



Evening Telegram

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

FRIDAY, July 11, 1919.

Traditional Coolness

Despite all the modern inventions and appliances for the detection of danger with which modern ships are fitted, and which reduce the possibilities of accident to a minimum, there has been, so far, nothing produced which will pierce fog and enable sailors to see clearly danger ahead in the shape of ice or other obstructions in the course of safe navigation. There are many and curiously complicated instruments amongst the equipment of ships of recent construction by means of which the officers in charge are warned of certain dangers, such as the proximity of land, nearness of other vessels, presence of ice, but it yet needs some scientist to devise something that will render it safe to run at average speed through a fog bank with a clear view for any distance sufficient to avoid the chance of collision with another ship or an iceberg. In such cases there is nothing to be relied upon save the keenness of vision of the lookout and the intuitive instinct of the mariner who can anticipate and avert danger when near at hand.

The accident to the Grampian on Wednesday evening, is an illustration of this. Here was a ship of up-to-date construction and equipment, splendidly officered and manned, every man of the crew from the captain downwards animated by the one desire—that of cautious and careful navigation. But notwithstanding that every faculty was on the alert, every precaution that could be thought of taken, the big ship crashed on an island of ice, with disastrous results to her hull, but fortunately, with the exception of the two ill-fated stewards, who were asleep in their bunks at the time of the striking, and who quite possibly never knew what killed them, without any serious injury to the seven hundred passengers, and three hundred of the ship's company.

The making of another Titanic tragedy was here at our very doors, but by a merciful Providence repetition of that April disaster of seven years ago, was averted and Captain Turnbull was able to bring his battered ship to a haven of safety, while among the thousands and souls on board there was not the least sign of panic, another exemplification of the traditional coolness, in time of danger, of Britons the world over. Danger was present in its most hideous form, but the heroic passengers, backed by

heroic officers and men, took it calmly and their courage, though sorely tried, never faltered for a moment. Everyone obeyed orders and remained in their places until it was ascertained that the ship was undamaged below the water line, when a feeling of sure relief was manifested, the nearness of the port of St. John's being also a source of comfort.

But the spirit of courage was great. "The passengers behaved splendidly," said the captain, and that one short phrase is most expressive and conveys to the world once more the character of the Anglo-Saxon, who in the presence of danger remains undaunted and firm. Nobly have the passengers and crew of the Grampian maintained the ideals of the British mercantile marine, and our hands go up to the salute in their honor.

A NEW PLEA.

The Advocate is "jealous" for the good name of Newfoundland. Wonderful! Has it forgotten those threats of the "Wordy" President made through its columns not so many years ago, when the Herald office was to be cleaned out by armed fishermen, and further when the same W. P. threatened that the streets of St. John's would run red with blood if Capt. Abram Kean were allowed to proceed to the sealfishery in any steamer owned by Messrs. Bowring Brothers. Where was the good name of Newfoundland then, brother Advocate, that you profess to be so profoundly "jealous" of now? Yes, there will surely be many things to write about, when the Flat Island case is settled, and they won't be all on one side, either.

Premier Speaks R-34.

According to wireless messages from the R-34 to Hon. Sir M. P. Cashin, the giant dirigible at 2 p.m. yesterday was 130 miles S.W. of Sable Island, all well. At 10 o'clock last night she was 270 miles south of Cape Race, all well. This morning at five o'clock the Admiralty Wireless Station at Mount Pearl was in touch with her, but she did not then give her position, presumably as she was waiting for the sun to rise. By now it is thought she should be well past the Azores, the third stopping place of the American seaplanes.

A Reasonable Theory.

The presence of so much ice on the Bonavista, Notre Dame and White Bay shores has served to make the fish there very scarce. There has been an unusual amount of ice this year, which the many inshore winds have driven in on the coast. Several theories explaining the cause for the abnormal amount of ice are held, the most reasonable of them being that the winter in Greenland, being so mild, caused the ice to break off the glaciers in larger and more plentiful proportions, the current bringing them to our shores. Once before, in 1832, the ice was in on the coast of Green Bay until July 6th, this year beating that by four days. The strong off-shore wind of last night should serve to clear the northern bays.

