

TO-DAY'S MESSAGES.

SHIPPING BOARD HAS A HOODOO.

MADRID, Aug. 11.
The United States Shipping Board steamer Black Arrow sank early this morning off Cape Blanco, on the West coast of Spain. The steamer was on its way from Havana to Santander. The crew and passengers were all saved, but it was thought the ship and its cargo were entirely lost.

PAYMENT WILL BE MADE.

BERLIN, Aug. 11.
Vorwaerts to-day announced that the payment of one billion gold marks to the Allies would be made on August 30, according to schedule. The newspaper also states that dissolution of German self-protection troops in Upper Silesia would take place soon.

AS A LAST RESORT.

PARIS, Aug. 11.
Premier Briand, late to-night, informed the British delegation that he would be willing to accept, as a last resort, the Sforza line in Silesia, according to the Havas Agency. This line gives Poland the Western part of the industrial district, notably Główny Zabrze and Tarnowicz.

FAVORABLE REPLY.

PARIS, Aug. 11.
Premier Lloyd George studied the Sinn Féin reply until a late hour this evening. It was then announced by members of the British delegation that Lloyd George would make no statement on the situation until after a Cabinet meeting on Saturday. A report that negotiations have been broken off is denied by British and unofficial circles. It was declared that the reply was of a nature to permit further parleys.

OPTIMISM PREVAILS.

DUBLIN, Aug. 11.
No responsible Sinn Féin leader, who knows, will give any hint of the nature of De Valera's reply, even if the Government proposals have leaked out, but the inference drawn by those in contact with Sinn Féin leaders and Government officials, is that both seem in better spirits than would be possible if a renewal of the struggle were feared. The general tone among Sinn Féin leaders, seemingly, is one of confidence and this is observed among the rank and file as well as among officials and released members of the Irish Republican Parliament talk as if they had no idea of returning to jail.

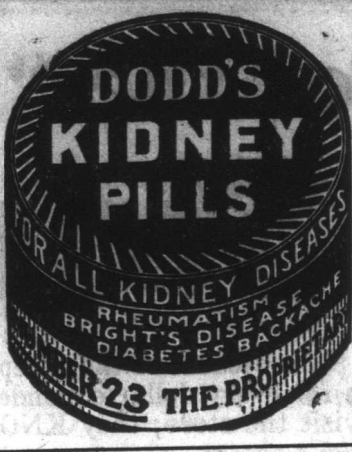
DEADLOCKED.

PARIS, Aug. 11.
The French and British Prime Ministers are far from an agreement upon the new line dividing Upper Silesia, drawn by experts appointed for this purpose by them Tuesday evening. Therefore the work of the Supreme Council, which has had under advisement the Silesian problem, cannot be completed for the present, nor is it possible to forecast any outcome of differences which have arisen over the knotty German-Polish question.

The Rubicon.

The Rubicon is the ancient name of a stream flowing into the Adriatic, which formed the boundary between Cisalpine Gaul and Italy proper. The phrase "to cross the Rubicon" has come to mean to take an irrevocable step, from the familiar story of its passage by Caesar, who, by crossing it in 49 B.C., virtually declared war against the Republic.

The train leaves St. John's on Sunday, August 14th, at 1:30 p.m. for Cape Breton Garden Party. Be sure to be on time. aug11.31



Sachem From Liverpool.

S.S. Sachem arrived from Liverpool at 7 a.m. to-day, bringing the following passengers: Mr. R. Atkinson, Master D. Ayre, Mr. A. J. Bannister, Mrs. Bannister, Miss D. E. Bannister, Miss K. M. Bannister, Miss D. G. Bannister, Miss S. Barry, Mr. J. M. Bannister, Mr. F. Baylis, Mr. T. Beston, Mrs. Beston, Miss M. Beston, Hon. R. K. Bishop, Mr. P. V. Curtis, Mr. T. E. Cousins, Mr. R. P. Dawson, Mr. G. Durban, Mrs. G. M. Eager, Master J. H. M. Eager, Master L. C. R. Earle, Mrs. M. Godley, Mr. T. Grieve, Mrs. A. M. Harrington, Master D. Harrington, Dr. G. S. Hett, Mrs. Hett, Miss A. M. A. Hett, Mr. G. V. A. Hett, Mr. T. Hudson, Mrs. C. E. A. Jeffery, Miss N. E. Jeffery, Master T. W. Job, Master G. R. O. Knowling, Master P. T. M. Knowling, Miss E. Locky, Miss E. A. Macpherson, Mrs. L. McGilley, Miss G. M. McNeil, Miss M. E. Mott, Miss E. Noonan, Mr. H. A. Outerbridge, Mrs. Outerbridge, Rev. W. W. Perrett, Mrs. Perrett, Miss E. M. Perrett, Miss B. E. Perrett, Miss G. H. Perrett, Mrs. C. A. Pippy, Mr. A. Robins, Rev. S. Rowe, Mr. S. Rowe, Hon. D. A. Ryan, Mr. C. P. Schiff, Master A. Shea, Mr. G. Shenton, Mr. C. Spencer, Rev. I. Stocker, Mrs. Stocker, Lady Squires, Miss Elaine Squires, Capt. A. Tatham, Mr. J. A. Taylor, Mr. H. E. Wallis, Mrs. Wallis, Master B. H. Wallis.

