

# THE EVENING ADVOCATE.

Official Organ of The Fishermen's Protective Union of Newfoundland.

Moderate West winds, fair, stationary or a little lower temperature.

Vol. VII, No. 148

THE EVENING ADVOCATE, ST. JOHN'S, NEWFOUNDLAND,

SATURDAY, JULY 3, 1920.

PRICE: ONE CENT.

## "THEIR NAME LIVETH FOR EVERMORE"

The Solemn Commemoration Day for all who fell in the Great War is Tomorrow.

### Marshal Foch On Treaty Clauses Which Germany Did Not Fulfil

"You look very sad, little boy," said the old lady. "Can I be of any help to you?"

The little boy who had been reading stories of the kind usually found in "penny dreadfuls," struck an attitude and exclaimed:

"Hist, woman. Thou canst be of signal service to me, an' thou wilt. See'st yon tobacco store across the way? Take this bronze coin and bid the skurvy knave within to supply thee with two cigarettes and a match! He secret and hoary me not or thy life shall pay the forfeit! I will await thee here, Begone!"

President Wilson has sent a telegram of congratulation to Miss Evangeline Booth, Commander of the Salvation Army, on the war record of that organization.—Reuter.

### Report Will be Presented to Germany's Representatives at Spa

BRUSSELS, July 2.—The Allied Supreme Council to-day listened to Marshal Foch and others report on the disarmament clauses of the treaty which Germany has not executed and instructed the military, naval, and aerial experts to draw up a complete list of such omissions. Experts of the Reparations Commission likewise were instructed to prepare a memorandum on Germany's failure to fulfil the coal delivery requirements which were discussed in a note to the Council submitted by the Reparations Commission. The reports of those experts are intended to be presented to Germany's representatives at Spa. During recess, after the first session, Premier

Lloyd George and Millerand conferred with the Belgian delegation. The Allied Delegates intend to leave for Spa Sunday morning.

SAN FRANCISCO, July 2.—A day behind the schedule and with the hardest and most important of its work still ahead the Democratic National Convention resumed this morning at ten o'clock to hear reports of the Platform Committee and face the inevitable floor fight over prohibition as well as probably fights over the League of Nations and Irish Question. Midnight efforts to compose the differences over the wet and dry issue in the Platform Committee failed after prolonged hours of argument, acrimony and oratory. When all eleven-hour attempts at harmony were given up, it was announced finally that all proposals to include any kind of a prohibition plank whatever had been beaten by decisive votes and that the question would be brought to the open floor of the convention.

### Suffrage Defeated

BRUSSELS, July 2.—A bill granting suffrage to the women of Belgium was defeated by a vote of 89 to 74 in the Chamber of Deputies yesterday.

### THE DEADLY TOOTHBRUSH?

A scathing indictment of the toothbrush is made by a writer in the New York "Medical Journal."

"The toothbrush," he says, "was never used so much as at the present time, and yet the teeth of mankind were never so bad. The toothbrush was originally a polisher, but more recently it has come to be used as a cleanser of the teeth."

"Once decay has taken place, however, the use of the toothbrush is about as unscientific a procedure as could well be imagined. The brush is rubbed vigorously over decayed surfaces, and then just as vigorously over teeth as yet unaffected."

"We know that tooth decay is due to bacteria, and it is easy to understand that once there was even a slight cavity in any of the tooth surfaces, the brush would become thoroughly infected with bacteria, and carry these all around the mouth. Wherever there was a crack in the enamel, bacteria would be rubbed in."

"Once there is an infection in the mouth the toothbrush carries it all over, and particularly rubs it into the edge of the gums just where, because of the pressure of the tooth itself, circulation may be slightly interfered with, and resistive vitality is lowered."

### Hotel Arrivals

Guests at the Balsam—Rev. W. McKirley and wife, St. John's; Mrs. and Miss Roberts, Change Islands; Stanley Kennedy and wife, Miss M. Kennedy, Western Bay; Mr. and Mrs. W. F. Jones, Montreal.

The heavy rains which prevailed Thursday night and yesterday morning quenched the forest fires along the railway line but not before a good deal of timber had been destroyed.

That thinking over our own faults makes us talk less about those of other people.

### The Port of Manchester Romantic Story of the Ship Canal

Few people in the South of England realize that Manchester, which is thirty-five miles from the sea, is, thanks to the Ship Canal, the third greatest port in the United Kingdom.

The canal was opened in 1894. In its first year the total outward and inward traffic was less than a million tons. In 1913 it was nearly six million tons. The traffic was, of course, affected by the war, but this great figure of six million tons will soon be left far behind.

Ships sail regularly from Manchester to the United States, Canada, Australia, India, and to practically all the Continental ports.

Look at the map and you will see that Manchester is situated at the centre of a great network of manufacturing cities and towns. She is the mother city of the cotton trade. She is within a short distance of the Lancashire coalfields. The group of Yorkshire woollen cities is next door. But despite her long commercial history, her situation, and the energy of her people, Manchester discovered some forty years ago that her prosperity was departing from her.

Manchester men met and discussed the position, and they agreed that, if Manchester were to recover and add to her prosperity, Manchester must be taken to the sea.

