

The Atlantic Half-way House.

Newfoundland Mariners are Well Acquainted With the Azores -- The Battle of the "Revenge."

Now that the airplanes have begun to fly across the seas, fresh attention is being directed to the Azores—the Atlantic Half-way House.

This group of nine volcanic islands along to Portugal and is about 900 miles west of that country. We say "west" but there are three distinct groups, the N. W., consisting of Flores and Corvo; the central, consisting of Terceira, San Jorge, Pico, Fayal and Graciosa; and a S. E., consisting of St. Michael and Santa Maria. The groups are about 150 miles apart, and the whole group extends from S. to N. W. about 400 miles. The largest is St. Michael (St. Michael), which is 50 miles long and from 5 to 10 broad. Ponta Delgada, on this island, is the capital. The islands are all of volcanic origin, and have suffered severely from eruptions and earthquakes. In 1808 a volcano rose suddenly to the height of 3,500 feet in San Jorge, and burned for six days, melting the entire island. In 1811 a volcano arose from the sea near St. Michael, and after vomiting ashes and stones disappeared. The peak of this, on the island of that name, is 4,113 feet high. All the islands are rugged and picturesque, with steep shores. The climate is moist but agreeable and vegetation is luxuriant, with abundant, as well as sugar cane, coffee, and tobacco. The country is diversified with woods, cornfields, vineyards, lemon and orange groves, and rich open pastures. All kinds of vegetable products are brought rapidly to perfection. The inhabitants are mainly of Portuguese and Spanish descent and are indolent and lacking in enterprise. The Azores were discovered by Cabral about 1431, and were taken possession of by Portugal and colonized. When first visited they were uninhabited except by a few small animals and great numbers of birds from which they derive their name. The Azores, the Portuguese of the Azores being Accor.

In the early days the Azores were of great importance to the explorers of the western ocean and as a place of refuge for sailing vessels escaping from great storms. When steam power came into general use for ocean travel, ships made a more direct course across the Atlantic, having no need to waste time by swerving down the coast. As a result, trade greatly decreased and many thousands of people emigrated from the islands. If one great invention turned away the interest of the world from them, other even more wonderful is bringing them again to public attention. Already engineers are busy planning landing-places for seaplanes, tying up and airships at this half-way house of the Atlantic. Stores of petroleum and lubricating oil, and spare parts for engines, are being transported there, and the isolated islands are becoming the stroke of good fortune that has again made their is-

lands one of the central points of the earth."

Arthur Mee, in "My Magazine," has an interesting illustrated article on these five islands of the sea, from which we may call and quote. He says: "Some daring Moors were the first men to attempt the exploration of the middle Atlantic. In the 12th century, when the Moslems ruled in Portugal and Spain, they tried to anticipate Columbus by the discovery of new lands in the West. Setting out in a caravel, the gallant adventurers reached the Azores after a voyage of eleven days. Had they landed they probably would have changed the history of the world by bringing America under the sway of Moslem power; for they were then nearly halfway across the Atlantic, and by a settlement on these fruitful islands they might have accomplished, in course of time, the crossing of the mysterious ocean opening out beyond. But the destiny of events abruptly stopped the Moorish enterprise. An appalling volcanic eruption dismayed the adventurers. The caravel sailed into a sea steaming with gas which choked the sailors, and the frightened helmsman turned south, and left the five islands of the Azores to be discovered and peopled by Europeans." This as we have seen was done in 1432 by Cabral. The first island he sighted he called Santa Maria, and discovering the next one on St. Michael's day, he gave it the name St. Michael.

Having some Moorish slaves with him, Cabral decided to leave them to settle on St. Michael. "When he returned a year afterwards he found the Moors almost mad with terror. Two great mountains had towered at either end of the island when the discoverer made a sketch of it; when he returned the western peak had vanished. It had been blown away by a tremendous volcanic outburst such as had frightened the early Moorish explorers three centuries before the Europeans came." The islands evidently did not take kindly to occupation by the Moors.

But Cabral was not afraid of a volcano. Attracted by the great beauty and fertility of the country he determined to settle there himself. "He sent his ships back to Lisbon so that nobody could escape, and built a town on the island of Saint Michael, where he and his descendants lived in comfort for three quarters of a century. Then the great fire once more broke through the hot, steaming earth, where to-day there are streams of boiling water running like ordinary brooks into the sea."

