

SPORTOGRAPHS

O'TOOLE BREAKS RECORD.

Don O'Toole, running at St. Bon's Campus last evening for the Gratian Holy trophy in aid of Belvidere Orphanage, smashed to pieces the Newfoundland record of 28:12 for 5 miles race held by Jack Bell, when he covered the distance in the remarkably fast time of 27:29 1/2, or 48 1/2 seconds quicker than it was ever run before in this country.

The cold dirty drizzle did not prevent a remarkably large gathering from being present, and that everyone was astounded at O'Toole's superb running is but putting it mildly. When his trainer and manager, Stan Cullen (who is to be congratulated on the wonderful progress his proteges has made this year) told him at the completion of the 4th mile to stop, and finished sprightly and strong. His exhibition drew the crowd from the sidelines and O'Toole was given a wholehearted demonstration. Before the race Mr. Cullen stated to the officials that he did not expect him to be in top form owing to the fact that O'Toole was suffering from a bad congestion in the chest since yesterday and he could not determine beforehand what effect it would have on him.

From a spectator's point of view the Campus makes an ideal ground for road racing, but it is not so for the runners as the south side has a slight down grade, while an appreciable upgrade exists on the north. The cold fog and drizzle tended to make a good running track as it was neither dusty nor greasy. The course had been certified to by Mr. Wm. Noel of the Surveyor General's Office (on behalf of the A. A. A.), with the assistance of Mr. Thorburn. The 5 miles consisted of 33 full laps plus 350 yards.

Three competitors entered, viz: O'Toole, Ralph and Russell, who have been road-mates for the past two seasons. If anything O'Toole was the smallest. Ralph is something of his build, while Russell, though only 17, is a stocky, heavily built lad. The race was conducted and started by Mr. W. J. Higgins, with Messrs. Ellis, Lacey and Foley judges; Messrs. Cockey, Goodland and Brophy cheerers; Messrs. Cullen and Hall (A. A. A.) timekeepers.

Right at the start O'Toole adopted Bell's method of running his first mile at a fast clip. Both Ralph and Russell tried to keep on his heels, but after a half mile had been covered O'Toole had got a lead of a quarter of a lap with the other two competitors jogging along together. At the completion of the first mile, which was timed 5:14 1/2, the favorite had gained fully a third of a lap. O'Toole kept gradually increasing the distance between them. At the 11th lap Russell forged ahead, but in the next Ralph put him back again. O'Toole's second mile was 17 seconds slower than his first, but he was running true to form and lapped the others. Ralph dropped a little, but Russell was running on O'Toole's heels. Gradually O'Toole's fast pace told on the other and he was obliged to relinquish his grip. At this period Ralph spurred and he got in line with Russell again. At the finish of the third mile O'Toole again increased his speed and began drawing away from the other two. At the 22nd lap (or two-thirds of the distance) it was seen that O'Toole—barring an accident—had the record within his grasp. He was gradually piling on the agony, and the 25th lap had lapped the others twice. This had the effect of spurring both Russell and Ralph, but Ronnie refused to give them ground and kept cutting away from them. With three rounds to go the warning whistle was blown, and it was then that O'Toole jumped into a winning stride and action that were beautiful to watch. The last half lap he ran at top speed and breasted the tape in 27:29 1/2 amidst thunderous applause. So great was the enthusiastic reception his admirers wanted to give O'Toole that the officials in charge had great difficulty in keeping the course clear in order to let his opponents finish. And the subsequent announcement that he had smashed Bell's record in such man-fashion was received uproariously.

With three laps to go, Ralph and Russell kept to their grind, with the former slightly leading. The last 300 yards was a revelation of strength and stamina, with both running neck and neck. Russell got second place, beating his opponent by a couple of feet. Both men ran well, though their pace and action could be considerably improved if taken in hand by someone of experience such as happened O'Toole. And again, as pointed out in Sportographs after the J. W. V. A. Road Race, if these young fellows had put out somewhere midway in the race the pep and energy they displayed at the finish they would have decreased O'Toole's lead considerably. Both are good boys, however, and if given a chance will

undoubtedly make a name for themselves. The smashing of the record has created a wonderfully sympathetic interest in young O'Toole, and his friends and backers are looking for great things from him when he lines up for the Telegram Road Race trophy on September 5th, which will be his first 10 mile race for the season. Undoubtedly he has come on wonderfully under the clever guidance of Stan Cullen and will certainly make a bid from keeping the trophy going to Jack Bell for keeps.

