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# LIFEBUOY SOAP

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## Old-Time Regattas.

### Many Interesting Items. Boat Racing on Quidi Vidi Over Seventy Years Ago. Newfoundlanders Defeat Nova Scotians in Single Scull Races.

Dear Sir—A few evenings ago I noticed a note signed "Dobbin's Cove" which called for some incidents in connection with the boat races held on Quidi Vidi in the early days of that sport. I think that he will find in the following compilation a very authentic synopsis of the principal events which took place at the Regattas since 1840 down to last year. There are, no doubt, many things of interest which I have not collected, but on the whole, your readers will see that I have not been unmindful of the chief and more interesting ones.

**NAMES OF OLD-TIME BOATS.**

First I shall inform your readers that the races were kept up for three days in the early years of racing, and later it was kept up for two days. The names of the boats which were rowed in the forties may be of interest. The Victoria was one of them. She was built at Halifax; then there was the Ripple, built at St. John's by Samuel Loveys, a famous builder of his day. He had a workshop at the head of Play House Hill, where he built some excellent boats. Many of the present day old-timers remember Mr. Loveys. Some of them that I know to-day rowed in his boats; one of them is Mr. Michael Linnegar, who was a reputed coxswain in his time. The Maid of the Mist, Red Rover, Lallah Rookh, Lucy Long, Gem, Quiz, Repeat, and Ferryland Lass were rowed in the forties. The Lallah Rookh was built at Halifax, and proved a good boat winning many races, until put out of business by the famous Lucy Long, the handiwork of the native builder Samuel Loveys. The Lucy Long was 36 feet in length and was a great favorite. This boat was first seen at the Regatta of 1844. The Gem, built by a man named Mosley, at Halifax, competed the same year. This boat measured the same as the Lucy Long, was painted vermilion color, with a black streak, and carried a red flag. The Lucy Long was painted white, with a red streak, and carried a white flag. The Ferryland Lass was built by the greatest shipbuilder

and a picked crew from St. John's rowed in the Undine. The Kitty Vitty girls won. Their names were Ellen Walsh, stroke, mother of Mr. George Walsh, printer, this city; Jennie King, Mary Bruce, Lizzie Haylor, Crisette Squigg, and Jessie Needham. Robert Hennebury was coxswain. It would be well if our young men who row nowadays had only half the pluck of the Kitty Vitty girls of sixty years ago.

**KING EDWARD AT THE REGATTA.**

The late King Edward VII. was in St. John's in 1860. He was then Prince of Wales. He visited the races on Regatta Day. His Majesty stood for a while on the bank admired by our fathers and mothers as they passed by him, as he took in the sights. The Weazel, Albert, Undine, Hawk, Elizabeth and Quickstep were the boats which contested in 1860. The Quickstep was built at Halifax; she was sold by public auction in July of the same year by the late T. N. Molloy, Esq., at one time American Consul.

**THREE BOYS DROWNED IN 1864.**

The Regatta of 1864 was a sad one as three youths natives of Torbay, who rowed in the Terra Nova, now called the Myrtle, were drowned. Their names were Power, Goss and Martin. The Terra Nova was just coming up the pond but unfortunately she had taken in a large quantity of water after rounding the buoy. The water was going into her very fast and a good top was also on the pond. The Terra Nova was kept close to the land fearing she would sink. However it was not God's will that all her crew should be saved. The three fine youths whose names just mentioned, were drowned; their bodies were recovered in a short while after the accident.

**COAKER DEFEATS LEAHY IN SCULL RACE.**

This was another famous race. It took place August 25th, 1885. The contestants were John Coaker, of St. John's, now Councillor, and Thomas Leahy, of Halifax, N.S. Leahy at the time was employed at the Post Office with contractor Brookfield. I was well acquainted with "Tommy," as we all called him; he was a good looking fellow and very quiet. Leahy took part in the scull race on Regatta Day, but owing to having broken an oar he had to drop out of the race. The race in which Leahy met his defeat was rowed two and a half miles, and at the finish Coaker, the native oarsman, came in fully twenty boats lengths ahead of the "blue nose."

