

The Man

who likes a big
solid plug of
tobacco will be
perfectly satis-
fied if he buys

Anchor

4 sticks to the lb.
Bright or Dark.

"Anchor your pipe to a good smoke!"

Imperial Tobacco Co.
(Newfoundland) Ltd.

Now On Sale—Mid-Month List

Advance June Releases

Columbia Records



Jolson's Swede Girl and Blossom Seeley

A delightful musician, but dangerous as a cook, is Jolson's Swede girl "Scandinavia," newest, funniest character created by this exclusive Columbia artist. Coupled with "Funeral Blues," first Columbia Record made by Blossom Seeley, star comedienne.

A-3382—85c

Frank Crumit Is Unlucky in Love

Laugh at this rejected lover's lament, "I Used to Love You But It's All Over Now." Then hear this exclusive Columbia artist burst into tears, in "No Wonder I'm Blue," and laugh louder still.

A-3383—85c

Hickman's Orchestra's 1921-Model Fox-trots

Here are two new 1921-model fox-trots combining speed, syncopation, and pep. "Siren of a Southern Sea" and "Day Dreams" are delightful dances, both just recorded in San Francisco by this exclusive Columbia organization.

A-3387—85c

A Few More Mid-Month Hits

Turkey in the Straw
The Gum-Suckers March
Toddle. Fox-trot
Beela Boola. Song One-step
I Lost You. Fox-trot
Yokohama Lullaby. Medley Fox-trot Intro, Kentucky
Just We Two
Rose of Athlone

Percy Grainger A-3381
Percy Grainger A-3382
Paul Biese Trio A-3383
Paul Biese Trio A-3384
The Happy Six A-3385
The Happy Six A-3386
Howard Marsh A-3387
Howard Marsh A-3388

New Columbia Records on Sale the 10th and 20th of Every Month

U. S. PICTURE & PORTRAIT CO.,
Grafanola Department.

In Store and to Arrive

BEST FISHERY SALT

at lowest prices.

M. Morey & Co., Ltd.

South and North Sides.

Fads and Fashions.

Most panels extend an inch or so below the edge of the foundation skirt.

Sailors of black velvet have roll brims and are faced with Paisley velvet.

A blue serge coat dress is trimmed with very wide black moire ribbon.

THE NEW FASHION COMPANY
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3

Captain Kean Writes Lengthily.

Editor Evening Telegram

Dear Sir.—When I last wrote on our local owned Foreign going tonnage I said I only touched the border of a lot of questions which could be raised on that point. Since then several of these questions have been raised and some of them discussed in the Assembly. I hope some able pen than mine would show up all that could be said on this subject, both pro and con particularly as I am an interested party and therefore may be regarded as considerably biased on this matter. However, in my opinion no obstacle has been placed in the way of using our local tonnage in the foreign service that cannot be coped with and overcome if only the Exporters were willing to come half way and meet us. And in saying this I do not mean that they should come half way to meet us in any measure against their own interest.

I shall now deal with some of the obstacles which have been placed in the way of our vessels. The first is our vessels are too large. My reply to that is, it is fortunate they did not put it the other way because if they had it would have been impossible for us to have met their demand, as it would be impossible to take a six thousand quintal cargo in a vessel that could only carry four thousand; but the reverse is easy. Then again it may not generally be known that a vessel that can carry six thousand quintals of fish does not require a greater number of men than the vessel that can only carry three thousand. They both take the same number of men and they require the same amount of provisions, and in coming this way the larger vessel will take the larger quantity of salt, so what they lose on the small quantity of fish they partly make up on the salt. It is also a mistake to imagine that because a vessel has three masts she must necessarily be large. For instance the Cyril T. has three masts but is almost the smallest ship in the fleet. That the three mast vessel is so much better adapted for the Foreign voyage than the two mast schooner is so easily understood by the experienced man that I do not need to trespass on your space to explain it here.

So many of our vessels have been lost that insurance rates have gone up. Perfectly true. The history of our local built vessels during the years of the war was anything but creditable to us. And the fact remains that all through the war, and I think even now the Government is paying a bounty for building vessels, some of them which foundered on their first voyage. Three never reached their first destination; two others reached their first destination but were abandoned in mid ocean towards their next port, and in my opinion the vessels which we have to-day may be greatly considered a survival of the fittest. Upon this subject one could write a book, but I must dispense with this part of the subject now by saying that our experience with ships built in this country during the war was similar to the United States Shipping Board. Apart from saying that, we ought to have a report from the surveyors of our local built vessels and if it can be proved that our wood is not suitable for building purposes then we ought to stop the bounty for building, for how so many of our seamen were rescued in mid ocean without more loss of life is nothing short of a miracle.

Some advance the reason why so many of our vessels are abandoned is for the want of capable men in charge. Personally I make no such charge. But I make bold to say right here that every owner ought to do all in his power to get certificated men in charge, and I believe there are good men in charge without certificates and the reason they have not certificates may be their misfortune, but not their fault, but the days of quacks are past. No man should be satisfied to take a position to-day which he is not qualified to fill. Those who have certificates ought not to be left on shore while those who have no certificates are in command. Then with proper qualified men in charge and with good substantial vessels we ought to prove to the world that we are not indebted to any other country on the face of the globe to command a marine fleet to take our local produce to market.

