



Evening Telegram

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

FRIDAY, July 18, 1919.

A Trafalgar Issue.

A copy of The Times, dated London, Thursday, November 7th, 1805, has been handed us for perusal by Mr. H. F. Shortis, who will present this 114-year-old copy to the Historical Society of Newfoundland, to be placed among the archives of that organization. The issue, which is a four 12 x 18 inches page one is in a wonderful state of preservation and looks exactly as it did when taken off the press, showing how carefully its lucky possessor treasured and regarded it. The issue is essentially a Trafalgar one, the whole of the third and fourth pages containing articles devoted to descriptions of that great naval engagement, the principal one of which is Lord Collingwood's despatch to the Admiralty, dated on board H.B.M. Frigate Euryalus off Cape Trafalgar, October 22, 1805, the day following the battle, announcing a complete victory over the combined French and Spanish Fleets, the triumph of which was dimmed by the death of the gallant Lord Nelson, the command then devolving upon Collingwood who was the senior naval officer.

The news of the important sea victory which ended forever the dreams of Napoleon, for the conquest of Britain, was received in London on the sixth day of November, in the early morning, and a mounted messenger was at once despatched from London to Windsor Castle, where King George III. was in residence, with the joyful news. As the despatch-bearer passed along the countryside he communicated the glad tidings to the people, who went into raptures of joy over the intelligence. At Windsor, The Times says, "The King's Own Militia, being in the little park exercising, fired a feu de joie on the occasion."

Editorially, a part of the comment is as follows: "The official account of the late naval action which terminated in the most decisive victory that has ever been achieved by British skill and gallantry, will be found in our paper this day. That the triumph, great and glorious as it is has been dearly bought, and that such was the general opinion, was powerfully evinced in the deep and universal affliction with which the news of Lord Nelson's death was received. The victory created none of those enthusiastic emotions in the public mind, which the success of our naval arms have in every former instance produced. No ebullitions of popular transport, no demonstrations of public joy marked this great and important event. The honest and manly feeling of the people appeared as it should have done: they felt an inward satisfaction at the triumph of their favorite arms, but they mourned with all the sincerity and poignancy of domestic grief their Hero slain."

A partial list of the killed and wounded is given, by ships, the Bellerophon suffering the most severe casualties, her total being 150. The rejoicings were tempered with the sorrow which

the whole nation felt over Nelson's death, but the importance of the victory was too great to overlook. The concluding verse of a poem dedicated to Nelson and Collingwood expresses the feeling of the people:

"Mourn and rejoice! Horatio's spirit
Well pleased, beholds a friend inherit
The honors paid to valour's merit.
He smiles on gallant Collingwood.
Mourn for your martyrs on the wave
Mourn for your Nelson in his grave,
Rejoice and cheer the loving brave,
With modest, gallant Collingwood.

United raise
Loud hymns of praise
Your thanks, your prayers are due to
Heaven

Your loss deplore,
That tribute o'er,
Be grateful for the champions given
By their great Admiral's side
Fame's path they trod,
True to their King,
Their Country, and their God."

It might be interesting to the student of naval history to have at a glance the order in which the British squadron attacked. All the names are familiar:

VAN.	HEAH.
(Lord Nelson): (Lord Collingwood):	Royal Sovereign.
Victory.	Mars.
Temeraire.	Bellevue.
Neptune.	Tonnant.
Conqueror.	Bellerophon.
Leviathan.	Colossus.
Ajax.	Achille.
Orion.	Polphemus.
Agamemnon.	Revenge.
Minotaur.	Swiftsure.
Spartiate.	Defence.
Britannia.	Thunderer.
Africa.	Defiance.
Euryalus.	Prince.
Sirius.	Dreadnought.
Phoebe.	
Naiad.	
Pickle (schooner.)	
Entrepreneurs (cutter.)	

The Governor at Marystown.

MARYSTOWN, July 17
The SS. Sulu, with His Excellency the Governor and party on board, arrived this morning, and were met at the Government wharf by a committee of representative citizens and escorted by motor boat up the river and enjoyed the magnificent scenery for which Marystown is noted. Flags were flying on all public buildings and mercantile premises. The ship, on return to the Government wharf, His Excellency was presented with an address of welcome, to which His Excellency replied, thanking the assemblage on behalf of His Majesty the King for the kindness and patriotism shown him, after which three hearty cheers were given for His Excellency, Lady Harris and Miss Harris.

St. Pierre et Miquelon.