Noised Abroad.

Not everybody in Newfoundland, if one accepts the authenticity of a letter written to the editor of a St. John's paper, is equally delighted to have that country chosen as the starting point for flights across the Atlantic. The aeroplane, writes the disapproving Newfoundlanders, frightens his hens by the noise of their engines and the hum of their propellers, and now the hens are not laying anything like the number of eggs they laid before the aviators brought their machines into the neighborhood. The thing was an outrage, he declared emphatically, and should be stopped at once. Perhaps the letter was genuine; perhaps the signature "Pro Bono Publico" signified a humorously intended hoax. Nevertheless, it may as well be admitted that the aeroplane, when it comes into more general use, seems certain to add noise to an already over-noisy world.—Christian Science Monitor.

Oporto Stocks.

	Past Week.	Prev. Week.
Stocks (Nfld.)	65,729	60,071
Consumption	5,543	4,817
Stocks (Norg.)	1,762	1,175
Consumption	1,468	235

REGATTA COMMITTEE.

The Regatta Committee will meet to-night in the T. A. Armoury, when matters in connection with the coming regatta will be finalized.

Will Give Organ Recital.

Dr. Herbert Saunders, F.R.C.O., London, a passenger by the liner Grampian, who is organist and choir-master in Dominion Methodist Church, Ottawa, will give a recital on the Cochran St. Church Organ, provided that the Grampian's passengers are in town, at 3.30 this afternoon. All who care to may attend. Dr. Saunders is without peer as an organist and a musician and those who are present this afternoon will be well repaid.

For Labrador.

The following schooners have sailed the last few days for the Straits and Labrador:—

From King's Cove—The Valkyrie, Ellen F., Weaver Bell, M.C.L., Mary D. Fenestral, E.A., J. C. Furlong, Agnes Jane and J. M. P. From Brigus—The Sarah, Eclipse, Violet, Cataline and Sunshine.

Fish Plentiful.

A gentleman who recently returned from Southern Shore, informs us that the fish is plentiful at Toad's Cove, Mobile and adjacent places, and if a very large size, but the weather had been such as to prevent the fishermen from going on the grounds. It is feared that considerable damage has been done to the twine, but we shall have full report in a day or so.

Sports To-Morrow.

WIDOWS' and ORPHANS' BENEFIT.

On to-morrow afternoon (weather permitting) a programme has been arranged by the passengers of the Grampian to take place at St. George's Field, the proceeds of the event to be in aid of the widows' and orphans' benefit. A feature of the programme will be a 3-mile exhibition run by Alfred Shrub, the former English Marathon runner. A football game between H. M. S. Cornwall and Grampian; also a one mile, 100 yds, and ¼ mile distance races. It is hoped that the weather will be fine, and we bespeak a large attendance for this worthy cause.

Sachem's Passengers.

The SS. Sachem left here at 11 o'clock this morning for Halifax taking the following passengers:—Miss Southcott, Miss Tester, Mrs. Wm. Noseworthy, Elizabeth Noseworthy, Willie Noseworthy, Mrs. Menzies, Mrs. Pack, K. G. Menzies, Mrs. Schiff, Mr. McLean, Mr. Parsons, Mr. and Mrs. Curtis, Mr. and Mrs. Dixon and child, C. E. Brooks, W. J. Siteman, Mrs. Geo. Garnett, Miss Noseworthy, C. Moore, H. W. Moore, B. Noseworthy, H. Sheppard, G. Nadeau, G. E. Cook, J. B. Leamont, Capt. Smith, H. E. Ellis, H. B. Smith, R. Crockett.

ST. BON'S ASSOCIATION.—The Annual Meeting of the Association will be held in the Aula Maxima, St. Bonaventure's College, on Sunday, 20th July, immediately after Last Mass. A large attendance is requested. C. J. FOX, Hon. Sec.—July 10, 14, 17, 19.

River Report.