Royalty in Greenland.

Godthaab, Greenland, July 10. (By wireless via Reykjavik and Copenhagen).—For the first time in its history, Greenland has been entertaining royalty. King Christian and Queen Alexandra of Denmark arrived here on the steamer Island, from Iceland and received a warm welcome from the Eskimo population. After rounding Cape Farewell at a considerable distance to avoid the ice, the weather changed from foggy to clear and the rocky west coast of Greenland, glittering with ice, was sighted against fantastically-colored clouds. For some time the Island and her escort, the warship Fylla, had to thread their way through a stretch of drifting ice and several icebergs were seen near the vessels. Just outside the skerries off Godthaab, a single Eskimo kayak appeared and its sole occupant was taken on board the Island and presented with a rifle by the King. Inside the bay, encircled by snowclad mountains a whole squadron of kayaks rowed out to greet the royal party who admired the skill with which the Eskimos handled their craft. The native women wore the characteristic many-colored Greenland costume, with short breeches and long skin boots. After landing a reception was held followed by religious service and the rest of the day was given up to festivities. The King was presented with a kayak and the Queen with a blanket of elder skins. The royal party afterward left for northern Greenland and are expected home by the end of the month.

One Great Sea Service.

Earl Beatty On the Men of the Mercantile Marine.

Handsome tribute to the great exploits of the men of the mercantile marine was paid by Earl Beatty, while unveiling a tablet erected by the General Steam Navigation Company to the memory of the men in its service who lost their lives in the war. Earl Beatty said that one of the outstanding facts of the great war was the welding together of the two great sea services into one, and to-day the Royal Navy and the mercantile marine were one service, the one great service of the sea. As a member of the Royal Navy it was a matter of great satisfaction that he was permitted to say something of the great honour and respect which the Royal Navy had and had for those officers and men of the other branch of the sea service. It was a matter of common knowledge, almost hackneyed by repetition, that no British ship ever failed to sail for want of a crew. The risks which these men took were not the average risks of war, but they had to meet and to deal with a piracy, the thoroughness and virulence of which was not reckoned with in this humane country of ours. It was imperative that the lines of communication should be kept open, and that a protection should be offered to those men who provided the sinews of war, but such protection as was possible gave them but a sporting chance. It would be right to say that it was not the efficacy of the anti-submarine methods which enabled these lines of communication to be maintained, but rather the stout hearts and the great courage of the British seamen. "To-day, it is said to think," proceeded Earl Beatty, "that owing to the economic distress, there are many who have served their country in this capacity who are on their beam-ends. It is impossible for shipping companies to find commands for a man when there are no ships. I have had brought to my notice only recently cases of master-mariners of great records, faultless in their lives, who are now on the rocks for lack of employment. What the remedy is, I don't know, but surely, in time it will be possible to find a remedy?" That company was amongst those that had suffered much, he added, and he thought he was right in saying that very nearly 30 ships were lost in the service of the Empire, a great record, and one for which it was suffering to-day.—Ex.

The Big Fight.

People are still talking about the Dempsey-Carpentier fight. Some queer things come out after such affairs are over. Few realise that while ninety thousand, mostly Americans, were watching what are in sporting parlance called the big fighters, the United States transport Wheaton slipped into the Hoboken docks, carrying the bodies of more than five thousand real fighters aboard to be buried in their native ground, and only a handful of American Legion men and veterans of foreign wars were there to welcome them.

