49 cents

# Men, Don't Think---Buy!

75 cents

## *Our Work Shirts at 59c. are not the kind that have earned the name of "Flimsy."*

There are several points in connection with our Shirt Sale that will strike men as being very important outside of the actual "money saving" feature. What MARSHALL BROS. desire to impress upon prospective patrons is that these Shirts, particularly those Men's

## *WHITE DRESS SHIRTS, at 75 cents*

Altho' so low in price, are of faultless construction throughout, and that means not only the quality of the cloth but the workmanship and the finish. We believe they are the Shirts that men want. VALUES ARE UP TO $1.80.

## Men's Negligee Shirts Reduced.

There are still a few of the 59c. Negligee Shirts left (broken lines). Not all sizes in any one line; but all sizes in the lot. THEY ARE NOW ON SALE AT **49c.**

*Marshall Bros.*


# Magnificent Success.

## *Annual Derby Day Passed With Pleasure.*

**Thousands Throng the Course — Too Much Wind Makes it Dangerous for Boats—Exciting Races — Populace Delighted.**

As we presumed not long since in connection with the Regatta meetings his year's races would be one of the good old time ones. The pretty landscape of Quidi Vidi yesterday presented a most animated appearance. To the south was a sloping landscape dotted with tents from which flags gaily flew, in fact the whole verdant valley of famed Quidi Vidi looked prettier than ever. Happy families sat on the southern banks with baskets filled and held a kindly repetition of the horror of 1884 when ed in tents and the aspect of the lakeside reminded one of the regattas of 30 years ago. Many felt nervous owing to the high wind which prevailed all day. They were fearful of a repitition of the horror of 1884 when three fine young Torbay men were drowned. A peculiar thing in connection with this is that Thomas Toucher, the veteran coxswain, steered the boat that day. It was the Terra Nova, but he did not steer her in the fatal race; she was afterwards the successful Myrtle.

The rain storm of Tuesday kept many people from going in the country and this increased the throng assembled at the course. From early morning carriages, autos and all kinds of vehicles sped along Quidi Vidiwards, and in connection with our Regatta there are peculiar types. The lad comes from the suburbs; he is a good fellow, must enjoy himself and this is his day. The buxom lassie comes from many a rural retreat and dances with her best boy to her heart's content. In fact it is fast becoming the fete day of Newfoundland. It was certainly the best attended races since the 90's, and the independence of the people was shown in the fact that "Jack was as good as his Master," and his master showed that he after all was only a "mere man" and fraternized with "Jack," the result was a kindly feeling and though some of the boys became a little touched during the evening all went well.

Now for a description of the Regatta; as we said before it was an old time races but it was a pity that more fishermen did not row. A more orderly crowd of people could not be found. Police were present but there was very little necessity for them. Supt. Grimes handled the work of the police department admirably in the absence of Inspector General Sullivan. Not a row occurred and any little squabbling which did break out amongst excited men were quickly suppressed by the Superintendent and his men.

His Excellency the Governor, Mrs. Davidson and suite were present during the day and certainly enjoyed the Regatta. The Chief Justice Sir Wm. E. Horwood and Lady Horwood were also there as was also the Premier and Lady Morris and many other notables.

A nice feature of the Regatta was the excellent rendition of music by the T. A. Band. It was under the direction of Bandmaster Wm. Pope and it certainly did them credit; many favourable comments were made on it. His Excellency proved most affable and kindly, walked out amongst the people and made many friends; in fact his geniality was remarked by every man on the course and it was one of the most pleasing features of the day.

The committee men deserve much praise. President Hiscock, V. P. Higgins, Treasurer Ellis, and last, but not least, the genial Secretary, James Noonan, and every other man was in harness and worked most assiduously The Regatta is a credit to them and the **Telegram** congratulates them.

As the races went we take them in their proper order.

