

LOCAL

The Home Service Committee of the American Red Cross will hold a meeting at headquarters at 4 o'clock this afternoon.

The s. s. "Guiana" from New York is due at Frederiksted at noon today, having 350 packages for this island. She will leave for the Leeward and other islands at 2 p. m. Mails by her closed here at 9 a. m. and the incoming mail is expected by 5 p. m.

With a very calm night before her the *Mzpah* is believed to have been late in getting to Saint Thomas on her last trip and has consequently not yet returned.

Correspondence

St. Croix, Sept. 19th, 1923.

To the Editor of St. Croix Avis

Christiansted.

Dear Sir:—

In the Avis on Monday our esteemed and splendid postmaster in an article in reference to the new mail steamer, S. S. Catherine writes,

"The Director of the Bull line at San Juan is willing to have the steamer 'to come off the port (Christiansted) and discharge the mail to a boat, which may be sent out for it, and a report and recommendation to this effect is being submitted for the consideration of the Washington authorities."

We trust no such recommendation has as yet been made, for such an arrangement would be a decided disadvantage for the passengers.

In order to gain anything by unloading the mails outside the port of Christiansted the boat would have to call first at Christiansted and then go to Frederiksted, thereby making the trip St. Thomas--St. Croix two to three hours longer for the passengers, who we presume the postmaster does not wish disembark outside the reef in Christiansted.

The only reasonable thing to do is for the boat to call at Frederiksted and move the mails by truck to Christiansted, thus both comforting the passengers and avoiding the hazards of discharging the mail outside the port of Christiansted in a rough sea to an open boat.

From our point of view it is to better advantage for the Virgin Islands when the S. S. Company is given the smallest possible trouble and expense to bring the mails and our small quantity of freight that they may do so without loss, only then can we hope to have a decent boat come here at all.

Let us be satisfied that we may now get a boat with elaborate passenger accommodations and let us hope as the Postmaster does, "That the inclination to

travel between the Islands will be stimulated".

F. A.

With reference to the foregoing it appears to us that any proposition such as that of having a motor boat tranship the Christiansted mail from the steamer off this port can have only a beneficial effect since it will enable us to have our mail 3 to 4 hours in advance of tracking it overland from Frederiksted, apart from any passenger consideration with which our remarks of Monday last did not purport to deal, although so far as landing passengers for this port in the same way is concerned, it can but prove a saving of considerable time and expense over the other method, while leaving the passengers free to choose for themselves anyway. If the steamer bringing mail for St. Croix is unable to dock at Christiansted as well as Frederiksted an idea that will suggest a practical solution for getting the mail here with a minimum of delay is progressive and should be supported. Landing the Christiansted mail, which is always the larger, at Frederiksted, will mean its receipt up to Saturday evening with a very short time for reply by Sunday forenoon. It should not be overlooked that a subsidy of \$35 000 is paid for carrying the mail, and that without the mail contract no boat would be in question. The passenger end is, therefore, incidentally dependent on the mail and should at least not be provided for at the expense of the latter. [ED. ST. CROIX AVIS]

TELEGRAMS.

ST. CROIX STATION.

London, Sept. 17th.—Canada's expressed determination to bring up again the question of article X of the League of Nations and the pleadings of Sir Lomer Gouin last week before the constitution committee of the League have an added interest with the publication this morning of the documents which passed between the Free State Government and the Secretary of the League with regard to membership. Ireland has made it quite clear that she has joined the League, "with reservations" and the point is interesting, in view of the objections that have been raised, since the Versailles treaty by the United States against participation in the League. Examination of the documents now published shows that Ireland's application for membership was dated September 3rd and in this application it is expressly pointed out "that attention is called to two documents, which are submitted to the League, a copy of the Anglo-Irish agreement and a copy of the constitution of the Free State, with particular reference to article 49 of the constitution which makes application to the League of Nations subject to authority obtained expressly for the purpose in the legislature and such authority is governed, as to its

terms particularly by article 49 of the constitution. The article in question reads as follows: Save in case of actual invasion the Free State is not committed to active participation in any war unless the consent of the Irish Parliament is first obtained".

London, Sept. 17th.—The cause of the crashing of the Manchester-London airplane near Evinghoe Beacon on Wednesday with the loss of 5 lives, has not yet been determined. It was the first fatal accident to a British plane in commercial service since December 1920, when 4 persons were killed at Golders Green, a suburb of London. Friday's tragedy occurred shortly before dusk and during a heavy rain. The pilot was evidently seeking a landing because of engine trouble and the poor visibility. According to spectators the engine sounded as though some of the cylinders were missing fire. Almost at the identical time of the accident Sir William Brancker, Director of Civil Aviation, was declaring in a speech before the British Association that lack of visibility was now the only obstacle to a completely reliable air transport and that shortly the loss of control through fogs and mists would be eliminated.

Buffalo, N. Y., Sept. 17th.—Violating the speed boat of Robert Ringling of Chicago, caught fire while travelling through the water at a speed of 45 miles an hour in the last heat of the international regatta here on Saturday and Ringling and his mechanic Louis E. Gang were forced to jump for their lives. The two men were rescued by the crew of Horace Dodge's large yacht "Delphine" and were pulled aboard unharmed. The "Vireling" burned steadily for half an hour and is a total loss. Horace Dodge, Driving Musketeer 1, easily captured the final heat and the two trophies in the free-for-all sweepstakes after the Vireling was out, his time for the 30 miles heat was 42.44 and for the 90 miles it was 1.08.31, the official average speed for the three heats was 42.2. By his victory Dodge comes into possession of the international Great Lake's championship gold trophy and the international world's championship trophy.

Geneva, Sept. 17th.—Discussions in the council of the League of Nations on the question of the League's competency in the dispute between Italy and Greece was postponed until tomorrow afternoon after speeches today by Signor Salandra and M. Politis, the representatives respectively of Italy and Greece. When the meeting opened Mr. Hjalmer Branting, of Sweden, declared the Italian occupation of Corfu was contrary to the provisions of the League covenant and might establish a dangerous precedent affecting the prestige of the League. Lord Robert Cecil said the council had done everything it should have done in the Greco-Italian controversy and had seized upon every means to obtain a settlement which,