It is of interest quite out of proportion to the size of the islands to develop the Saint Pierre and Miquelon group. There had been talk of a cession to Great Britain, but the recent announcement of an appropriation of several millions francs for harbor improvements at Saint Pierre makes it clear that France has no notion of trading so valuable a colony. It is a tiny affair, geographically, but it is the center of the very important French cod fisheries. Food is of more serious concern than ever to France, and evidently the fish is too wise to turn over a source of supply, even to her allies. There is no reason why she should, as the occasional conflicts of the past between the French fishers and the Newfoundlanders are not likely to recur or to become serious.

The colony of Saint Pierre and Miquelon consists of several islands, about ten miles south of the central part of the southern coast of Newfoundland. The total area is only ninety-three square miles and the population about 4,000 or less. The islands are barren and rocky; picturesque, but no value except as a home for the fleet. But in 1914 that fleet numbered 227 vessels, with crews totaling 6,736 men. The dried cod sent to France in 1912 was worth over 6,000,000 francs. The capital, St. Pierre, has direct cables to Europe and America, and regular steamship connections to Boston and Halifax—American Paper.

Grape-Nuts
provides the
elements needed
to build strong,
healthy bodies
and brains.



NFLD'S. SAILOR V.C.

Rideout, V.C., S.M., E.S., R.
M., etc., Interviewed by
The Telegram.

Is Newfoundland's Premier Ace.

Newfoundland was electrified yesterday upon reading the news that another Newfoundland had won the coveted premier British distinction—the Victoria Cross—for which great and glorious deeds of heroism and bravery have been done and to the recipients of which the world extends sincerest respect and admiration. This latest news is of Royal Naval Reservist Henry George Rideout, who must now be regarded as the decoration ace of the whole country. With four medals and a bar to his credit and a Victoria Cross ready for him, Rideout must forever be seen and known as a hero of redoubtable courage and one to whom there is no peer in the world. Seen at his boarding house, Queen's Street, this morning, Rideout, V.C., told his story to the Telegram reporter in a clear, concise manner, free absolutely of all tendency to boast or recent, and certainly in a manner that convinced his interviewer that he was not talking to one who used but few words being a man of action and of deeds. At first he did not want to say anything—"You know, I haven't actually received it, yet," he said—but by dint of persuasion he was eventually brought to give the facts. Sitting on the edge of his bed, for he was just up, he set forward his story, emphasizing a point here and explaining another there. It was in Serbia, near the town of Ansoner, toward the end of last August, that the deed for which he won the Cross was done. Rideout was in the British trench, near the seashore, while the enemy, consisting of German and Austrian soldiers, was entrenched two miles further inland, the ground intervening being open, shell torn and filled with great yawning craters and pits. There were three thousand Britishers in the trench at the time, and all day long and into the night the enemy had been keeping up a fierce battery fire, our casualties being heavy and the killed numbering hundreds. To the right of the battle-line, or on the left flank of the German line, and slightly to the front, was an enemy observation post. In this were posted men who had found the British range, telephoning it to their own side, thereby enabling them to drop the shells directly in and around the British trench. The wires of the telephone ran from this tower through a communication trench to the German and Austrian batteries, and the range had been ascertained to a nicety. About twelve o'clock or twelve-thirty in the night, while the fire was at its heaviest and men were falling all around him, Rideout, with two others, volunteered to the Captain of their company to move forward over the parapet, across the shell-torn ground and right up to the communication trench—there to cut the wires and cut off the German communication. The Captain, after a moment's hesitation, consented to allow the brave men to attempt to carry out their plan. To think of this was not the noblest part: it was the voluntary offering to carry it out. Everybody in the British line knew that to cut the German telephone wires would be to silence the enemy batteries. The Germans and Austrians also, however, knew it, and the communication trench, through which the wires ran, was very heavily and strongly guarded, sharpshooters being posted along at close intervals. Rideout and his two companions knew this and it was their offer to face that constituted the bravery that must receive the country's and the world's recognition. Armed with only a small axe each—the regular tomahawk—the three clambered over the top and were in "No Man's Land." The shell, machine-gun, and rifle fire was so fierce, so unremitting and so deadly, that they had to drop flat on their stomachs in the shell hole first offering. The night was black, the exploding shells and bombs lighting the air in short flashes and enabling the brave trio to find their way ahead. For a very brief space they hung on to the hole and then dashed forward for a few yards to another shell hole. Not only did they wish to avoid the bullets that were whizzing through the air, but it was highly necessary that they advance without being seen by the enemy look-outs. Careful though they were, however, one of them was hit by a bullet and dropped to the ground dead. Then now remained