### Liverpool Alarmed!

The idea was not new. So long ago as 1708, one Thomas Steers, who built the first wet dock at Liverpool (then a town of only 8,000 inhabitants), worked out a plan for making the Irwell, Manchester's river, navigable. And in 1720 an Act of Parliament was passed with this object. A scheme for a Ship Canal was submitted to Parliament in 1825, and although it was rejected, it attracted a large amount of local interest.

Liverpool naturally viewed the project with some alarm, and in 1825 the Liverpool Mercury printed some verses which were called the "Humble Petition of the Liverpool Corporation

to the Manchester Projectors of the Grand Ship Canal":—

Oh, ye lords of the loom,  
Pray avert our sad doom,  
We humbly beseech on our knees;  
We do not complain  
That you drink your champagne,  
But leave us our port if you please.

Liverpool had her way for sixty years. But in 1882, moved by economic necessity, Manchester moved in real earnest. The construction of the canal began in 1885.

The Duke of Bridgewater prepared the way for the Manchester Ship Canal by constructing the Bridgewater Canal, which crosses the Irwell at Barton Bridge, in 1761. In order to find the money for this enterprise, the Duke kept his personal expenses down to one hundred pounds a year for many years.

The Ship Canal is thirty-five and a half miles long. The total amount of excavation required for the canal and its docks was 51,603,747 cubic yards—half the quantity that was taken out for the Suez Canal.

The canal enters the Mersey at Eastham, nineteen miles from the mouth of the river. There are three tidal locks at Eastham and eight others along the canal's course. The rise and fall of these locks may be reckoned from the fact that the difference in level between Manchester and Runcorn, one of the towns through which the canal runs, is over sixty feet.

Perhaps the most remarkable engineering feature of the canal is the Barton Aqueduct, by means of which the old Bridgewater Canal is both carried over the Ship Canal and its course stopped and swung round at right angles during the passing of large ships. The capital expended in constructing the canal and building docks and warehouses was over seventeen million pounds, and it was not until 1915 that the first dividend payments were made.

### "LEST WE FORGET" THE MEMORIAL SERVICE, SUN. DAY, THE 4TH, INST.

In the course of another day our ear will catch the tramp of many feet as the various processions move on their way to Bannerman Park to participate in the Memorial Service of this year. It will be an impressive, fair—full of dignity, sympathy and respect for the gallant dead; touching in the simplicity of the service and truly appreciative in its treatment of the sacrifices the day commemorates.

The Navy will be represented by firing party; the Royal Naval Reserve and Royal Newfoundland Regiment are asked to attend with the war veterans (with or without uniforms) the city Brigades and the Boy Scouts are also asked to be present, and the Nurses V.A.D.'s, and the other gallant women workers in the Great War are likewise invited to attend; no formal invitation has been issued other than the official programme which was a request in itself.

In view of the fact that some of the city schools have closed for the summer vacation, it is felt that perhaps they may not be able to parade in a body, as they did last year and in this connection would the parents of those children who have not been instructed by their teachers to assemble after the Church Services and march to the park, kindly bring the little ones along with them, so that they may be cared for?

For the attention of all ranks, it is hoped that they will wear all military decorations (full dress) as the parade

is a ceremonial one

As a final appeal, may we hope that the returned men will attend in large numbers, and thereby pay tribute to their gallant comrades who so often stood by them in those dark moments in the North Sea, in those thrilling moments in the attack at dawn and fought the moorlands in the woods in Northern Scotland. By a general spirit of co-operation the Memorial Service on to-morrow morning will be what the Committee intends they should be—a sincere tribute to our heroic dead who have symbolized the passage.

"Greater Love hath no man than this, that a man lay down his life for his friends."

Leo. C. MURPHY, Captain, Secretary Memorial Day Committee, July 2nd, 1920.

### LOCAL ITEMS

The Sagona on landing her passengers at Placentia will come to St. John's to take up the Labrador service and Capt. Tavenor will continue in command.

Yesterday's reports to the Department of Mines and Agriculture were to the effect that the several serious forest fires which had been raging around St. John's and the Southern Shore had been extinguished by the welcome downpour of rain which fell during the night and up to 8 a.m. yesterday.

That our greatest glory is not in never falling, but in rising every time we fall.

### BANK BALKED FRAUD

Ingenious Attempt to Defraud The Bank.

HAMILTON, Ont., June 15.—The Bank of Hamilton is in receipt of some 20 notes of its own bank which appear to have been torn and fastened together in quite an innocent manner, but behind which lies an ingenious attempt to fraud balked by the bank. A strong light revealed that two pieces did not meet between the adhesive tape that fastened them together, there being a gap of three quarters of an inch. By fastening

the pieces together like this, one extra note could be made out of seven or eight genuine ones. The Bank of Montreal and Molsons bank have also received notes operated on in this manner.

The S.S. Harmony, Capt. Jackson arrived here consigned to C. F. Bennett & Coy. from London last evening. The ship made the run out in 21 days having had variable weather and after discharging and taking in freight here will leave to visit the Moravian Missions.

ADVERTISE IN THE ADVOCATE

### Steam for North Sydney

The S. S. SABLE I. will sail for North Sydney on Tuesday, July 6th.

For passage fares (first class only), freight rates, etc., apply to

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