**AMATEUR.**

This was a decidedly pretty race and a surprise to many. Many thought the Peter would beat easily and betting on her for favourite position was general. It was expected the Shamrock would have second place and the Guard and the Nellie R. a fight for third or fourth place. But a fine crew of lads were in the Guard and came out easy victors. All got away together and made a splendid start. The boats were almost neck and neck down to a point opposite the Committee Marquee and opposite the C. C. C. Boat House the Peter led until she reached the mouth of Coaker's River, here she dropped to the rear for a while but bucked up again and the four boats made a pretty turn of it. The Peter, as a matter of fact, turned first with the Nellie R. and Guard, but the Shamrock drifted a long distance below the buoys and some people thought he would come to grief. Coming up the boats made a nice struggle of it and a pretty exhibition of oarsmanship was given. By the time the committee tent was reached the Guard's crew well evinced their ability, they put up a quick stroke and shot in their boat about two lengths ahead of their competitors. When the victors reached their boat house they were taken on the backs of stalwart men and brought in. In fact it was difficult to get Phil Brown through the crowd he got such an ovation. This race was a presage of the race of the day—the Brigade Race. The names of the winners were:

**Guard**—P. Brown, cox.; H. Peddigrew, stroke; R. Kent, H. Brown, R. Young, F. O'Toole, A. White.

Time: 11.06 1-5

**JUVENILES.**

In this race the Logy Bay boys in the Shamrock were favorites and a strapping crew of boys they were. Had they a better boat they would certainly have made a better race of it. The Nellie R., Guard, Shamrock and Blue Peter got away in this race but the start was a bad one, several of the boys missing strokes and generally making a bad start. The boats, however made a pretty spectacle going down the pond and at the buoys they turned neck and neck. After the turn the order was: Nellie R. first, Shamrock second, Guard third and Peter last. The Shamrock was a surprise in this race owing to the boat. Time: 11.16.

**Nellie R.** (Highlanders)—B. Allen, cox.; B. Forsey, stroke; W. Arns, J. Butler, E. Burt, G. Tizzard, F. Watts.

**TRADESMEN.**

In this race three boats entered, the Nellie R., Shamrock and Guard, with the Nellie R. the favourite. In this race the prettiest start for the day was made and the boats came to the buoys together. It was ticklish work to attempt to turn the buoys as a big lop was now running on the lake owing to the high wind and this affected the Shamrock very much. This showed the carefulness and effectiveness of the veteran coxswain Thos. Toucher, the hero of many fights: Several waves struck the boat but he kept his head and averted the tragedy of the Torbay boys. He got his men well in hand and "yawed" the boat across to the North side of the lake at Coaker's River and finding the boat making water got her up in the "lun" side o the pond in shoal water and then brought her to her boat house. The Nellie R. made an easy race of it. Time: 10.57 3-5.

**Nellie R.**—J. Boone, cox.; G. Chislett, stroke; S. Boone, H. Ennis, W. Whitemarsh, W. Taylor, B. Berry.

**MERCANTILE.**

In this race three boats ran, the Blue Peter, Nellie R. and Guard. The boats made an exceptionally pretty start and came down the lake in nice style; just below the committee tent, however, the Nellie R's crew spurted and gained lengths on their opponents. The race finished: Nellie R. first, Blue Peter second, Guard third. Time: 11.28. Her crew were:

**Nellie R.** (R. N. Co.)—N. Andrews cox.; H. Fraser, stroke; T. Morgan, J. Buckingham, M. Flynn, J. Murphy, W. Ross.

**SOCIETY.**

This would have been a pretty race but only two boats entered, the L.O.A. in the Nellie R. and the S. U. F. in the Peter. The L. O. A. men, a strapping fine crew, were favorites all along and bets could not be made against them. The boats made a pretty start and to the buoys there was hardly an inch between them. The Nellie R. men made a quick turn of it, however, and coming up the lake had it all her own way. She did the course in 11.09. Her crew were:

