



Evening Telegram

W. J. HERDER, - - - Proprietor
C. T. JAMES, - - - Editor

FRIDAY, August 29, 1919.

Congratulations.

The Telegram congratulates the Inspector General of Police upon his prompt action in the matter of speeding.

Last evening a party of police, numbering four, was stationed on Cornwall Avenue and remained there until nearly eleven o'clock. Several cars were stopped and altogether a splendid night's work was done. One car without tail-light passed along and refused to stop at the command of the squad. A police officer, who stood out to hold the car up, was almost killed when the driver refused to obey and continued on at a breakneck speed. If the constable had not jumped back in time he certainly would have been knocked down.

The only clue gotten by the squad was that the car was a Ford. If the officer had been killed it would have been the same. No other clue would have been offering and the contemptible culprit would have escaped the just penalty of his crime.

It is up to the Motor Association, now, to set enquiries going to discover the driver of the Ford car. If it fails to make enquiries only one construction can be put on the matter: the Motor Association is a farce and a joke.

Speeding must go. The safety of citizens must not be jeopardized by reckless road-hogs who have not the first resemblance to manhood.

Citizens should co-operate with the Inspector General, now, and keep a vigilant look-out for speeding cars and their numbers. These should be passed over to him with the offer to give condemnatory evidence. In this way every citizen will become an officer of the law and speeding will be put down.

As before stated, the Inspector General deserves much praise for his promptness in attending to the matter once it had been brought to his notice. He should not end his efforts there, however, but become even more vigilant and unceasing in his fight to put down speeding and the road-hog.

The Adelaide Street reform will remain a monument to the energy of Mr. Hutchings, and this reform will add the climax. Speeding must go. The road-hog must be placed where he rightfully belongs.

Changing Our Climate.

No doubt the despatch sent from this city to an American paper, and reprinted in to-day's issue of the Telegram, was read with much interest by everyone. Dealing with a proposed method of changing the climate of Newfoundland and of the eastern section of Canada, the article was of much local interest, although, it cannot be denied, it was written in a far-fetched, hyperbolized style.

The suggested plan is "simply" to build a great dam across the Strait of Belle Isle and thereby cut off the Arctic current and turn it out into the Atlantic. In this way the Gulf Stream would not be turned off to the south of us and set across to England but allowed to flow north and bring with it the balmy breath of the sunny south. The undertaking, at the first glance, seems to be a gigantic, if not impossible, one, and there will be many who will doubt the possibility of its accomplishment. When we remember the great feats of science that have been made in other parts of the world, however, our doubt should be dissipated and our fears set at rest.

And wouldn't it be convenient—instead of spending a mint of money in "going south," we could simply remain at home and receive the benefit of the southern breezes and heat? When we think of the rigors of the few months of winter we should not be slow in according the plan our sympathy.

At Rest.

All that was mortal of the late Rev. E. P. Ward, was yesterday committed to mother earth in the General Protestant Cemetery. The service in the home of Mrs. Ward's father, W. Campbell, Esq., commenced at 2.30 p.m. by the singing of "Peace, Perfect Peace," followed by prayer led by Rev. T. W. Atkinson. The procession then formed and wended its way to George St. Church where a most appropriate service was held, with the ex-President of Conference, Rev. Dr. Curtis, in charge. After invocation by the Chairman, the hymn, "Lead Kindly Light," was sung and prayer offered by Rev. S. Bennett, of Bay Roberts. Scripture selections were then read by Rev. O. Jackson, of Brigus, and Rev. E. W. Forbes, of this city, and an address was delivered by Dr. Curtis who spoke feelingly of the great loss sustained by all in the passing of the deceased minister. The hymn, "Give me the wings of faith to rise," was next in order, followed by loving tributes to the memory of the deceased by Rev. T. B. Darby, M.A., and Rev. W. H. Browning, of Harbor Grace. After another hymn, "Servant of God, Well Done," had been sung, Rev. Dr. Cowperthwaite pronounced the Benediction and the audience stood with bowed heads during the rendition of the Dead March in Saul by Mr. Beresford, who presided at the organ during the service. At the close of the service at the grave side, all united in singing "There's a land that is fairer than day," and many were led to anticipate the glad reunion in the sweet bye and bye when we meet on that beautiful shore.—Com.

Susu's Passengers.