When Columbus returned from his first voyage he put in to the Azores to rest and refit. Many years afterwards when Portugal was conquered and robbed by Spain, the latter used the Azores islands as a port of call for the galleons returning with gold and treasure from Peru, Mexico, and other lands. It was by these islands that the English ships of Drake and Raleigh would wait for the treasure ships of Spain. All the treasure Spain wrung from the New World she used in trying to conquer Europe, and by capturing the Spanish treasure-ships the English seamen were helping to save England from invasion and to free the seas from the tyranny of Spain.

The greatest of all the battles ever fought by the Azores took place in 1591. An English fleet under Lord Howard was waiting for the Spanish plate-ships. Some Spanish admiral learned of what was impending, and made for the Azores with a great armada of 83 vessels. Lord Howard was informed and having only 6 warships with a small number of other attendant vessels, he prepared to withdraw. But one of his captains, Sir Richard Grenville, was a stubborn man, and when the Spaniards were sighted he refused to retire, thinking that the vessels he had seen were the treasure ships.

The great Spanish warships closed around his small vessel, the Revenge, and one of the greatest of all heroic battles ever seen at sea began. For fifteen hours the incomparable English gunners beat off the huge sea-castles of Spain. Some of them had three tiers of guns and other artillery on deck, and contained brigades of soldiers used in boarding operations. The mighty galleons came up in couples and manoeuvred into position, one on each side of the Revenge, so that they poured cannon-shot and bullets into her, and tried to close with grappling irons and board her. But the British gunners were the best in the world and succeeded in keeping them off. All night the battle raged, till the most of the men on the Revenge were

killed or wounded, their powder exhausted and their pikes broken in defeating the attempts of the Spaniards to board the ship. Two of the Spanish ships were sunk, two more disabled, and two thousand of their men slain or drowned.

When the dawn came up in the wild sky the Revenge was a helpless wreck, and Sir Richard Grenville was wounded, like most of his men who remained alive. He ordered the master gunner to blow up the ship. A terrible storm broke over the Azores, wrecking the greater part of the Spanish fleet and many of the treasure-ships. The Revenge foundered and Sir Richard died of his wounds on the Spanish flagship.

The Azores is still a paradise for cheap, good food. Everything that comes from foreign countries is dear, but the islanders are rich in milk, cows, cattle, sheep, poultry, and vegetables of every kind. They weave their own wool in old-fashioned ways, and in the towns many of the women still wear a peculiar dress known as the cape and hood. The cape is a long blue cloak, with an immense hood, which completely hides the face and extends far out both back and front. The men have given up wearing their capes, but they still wear their curious tasselled caps.

There is a quaint charm in the street scenes, where trained sheep are often used to draw the small island carts, and the ancient buildings are fine and interesting. But the people are the attraction. As in ancient Portugal, every man and boy is a musician, playing the guitar, the violin, or some other instrument, more easily than a British boy plays cricket. The people are not educated, but they have a fund of rich traditions of culture which makes them more artistic than most people who go to school. They inherit a mediæval civilisation from their old mother-land of Portugal and Flanders, and breathe a cultivated air of life that fills their minds in a natural manner without conscious study.

The islands deserve their love and the sleeping fires give only a zest to the pleasure of life in this ocean paradise. The scenery has an infinite beauty, rising to grandeur about the great volcanic peaks, and softening into wild grace in the flower-grown lanes, where roses, lilies and wisteria shine in glorious profusion. To see a father and his family walking along a country road in this scented evening air is a lesson in the joy of simple life, for the man plays his fiddle as he walks, the mother and the children singing.

Lady Song-Writer Killed by a Bomb.

In the air raid on London which occurred on March 7, 1918, twenty persons were killed and forty-five injured. Three bombs fell near St. John's Wood station, one of them not far from Admiral Beatty's house. One wrecked the front of a three-storey double house standing in its own grounds in Townsend Road, but sixteen people sheltering there were fortunately unhurt. Two three-storey houses in New Street, not far away, were destroyed by another bomb, and members of two families killed beneath the ruins. A third bomb fell in the street a few yards from the gate of Lord's, and this killed a soldier in the street, and an officer who was watching the barrage from the window of a house in a garden opposite. The most widespread damage ever done by a bomb in London was that at Warrington Crescent, off Maiden Vale, where three or four substantial houses were completely destroyed, and most of the casualties occurred there. The rescue party worked for two days, and saved nearly fifty lives, but among the killed was Mrs. Ford, the writer of the song, "Keep the home fires burning," which obtained such a vogue all over the British-speaking world.