**Nellie R.** (L. O. A.)—J. Boone, cox.; G. Chislett, stroke; S. Boone, W. Whitemarsh, W. Taylor, K. Garland, D. Berry.

**A Spectacular Race Between C. L. B. and C. C. C.**

Not since the formation of the Brigades in Newfoundland was there such interest exhibited in a race as that evinced yesterday between the Brigades. The favourites were the C. L. B. and a finer crowd of lads could not be seen. The C. C. C. were also a clean limbed lithe crowd, but betting went in favour of the C. L. B. and deservedly so. But Phil Brown knew his men and though they had a bad position, as one C. L. B. boy said, "out on the Atlantic," the day was so stormy, he kept them well in hand. The C. C. C. rowed the Guard, the C. L. B., the Peter, the K. E. B., the Mary, the Shamrock being now out of commission; and the Highlanders, the Nellie R. The most ardent Cadet suporters had no idea that the race would conclude in their favour. The boats made a nice start and all got away in excellent order. The K. E. B. lads made a splendid effort at first but fell behind with the Highlanders, and from the start it was recognized that the race was to be between the Cadets and Church Lads. On reaching the buoys it was seen that the Peter was well ahead and the choicest position on the lake was hers. The C. C. C. were out on the south side of the lake in a storm of wind and sea, but the surprise was that after the turn was made that they held their own so well. The judges of the committee, men well versed in races, gave it as their opinion that the C. L. B. would be easy winners, and when the two boats were opposite the committee tent none would take a bet on the C. C. C. though out in the storm they were less than a boat's length behind; both crews spurted about here and kept their relative distances opposite the committee tent, but just above it the prowess of the Cadets was evident. They put up one of the quickest spurts possibly ever seen at a regatta; excitement became intense when it was seen thy were running ahead and when the gun fired all knew that the Catholic Cadets had captured the race for 1913. A most exciting race, the other boats were not in it, but nevertheless the C. L. B. lads were plucky and kept up the fight from start to finish. The crew of the Cadet boat were:

**Guard** (C. C. C.)—P. Brown, cox.; Pte. J. Kavanagh, stroke; J. Conway, T. Christoher, J. Dunphy, M. Walsh, A. Manning.

Time: 11.45 1-5.

After the race both crews fraternized and the best of good will prevailed. The M. G. B. people were particularly pleased in seeing their boat win under such adverse circumstances. They placed reliance in the C. C. C. and they did not disappoint them. On the other hand the Cadets will not soon forget the kindly spirit of the M. G. B. in giving them their boat. She is a pretty boat and is well worth taking care of.

**SWIMMING.**

The first was an open contest in which nine men took part. Mr. C. E. Brooks took the lead all the way across the pond and finished first in 5.35 mins., with Kelly second. The next was between representatives of the brigades. J. St. George came first for the C.C.C., winning the McGregor cup. The swimming item elicited very little interest and it is likely there will be no more swimming races held on Regatta Day.

**FISHERMEN.**

When this race was announced only two crews, the Torbay men in the Nellie R. and Logybay Men in the Guard, went to the stakes; Flatrock, Broad Cove and Outer Cove backed out. Right at the start the Torbay men took the lead. After turning the buoy the Guard crept upon her opponent but on reaching the boathouses the Nellie R's crew spurted and reached the stakes four lengths ahead of the Guard. Time 10 mins. 51 secs. The quickest time for the day.

**Nellie R (Torbay)**—A. Whitten, cox.; G. Tapper, stroke; J. Hickey, T. Reddy, F. Tapper, W. Hickey, R. Whitten.

**LABORERS.**

Three boats entered, the Blue Peter, Nellie R and Guard. The latter was crewed by the Bell Island men who were the favourites. The race to the buoys was close. Coming up the pond the Nellie R. gradually got away from her opponent and finished two lengths ahead of the Guard with the Peter well in the rear. Time 10 mins. 59 1-5 secs.