S.S. Susu arrived in port yesterday afternoon, bringing the following passengers:—B. Bowers, H. Morgan, Miss Penney, Mrs. H. Morgan, Miss N. Mercer, M. Colton, W. H. Collins, E. Cuff, L. Hicks, Mrs. E. Cuff, Mr. Whiteway, Mrs. F. Cash, Capt. Geo. Hann, Miss M. Davis, C. Stratton, Miss Hopkins, F. A. Wheeler, R. Oakley, Mrs. L. Briggs, Miss B. Ford, Capt. A. Keen, T. W. Abbott.

General Botha.

A PERSONAL TRIBUTE.

Editor Evening Telegram

Dear Sir,—As one who had the honor of knowing him personally I should like, Sir, with your permission, to pay a tribute to the memory of the great statesman and soldier whose sudden passing was announced in yesterday's press despatch from Pretoria. General Botha and I were colleagues at the Imperial Conference of 1911, and during the five weeks of the Conference, and subsequently at the Coronation festivities of that year, we met almost daily. Among the most interesting of my memories are the frequent talks I had with him at the Hotel Cecil in London, where we Overseas representatives all stayed. It is impossible to describe the charm of his personality. All who met him loved him. He was easily the most popular visitor to England on that occasion. None, except His Majesty the King, on the day of the Royal Procession through London, evoked so much enthusiasm; and he took the acclamation he everywhere received with the quiet dignity of a strong man, one possessing that simplicity of manner and modesty of nature we always like to find associated with greatness—without which, indeed, true greatness is seldom found.

In recounting my experiences of that year I have always said that the most striking situation in the course of the Conference was seen when, by invitation of the Prime Minister, Mr. Asquith, the representatives of the Dominion of Defence, during the day the Empire were under review. Not only Sir Edward Grey, the Foreign Secretary, but Lord Haldane, the Minister for War, and Mr. McKenna, the First Lord of the Admiralty, addressed us, unfolding Britain's foreign policy, her naval and military programmes, and the strong and weak points in our defences. All this, of course, at secret sittings. At the table with us sat Lord Kitchener, Sir John French and other men famous in the Boer War; and, as it happened, opposite to them sat Botha—General Botha. How the whirligig of time brought in its revenges! It was only a few years previous that Botha, as Commander of the Boer forces, showed what courage, resource and military genius he possessed. The resolute, active, dauntless, elusive foe of England—there he sat at that Secret Council listening to the views of the Foreign Office, the War Office and the Admiralty. But the man was indeed worthy of this trust and confidence. He was not only the greatest Boer General of the South African War, but the leading spirit and guiding mind of both British and Boer since that war; the man to whom South Africa, in large measure, owed the Union it had so splendidly and rapidly achieved, and of which he became the first Prime Minister.

You could not be in General Botha's company five minutes without feeling convinced of his absolute loyalty to the Empire. I remember well his speech on the opening day of the Conference when he said: "We have come to lay a wreath from South Africa on the grave of our beloved friend King Edward the Peacemaker, and to assure His Majesty King George of our devoted loyalty to his throne and person." One felt that the man who took the oath of allegiance to the British Crown at Vereeniging meant to keep that oath. In several subsequent speeches I heard him deliver, he dealt in words of simple but impressive eloquence with the priceless boon of British liberty and with the necessity of strengthening the bonds of Empire. He was obviously proud of his new allegiance, and in every vote he cast and in everything he said at the Conference he showed his loyalty to the Crown, and his desire for a permanent and closer Imperial unity.

General Botha's achievements during the recent Great War—his conquest of German South West Africa, his suppression of rebellion, his mission to Poland since the armistice, and his statesmanlike bearing at the Peace Conference—all these are fresh in our minds. It is hard that the end should come so suddenly, and so soon after his return to his own country. Soldier and statesman, he will be mourned by all true friends of the British Commonwealth.

Yours faithfully,

R. WATSON.

St. John's August 29th.

Yesterday's Outings.

GOWER ST. PICNIC.

Numbering about 500, the S. S. children of Gower St. Church held their annual picnic at Mt. Pearl yesterday. Leaving town by special train at 11 o'clock, they arrived half an hour later when the usual items of a picnic programme were gone through. Return to the city was made at 5 o'clock.

ST. MICHAEL'S GARDEN PARTY. The continuation of St. Michael's Garden Party was held yesterday afternoon and evening. Enjoyable hours were spent by everyone present.

Excellent Suggestions to Obviate Speeding.

Editor Evening Telegram.

Dear Sir,—I notice that the authorities have at last arisen to their responsibilities in connection with motor cars and joy riding, and to facilitate their good work I would like to suggest the following.

