



Evening Telegram

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

Thursday, February 26, 1920.

Famous Names.

"What's in a name," Shakespeare makes one of his heroines, Juliet, say, "that which we call a rose by any other name would smell as sweet." But it is not so in the British Navy. With my Lords of the Admiralty and the ratings of the fleet from the Admiral down to the cabin boy, names are something with which to conjure, particularly names of warships, which it has been the custom to perpetuate in successive ships, maintaining by this practice, the traditions of famous vessels and glorious actions from generation to generation in British naval history. What student of history is there who does not thrill with conscious pride when reading such names in the Navy list as Royal Oak, Revenge, Ramilies, Royal Sovereign, Benbow, Agincourt, Audacious, Centurion, Orion, Colossus, Vanguard, Temeraire, Bellerophon, Agamemnon, Swiftsure, Implacable, Vengeance, Glory, Magnificent, all ships of the present age, named in succession after their originals, each and all of which were ships of the line in the days of the wooden walls, the hemp and canvas. And each one has its individual history surrounded by a halo of glory and gallantry. Those named above are but a few, selected at random, from the many. Others there are equally distinguished, whose names will be carried into perpetuity so long as ships will be built for fighting purposes. When the days of battle are done, and the nations have "beaten their swords into ploughshares and their spears into pruning hooks," the mere mention of the names of these fighting units will still be to their glorious and immortal memory, and a review of their career will conjure up many mental pictures of the days when Britannia ruled the waves.

Now comes the news that the custom of the Admiralty—though to a lesser extent—is about to be applied to the British merchant marine, a recent announcement by the Cunard Company being to the effect that six large ocean-going steamships now under construction are to be named after vessels of that fleet, which were lost during the war. It is doubtful, however, if the company will rename another Lusitania. To do so would revive sad memories of that tragic and terrible disaster of brutal murder on the high seas, done by the despicable Hun, but it would perpetuate and ever keep fresh in British minds the greatest horror of the war and serve as a reminder of the inhumanity and barbarism of this piratical and bloodthirsty deed. It would be a constant and ever present warning of the peridy and slaughter lust of our late enemy, and would stand as a mentor between us and future relations with the descendants of the tribe of Von Tirpitz, et hoc genus omne, as an everlasting caution "Lest We Forget." Writing on the names of lost Commanders and the preser-

vation of their fame, the Halifax Morning Chronicle says: "There will be a new Franconia, for example, to replace the steamer of that name which was sunk by a torpedo on October 1, 1916, while carrying troops between Malta and Greece. The Alaunia is to recall the vessel torpedoed fifteen days later off a lightship in the English Channel, and the Laconia, her predecessor, sunk on February 25, 1917. The Aurania was struck early in the following January near Londonderry, drifted for two days and nights and, going ashore at Tobermory, Island of Mull, became a total wreck. Seven lives were lost by the explosion of a torpedo which, on January 26, 1918, sank the Andania off the north of Ireland.

"The Ausonia had many adventures. One of the services she performed was to convey 2,000 refugees from Belgium to La Pallice in February, 1915; she was disabled by a torpedo in June, 1917, but signalled for help and was safely towed into Queenstown Harbor. On a later trip in May of the following year, when more than 600 miles from land, she became the mark for a German torpedo. About 150 of her passengers and crew took to the boats, and largely owing to the skill and heroism of the captain all succeeded in reaching the west coast of Ireland, where they were rescued by destroyers.

"These and many other ships of the merchant marine, which were lost during the war, contributed greatly towards the Allied victory, and it will be fitting and inspiring to maintain their glorious record and at the same time honor the noble services of the merchant marine, by perpetuating their names in new ships of the Cunard and other lines."

The Veterans' Wood-Working School.