**Nellie R.** (R. N. Co.)—J. Day, cox.; J. Caul, stroke; W. Fewer, E. McCarthy, John Le Fosse, J. Symonds, R. Penney.

**FOOTBALL.**

Especially interesting was this race. Four boats faced the starter. The Collegians were in the Guard, the the Star in the Mary, the C.E.I in the Peter and the Casuals in the Nellie R. Going down the pond the Mary took the lead and rounded the buoy first Then she began to lose ground and the Collegians who showed they had the best staying power, returned to the wining post first, followed closely by the C.E.I., the Star third and Casuals last. Time 11 mins. 34 1-5 secs.

**Guard** (Collegians)—J. Boone, cox.; H. Barnes, stroke; E. Barnes, J. Barrett, C. Peet, T. Noseworthy, G. Squires.

**TRUCKMEN.**

Three boats, the Guard, Blue Peter and Nellie R. lined up at the head of the pond. From start to finish the contest was exciting. The three boats went to the bottom of the pond together. The Guard was straightened up first and soon got a length on her opponents. The Peter's crew put up steam and caught up to the Guard. The two boats rowed along neck and neck but when the band struck up the Peter forged ahead and won by two lengths, Guard second. Time 11 mins

**Blue Peter** (East End)—A. Whitten, cox.; J. Billiard, stroke; A. Anthony P. Summers, C. Day, G. Clooney, G. Summers.

**FACTORY.**

The Blue Peter, Nellie R. and Guard took part. The latter was the favourite and betting was two to one in her favour. Going to the buoys the contest was very close between the Peter and Guard. The latter lost ground on the home stretch and was completely outdistanced by the Peter, a surprise to everybody. Time 11 mins. 2 1-5 secs.

**Blue Peter** (Harvey's Butterine) — S. Ebsary, cox.; D. Hallett, stroke; J. Mitcham, J. Emberley, R. Pike, S. Stevens, J. Harvey.

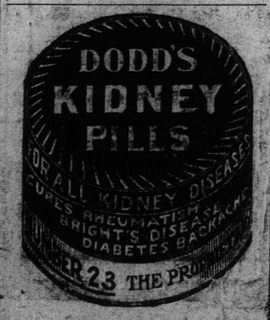
**NAVAL-RESERVE-FIREMEN.**

This was the last race for the day. Five boats entered, the Mary, Nellie R., Guard, Red Lion and Blue Peter. The Nellie R., crewed by the South-side firemen, was looked upon as the winner, and backers were not disappointed. The race finished in the following order: Nellie R., Mary, Guard Blue Peter and Red Lion. Time 11 mins. 10 secs. No prize was given to the winning crew as protests were lodged.

**Nellie R.** (Reserve Firemen) — J. Boone, cox.; G. Chislett, stroke; S. Boone, E. Toole, H. Ennis, J. Barrett, R. Pike.

**PRESENTATION.**

After the Brigade Race the presentation of prizes took place. On the grand stand were President Hiscock and Committee members, His Excellency the Governor and Mrs. Davidson and many other prominent people. After a few remarks by the President, Mrs. Davidson pinned the medals on the breasts of the winning crews amid enthusiastic cheers. Among the guests were Governor Davidson, Sir E. P. Morris and Sir William Horwood. The catering was excellent and the C. L. B. boys deserved all the congratulations received.



MINARD'S LINIMENT CURES DIPHTHERIA.


**Investment News**

St. John's, Aug. 7th, 1913.

**IMPORTANT**

**News About The Maritime Nail Co.**

We have in the printer's hands an entirely new announcement regarding the Maritime Nail Company of St. John, that will be ready for mailing in a few days.

This contains full particulars of the Maritime Nail Company's recent purchase of a rod mill in Germany, and of the first shipment of wire rods from this mill now on its way to the Company's St. John plant—which cargo is the largest of its kind ever shipped to Canada.

The circular explains the great saving in cost of raw material that this German establishment means to the Maritime Nail Company—the Preferred Stock of which Company we recently offered at par with a 50 per cent. Common Stock Bonus.

We shall mail this announcement to all who purchased this issue. But if YOU are not one of this fortunate group of shareholders, and yet wish a copy of the announcement, we suggest that you write immediately for the same to insure your having a copy when issued.