Have all cars numbered with a letter of the alphabet and figures after the letter, as, A-25, B-10, and so on to Z. The twenty-six letters each numbered 1 to 99 would give over twenty-five hundred different numbers and not run into three figures, which are hard to remember on a passing glance. Then, if an accident occurs, and a motorist does not stop, a spectator could remember the letter even if the number might slip his memory, and the police would only have to trace, say, about 24 cars of A series, or B series as the case may be, as 25 and 24 equals 49, about the number of cars here now. Have each letter to Z used, which would mean less cars to a letter, and easier tracing.

Then let the Council issue a regular (five or six inch figure) number plate, standardized and stamped or beveled on car by Council (to prevent bogus numbers), and have a number both fore and aft on the car.

As not more than five per cent. of the present car light remain bright enough to show the rear numbers on cars fifty feet away, have proper lights arranged.

Provide juniors having licences. If a booklet showing the auto numbers, and names of owners was procurable at bookstores, it would tend to stop a lot of joy riding, as everyone would know whose car was in such a place, etc.

Yours truly,

August 29, 1919. SPARK PLUG.

Endorses "Telegram."

Editor Evening Telegram

Dear Sir,—Permit me to congratulate the uncompromising stand taken by your paper on the menace of speeding. Let me assure you that the public is with you in your fight against the road-hog and the public appreciates the Telegram for the firm stand it has taken. Once again the grand old paper has proven its interest in the masses and its policy of being always the exponent of popular opinion.

Yours truly,

City, Aug. 28th, 1919. DELIGHTED.

Editor Evening Telegram

Dear Sir,—Your editorial comment on speeding is received by your readers with great pleasure and they are delighted to find that there is a paper in the city to express fearlessly the sentiments of the men along the street who are menaced by the evil. You have the support of all in your agitation.

Yours respectfully,

August 29th, 1919. READER.

ARGENTIA GARDEN PARTY.

On Sunday next the people of Argentinia will hold their Annual Garden Party, which promises to be a big event. A programme of golf, skiff and motor boat racing, also a road race, with a number of interesting and novel side shows, is being arranged by the committee in charge, and a most enjoyable time is assured all who attend. Parties from the city wishing to spend the weekend at Argentinia can leave by Saturday's morning train. Excursion rates will be offered.

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To-Night's Players.

The final game of the League football series will be played this evening by the B. I. S. and Collegians, commencing at 8.45 sharp. The line-up will likely be:—B.I.S.: Goal, Phelan; backs, Fox, Kelly; halves, O'Reilly, Flynn, Rawlins; forwards, Kelly, Deyling, Skinner, Phelan, Kent, Collegians: Goal, Voisey; backs, Reid, Chancy; halves Ellis, Chancy, Quick forwards, Chafe, Macklin, Quick, Mews, Sinclair.

Reids' Boats.

Argyle left Flat Island at 7.10 a.m. yesterday, outward.
Clyde left Lewisporte at 5.55 a.m. yesterday.
Dundas arrived at Port Union at 7.30 yesterday.
Ethie left Lark Harbor at 1.45 a.m. yesterday, going north.
Glencoe left Port aux Basques at 9 p.m. yesterday.
Home left Pilley's Island at 3.15 p.m. yesterday, inward.
Kyle arrived at Port aux Basques at 6 a.m. to-day.
Meigle arrived at St. John's at 11.30 yesterday.
Saguna left King's Cove at 5.30 p.m. yesterday, outward.
Petrel leaving Clarendville to-day.

GOVERNMENT BOATS.—S.S. Portia left Harbor Breton at 3.30 p.m. yesterday. S. S. Prospero left Wesleyville at 3 o'clock yesterday evening, going north.

That Boy
Of Yours
will grow in mind
and muscle if you
feed him right.

Grape-Nuts
for
Breakfast!

"There's a Reason"

Knowling's

Lace Curtains, Curtain Net, Casement Cloth, Scrims, Art Sateen, Cretonnes.

We are now showing a large and varied assortment of these goods, of which the following are a few selections:—

NOVELTY CURTAINS, White, \$1.60, \$1.80, \$2.25, \$2.50, \$4.20, \$4.50 to \$7.40 per pair
NOVELTY CURTAINS, Cream \$2.75, \$3.00, \$3.90, \$4.30 per pair
SCRANTON LACE CURTAINS, White \$1.45, \$1.95, \$2.69 per pair
SCRANTON LACE CURTAINS, Cream \$2.10, \$4.20 per pair
LACE CURTAINS, White \$5.20, \$5.60, \$6.50, \$7.50 to \$10.00 per pair
SWISS NET CURTAINS, Cream \$9.50, \$10.20, \$10.80, \$11.50 per pair

CURTAIN NET, White, 35c., 40c., 45c. to 75c. per yard.