**FIRST SILVER CUP PRESENTED.**

The first silver cup presented for a prize at a regatta took place in 1872. At this regatta Mr. Wilson, a playwright, then at St. John's, presented two silver cups and a tea urn. One of the cups was for four-oared Amateurs, the other, for six-oared Amateurs, the other cup was for six-oared Fishermen. The Elizabeth won the silver cup in the fishermen's race, rowed by a strapping fine crew from Outer Cove. Their names were as follows:—James Hennessey, Patrick Hickey, Lawrence Boland, Walter Walsh, Walter Power, John Lewis, and Charles Lewis, coxswain; John Lewis and Charles Lewis were natives of St. John's. John Lewis rowed because one of the Outer Cove men didn't turn up in time for the race.

**SECOND SILVER CUP PRESENTED.**

The next cup given to oarsmen in six-oared races was presented by Governor O'Brien, in 1880. The Mascotte was the boat in which the victors pulled, some of whom, live in St. John's to-day—Thomas O'Neill, proprietor saloon, Water Street, was one of them; James Byrne (Jim), well known in the city was another; W. H. Bulger, now at Boston; and P. J. Shea, of St. John's West; R. Dooley steered the Mascotte in that famous race.

**SQUIRES BEAT FERGUSON, OF HALIFAX, IN A CHALLENGE SCULL RACE.**

It was in 1874 that plain Dick Squires, of Broad Cove, in the District of St. John's, gave Ferguson, of Halifax, a good beating in a single scull championship race. Ferguson having beaten his opponents on the day of the race, was elated over his victory and thought he could beat any man in Newfoundland; he soon found out his mistake, however. Richard Squires, who is still alive and healthy, and who will have three sons at this year's regatta rowing in the fishermen's race, beat Ferguson half the pond.

**SQUIRES' CHALLENGE TO FERGUSON—NOW ON NEVER.**

I, plain Richard Squires, of Broad Cove, by this publicity do tender a challenge to Mr. George Ferguson, the successful contestant in the last sculling race on Quidi Vidi Lake, to compete in a similar race on the same waters for the sum of \$50 or \$100, as may be agreed upon, our mettle to be tested on Saturday next at any hour agreed to. If the challenge be not accepted to-day business will require me to leave town for my home.

St. John's, Wednesday, August 19th, 1877.

**PACENTIA FISHERMEN WIN 1877.**

This year a boat was constructed at Pacentia by Mr. Sinnott, and on the day of the races she was manned by a crew from "Ye Ancient Capital." At this regatta the "Pacenta" made the quickest time; as far as I am aware up to then; 10 mins. 25 secs. was the time in which the course was rowed. The names of the crew were:—Phillip Morrissey, Daniel Morrissey, Patrick Morrissey, John Morrissey, Moses Morrissey, James Whalen; Mr. Sinnott steered the "Pacenta."

**COMING OF THE DORA.**

The Dora was one of the finest boats ever on the pond. This boat was built by the late Phillip Mahoney. Her crew of amateurs in 1882 rowed her in the quickest time ever made until three years afterwards when the Myrtle beat her time. The following were the names of the Dora's amateurs who took the bonus for the quickest time,

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We have since our last advertisement made a heavy clearance of our dainty summer dress robes, but at a still greater reduction we are going to clear out the balance of entire stock. Many of them will be sold at much below actual cost. This is just your opportunity to get a smart little dress for the Regatta. Below we have listed a few specials at "give-away" prices.

- Ladies' One-piece Dresses, in White Lawn, trimmed with Valenciennes lace and insertion; high and low neck, in all sizes. Reg. \$3.75. Now **\$2.50**
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Pint . . . . .50c. doz.	DUTCH CIGARS.
Half pin . . . .30c. doz.	\$2.00 per 100 to \$5.00 per
Rasp. Trifle.	100.
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