VDERS.

John's al Council NOTICE HE APPRAISE

h me, the City C

l Council. NOTICE.

property rated of

cipal Council J

of taxes,

ortuguese and

near Sir.—The amusing Advocate usly lying about the matter.

(3) I have been challenged to deny us the facts. hat the hire of the C.C.C. Hall, last The Advocate, concluding its revall, for the fishermen's Anti-Coaker marks, says (1) "The local markets

in their advances; (b) Many fishernen failed wholly to get supplies this the Merchants," the meanest, most spring because of the merchants' dangerous cry ever foisted upon the es, due to high prices paid last Colony es last Fall were kent up by pur with public money, which has

Other Agreements. ed local industries, but that I think

ials is, that I wish the public to very A regret to say that I've very few ely the Advocate gang desire the was fighting for the fishermen, as a hing was the enforcement of the average profits within the past ten

d with ignoring the matter. I did higher price (abroad?); (4) thousands ice but I suppose the Advocate really sale abroad, yet (5) not an article by me. The Chair- are pleased with the prospect. Let me of the meeting tells me the hire reply briefly: (1) The local markets paid for in bank notes contribut- are glutted with Labrador fish, but by fishermen, but Mr. Greene, of Coaker's Regulations are the chief enspond, one of the active promot- cause of the glut, by destroying the s of the meeting, is now in the city, market in Italy last year; (2) the I hereby invite him to wait on the present low prices are largely due to neate editor, and convince him, in the quantity of old unsold fish in fors own way, of the slander upon the eign markets which would have been ermen the Advocate is circulating. consumed last year if Coaker's Regula-(4) Referring to my contention that tions had not delayed shipments; (3) eal prices for fish were higher last everybody is insisting on higher prirear than the prices in foreign markets ces abroad, but the prices are regulatarranted, the Advocate says that if ed by demand and supply, and the supthad been lower, (a) the price would ply being great just now, for the reanot now be higher than it is and (b) sons just given. Coaker is the chiefthat so far as the fishermen are con- cause of low prices; (4) many arerned, they would be altogether in ticles come here on consignment for he hole now if they had got less last sale. There's a lot of flour here now year. This contention is very super- for such sale. Fruit, vegetables, cattle ficial, and wholly wrong from the these always come on consignment. rewpoint of the good of the whole The Advocate is grossly ignorant of Colony. In the first place, (a) the the ways of trade; (5) the merchants price now would be higher than pre- are the saddest men in the Colony at vails if the price last year had not the prospect. They prosper when the fould have been more numerous, and Colony suffers; their prosperity and those who are solvent would have the Colony's go hand in hand. The freer in their purchases than abuse showered upon them as a class

ALFRED B. MORINE.

Oct. 31st, 1921.

political capital by crying "Down with

Second Grand Dance Carnival, all they eat, drink and wear, due Prince's Rink, Wednesday, Noexcessive taxes. Individual fisher- vember 9th. C. C. C. Full Band en got the money in the first in- in attendance. All new music, nce, but all the fishermen are pay- new decorations. Four beautiing for it. Only fools in office think ful prizes. Only 10 days left to make the people rich by buying get your costume. Prices-Gentheir fish with their own money, and then throwing the fish away.

(5) The Advocate says, that my merchant friends that the says and says are the says and says are says.

(6) The Advocate says, that my merchant friends the says are says and says are says. chant friends have been growing ery Store. oct31,1i

cicher and richer during the past de-Foreign Shipping.

Dear Sir.-I beg leave for space in



What happens when you turn the hot water faucet

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with absolutely no attention and at a surprising-ly small monthly outlay for fuel.

G. V. PIPPY,

O'Callaghan.

The great and small It is his creed

rival of the balance of the catch in

country a comparatively few dollars spent in wages, supplies, etc., and which might lose for the country an immeasurable larger amount of dollars that would be brought here by virtue of the more efficient and speedy realization of hundreds of thousands is equally true in connection with vessels. Moreover shipments by of quintals of our fish annually, and incidentally it is not irrelevant to resteamers can be more easily dismark here that the better the prospects tributed between two or more ports of realizing our fish the higher will be than can cargoes by sailing vessels the price paid to the fisherman in the The writer is speaking within the facts first instance. During the war freights came very scarce and were urgently equired. Investment of capital in onnage was very enticing. The bigger by and flying the flag of our comthe vessel, the larger the freights she earned, and the greater the fortunes petitors, instead of on steamers flying that were made. We know of one infoundland. A number of years ago stance, that of a steamer, where a freight rate of \$50.00 per cask was asked and obtained, as compared to the rate of \$5.50 now obtaining. Large its strategical position on the mouth sums of money were made in shipping, of the St. Lawrence and its close and unfortunately spent or reinvested proximity to New York, Boston and in more ships, with little or no proother U.S. ports, was by nature well vision being made for the time when adapted and situated as a headquartvalues would inevitably revert to the ers for a large fleet of tramp or freight normal, and shipping commandeered steamers. A start was made and severfor war purposes would be released. al steamers purchased with a view ul-It is from over investment, lack of timately to creating a large fleet o adequate provision to meet future tramps which would carry not only depreciation, and the building of unour own produce, but that of Canada suitable craft for our permanent wants, and the United States to foreign ports. After some years the scheme was It is therefore submitted that the given on business lines, owing to regu-lations, mainly affecting firemen, which were imposed by Trade Union utilisation at the present time of the cheapest and quickest method of transporting our fish is not, as has been authority at that time. The regulations suggested in your article, a disloyal compelled among other things, the emact, nay, on the contrary, it is highly ployment of twice the number of firebeneficial to the chief industry of this men as is required on English and Island and to all those engaged in the foreign steamers, and were in other prosecution thereof. To discourage or respects so numerous and vexatious forbid, or to limit such action might that competition was rendered imposbenefit the few (for whom, be it not sible with freighters of other nations. even allowing for our strategically great deal of sympathy-he himself i

head of this firm, who was the pioneer foundland industry, was reluctantly known is perhaps displayed by your leading article, and that the lesson was not fully learned was shown in the attempt this past summer by some members of the L.S.P.U. (against their that it was exceedingly difficult to realize this fishery to the best adsteamer work, and to maintain such which left the Labrador coast with cargoes which must have aggregated and would have inevitably diverted the

superior geographical situation. And

seemingly inherent with such restric-

tions, strikes were so numerous

steamers held up so often, that the

handling and shipping of fish fron It is to the credit of Trade Union utors of our fishing industry, was inadvertently or perhaps inevitably suppressed or omitted. I am,

Yours truly, AT ONCE: -An owner of local sailing

And a patriotic Newfound

NOTE OF THANKS. — Miss Alloutier desires to thank Drs. Brehn dd Campbell; the Matron and Nurse

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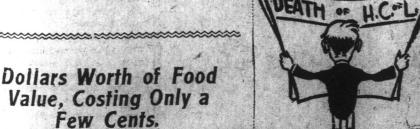
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reality suffering from to-day.

one of them) but it would surely be at

the expense of the great majority, in-

cluding all our fishermen. If the em-

ployment of steamers needs further

justification the case of the Labrador fishery, at best a hazardous business

proposition, may be cited. Hitherto

when no steamers were employed on

the Labrador, all the vessels arrived

more or less together in the Mediter-

at the complexion of the fishery. This

resulted in such a glut in the market

vantage. This year, on the other hand,

there were at least four steamers

in the neighbourhood of 60,000 quintals

ranean, having left Labrador together

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