

ment Secretary will resume his former duties as Legal Assistant to Governor Oman.

At one a. m. this morning the signal station reported vessel in distress in the vicinity of Triangle Reef. First Assistant Harbor Master W. O. Simmons started immediately to the rescue in the Pilot boat St. Thomas, and when near to Triangle heard voices and signals of distress and found the British boat "Consolidation" three tons, Captain Henley with a crew of five men and seven passengers loaded with charcoal, livestock and provisions from Tortola bound to St. Thomas, a total wreck on the middle triangle reef. All hands were saved and taken ashore. The weather was calm and the sea was at the time. All that was saved of the vessel was the mast, piece of sail, and some Livestock.

Material for the U. S. Shipping Board which left New York on Steamer Lake Leyland, September 28 h, due to arrive in St. Thomas on October 5th.

WEATHER REPORT.

St. Croix, Bar. 30.05, Ther. 86, E., partly cloudy.

Rainfall for past 24 hours, 0

Frederiksted, Sept. 29th. 1919.

The Mail Schooner "Virginia" arrived here Saturday night at 7 o'clock, with 48 Bags of Mail for St Croix, 98 Packages and the following passengers: From Porto Rico: Ann Eliza Finley, and Rev. Geo. Englert, from St. Thomas.

She left at 6 o'clock last night on usual route with the following passengers: For Porto Rico: Mrs. Mary V. Jacobs, John P. Emanuel, Margaret A. White.

For St. Thomas: Julia Richard, A. Hansen.

Frederiksted, Sept. 30th. 1919.

S. S. "Guiana" arrived here at 6 p. m. with 1700 Packages for Frederiksted and 600 for Christiansted.

The following were passengers: Mr. and Mrs. W. Behagen, Mrs. P. A. Bridge, Mrs. L. Lamb, Mr. A. Golden, Mr. C. H. Payne, Miss L. Lamb, Mr. G. Englebright, Mr. L. Van Aller, Mr. and Mrs. H. Prescott, and Child, Mr. W. Barnes, E. Brown, Miss A. Peterson, H. Vallade, A. Ovesen, R. James, J. Rabbsatt, E. Svendsen, Miss E. Golden.

She is expected to sail tomorrow evening for Windward Islands.

Dear Mr. Editor!

I have noticed in the papers from time to time articles on the shortage of sugar in the island. I can give you the assurance that the community will not this year have to pay the predicted price of 20cts. nor even anything near that figure.

Christiansted, 2nd October 1919.

A DEALER.

TELEGRAMS

ST. CROIX STATION.

London, Sept. 21st. — The Government's arrangements to meet the strike emergency have been completed with the greatest rapidity. Already supplies of patrols have been rationed and distributed to prevent the stoppage of motor transport, upon which the nation may have to depend largely for food and other necessities. One of the most serious features of the strike is that some of the most important manufacturing centres have only a few days supply of coal, and may be forced to shut down their works.

London, Sept. 28th. — The Coal Controller has issued orders stopping all foreign shipments of coal at Cardiff. His object is to conserve all coal for use in this country.

London, Sept. 27th. — The Mining Industry already has been affected by the strike. Advices from the Welsh Fields announce that because of a shortage of coal, cars and lack of transportation for the mines from the stillage to the pits, two of the pits have shut down.

Melbourne, Sept. 28th. — The Trades Council in the various Australian capitals have refused to nominate delegates to the Washington Labour Congress.

Rome, Sept. 27th. — Italy must remain in unity with her allies, declared Signor Tittoni in the course of his speech today in the Chamber dealing with the situation growing out of the Fiume incident, in which he offered to resign in favour of any member who believed he could handle the problem better. The Foreign Minister had gone over the course of the peace negotiations at Paris, paying particular attention to the status of President Wilson in the activities, and pointing out that the Italian delegates had to adopt an attitude of compromise, because while France and Great Britain had assured Italy of their support, they had avoided going beyond the point in which they would have come into conflict with President Wilson. The Foreign Minister went on, "I should be a traitor if I did not recommend the avoidance of a course which would put Italy into open opposition to the Peace Conference, which would mean Italy's abandonment of the conference, with the loss of all the advantages coming from the Peace Treaty with our complete isolation, with the renunciation of our position as a great power and the committing of a folly of which we would soon repent. If anyone will rise in the Chamber who is confident he could attain better conditions, I am ready to cede my place immediately in the interests of the country, thanking him for the relief from the heavy burden. It is indisputable that Italy must be united in accord with her allies. The alliance formed for the war must necessarily continue during the peace. Speaking of Italy's former enemies, the Foreign Minister said, "We wish a democratic revolution to occur in

Germany to obliterate any remains of Prussian militarism. We wish Hungary and Bulgaria to become elements of the peace and equilibrium of Eastern Europe, while as for Austria, now that we have reached the tops of the Alps, our natural frontier, we consider the Austrians as brothers."

Washington, Sept. 29th. — All sailings to ports in Great Britain have been cancelled by the Shipping Board because of the strike.

London, Sept. 29th. — Some of the Morning papers today express great confidence that the railwaymen strike is doomed to failure. The Daily Mail is one of these. It justifies its prediction by saying that the strike leaders have greatly underrated the magnitude of the Govt's preparations to maintain the food supply. It adds that the rank and file of the railwaymen have not their heart in the strike while another factor of decisive importance is that "The public is dead against the strike."

Washington, Sept. 27th. — It is reported that the Germans are preparing for a "Dannunzio" move against Danzig.

Washington, Sept. 29th. — The cost of coal to the consumer will be doubled if demands formulated by United mine-workers are allowed, a statement issued by the National Coal Association declares. The estimate of the effect of the demands of the miners, it said, would add a million dollars to the cost of coal during the coming year. A six hour day, it says means approximately five hours in the working places, while the five day week on that basis means an actual reduction from forty-eight hours a week, the present schedule, to adopt twenty-five hours a week in the face of the fact that we are now short of coal in this country and throughout the world and that increased and uninterrupted coal production is vital, on top of this they demand a 60 per cent increase in wages, the statement says. The effect of this demand if granted, would be almost double the present cost of mining coal.

Auckland, N. Z., Sept. 29th. — Admiral Lord Jellicoe landed here yesterday and was accorded an enthusiastic reception. Speaking at the civic reception he said that the unknown problems of the Pacific might lead to future trouble. He appealed for the cooperation of New Zealand to maintain the Navy supreme as a strong Navy was an insurance for the Empire. It was no time for procrastination. If help had to be given, it should be given now.

London, Sept. 29th. — An official return just issued shows that British warships lost during the war included thirteen battleships, three battle cruisers and thirteen cruisers, six light cruisers, sixty four destroyers and fifty four submarines. Auxiliaries lost during the war totalled 815, including 244 colliers and 246 trawlers.