Very rightly did Bell decide not to go into the race last night. He is rowing in both the Amateur and Foot-ball races to-morrow and it would be most unfair of him to jeopardize the two crews' chances by risking injuries in a gruelling grind forty-eight hours previous to the Regatta. Bell, however, was one of the first to congratulate O'Toole very heartily on his splendid performance and on his acquiring the record, and expressed the hope that both would be in the best of fettle when they meet in September.

Of course it must be borne in mind that when Bell made the record he was specializing more or less on the 5 mile distance. Afterwards he devoted all his energies on the 10 mile stunt, which became the more popular event and was awarded more valuable trophies on all the various sport programmes, and for which he holds the Newfoundland record of 56:33.

Another thing that must not be lost sight of is that whereas Bell's record was 28:12 for 5 miles, yet his 10 miles time was only 9 seconds slower for the additional 5 miles. In other words he runs 10 miles at the same rate of speed as he does 5 miles—all but 9 seconds; and this is what those who face him over the longer distances have got to keep most in view.

However, the next meet between these two long distance speeders is going to be a most interesting and exciting affair.

C. L. B. VICTORIOUS.

Day by day in every way the little C. L. B. team seems to be getting better and better. Their youth and inexperience in the early stages of the schedule, and their many a bitter defeat and heart pang, but now by dint of constant practice they have turned the tables on the older ones—much to the latter's chagrin. For instance, they made the C. E. I. bite the turf last night by a score of 2 to 1 before a fair gathering of fans, and the surprise result gave them full value for their money. A mix-up in front of the red-and-white goal caused an interplay on Cosfield's part, and in went the spheroid. The Institute lads did their darndest to retrieve but the half time whistle found them scoreless.

Resuming play, the C.E.I. went to like trophies, but their attacks were easily repulsed. Then the Brigade boys took charge of operations and LaFosse was responsible for No. 2. This double tragedy aroused the wrath of the C. E. I. and Adams scored for them with a beautiful shot. The balance of the game was of the give-and-take variety and the final whistle found victory perched on the C. L. B. banner. Mr. C. Quick referred the game to everyone's satisfaction.

1923 REGATTA FORECAST.

As an enthusiast who for years has closely studied crews for a month or so previous to each Regatta, and who has rowed a stroke out on the Pond in years gone past when to win a race claim required harder work and effort that it does now, one has to be candid and state that never before has it been such a trying task to pick winners as it has this Regatta. The weather has been both wet and stormy for the past fortnight, and "clocking" the crews therefore means nothing. In fact since Friday I have abandoned "timing" them at all, and have rather made close study of the build and balance of the crews and their style and action. At the request of your Sporting Editor I have written this little treatise in the hope it will be of some interest and of possible value to your readers when they visit the Course to-morrow in their thousands.

Amateur Race.

Man for man, all other things being equal, Phil Brown's crew in the "Mary" should win—that is, provided these old-timers can stage a comeback. Experience however is very often discounted by health and strength—the two essentials in every form of sport. Also, the contention is fairly correct, I think, and will be readily admitted by all: that the Mary is from 20 to 30 seconds slower over the course than either the Guard, Cadet, or Nellie R. On a straightaway course she is nearly as good, but on the turn she's certainly a dead one. Second place I would concede to Marshall's. True it is that in the dash they are handicapped by having to

row the Red Lion, but I think that Skiffington is too-foxy and his crew too strong to be eliminated. He will have the option presumably of rowing whichever favourite is left on the bank. Tommy Fenney and his crew in the Guard are to be reckoned with and their stroke is climbing almost hourly. Give them another week's practice and I would very likely have to reverse the three positions. I would not like to bet also that Chic Duder's crew will be last. In any case the Amateur Race is going to be the prettiest in years, and I predict right now that it has got to be won from the Cadet boat-house in to the stakes as the four boats will be practically together up to there and the wiggins crew will win on their strand.