two men, two brave men, heroic men, incomparable in courage—without peers as heroes. Surely no braver deed throughout the long war was done—surely no more desperate deed of courage and dogged, determined, heedless bravery has ever been known? We would like to conjure up in the reader's mind the picture presented this dark night in far Serbia. There is the British trench, with its three thousand British tars, wide awake, sleepless, eyes straining and crouching—there the German line, filled with German and Austrian soldiers, backed by batteries of heavy guns—murderous guns—and between the two, miles of shell-torn, open ground. Hear the thousands of shells whizzing through the air—now watch them explode with sickening force—duck, quickly, lest the flying splinters of steel lay you low. Listen to the bullets droning through the night air—the "bombs burstin in air"—the indescribable horror of a night bombardment. Watch the heavens lighted up by the bursting shells. Now see the two heroes as they face this—nay, advance on it. See them dash forward, fling themselves in a deep dug pit, then forward again and so on and so on over the ground called "No Man's Land." No Man's Land—no longer, but British territory—captured by two brave men—one of them a Newfoundland!

Now they near the objective—the communication trench where the wires are concealed. Now they flatten themselves on the ground as a German sentry peers over the top and strains his ears for a betraying sound. The work then began. After more than one hour's silent, motionless wait, Rideout at last had the opportunity he desired. With a few well struck slashes of his axe he had severed the fatal wires—and the batteries, out of communication, were silenced, the British were saved. But he is not out of it yet. He is still in the German communication trench, with dozens of desperate Germans around in every direction. Now a burly ruffin, glimpsing his dark form against the clay background, rushes up with rifle and fixed bayonet and challenges him in German. With a side jump Rideout avoids him—with an upward and side slash of his axe, the German is stretched to the ground—dead. But the noise has brought another—and another. Again the axe is brought into play—again the Germans pay the penalty. "I don't know how many I

killed," he says, "I didn't have time to count."
Again he is out of the trench, his axe still in his possession. Together the two retrace their steps, still taking the precautions so necessary to safety. Luck is against his companion, and as the home trench is once more neared, a bullet, accidentally directed, hits and kills him. Rideout is by himself, now. Nearing the trench, a sharp-shooter, posted a little ahead, steadies his rifle and challenges him, "Britisher," he cries, "I'm Rideout!" Rideout escaped but the sentry fell at that moment—shot by a passing bullet. And now, at last, after an absence of five and a half hours, he is back in the British trench, where his comrades crowd round and cheer him and shake his hands and hit him on the back. Rideout smiles sleepily and next moment is fast in the arms of sweet Morpheus.
Did Rideout win the Victoria Cross? Did Horatius hold the Tuscans at bay on the Tiber bridge?

WELL WON DECORATIONS.

In addition to the great Victoria Cross, Rideout won four other medals, they being the Egyptian Star, which was presented by the Khedive of Egypt for service as a seaman on H.M.S. Arphis in shelling and capturing the towns of Gaza, Jaffa, Beirut and another from the Turks. Rear Admiral Jackson added a bar to this medal; the Royal Serbian Silver Medal, which was presented to him at Belgrade, the capital of Serbia, by the Crown Prince of that country, personally. He also holds the 1915 British Star while he is to receive the Rumanian decoration for bravery in Rumania. With the receipt of the Victoria Cross he will be the Newfoundland ace, by their having the largest number of medals of any Newfoundlanders. Rideout, V.C., is a native of Pilley's Island, N.D.B., being a son of Mr. and Mrs. Reuben Rideout. The heartiest congratulations of the entire country go to him—the first winner of the Newfoundland forces and the only one of Newfoundland's sailors of the coveted Victoria Cross.

The Charity Sports.

The correspondence published below is self explanatory:—
St. John's, Nfld.
July 17th, 1919.
Mount Cashel Orphanage, City.

Dear Sirs:—We are enclosing herewith cheque for \$146.17 representing part proceeds of yesterday's sports. When it was suggested to combine the several events on the one day, we pointed out to the Gramplian committee that we would obtain \$100.00 for the double-header, and they agreed to contribute this amount to your fund. The remainder of the proceeds, less expenses, were then to be divided equally between the Gramplian Fund and Mr. Shrubbs.

Mr. Shrubbs, however, advises us this morning that he desires to contribute to your institution \$46.17 of his proportion, and this amount is included in the enclosed cheque.

Yours very truly,
THE ST. JOHN'S AMATEUR BASEBALL LEAGUE,
per H. J. Power,
Treasurer

St. John's, Nfld.
July 17th, 1919.
Dear Mr. Shrubbs:—We have just finalised the results of yesterday's Sports which yielded the splendid total of \$606.69. Through Mr. Leveson we learn that you desire us to contribute an additional amount of \$46.17 to the Mount Cashel Boys' Orphanage out of your proportion of the proceeds, and we have therefore increased their proportion by that amount.