One of the most interesting developments in connection with the re-training of our returned men has been the Wood-Working School established in the Callahan, Glass & Company's premises, Theatre Hill, and directed by Mr. W. B. Smith, formerly of the Empire Wood-Working Company. This institution commenced operations shortly after the New Year when the top flat was taken over by the Civil Re-establishment Committee and was quickly transformed into a practical workshop where many phases of wood working and carpentry are now being taught. Last week the Vocational Officer inspected the classes—numbering some twenty-two students—and made a close examination of the variety of the work being handled under the supervision of Mr. Smith. Beginning with the simple instruction in the handling of tools, etc., the students are rapidly advanced to rough sketching, planning, and final developments of mortise fitting, framing, box building and similar work which, in the brief period of two months, shows in a remarkably manner the intensity of the training being given there. Few, if any, of the veterans had handled carpenter's implements to any extent prior to their admission to the school, but those who have seen them after a fortnight's attendance will admit that they are almost adepts in the work already.

The training is interesting and varied. The most casual observer cannot fail to be struck with the air of industry and application which pervades the institution and that the course will be useful goes without saying. The utmost harmony exists between the veterans and their instructor, and the latter seems most anxious that only most proficient students should pass out of the wood working classes. Very little is known of the re-training which is now in progress in the several branches of Vocational work, but those who are conversant with the details are unanimous in their opinion that the present form of intensive instruction has meant a complete upheaval of their former theories of apprenticeship.

To-Night's Literary Debate.

"Resolved, That Woman Suffrage, as in England, Should Become the Law of Newfoundland during the lifetime of the present Parliament," will be the topic for debate at to-night's weekly meet of the Methodist College Literary Institute. Messrs. W. H. Peters and A. E. Parkins will lead the sides.

Local Items From the Past.

Forty-eight years ago to-day, the Star of the Sea Society held a parade, which was headed by Rev. Fr. Lynch on horseback.

The sum of Five Thousand dollars was remitted by Bishop Power toward the Irish Relief Fund, February 26th, 1880.

The first Salvation Army funeral in St. John's was conducted by Corps officers over the body of Mrs. W. J. Richards, on this date, 1881, and was very largely attended.

Schooner Abandoned and Recovered.

On Monday night, near Mutton Head, Trepassy Bay, the schooner Lila Boutlier, salt laden from Santa Pola, Spain, was abandoned by her crew on account of supposed danger resultant from her proximity to the land. Later, however, the crew returned to the vessel and on Tuesday night succeeded in working her to an anchorage in Trepassy Hr.

New S. A. Commander.

Colonel Martin, S.A., succeeding Lieut.-Col. Adby as Salvation Army Territorial Commander for Newfoundland, is expected to arrive by the Kyle. He will be accompanied by his wife and son. On Wednesday night in the Methodist College Hall a public welcome will be extended him. The Governor and representatives of the various churches will be present.

Coast Pilot Recovering.

Capt. T. Doyle, the popular coastal pilot, who recently injured his leg while boarding a train at Carbonear, is now able to get about with the aid of a stick. He was confined to his home for over two weeks.

At the Majestic.

An all-Fox show—the first to be seen at the Majestic so far—was thoroughly enjoyed last night by a packed house. Gladys Brockwell, in the splendid feature "The Divorce Trap", starred to great advantage. There was a Fox comedy and a Mutt and Jeff cartoon which kept the hall in roars of laughter. Without doubt, however, the feature picture was the star attraction, for the plot and story were the most compellingly forceful screened at the leading picture house for months. Pretty Gladys Brockwell was never better and her supporters were drawn with a taste that could be owned by no one but William Fox. The topic treated was one that is of vital importance to the entire civilized world—divorce. The handling of the subject is trebling worth seeing.

Essex Motors.

Mere bulk and weight are no longer necessary to finest car quality. In beauty, comfort and performance the ESSEX is comparable only to the highest priced cars on the market. In the past twelve months 22,000 ESSEX have been built and sold—a new world's sales record. The reason is the ESSEX has met a transportation need and has set new standards of motor car comfort, endurance and performance. Order now or you won't be able to get a car when you do want it. G. G. PHILLIPS, Distributor, C/o E. Colishaw's Office, Phone 507. feb25,1f

Local Trotters Practiced Yesterday.