Tradesmen.

First place I would give to the Cadet, rowed by the Star of the Sea crew, although there is a great difference of opinion whether they are very much superior to Hussey's St. Mary's men in the Guard. The latter's stock has gone up considerably since Saturday.

Junior Football.

It is very hard to judge these youngsters especially since they are obliged to row a preliminary heat. First place will go to the St. Mary's lads in the Guard. The B.I.S. are rowing the Red Lion in the heat and provided they get into the dash and thus acquire the eliminated boat, they are good enough for second place, with the Cadet third.

Juvenile.

The East End crew should get the honors in the Mary with the Cadet and Guard stroke for stroke for second.

Mercantile.

Provided they don't burst their breast-bands in the hard Amateur Race Marshall's are the favorites with Bowring's second. The last minute substitution of Heale for Martin in Harrow's crew weakens hopelessly their chance of honors.

City Intermediate.

This should furnish the race for the day and any crew can be picked. Taking into view the fact that they have exactly the same crew as last year, it is only common sense, I suppose, to accede first place to the St. Bon's in the Cadet, but they must row faultlessly to get a lead on the St. Mary's crew in the Guard and the Stars in the Mary. Either of these boats is a sporty betting proposition, and the man who gets the pond has the odds in his favor.

Fishermen.

Contrary perhaps to general opinion Outer Cove should win despite the fact that others admire greatly the Portugal Cove men. The Black-head crew did good work yesterday with Phil Brown in the stern, but as pointed out in the beginning of my article I have thrown into the discard all times made, as they are not an accurate basis this year on which to form any conclusion owing to the weather conditions.

Labourers & Factory.

Tom Kearney's crews in both are still the prime favorites. Only one boat is rowing against him in each event.

Football.

I can't seem to get past the C.E.I. in the Football Race despite the fact that both the Cadets and Star are making appreciable gains in form each time they practise.

Intermediate Fishermen.

It is thought that the most hotly contested race for the day will be between Outer Cove in the Cadet with "9:13" Nugent as Cox, and Portugal Cove in the Guard. Both are fine strapping young crews and row with a fine dashing style. Outer Cove if anything has the shade on the others but it is only by a very narrow margin.

Summary.

Now if any of my friends are of a betting turn I would advise them to consult my ideas, as expressed above, with others, before laying wagers. No one can accurately forecast an entire programme any year—much less this.

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Then again, there is always the risk of accidents to the boats themselves, or their equipment such as oars, rowlocks, rudders, etc., and the always possible contingency of men becoming ill or cracking under the strain. Briefly then, my entire forecast is as follows:

- AMATEUR MARY
- TRADES MEN CADET
- JR. FOOTBALL GUARD
- JUVENILE MARY
- MERCANTILE NELLIE R.
- INTERMEDIATE CADET
- FISHERMEN CADET
- TRUCKMEN NELLIE R.
- LABOURERS CADET
- FACTORY NELLIE R.
- SR. FOOTBALL GUARD
- INTER. FISHERMEN CADET

EDITOR'S NOTE.

We have to thank our friend, Mr. E.J.T. for his contribution to our columns. He is an old hand of the old school and always ready to back up his opinions by substantial wagers. We feel therefore with him that his article "will be of some interest and public value" to our readers, and it will certainly be interesting to note tomorrow how correct his deductions are under the trying conditions described by him that existed during the practise period this year.

Come to the Presentation Convent Ladies' Association Pavilion for your Luncheon Regatta Day.—July 31st.

Youthful Jockeys Ride to Victory in England.

London, July 27.—The patter of thy feet is making its impress on British racing history, just as it has done in American movies and Russian chess. One of the jockeys to be seen riding around the race tracks near London is only twelve years old. Another after having had to be satisfied with coming in second several times last year is now reaping the fruits of his long struggle to succeed by riding winners. He is just fourteen years old.