(For Week Ending July 5.) Grand Bay Brook—River high, no one fishing. Little River, Codroy—7 salmon, 7 to 12 lbs. Grand River (from overfalls up)—2 salmon, 3 to 26 lbs. Crabbe's—4 salmon, 6 to 12 lbs. Flat Bay Brook—1 salmon, 14 lbs. Worst salmon fishery for years. Barachois Brook, St. George's—Salmon plentiful, no one fishing. Bottom and S.W. Brooks—Good sign salmon, no one fishing. Harry's River—Water falling, nothing doing with salmon yet. Exploits River—Salmon scarce; trout plentiful. Gander River—No salmon in river yet. Gambo—Salmon beginning to enter. No fishing yet. Terra Nova—River falling. Just sign salmon. Southern Bay Brook—Good sign trout. No one fishing. Salmon and N.W. Brooks, Trinity—Salmon more plentiful than past year, outside and in. Biscay Bay River—Salmon very plentiful. No one fishing. N. E. River, Trepassey—3 salmon, 4 and 5 lbs. each. S. E. River, Trepassey—1 salmon, 4 lbs. Salmon very plentiful. Big Barachois River, Placentia Bay—Salmon plentiful outside. N. E. River, Placentia—15 salmon, 4 to 6 lbs. S. E. River, Placentia—15 salmon, 4 to 5 lbs.

McMurdo's Store News.

FRIDAY, July 11, 19. We have just received a new stock of Soaps, Sachet Powders, and Toilet Powders. Among them we notice: Jergens' Savon Rose Sandal, White Lilac de Lorme Soap, Heliotrope de Lorme Soap, Medicated Sulphur Toilet Soap, the following Sachet Powders: Carnation, Verone, Violette, Crushed Heliotrope, Woodbury's Facial Powder in White, Plesh and Brunette or Cream, and a full stock of Jergens' Eutassia Cold Cream. We also observe Hilda's Asthma Cure, Ansonia Nail Clips among new arrivals.

To Honor Our Heroic Dead.

For some time past it has been apparent to the military authorities here that if the graves of our heroic dead were to receive the care and attention that was worthy of the sacred ashes that repose in them, a change in the present system of looking after them had to come. The Hon. A. E. Hickman, Minister of Militia, took the matter up some time ago and gave it the consideration that such an important subject warranted. He could only come to one conclusion and that was, he must have a representative sent over who thoroughly knew the places where our heroes were buried. He therefore arranged with the Government that Rev. Capt. Nangle should be sent over to locate and mark the graves. Capt. Nangle has kindly consented to undertake the task and will be accompanied by Stretcher-bearer Snow. As the Rev. Capt. Nangle buried numbers of our men, and Private Snow in his capacity as stretcher-bearer was also present at the burials, no better selection could have been made. Suitable monuments will be erected to commemorate the resting place in each case. In some places a number of our boys are buried in one large grave, and in these cases monuments suitable to the size of the grave and the number of bodies contained therein will be erected. These steps taken by the Minister of Militia are in the right direction and will, we feel sure, be endorsed by the public of Newfoundland, as they are keenly interested in the way the graves of our boys who fought and died are kept. The monuments that are to be erected will be of one design for officers and men alike. It is the intention of the Grave Commission to have all of our men placed in one cemetery, and judging by the plans shown to a reporter of this paper this morning the whole affair will reflect credit upon the Militia Department who have so actively taken the matter up.

Trans-Atlantic Mail.

TO ENGLAND BY AIR AND BACK BY STEAMER.

The Plaindealer was the first newspaper in the world to cross the Atlantic Ocean by air. This paper, which was sent to Lord Morris, was accompanied by a letter. The first paragraph of this read: "This letter will mark the historic event when the first air vessel, the Vickers, to sail from Newfoundland made a non-stop flight across the Atlantic." The answer, from Lord Morris, read: "My Dear Mr. O'Neill:—I need hardly tell you how delighted I was to have your letter, which reached me a few hours after the arrival in this country of the first non-stop flight by an aeroplane across the Atlantic, bringing news of the great achievement, making a new milestone in the world's advancement."