Quidi Vidi Lake was yesterday afternoon the scene of some fast horse trotting when Messrs. H. Macpherson and M. Kelly tried out their pacers "Howard Mann" and "Finisterre" respectively. On Wednesday afternoon next a series of races between them will be run and, provided the ice be in condition, some fast trotting will no doubt be witnessed.

McMurdo's Store News.

THURSDAY, Feb. 26. Have you tried one of these Rubber Sponge Brushes for the bath? No? Well, they're worth while. Rubber Sponge Brushes are more sanitary than Bristle or Fibre Bath Brushes, they are easier on the eyelids, and they are very handy in use. Two sizes, 80c. and \$1.00 each. Get one. And while you are about it, procure a package of Mennen's Bath Powder to soften and perfume the water. Like all specialties of the Gerhard Mennen Chemical Co., this Bath Powder is pure and well made, and a great help at the toilet. Price 30c. a package.

ENQUIRY POSTPONED.—The Delamare enquiry which was to be held this evening had to be postponed for a few days owing to the illness of Capt. Fenn, R.N.

The Evil Dope.

Editor Evening Telegram. Dear Sir,—The uncalled for attack on Judge Morris in this morning's News in a letter headed "The Dope Evil," contributed by one who signs himself "Methodist," is one of the most cowardly insults that could be hurled at the head of the rawest recruit in the police force, let alone a Judge of the Central District Court. The writer, after lauding to the skies the untiring efforts of Inspector General Hutchings, in enforcing the provisions of the Prohibition Act, turns the fire of his wrath and indignation on Judge Morris. For the information of your readers permit me to quote in full that portion of "Methodist's" letter which I, and I feel confident all fair-minded citizens, are disgusted with, viz.: "On the other hand, the action of Judge Morris on several recent occasions when he has sweepingly accused a large section of the public of being hypocrites and fanatics because they supported prohibition, is not calculated to advance the Bench he occupies in public esteem or confidence. There are many prohibitionists who resent such epithets being thrown at them promiscuously by a Judge of the Central District Court, notwithstanding recent events." Whether or not Judge Morris is going to let such statements as these go unchallenged, I cannot say, but knowing the Judge for his goodness of heart towards his enemies, I am not prepared to see the dignity of the Court dragged down into the gutter by the ravings and rantings of such irresponsibles. "Methodist," like a good many others, labors under the false impression, that the people of the Methodist faith are the one and only people who brought about prohibition, forgetting the fact that the thousands of good and well meaning Anglicans, Roman Catholics, Presbyterians, Salvationists and others who favored the measure, took just as much interest in the movement, and are therefore entitled to the same measure of praise. This kind of cheap talk smacks too much of Who Won the War. Why misjudge the Judge? Thanking you for space in your highly esteemed paper, I remain, Yours truly, PROTESTANT. Feb. 26, 1920.

S. P. A.

The Society for the Protection of Animals earnestly requests all humane people to give their support to its efforts towards improving the treatment of animals in this colony. The Society employs an Agent, but he can not be everywhere at once, and anyone observing a case of undoubted cruelty will greatly assist the work by reporting the circumstance at once (telephone 701), when the case will be promptly investigated.

Two Men Astray.

A message to the Justice Department from Constable Whelan, at Cape Broyle, states: "William Whelan and Michael Cashin astray in woods since yesterday. Search parties failed to find them, but are still searching."

GULF REPORT.—Heath Point, light snow with northeast wind; heavy close packed ice everywhere. Scattered, dense fog, gale south wind; no ice. At other points the telegraph service is interrupted.

BORN.

On the 19th inst., at Harbor Grace, a daughter to Mr. and Mrs. Warren N. McNeil, of Carbonear.

DIED.