**J. C. Mackintosh & Co.**

Established 1873

Members Montreal Stock Exchange

R. C. Power—Manager for Nfld.

282 Duckworth St., St. John's.

Halifax, St. John, Montreal, New Glasgow, Fredericton.



If you are as particular about having the best, as we are about providing it, you should compare "HOMESTEAD" Tea with the brand you usually buy. Nothing we can say will do so much to convince you of HOMESTEAD superiority.

**Homestead, 40c. lb. Star, 35c. lb.**

For 5 lb. parcels 10 per cent. discount.

New Cabbage, Bananas, Turnips. Fresh Tomatoes, Potatoes, Fresh Corn.

California Nectarines, by the lb. California Peaches by the lb. Cal. Apricots by the lb. Cigars, Cigarettes, etc. At lowest rates.

**C. P. EAGAN,**

Duckworth St. and Queen's Road.



**Unequalled for Cooking.**

**MODERN ALASKA RANGE.**

Can supply hot water fittings to heat 60 gallons per hour. Old Stove or Range accepted in part payment for new.

JOHN CLOUSTON,

140-2 Duckworth St.

Jun21,eod,tf


## Here and There

**ORE CARGO.**—The s.s. Nordpool has left Bell Island for Philadelphia with 6,000 tons of ore.

**A few customers can be supplied with Fresh Milk daily. 'Phone 96.**—aug7,3i

**ADA PEARD ARRIVES.** — The barque Ada ePard arrived yesterday from Bahia, after a passage of 31 days.

**Dr. G. N. Murphy's Office will be closed from Friday, August 8th, until August 27th.**—jly30,5i

The Misses A. Edith and Em. M. Squires, who have been at Bonne Bay for their vacation, returned by the S. S. Meigle en route to Bishop's Falls and St. John's, respectively.

**All kinds of Temperance Drinks on Ice at P. J. RAYNES', 112 New Gower Street.**

july12,1m,eod

**BELL ISLAND VISITORS.**—Messrs. C. F. Taylor, C. Maine and J. M. Greene, President, Vice-President and Secretary of the Bell Island Regatta Committee, witnessed the Regatta yesterday, and were guests of the local committee.

**NOTICE!**—If the lady who purchased 28c. worth of cakes on Tuesday at JESSOP'S Bakery would call at the store it would be to her advantage.—aug7,1i

MINARD'S LINIMENT USED BY PHYSICIANS.

## Cape Report.

Special to Evening Telegram.

CAPE RACE, To-day.

Wind S.W., light, weather fine; foggy to sea. The steamers Corinthian passed east and Sandefjord west and schr. showing Harvey & Co's flag inward yesterday; nothing sighted to-day. Several schrs. are trawling off here and reports fish plentiful. Bar. 29.75; ther. 58.

## Some Runner.

Have you ever heard of Ernest Mensen? Sixty years ago his renown spread all over Europe. His exploits made the pedestrian feats of the present day look significant.

He was a man who first came under notice by running from Paris to Moscow, a distance of 1,760 miles, in 13 days and 18 hours. In 1836 he ran through Central Asia from Calcutta to Constantinople bearing despatches for the East India Company. The distance was 5,615 miles, and he accomplished this in 59 days, one-third of the time taken by the swiftest caravan. A favorite employment for him was as the messenger extraordinary of Sovereigns. He ran from country to country, bearing letters and despatches of the highest importance, and always beating mounted couriers matched against him. He never walked. Invariably he took the direct route to his destination, climbing mountains, swimming rivers and guiding himself through forests in a way known only to himself. His food was a small quantity of raspberry syrup.


At BEARNS', Haymarket Grocery, by Stephano to-day: Cauliflower, Bananas, Celery, Tomatoes, Beet, Carrots, New Cabbage, New York Chicken, New York Corned Beef, New Potatoes, New Turnips, etc., etc.

aug7,2i


KEEP MINARD'S LINIMENT IN THE HOUSE.