the many inconveniences and losses resulting from the same patiently, and for the past four years, cheerfully, because of war conditions. But patience has ceased to be a virtue, and threatened with a continuance of a "hopelessly inadequate and utterly intolerable" steam boat to serve the many and varied commercial interests of this populous portion of Newfoundland, they have uttered a strong protest, a manly protest and one which must be accepted by those in authority. There is no reason why the request of the North West Reform Movement Committee should not be granted. It is a perfectly reasonable one and from every view point the stand which they have taken is thoroughly defensible and is not inspired by any desire other than that of benefit to the population. There is no individual personal gain sought. The greatest good to the greatest number is plainly the sole object and purpose of their demand. They want a suitable steamer placed on the Humbermouth-Battle Harbor route. A steamer large enough to carry the freights offering each trip and to comfortably accommodate the numerous passengers who are constantly going up and down the coast, not on pleasure bent, but in the pursuit of their regular avocations and callings. The traffic on the route named both in passengers and freight is enormous, and unless something is done at once to conserve the trade interests involved, St. John's merchants will see, as the Telegram has already pointed out, the vast trade of the North West Coast slipping away from them and going to Halifax. There will be, it is understood, two steamers from Nova Scotia plying from

Halifax and Sydney to Newfoundland, particularly to the North West ports, going to Port Saunders and perhaps continuing on to Flower's Cove. These steamers have both adequate freight and passenger accommodation, and unless the Newfoundland service is improved, and increased, these Canadian boats will secure and hold the valuable traffic which, because of inability or neglect, or both, is being gradually lost to our own freighters.

We state in this column again that the present steamship service on the North West Coast, subsidized by the Government of Newfoundland for the carriage of mails, freight and passengers is unable to cope with the demands made upon it. The ship itself is ridiculously small and the placing of it on that service is a gratuitous insult to those who are compelled to voyage from place to place. There is really no passenger accommodation on the vessel and when the expression "herded together like sheep" is used it conveys exactly the conditions existing, and these conditions must not be allowed to continue.

If the Government is wise it will take note of the fair demand made it and make provision for a change in the service, the continuance of which is objected to by a people who know exactly what they want, and knowing, are determined to have it.

### Saturday the Half Holiday.

A number of business men held a meeting yesterday afternoon at the Board of Trade Rooms, at which it was decided to form an Association to be known as the Newfoundland Trade Association, of which Mr. R. G. Rendell was appointed President and Mr. D. M. Baird, Secretary.

The question of the weekly half-holiday was considered and the general opinion was that from the manufacturers' and wholesalers' standpoint, as well as that of those firms engaged in the handling of fishery products, the present arrangement of Wednesday was unsuitable. It was decided that as the Governor-in-Council had already proclaimed certain dates as holidays, it would be inadvisable to ask to have these altered, but the members of the Association agreed that they would close each week on Saturday at 12:30 p.m. (except those weeks in which there was a whole holiday) from June 14th until September 6th.

Notice of those firms which purpose adopting the Saturday half-holiday will be given through the press within the next few days.

### Kyle's Passengers.

The following first class passengers arrived at Port aux Basques this morning by the Kyle: A. G. Tibbo, B. McDonald, E. J. McMillan, E. and Mrs. Laughlan, B. D. and Mrs. Lilly, L. Parsons, Capt. Brown, M. Bonia, G. A. Morwin, R. G. Whittington, J. Ratchford, J. Luby, L. Lawrence, G. White, Rev. Humphrey, Dr. Fisher, A. G. and Mrs. Wadden, M. Langley, J. Roberts, J. S. Morris, M. McKinn, Mrs. J. E. McEneaney, Miss B. Dicks, Miss A. Buckler, Miss C. Buckler.

### McMurdo's Store News.

FRIDAY, May 30, 1919. As an ointment for all round family use—one that can be used in the hundred and one emergencies that crop up in the household or work-shop—we recommend McMurdo's Compound Carbolic Salve. It is about the best general purpose ointment with which we are acquainted and can be trusted to render aseptic and heal cuts, to keep boils from spreading, to cure burns, to relieve skin troubles, to relieve piles. Price 25c. a box. If your feet give you trouble, try a box of our Walk-Easy Tablets. They'll help you. Price 25c. a box.