On February 25th, 1920, John Francis, darling infant of Mr. and Mrs. J. Mallard, 6 Hamilton Street. On Wednesday, February 25th, at 14 Lonridge Road, London, S.W., Emma J. Stabb, widow of the late Henry J. Stabb.

On February 26th, Mary Madeline, aged 2 1/2 years, darling child of Annie and Charles Cahill, 16 Hutchings St. Passed peacefully away on the 26th inst., Margaret, beloved wife of Michael Flynn, daughter of the late Michael and Mary Coady. Funeral on Friday, from her late residence, 49 Job Street, Boston and Montreal papers please copy.

Drowned at sea, Feb. 3rd, from the schooner La Berge, Billie, beloved little nephew of Richard and Bride Harris, aged 18 years.—R.I.P.

Time and distance cannot part Hearts united to the Sacred Heart.

IN LOVING MEMORY of our dear son Stanley Foley, who lost his life on the ill-fated Florizel, February 24th, 1918. —Inserted by his loving father and mother.

IN LOVING MEMORY of our dear sister Margaret Kehoe, who lost her life in the wreck of the s.s. Florizel, on February 24th, 1918. May her soul rest in peace.

IN LOVING MEMORY of our dear little daughter Blanche Beaumont, aged 11 years, who was drowned from the s.s. Florizel, while on her way to Wolfville, N.S., to enter the School for the Deaf and Dumb, on February 24th, 1918. May her soul rest in peace. —Inserted by John and Margaret Kehoe, 225 Water St. West.

CHEAP SALE!
Seville Marmalade Oranges, 25 cents per dozen.
Pork and Beans, 3 tins for 25c.
Roast Beef, 2's, 70 cents per tin.
Large tin Pears, 40 cents per tin.
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AYRE & SONS, Limited,
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DEL MONTE BAKED BEANS, being vastly superior to other brands, are sold at 30c. per can.
It's really worth your while spending the extra 5 cents to discover the incomparable good quality of
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Coastal Boats.
F. H. ELLIS & CO.
S. S. Susu is in port waiting for a time to leave.
S. S. Ingraham is at Trepassy.
GOVERNMENT.
S. S. Fortis is still at Louisburg.
S. S. Prospero is in port.
REIDS
Argyle not reported.
Clyde at St. John's.
Glencoe arrived at Burgoe at 3 p.m. yesterday.
Home at St. John's.
Petrel at St. John's.
Kylie at Port aux Basques.
Meigie left St. John's at 7 a.m. yesterday.
Sageona left St. John's at 5.30 p.m. yesterday.

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SCOTTISH UNION & NATIONAL INSURANCE COMPANY OF EDINBURGH, SCOTLAND.
GENERAL ACCIDENT, FIRE & LIFE ASSURANCE CO., LTD., OF PERTH, SCOTLAND.
The above Insurance Companies carry on a successful and extensive business, and always have maintained the highest character for the honourable and liberal discharge of their obligations.
Our first aim in every policy we issue is to ensure the holder complete protection, our second to grant that protection at the lowest possible rate. Write or phone us.
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s.t.f Agents, Board of Trade Building.

Police Court.
A seaman was fined \$1 for being drunk.
Gregory Layman was convicted of brewing alcoholic liquor and for selling it. He was fined \$200 for each offence or in default 60 days' imprisonment in the Penitentiary.
A domestic, of Torbay, was fined \$20 for stealing from the offertory box of the R. C. Cathedral of this city.
A butcher was fined \$1 for being drunk.
STREET CAR OFF TRACK.—Street car No. 5 went off the track this forenoon when coming over Holloway St., but was not long in being replaced on the rails.

War Trophies.
Four field guns, trophies of the war, with all the mud of the battlefields on them, came by the Digby and are now lying near the old Military Hospital. It is not decided yet where they will be placed. They are large and formidable looking weapons. It is to be hoped that better care of these will be taken when placed in position than has been bestowed on those in Government House grounds and in the Parks.
The Roumanian influence is to be seen in the new materials and patterns.
Minnard's Liniment Cures Diphtheria.