I dealt with figures in my last letter, which I think was augmentative and convincing. I shall now deal with the class of men who own our local fleet. They number far too many to mention here, but can be found on the whole coast line from Burgeo in the West, to the Moors in St. Anthony, who by sheer dint of perseverance have become men of eminence. Some of them are to-day doing a large mercantile business of their own. All of them are men who have contributed to the upkeep of the business people in this community. The unfortunate position we find ourselves in to-day cannot be attributed to the owners of our local foreign fleet, and for our exporters to engage foreigners to carry our exports to market while so many of our men are in need of employment is not only detrimental to the interest of the trade, but to my mind criminal to the interest of our sailors and their families.

We publish to the world, that while our merchants are so handicapped that they cannot give the necessary supplies for the carrying on of our local fisheries without Government aid and assistance, they are engaging foreign vessels with foreign crews to take away our produce thereby sending hundreds of thousands of dollars to help built up other countries, while our own children are begging for bread.

Every argument I have heard so far against our local fleet is bristling with inconsistencies for while they say our local fleet is too large, they are engaging a large steamer shortly which will take away some thousands of quintals. At least I think the question is of sufficient importance to call together a deputation not only of the exporters and vessels owners, but also from Government and Opposition and let us see if some settlement can't be reached in the interest of all concerned, whereby the earning power of our country may so far as possible be kept within the country and some effort put forward whereby we may make one united effort to help one another during this trying crisis. In saying this I want it to be distinctly understood that in engaging our local vessels we expect the freight rates to be such as we shall be able to give our men something more than a starvation wage and by the strictest economy on the part of the owners

Prices Still Dropping on

FINE GROCERIES.

The satisfaction of knowing that the Quality and Value of everything you buy is Right is an important factor in the success of the Royal Stores Grocery Department.

Libby's Peaches, Extra, per tin, 60c.

Ibex Peaches, per tin 40c.
Ibex Apricots, per tin 40c.
Ibex Sliced Peaches, per tin 40c.
Ibex Egg Plums, per tin 35c.
Ibex Grapes, per tin 35c.
Ibex Pears, per tin 50c.

Libby's Apricots, Extra, per tin, 60c.

Rose's Lime Juice, per bot. 70c.
Monstrat Lime Juice Cordial, per bot. 80c.
Sublime Lime Juice, per bot. 30c.
Local Lime Juice, per bot. 25c.
Kop's Lime Juice Cordial, bot. 70c.
Kop's Lemon Squash, per bot. 70c.

Libby's Strawberries, Extra, per tin, 60c.

Moir's Fruit Syrups, per bot. 70c.
Dearborn's Fruit Syrups, per bot. 60c.
Local Fruit Syrups, per bot. 28c.
Welch's Grape Juice, per bot. 35c.
Kop's Stone Ginger Beer, per bot. 70c.
Appljin—"Pure Apples Juice", per bot. 50c.

Libby's Cherries, Extra, per tin, 65c.

Freeman's Glass Lemon, per tin. 25c.
Southwell's Lemon Crystals, tin. 22c.
Cold Spring Orangeade, per tin. 20c.
Morton's Sherbert, per bot. 45c.
Crown Porter, per bot. 20c.
Apple Cyder, per bot. 25c.

Libby's Blackberries, per tin, 40c.

CROSSE & BLACKWELL'S FRUITS FOR TARTS.
Greengages, per bot. 75c.
Victoria Plums, per bot. 75c.
Blackberries, per bot. 75c.
Damsons, per bot. 75c.
Raspberries, per bot. 80c.

Libby's Raspberries, per tin, 60c.

Carr's Assorted De Luxe Biscuits, per tin \$2.00
Carr's Coronation Ass'd., tin. \$1.50
Carr's Afternoon Tea, per tin. \$1.50
McCormick's Jersey Cream Soda, per tin. 70c.
Moir's Snowflake Pilots, per pkt. 28c.
Moir's Sultana Cake, per pkt. 60c.
Moir's Plain Cake, per pkt. 60c.

The Royal Stores, Ltd.
Grocery Department.

Service

The British Aerated Water Co., Ltd., following their initial announcement, would like to call the attention of the public to the methods arranged for their convenience and service.

A daily delivery will be made to householders between 5 and 6 p.m. when orders phoned at any time before four o'clock the same day will be delivered

The prices are as follows:
Large Size, per doz. \$1.40
Small Size, per doz. \$1.10

In both quotations 60c. is charged for bottles, and is refunded to the customer on their return.

The aim of the British Aerated Water Co., Ltd., is a regular and perfect service. Let them serve you!

B.A.W. Co., Ltd.

KARL S. TRAPNELL, Opt.,
Eyesight Specialist,
307 Water St.

Testing Hours:

10-1 2.30-6.

Evenings: By Appointment.

A. KEAN.
Anchorage, June 21, 1921.

Gilden Rais for removing stains from clothing. BOWRING BROS. LTD. (Hardware Dept.)—June 18, 1921.

The wrapper type of negligee may be made entirely of flounces of lace, or of a combination of lace and silk braid in self-tone.