## Danish Captain Tells Story of Rescue.

### German Submarine Losses -- Canadian Revolution Feared.

#### CAPT. DUHN'S STORY.

COPENHAGEN, Denmark, May 29. The Danish steamer Mary, which rescued Harry G. Hawker and Lieut. Commander Mackenzie Grieve in mid-Atlantic, on May 19th when they were compelled to descend during their attempt to fly from Newfoundland to Ireland, arrived here early to-day. Capt. Duhn and his mates told of the rescue of the aviators. Second mate Hoey had the watch, with seaman Schwartz at the helm, when at six o'clock on the morning of May 19, they sighted the airplane, which came down into the sea, off the bow of the ship. Hoey and Schwartz immediately prepared to launch a boat, and with first mate Schubert, seaman Fred Johnson and Christian Larsen, the ship's carpenter, they set out for the airplane. The crew of the Mary had considerable difficulty in launching a boat, and Captain Duhn said he doubted whether it would have been possible to do so had the airplane appeared an hour later than it did. Hawker and Grieve were greatly exhausted after the rescue, the captain said, so much so, that they declined offered food in order to obtain needed strength. Capt. Duhn declared that the aviators naturally were upset because the Mary had no wireless, and they were unable to inform their relatives that they were safe. The captain said that Hawker also was somewhat disappointed, because he was unable to salvage the plane, so that he might learn definitely the reason why he had failed. "When I came on the bridge," Capt. Duhn said, "the machine had already alighted on the water. The aviators told us that before coming down they had dropped rockets, but we did not see them. The work of saving the aviators was pretty difficult, because it was blowing very hard. Hawker and Grieve were in water up to their waists, but their watertight suits kept them dry." Asked whether the crew of the lifeboat was in serious danger when effecting the rescue, the captain replied, "I will not say serious danger, but as I said it was a rather difficult task, but they succeeded in reaching the aviators. All the aviators wanted to do was to sleep. They told us that from the very start, they realized everything was not quite in order, but that they had comforted themselves with the hope that, later, they would get the right efforts from their motor. The defect, however, became more and more apparent and the speed of the motor steadily lessened."

#### MAY BE DISSOLVED.

NEW YORK, May 29. The International Mercantile Marine Co., the great shipping combine organized by the late J. P. Morgan, will be dissolved, if the stockholders, at their meeting next month, approve the proposal to sell to a British syndicate, the British owned ships and assets of the Corporation. It is then proposed to distribute all the assets of the International Mercantile Marine among the stockholders.

#### REVOLUTION FEARED.

MONTREAL, Que., May 29. Fear, that unless a quick remedy is applied to the labor situation, Canada will find herself with a revolution on her hands, was expressed to the Industrial Commission, at its session in the City Council Chamber this afternoon, by Joseph Hankin, of the Canadian Employees Reconstruction Association.

#### WILL CARRY ON.

MONTREAL, May 29. Whether America accepts membership in the League of Nations, or maintains her present position of independence, Great Britain and the United States will carry on the work of reconstruction and civilization, declared Hon. James M. Beck, of Philadelphia, in an address before the Canadian Club of Montreal at noon to-day.

#### BOTH LIFE AND REASON.

BASLE, May 29. Germany lost 198 submarines during the war, according to statistics on this branch of German naval service, published in the Berlin Vossische Zeitung. This number included seven submarines interned in foreign ports, and five destroyed by their own crews. More than 3,000 sailors lost their lives in the submarine sinkings, the statistics show, while several thousand others lost their reason and had to be committed to lunatic asylums.

#### RECEPTION FOR N. C-4.

(Via Reuter's Ottawa Agency.)—In the House of Commons today, replying to Hon. W. Bruce, Labor Member, Major General Geely said that the Air Ministry was making all possible arrangements to fittingly receive the aviators in the N. C-4. Our flying boats and seaplanes will meet and escort them to Plymouth, he said, and the naval, military and civil authorities will cooperate. It is expected the N. C-4 will leave Lisbon on Friday May 30.

#### NEW BRITISH LOAN.

LONDON, May 29. (Reuter's Ottawa Agency.)—Replying to Capt. the Hon. Ormsby Gore, in the House of Commons today, Cecil Harcourt, Under-Secretary for Foreign Affairs, stated that the whereabouts of Enver Pasha and Talaat Bey were unknown at present, but the Government was determined to bring them to account for their atrocities during the war. It was understood the Peace Treaty with Turkey would provide for this.