You and I, who have lived all our lives in Newfoundland, looking across the great waste of waters dividing our country from the British Isles, can best measure the great advance which aeroplanes have made, when they are able to land mails from the New World to the Old World in sixteen hours. With very best wishes, Yours very truly, MORRIS.

The envelope that bore the letter to Lord Morris, which he has returned to the editor of the Plaindealer at his request so that it may be photographed, is a long one, specially printed beforehand and bearing the Trans-Atlantic stamp and postage marks. It is a very interesting souvenir of the great feat and will no doubt be treasured by its owner.

Police Court.

A 20 year-old-seaman of Denmark, for refusing duty aboard his ship, was before court. He was remanded for eight days. An eighteen-year-old female was sentenced to 60 days imprisonment for being drunk and using profane and obscene language. A 14-year-old laborer, well known in police circles, was charged with looting and disorderly conduct. He was dismissed. A notorious character was sentenced to ten days' imprisonment for the larceny of one dollar.

Reids' Boats.

The Argyle left Placentia at 9.30 a.m. yesterday for Port Union. The Clyde left Carmanville early yesterday morning, going to Port Union. The Dundee left Horwood at 6.40 a.m. yesterday, going to Lewisporte. The Ethie is leaving Humbermouth to-night. The Fenecoe is not reported on account of wire trouble. The Home left Nipper's Harbor at 10.15 a.m. yesterday, going north. The Kyle is not reported on account of wire trouble. The Meigs leaves Port aux Basques to-day. The Sagona is not reported. The Petrel leaves Clarendville to-day. The Diana is not reported.

Train Movements.

Wednesday's west bound express arrived at Port aux Basques at 9 p.m. yesterday. Wednesday's west bound express left Quarry at 9.10 a.m. to-day. Yesterday's east bound express left Port Blandford at 9.40 a.m. and is due in town at 5 o'clock to-day.

From Cape Race.

Special to Evening Telegram. CAPE RACE, To-day. Wind S.W. with rain and fog, heavy sea raging. Reports from the fishermen along the shore say that several fishery traps have been badly damaged during the recent gale and it is greatly feared that when the facts are known considerable damage has been done to all fishery facilities. Bar. 29.85; Ther. 50.

St. Bon's Sports will be held this afternoon at 4.30 o'clock on the College Campus.—11

(In aid of the dependents of the men who lost their lives when the Ship collided with iceberg.)

R. M. S. "GRAMPIAN"

CHARITY SPORTS

to be held on St. George's Field, St. John's, Nfld., on Saturday, 12th July, '19, at 2.45 p.m.

GRAND FOOTBALL MATCH:

Passengers versus Crew. Alfred Shrub, world's record holder, will give an exhibition 4 miles run, paced by J. Atkins, Divisional 10 miles Champion in France.

TUG OF WAR. 100 YARDS OPEN RACE. (Entries on ground previous to 3 p.m.) Admission to Ground 25c. EVERYBODY CORDIALLY INVITED.

Noted Athlete on Grampian.

Mr. Alfred Shrub, the famous English marathon runner, is a passenger on the Grampian, being en route to England. Since retiring from professional running in 1914, Mr. Shrub has taken up farming in Bowmanville, Ontario, where he has been managing his own farm. In 1910 Mr. Shrub first visited the United States and met all the best men Uncle Sam could produce. Mr. Shrub is returning to England to compete against John MacRae, a well known Scotch long-distance man, who claims the championship of Great Britain. A program is also being prepared in England, and Mr. Shrub expects to do some running in different parts of the Old Country and also Paris.

Although Mr. Shrub has done no racing since 1913 he informs us that he is feeling fit and hopes to give a good account of himself. The following are some of the records held by Mr. Shrub: 1½ miles—6 min., 47 2-5 seconds. 2 miles—9 min., 9 3-5 secs. 3 miles—14 min., 17 3-5 secs. 4 miles—19 min., 23 3-7 secs. 5 miles—24 min., 33 secs. 6 miles—29 min., 56 2-5 secs. 7 miles—35 min., 2 secs. 8 miles—40 min., 16 secs. 9 miles—45 min., 56 secs. 10 miles—50 min., 40 secs. 11 miles—55 min., 42 secs. 11 miles, 1137 yards—1 hour.