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Mainly About People.

Manrice Masterlinck, on his first visit to the King and Queen of Belgium, was escorted to the Queen first, so that he could tell the royal children "The Blue Bird Story." The King afterwards honored him with the grand cross of the Order of Leopold, seldom given to any outside the royal family.

Wyllis W. Baird, president of the Chicago Association of Commerce, urges its members to confer frequently with ministers of the Gospel, because it helps business. He is strong on the theory that "this world is impossible to human beings unless the principles of Christianity lighten personal and social life."

Paderewski, after taking Poland over a rough and dangerous path at the cost of his private fortune, estimated at \$6,000,000, has returned to private life a tragic figure. Paderewski was always an intellectual, a regular contributor to the Scientific American on the subject of electricity, has written books on political administration distinguished pedagogues. He established a number of schools in Poland.

Ethel Holdsworth, the English writer, was 11 years old when she started as a "writer" in a Lancashire mill. She was well on in her twenties before she was released from this monotonous kind of a life. She gave every spare moment to study, and her associates could not understand why she was so different from any of them. Her books have made her famous. She now has a husband and baby and a beautiful Yorkshire home.

Certain peculiarities which have distinguished Paul Deschanel's career are perhaps receiving their explanation, now that he has been elected to the presidency of the French Republic, says the Christian Science Monitor. One of these is the fact that he has never accepted the decoration of the Legion of Honor. Now that he is the chief executive of the nation, he becomes automatically the grand master of this order, and it is commonly reported that he persistently refused the decoration because he was looking forward to the day when he should enter upon a career of office at the Elysée, and felt that that honor would be accentuated by the fact that he would become grand master of the Legion without having previously been decorated. Another interesting sidelight upon his character is afforded by the fact that he has never consented to accept the portfolio of any ministry, or to form a ministry with himself as premier. This also is explained as being due to his ambition to become President, an ambition which he felt could be the more easily attained if he had never identified himself with any political career.

MINARD'S LINIMENT RELIEVES NEURALGIA.

N. Y. Yacht Club Accepts Challenge.

ARRANGEMENTS COMPLETED FOR AMERICA'S CUP RACE.

New York, Feb. 20.—England and the United States will be friendly rivals in a battle for the yachting supremacy of the seas beginning July 15, when the first race for the America Cup is scheduled over the Sandy Hook course here. This was formally announced by the New York Yacht Club here late this afternoon. Accepting the challenge of Sir Thomas, who will attempt to win the world-famous yachting trophy with his challenger Shamrock IV, while the New York Yacht Club will defend the cup won in 1851. In announcing its formal and definite acceptance of the challenge, the New York Yacht Club made public correspondence with the Royal Yacht Club which showed that the dates and course were the result of a compromise of the wishes of the two yachting organizations. The American Club, in agreeing to race off Sandy Hook beginning on Thursday, July 15th, and every alternative day, not counting Sundays until one of the competing yachts has won three out of five races, abandons its original

desire that the regatta be held off Newport about the first of August. The challengers' in turn acquiesced to a later date than the one first mentioned in the correspondence, which was June 24.

Considerable discussion passed between the clubs regarding these details and the sail equipment to be used. In general the New York Yacht Club acceded to the wishes of the British Club with one exception. This referred to the rule of measurement of sail area which it is stated "we must decline to change."

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As full opportunity has been given to demobilized Sailors and Soldiers to consider whether they are in need of re-training under the Civil Re-establishment Committee, it is deemed necessary to fix a date after which applications for re-training shall not be received.

Notice is hereby given that on and after 1st April, 1920, no applications for re-training under the Civil Re-establishment Committee will be received from Sailors or Soldiers now demobilized.

W. F. RENDELL, Lieut.-Col.,
Chief Staff Officer, Dept. of Militia.

mar23,1920

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The Magic of Your Eyes.
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Dreamy Alabama.
Baby (tenor solo), etc., etc.

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Mammy's Lullaby (waltz).
Sweet Hawaiian Moonlight (waltz).
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LePere La Victoria (Irish Guards Band).
Sambre et Meuse (Irish Guards Band).
Imperial Britain March (Irish Guards Band).
The Vedette March (Irish Guards Band).
Tinkle the Ivories (Irish Guards Band).
Hystericks (Irish Guards Band).
Beautiful Ohio (waltz).
Dolores Waltz.
Blue Danube Waltz, etc., etc.

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