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#### N. C-4 AT MONTEGO.

LONDON, May 29. The following message has been received from N. C-4: "Landed Mondego River. The mouth of the Mondego River is one hundred miles north of Lisbon. Commander Read has sent a further message stating he could not make Plymouth to-night. Seaplane was not damaged in landing."

#### GREEKS LAND FORCES.

PARIS, May 30. Greek forces landed yesterday at Avia, on the coast of Asia Minor, and Turks there offered only slight opposition, which was overcome.

#### COLORS RETURNED.

LONDON, May 30. (Reuter's Ottawa Agency.)—The colors of the 122nd Canadian Battalion, placed in St. George's Chapel at Windsor in 1917, were to-day handed over to Col. Mackenzie Grant, commanding the regiment, by the Dean of Westminster. An escort of one hundred members of the Coldstream Guards attended. Col. Grant requested that the colors be handed him for the purpose of conveying them to Canada, where they would be deposited in a place of permanent security. The Dean of Westminster in handing back the colors, said he did so with the hope that the glory the regiment had had in the path of duty during the last years in France might be the beginning of a great history, which would associate these colors with splendid traditions which would be woven into the whole life of Canada.

#### DUE AT PLYMOUTH.

PLYMOUTH, May 30. NC-4 which left Lisbon for this port at 5:20 this morning, developed trouble shortly after station 8 had been passed, but effected repairs, and is resuming flight, and is expected to arrive at 6 o'clock this afternoon. News that seaplane had started created great excitement here, and hours before the plane was expected, large crowds gathered on the bluffs overlooking harbour. Weather conditions are favourable with light breeze.

#### UPRISING IN KURDISTAN.

LONDON, May 30. A serious uprising is reported in Southern Kurdistan, where French gendarmerie has been defeated. It is feared that British troops are in a serious position, and the British Army in Mesopotamia is taking steps to overthrow tribesmen.

#### BIG FOUR TAKE REST.

PARIS, May 30. The Four Council did not meet to-day, peace making activities being suspended pending the translation of the German proposals and the study of the Austrian Peace terms by delegates representing smaller States.

#### FOOD WILL FOLLOW SURRENDER.

PARIS, May 30. Army officers, already stationed at various Baltic ports, are in readiness to rush forward into Petrograd. One officer is on a torpedo boat destroyer, operating between Libau and Gulf of Finland ports preparatory to directing supplies toward the beleaguered city, as soon as it falls, according to a statement issued by the food committee.

### Latest From Corsican.

The Militia Department received the following message from the S.S. Corsican, through H.M.S. Briton at 11:15 this morning:—

"No change in position other than that caused by drift; position N. 64 E. 130 miles from St. John's, still dense fog. Barometer 29.27; falling."

It will be seen from the foregoing message that there is no possibility of the steamer arriving to-day.

### Change of Programme.

The Militia Department announces that, owing to the unexpected delay in the arrival of the Corsican, it has been considered necessary to alter the programme of the forthcoming exercises. It will be necessary to keep the wharf clear till the troops have marched off and holders of permits are requested to note that they will be able to go onto the wharf only after the soldiers have left.

### The Success of the Mikado.

A crowded and most appreciative house greeted the fourth performance of the Mikado in the Casino last night. The rendition was magnificent and won the unstinted applause of a musically critical audience. Many people had to go away, for lack of space in the spacious theatre, and as the tickets for to-night's production are all sold in advance, it has been decided to produce it again on next Monday, and we advise those who have not yet seen this most delightful performance to book their tickets at once. They will be on sale at the Atlantic Bookstore to-morrow.

Parents who care for their children's health will give them

INSTANT POSTUM

"There's a Reason"

## Knowling's

We have just received another shipment of

## Carpets, Rugs, Linoleums.

There's quite a large selection of new patterns, designs and makes.

**Carpet Squares**  
from  
**\$9.15**  
up to  
**\$175.00**  
each

**Rugs**  
from  
**\$1.95**  
up to  
**\$20.00**  
each

**Linoleum and Canvas**  
from  
**\$1.60**  
up to  
**\$6.50**  
per yard

## G. KNOWLING, Ltd.

may 26 m. w. f.