A Chapter of Accidents.

Yesterday and the preceding night were notable for the number of accidents that occurred. On Wednesday night the Grampian struck an iceberg 45 miles off this port, and the automobile of Mr. Finlay, nephew of Hon. R. K. Bishop, was struck by the shore train on the Southside Road. Yesterday there were no less than three motor accidents. The wheel of a motor truck was smashed opposite the Bank of Montreal. The wheel of another automobile came off opposite the Bank of Nova Scotia, and the wheel of a motor cycle with side car was broken off while coming down a hill. Mr. Finlay's car was brought into town yesterday afternoon.

Personal Mention.

Magistrate Moffin, who was in town in connection with the Flat Island affair, left by the express yesterday for his home in Greenspond. Rev. Prof. Des Barres, who was visiting here and attending the Methodist conference left by yesterday's express for Canada. The many friends of Mrs. Andrew Gobbie who underwent a serious operation a short while ago, will be pleased to learn that the operation proved successful and that the patient is progressing favorably.

Shipping Notes.

The schooner Amy B. Silver has arrived at Harbor Buffett from Barbadocs with a cargo of molasses. The schooner Ada Mildred left Woods Island yesterday for Gloucester with a cargo of salt bulk codfish from the Bay of Islands Fisheries Company. The schooner J. D. Hazen left Gaultois yesterday with a cargo of codfish from T. Garland, for Oporto. The steamer Philomena is loading salt at Morey's premises to be taken to Bay de Verde for Gordon Paw Jo. The schr. Elizabeth Fern left Little Bay yesterday for New York with 2360 barrels of Scotch Cured Herring. The schr. Ellen, P. Morey, master, bound from New York to Twillingate with machinery for the mine there, put into St. Mary's yesterday. The schr. Aricson arrived at Twillingate yesterday from Santo Pola with a cargo of salt to W. Ashbourne of that place. The cable ship Lord Kelvin arrived at Head's Content yesterday from Halifax. The schr. Agnes P. Duff will shortly load codfish from Bishop & Sons for Brazil. The schr. Rose has finished loading general cargo at Campbell & McKay's wharf for points along the Labrador coast. The S.S. Sable I. will leave North Sydney to-morrow morning for this port. The schr. Mariner is loading salt from the schooner Falka for Fogo.

POSTPONED.—The League Football game—Cadets vs. B.I. S.—set for this evening, has been postponed.—July 11, 11



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July 11, 1919

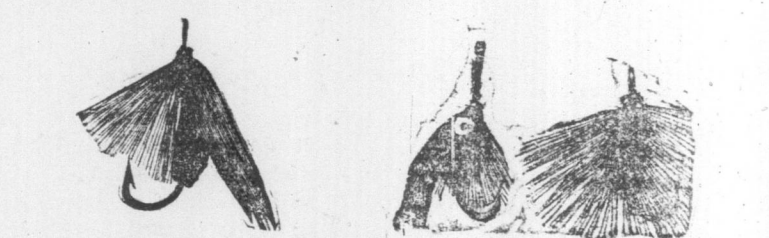
Sports, Come In!

Our stock of



English TROUT FLIES

Has just arrived. Come early and get your share, as our stock is limited.



MARTIN - ROYAL STORES

July 8, 21, 1919

HARDWARE COMPANY, Ltd.

July 8, 21, 1919

NOTICE!

Northern Coastal Mail Service.

Owing to large freight offering, and in order to accommodate the trade, the S. S. PROSPERO will not sail for usual Northern Ports of Call until Saturday, July 12th, at 10 a.m.

JOHN C. CROSBIE,

MINISTER OF SHIPPING.

Not a bit of this splendid food is wasted—it's eatable to the last atom.

There's a Reason for Grape-Nuts