His name is Stafford Walter Henry Ingham and he hasn't a whisker on his face, but his master has. For his master is King George. The King was watching the kid the other day when he achieved the most glorious triumph of his "career," winning the famous Royal Hunt Cup on His Majesty's four year old Westhaven at the Ascot meet. It was the youngster's ninth victory on the turf. Jockey, saddle, harness and all other impediments carried by Westhaven weighed only 96 pounds.

Ingham's father, a chemist at Epsom, reared his boy to be a jockey, even though another son was killed at the age of 13 while riding on the Downs, his horse striking against a post and throwing the youth to his death.

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Nfld. Junior Football League—W.Y.M.C. vs. Holy Cross, St. George's Field 7:30 this evening. Gents 10c. Boys 5c. Ladies free. Grandstand 10c. extra.—July 31st.

When you need that Taxi Phone 2016. June 21st.

In Passing.

The House of Assembly will open this afternoon, and after delivering a statement, Premier Warren will move the adjournment until Thursday or Friday, when he hopes to be in a position to deal with the remaining business of the session.

The Cooker-Warrens-Squires Government is one of many incidents perhaps more so than any of its predecessors, and to many the opinion prevails that it will continue this at least whilst its composition remains as it is at present.

To accept the opinions of the average citizen in discussing the Warren ministry we have no hesitation in remarking an unfavorable verdict is recorded, and despite the fallings and experience we received at the hands of the late Government it is generally viewed that the Warren administration for the reasons already related in no way gives any great hope or promise of a change for the better.

That the Warren Government is ruled by a faction is admitted by every member associated with this faction who are proud of the boast that despite their minority they hold the balance of power, and upon them the life of the Government depends. The position of the F.P.U. is greatly different to-day from that of two years ago, and Sir W. F. Cooker is no longer the mighty power that wields the whip and applies the lash according to his wishes. Sir William must act, and this is why his Union associates called upon him to take his part in the Warren executive.

Accordingly the admission that by reason of its being controlled by a minority power which must do the bidding of others not responsible to the people, the Warren Government finds itself in a very sad and humiliating position.

The record of the past three and a half years will take a long while to forget. Every member of the present Government shared in this period of squandering. Each and everyone of them we take it, are prepared to accept a portion of the responsibility for the hundreds of thousands of dollars, many millions which were so lavishly expended at a time when it was urgent that the electorate should be deluded into giving them a "renewal of office and power. This wasteful distribution of the public funds has awakened the people to a greater interest in public affairs.

The forcing out of a Prime Minister who was the master mind in such an election manipulation, does not in any way absolve his ministers and associates who for years knowingly and willingly shared in the advantages gained by such base and unconstitutional methods.

Political shuffles will not be sufficient to stem the tide of disfavor and distrust which is fast gaining in volume and will continue just so long as we have make-shifts regulating and directing the business of the colony.

Newfoundland is now facing the most crucial period of its political history; knowing this it is the duty of patriotic citizens and people to assume certain obligations and make certain sacrifices to assist the country at a time when she is in dire need of wise and capable advisers and legislators.

Ice Cream, Homemade Candy and Drinks on ice, at the Presentation Convent Association Pavilion.—July 31st.

REGATTA! REGATTA!—Mullin in Parvo.—At the Grand Coliseum. Marvel of the Age. Ladies' Silk Hose, 19c. pair; Ladies' Black Lisle Hose, 19c. pair; Ladies' White Hose, 19c. pair; Ladies' Black Hose, 19c. pair; 3 pairs Women's Black Hose for 50c.; 3 pairs Misses' and Child's Hose for 35c. Open this evening until 10 o'clock.—CROSS & CO., Duckworth St.—July 31st.

Wedding Bells.

ROGERS—HAMILTON.