## Welcome Home Again!

After greeting the folks, calling on the girl, sleeping for a week and sitting around while just doing nothing, the chances are that you will begin to look round for some smart "Civies" as a fitting introduction to civil life.

WE HAVE HAD YOU returning boys in mind and have a huge selection of CLOTHING that reflects the spirit of Victory. You want style, snappy new ideas, and you will get them in our new American Clothing for Spring and Summer. You will not only get the clothes you want here, but you will get the treatment and service you deserve.

## OUR STOCKS ARE UNMATCHED FOR QUALITY, VARIETY AND VALUES.

Private  
Fitting  
Room

New  
York  
Suits

While you boys have been away we have been building for you a MEN'S FURNISHING STORE like the Regiment, "Better than the Best," so that you can now secure in your old home town clothing the equal of any to be had from the best NEW YORK or LONDON STORES.

"Alterations made to all suits FREE OF CHARGE and at quick notice."  
10 P.C. ALLOWED TO ALL OUR SOLDIERS AND SAILORS.

## BISHOP, SONS & CO., LTD., New Men's Furnishing Store.

### Both Ships to Blame.

THE IMO AND MOUNT BLANC BOTH BOTH RESPONSIBLE FOR EXPLOSION IN HALIFAX HARBOR.

An Ottawa despatch says: "Both the Imo and Mount Blanc are held responsible for the explosion in Halifax Harbor that caused great disaster and loss of life. This is the decision of the Supreme Court which heard the appeal of the Campagna General Trans-Atlantic re the Imo. Kingston held that the Imo was solely to blame, but other members of the court, Anglin, Brodeur and Mignault, are of the opinion that the appeal should be allowed holding both ships liable. Damages will be assessed accordingly in the Exchequer Court."

This reverses the decision made by Mr. Justice Drysdale in the Spring of 1918, placing the blame upon the Mount Blanc. The original action was brought against the owners of the Imo by the owners of the Mount Blanc for two million dollars. The owners of the Imo brought a counter-claim for a similar amount. The court dismissed the claim of the plaintiffs and found in favor of the counter-claim, awarding the owners of the Imo two million dollars and costs. Malinnes, Jenks, Fulton and Kenny represented the Mount Blanc, while Maclean, Sullivan, Paton and Balston represented the Norwegian vessel.

### Train Movements.

Wednesday's west bound arrived at Port aux Basques 9:05 a. m. to-day. Tuesday's west bound left Glenwood at 8:15 a. m. to-day. Yesterday's east bound left Port aux Basques 9:30 a. m. to-day. One of the new silhouettes suggested the old-fashioned full skirt, worn over petticoats, so narrow the single foundation skirt.

## THE C

## The Price of Buyers

New crisp and rich effective qualities -- and such low price the tide of way and add as the Greatest Newfoundland

NEVER before able as for Summer prepared than now pite the great and last few weeks.

We add



### COLORS JAP SILK.

A very handsome, soft finish silk in beautiful summer dresses, waists or separates well and are considered the plums of the season. Emerald, Olive, Sage, Nile, Grey, Helle, Cat, inches wide. Regular \$1.00 yard. Sale Price .75

Also White, Cream, Pale Blue, Navy, Nile, Myrtle, Light and Dark Brown, White, dinal and Black; 36 inches wide. Reg. \$2.50

And another 36 inch line. The most popular of our entire stock. Colors: White, Cream, Navy, Dark Navy, Brown, Reseda, Myrtle, Sage, Regular \$1.85 yard. Sale Price .75

Regular 95c. yard. Sale Price .75  
Regular \$1.50 yard. Sale Price .75

### CHIN-CHIN CREPE.

In White, Cream, Mimosa, Peacock, Silver Grey, Prune, Myrtle, French Green, Sage, Marline, Midnight Blue, Apricot and Black. yard. Sale Price .75

### COLORS DRESS SATINS.

All the newest shades. Regular \$4.00 yard. Sale Price .75

### NIPPON TAFFETA SILK.

A new arrival, opened less than a week of colors shown here almost every day. \$4.00 yard. Sale Price .75

PRICE