CURTAIN NET, Cream, 33c., 45c. to 50c. per yard.

CURTAIN NET, White, Frilled, 70c., 95c. to \$1.10 yard.

SCRANTON LACE, White, 25c., 33c., 47c. to 75c. per yard.

SCRANTON LACE, Cream, 37c. and 75c. per yard.

ART SATEEN . . . 45c. to 75c. per yard

QUILTING COTTON, 20c., 50c. to 60c. per yard.

FANCY ART MUSLIN . . . 20c. per yard

SCRIM, White and Cream, Fancy Border, 40c., 60c., 80c. per yard.

FANCY COLOURED SCRIMS, 30c., 40c., 60c. and 70c. per yard.

CASEMENT CLOTH, 45c., 75c., 85c., \$1.10 per yard.

WHITE CASEMENT CLOTH, Double Edged, \$1.20, \$1.25 per yard.

CRETONNES, 50c., 65c. and 75c. per yard

CHINTZ, 55c., 75c., \$1.25, \$1.90 to \$2.25 per yard.

G. Knowling, Ltd.

DUE BY "SABLE I" TO-DAY:

100 cases Sweet Mixed Pickles,
100 cases Sweet Mustard Pickles,
100 cases Sour Mixed Pickles,
100 cases Chow Chow,
100 cases Tomato Catsup,
100 cases Pimento Relish,
200 cases Syrups,
200 cases Ass'ted. 12 oz. Jams.

P. F. FEARN & CO., Ltd.

June 28.6m

BUSINESS CARD!

J. J. Lacey & Co., Limited,

Specialists in meritorious investments
that make new friends and
retain old ones.

Daily Cable Service with New York and Chicago.

City Chambers.

St. John's, Nfld.

Shipping News.

S.S. Adolph leaves New York to-day for this port direct.
S.S. Rosalind leaves New York for here via Halifax to-morrow.
S.S. Digby left Liverpool on Thursday for this port.

BORN.

On the 25th inst. to Mr. and Mrs. Frank Lewis, South Side, a son.

MARRIED.

Miss Katherine M. Penney, daughter of Capt. and Mrs. George Penney of Carbonara, Nfld., was married to Senator Nathan Goff of Clarksburg, West Virginia, U. S. A., at New York yesterday August 28th.

DIED.

This morning, after a short illness, Abraham John, aged 41 years, second son of Jimima and John Burt, leaving a wife, 4 children, 2 stepchildren, 3 brothers and one sister to mourn their sad loss. Funeral on Sunday, at 3 o'clock from his late residence, Battery Road; friends will please accept this the only intimation.

WINARD'S LINIMENT CURES DIS-TEMPER.

NEW EGYPTIAN ONIONS in Sacks,

Ex S. S. Sachem to-day, at about one-third of the price of Texas.

Ex train this morning:
Pure Gold Jelly Powders.
Pure Gold Icing Sugar.
New Pearl Tapioca.
Flake Tapioca.
Pearl Tapioca in 1 lb. pkgs.
Quick Tapioca.
Dromedary Dates.

Borax—14 lb. 1/2 lb. and 1 lb. packages.
Morr's Pure Fruit Syrups.
Due Saturday or Monday:
Bananas.
California Oranges.
Green Cabbage.
New Apples in barrels.
New Potatoes.

For Saturday Morning:

LOCAL CABBAGE.

LOCAL TURNIPS.

C. P. EAGAN,

Duckworth Street and Queen's Road.

Forty Years in the Public
service—the Evening Telegram.

BABY CARRIAGES!

Fresh arrival of
Baby Carriages,
Go-Carts, Sulkies.
Prices ranging from
\$7.75 to \$32.00.



G. KNOWLING, Ltd.

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P

WOMEN'S color H. We rep who co town. worn h mostly Friday
WOMEN'S stitched waist is Friday
MERVE S connected with Friday
WOMEN'S neck a Just times
CHILDRE pattern 4 to 7
CHILDRE able, Friday
SILK CR product one s great Friday
SILK CR Rose with \$3.00
MISSIS each. Regul
JAP SILK stock ue us shad Yellow Friday
WOMEN'S and repre Colla each.
WOMEN'S broif Reg.

Zeppelin's

It was on Sunday that Count Zeppelin's aerial voyage to Berlin to a He appeared be

No other surely and stomach oil the liver a general hee

Bee