A very pretty wedding took place at Greenwood Baptist Church, Brooklyn, New York, June 25th, when Miss Susie Rogers, daughter of Mr. and Mrs. Wm. Rogers of Lower Island Cove, were united in marriage to Mr. Wm. R. Hamilton of Staten Island, New York. The bride was given away by her uncle and looked charming in a dress of white satin with bridal veil and a wreath of orange blossoms. She carried a bouquet of white roses and lily of the valley. Miss Violet Rogers, sister of the bride, was bride's maid, and she looked charming in a dress of pink georgette over satin and carried a bouquet of pink roses. The best man was Mr. Hugh Hamilton, brother of the bridegroom. The groom's present to the bride was a gold bracelet; to the bride's maid a ring; the best man a pair of cuff links; and the father gave a tie pin.

A reception was held at the home of Mr. and Mrs. Cooper, 797 Sterling, Fl., Brooklyn, where a large number of relatives and friends were present. The presents were numerous and a handsome gift amongst them being \$168. The bride and groom left for a two weeks' honeymoon to Cumberland, M.D., the home of the bride's friend, Mrs. B. C. Mank.

FATHER BARNUM.

Here are two stories about Father Barnum, who lived among the Eskimos for many years, and published the first grammar in their language: "Barnum was . . . the most modest of men, although he detested conventionality of any kind, and could hardly ever be enticed into fashionable society. When, therefore, a great New York lady sent him the following note of invitation, the brevity of which was meant to convey an impression of friendly informality:—"Dear Father Barnum,—I shall be at home to-morrow at 5 p.m.—Yours sincerely,—"

"The recipient replied: "Dear Mrs.—,—So shall I.—Yours truly, J. H. Barnum, S.J."

"Once attended a smart dinner party in Newport, U.S.A., where he (Father Barnum) was very reluctantly put in an appearance, and at which the hostess considered it necessary to apologize to this dignitary of the Church for the outrageously low gown which one of her guests was wearing. "Oh, don't mind me," replied the former, "I have been a missionary!" On the same occasion an Englishman was boasting that the "Union Jack" was the only thing in creation upon which the sun never set. "But what about our Ford cars?" was Barnum's quick rejoinder!"

Look out for the Independent, July 1st

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Poultry Lecture at Petty Harbor.

APPRECIATIVE AUDIENCE RECEIVED MUCH INFORMATION ON POULTRY CULTURE.

The seventh lecture of a series on Poultry culture, was given by the Newfoundland Poultry Association, in the Holy Name Society's rooms, Petty Harbor, last night. A large and appreciative audience attended the lecture, while the members of the Association who motored from the city were extended a warm welcome on behalf of the people by Rev. Fr. Sullivan, who occupied the chair. Following the remarks by the Chairman, Mr. A. J. Bayly, Secretary of the Department of Agriculture, gave an illustrated lecture on Agriculture. He dealt with the diseases affecting Potato Culture. The lantern slides which were particularly good, showed the various diseases attacking potato vines in the country and also some remedies for the disease. Mr. W. D. McCarter, Secretary of the Association, upon being introduced, dealt with the housing of various breeds of poultry. Mr. McCarter's remarks, which were also illustrated by lantern slides, proved both entertaining and interesting. Next followed Mr. W. R. Butler, Treasurer, who dealt with the breeding of chicken and production of eggs. The last speaker of the evening was President Williams, who in a short address spoke of White Leghorns and artificial and natural methods of brooding. The lecture proved both instructive and interesting. As that close the lecture was accorded a hearty vote of thanks. The proceedings terminated with the singing of the National Anthem. Before the party returned to town they were hospitably received at the home of Mr. and Mrs. John Halley. The thanks of the Association are extended to Messrs. H. M. Winter and Errol Munn for the use of their motor cars, in which the lecturers were conveyed to and from the city.

Five or seven passenger Taxi. Phone 2016.

June 21st.

A FATEFUL INTERRUPTION.

One of the late G. R. Sims' best stories:—"A costermonger's lady late one night was discovered lying in the street so battered and bruised that she was conveyed to hospital in an unconscious condition. When, the next day, the patient had partly recovered, the house surgeon inquired whether she could recollect where and how her injuries had been inflicted. "Oh! it's nothing to make a song about," was the reply; "only it was my husband's birthday yesterday, so we had what they call a 'swarry,' and I 'appened to speak out of my turn!"



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