This act of kindness on your part will be deeply appreciated and long remembered by the Brothers of this Institution; and we ourselves wish to express our warm appreciation of your efforts on their behalf.
Altogether, it was one of the most successful fete days held in Newfoundland, and we hope that in the near future should circumstances permit, you will again give the public of St. John's an opportunity of enjoying such a splendid exhibition of run-

ning as was our privilege to witness yesterday.

Bon voyage and Good Luck!
Yours very truly,
THE NEWFOUNDLAND FOOTBALL LEAGUE,
per W. J. HIGGINS,
President.

The ST. JOHN'S BASEBALL LEAGUE
per J. O. HAWVERMALE,
Vice-Pres.

Home's Report.

The Home, which arrived at Lewisporte yesterday, reported that there was a splendid sign of codfish at Little Bay Island's, Nipper's Harbor and Exploits, and that all traps there were

Shipping Notes.

The schr. General Smuts has cleared from Grand Bank for Oporto with 4,750 qtls. of codfish.

The s.s. Sachem is expected to leave Halifax for this port tomorrow.

The bark. Alembic, which took a cargo of seal oil from here to Liverpool, left there on Tuesday last for this port.

The schrs. Stacey B. and Goldwin Roy have sailed from Channel to prosecute the Gulf fishery.

The schr. Russell M. Zinck has entered at A. Goodridge & Sons to load herring for Barbados.

The schr. Lily A. W. is loading general cargo at Bowring's wharf for Catalina.

The schr. Gossip, 18 days from Cadiz, arrived in port this morning with a cargo of salt to E. Lindsay.

The schr. Natoma arrived at Grand Bank yesterday from Boston with a cargo of gasoline.

The S. S. Watuka arrived in port this morning from North Sydney with a cargo of coal to A. Harvey & Co.

The schr. Excelsa arrived in port this morning from Barbados with a cargo of molasses to A. E. Hickman & Co.

The schr. Luetta is loading general cargo at Bowring's wharf for St. Anthony.

The schr. Wabi arrived at Carbonara with a cargo of coal from North Sydney.

Here and There.

BOWRING'S BOATS.—The Portia left St. Mary's at 8.15 this morning. The Prospero was not reported since leaving Westport yesterday morning.

LEAGUE FOOTBALL.—At St. George's Field, at 6.45 this evening, Saints vs. C.E.I.—1-1.

THE CHARITY SPORTS.—The total proceeds of the Charity Sports held on Wednesday afternoon amounted to \$606.69. To cover expenses of advertising, etc., \$25 was deducted, leaving a net balance of \$581.69.

Mrs. W. H. Lawrence will be "At Home" Monday and Tuesday of next week at No. 6 British Square.—July 18, 11.

BANKER IN PORT.—The schooner General Haig arrived in port last evening from the Grand Banks to have repairs made to her canvas. She has 1400 quintals of codfish on board now, and will resume the voyage as soon as repairs to her sails are made.

NOTICE.—All members and ex-members of the Cadet Corps are urgently requested to attend a Mass Meeting to be held in the C. C. C. Armory on Sunday, July 20th, at 12 o'clock noon. J. J. O'GRADY, Capt. & Adj.—July 18, 11.

A CORRECTION.—We would like to call the attention of our readers to an error that was made in reporting the career of Mr. Alfred J. Dodd, the Gramplian's referee. We stated that Mr. Dodd had joined up in 1917, whereas in reality Mr. Dodd volunteered and was accepted for service in September, 1914, and was employed at patrol work in the North Sea. Further, Mr. Dodd is a Cheshire man, not Lancashire as stated by us.

Abbey's
EFFERVESCENT SALT
A LIVER REGULATOR

KNOWLING'S Motor and Carriage Rugs

We have just received a shipment of

WOOL RUGS.

Prices range from
\$7.00 to \$17.00.

We can also show some special values in
Fancy Carriage Wraps

at following prices:

85c, \$1.40, \$1.70,
worth from \$1.25 to \$3.00.

G. Knowling, Ltd.

Consult us when
you have money
to invest for we
are making a
special business of
well selected securities.

We are dealers in
**Government Bonds,
Canadian City Debentures
Public Utilities,
Canadian Bank Shares
and other safe, attractive
investments.**

Write or Telephone

F. B. McCurdy & Co.

Members Montreal Stock Exchange,

Board of Trade Building,
ST. JOHN'S.