Then Dempsey came out in Chicago, where he had fled to escape arrest by officers of the Law and Order League, with a statement to the effect that just about the time of the last round two mysterious men, one with a towel in his hand ready to throw, had appeared mysteriously at his corner of the fight platform, evidently bent upon creating confusion by throwing the towel in the ring. Dempsey was told by a friend and assistant, Mike Trant, that the men claimed to have been placed there by Rickard. They were supposed to have been handed over to the police. None of the dozens of reporters present saw the two mysterious men, nor is it known what became of them. But Dempsey and Trant insist that they were there.

And then, to cap the climax, comes the statement from a doctor employed by Carpentier that the latter had strained the thumb which went back on him in the third round, so badly some time previously to the match that it was hardly fit to fight with on July 2. The doctor had kept this fact a secret even from Descombes, Carpentier's manager. It is such stories coming out afterwards that shake popular confidence in professional sport.

Fashions and Fads.

A great deal of hand embroidery is seen on children's frocks.
A middy blouse for sports wear is knitted in vivid blazer stripes.
A striped vest of linen features a fluffy net ruffle down the front.
A hat of tangerine velvet is trimmed with white suede flowers.
Plain and brocaded chiffon velvets make many smart fall gowns.
Suits show a tendency to preserve the flat line, back and front.
A frock of black mat crepe has floating panels of black Chantilly lace.
Flannel middie is much worn. They are developed in black and white.

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J. J. St. John

Obituary.

At Bay Bulls, on July 28rd, after a lingering illness, James Coady. Deceased was in his 69th year, and leaves to mourn three sons, one at New York, the others residing at home; also four daughters, two married in Chicago, and two living at Bay Bulls, to all of whom we tender sincere sympathy. May his soul rest in peace.

BORN.

On Aug. 10th inst., at 3 Atlantic Avenue, a daughter to Mr. and Mrs. D. C. Bishop.

MARRIED.

On the 8rd inst., at the R. C. Cathedral, by the Rt. Rev. Mons. McDermott, Mary Fahey, of Fermanagh, to Thomas Jackman, of this city.

DIED.

On August 8rd, 1921, Jessie, wife of the late Mark Ebsary, and mother of Frederick G. Ebsary, Mrs. John Mills and Mrs. Charles Hermansen, at her home, 32 Middagh St., Brooklyn. Funeral services at the above address 8 p.m., Aug. 8. Interment, Rochester, N.Y.



C. H. Leonard, builder of refrigerators for 38 years, gave the world the "one-piece porcelain" idea, the Leonard patent, the "non-leak" inside device, the "non-sweating" waste pipe, the patented rounded inside front corner, the ten-wall insulation, the air-tight lock, and a score of other inventions which measure excellence in home refrigeration. Mr. Leonard coined the word "Cleanable" and copyrighted it. Mr. Leonard's own booklet on the "Selection and Care of Refrigerators" should be a handbook in domestic science. Write us now for your copy.

Why the LEONARD Is Easily Cleaned

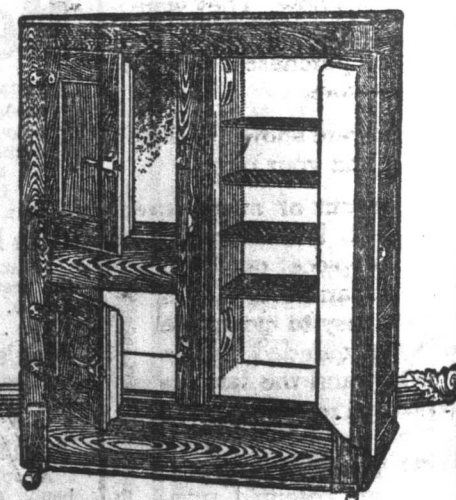
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The genius of C. H. Leonard, pioneer of the refrigerator industry, is responsible for the perfection of the

LEONARD Cleanable Refrigerator

Such master touches as the removable waste pipe, easily cleaned; the self-closing, air-tight, Leonard locks; ten heat-resisting walls of insulation, the device which positively prevents leaking, thus insuring the durability of the refrigerator; and the "non-sweating" waste pipe—these were all created by Leonard and are to be had in no other refrigerator. One out of every seven refrigerators sold is made by Leonard. It is the logical result of Leonard superiority. Don't fail to see the Leonard. Come in today. You are sure to find just what you want in the large range of styles and sizes.



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