



Evening Telegram

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THURSDAY, August 21, 1919.

American Pro-gressiveness.

The news, contained in today's messages, that the American Senate yesterday vetoed the President's veto in the matter of the repeal of the Daylight Saving Bill is worth noticing. There being, we presume, no other body vested by their extraordinary and quite unintelligible constitution with the power of vetoing the Senate's veto, it must stand as final, and the American people return to the good old system of wasting all the precious daylight they can.

Our purpose in referring to this matter here is to use it as a text and excuse to "get back," in the space of a few paragraphs at least, at our American friends for the gratuitous criticism to which we are treated whenever one of their number with a taste for scribbling in the newspapers (which is to say, seven out of every ten) is unfortunate enough to get stranded on our benighted shores and has time, before his escape, to look about him. Fortunately, few of us ever read more than a fraction of what he says about us on such occasions, but even that fraction is sufficient to leave the impression on our minds that he considers us a little behind the times. His self-imposed task is quite unnecessary, as far as we are concerned, for the impression was there already; it is the one impression we insist on making on ourselves. But if we take the trouble to examine into the matter, we will find that a good deal of our alleged backwardness is nothing more or less than our being different from the Americans and doing things in a different way. Looking at the particular matter we have mentioned above, and a few others we shall mention, we can take comfort to ourselves that this is not always such a deplorable state of things after all.

In the past six months or so the legislators of the great and glorious republic have made a proud record for themselves. For one thing, they made the country dry. We cannot criticize them for that, for, theoretically at least, we did the same thing. But we did it properly. We asked the people if they wanted prohibition, and a majority of the people, perhaps without considering the gravity of the action, said they did. But in the States the people weren't asked at all. Very few of them wanted prohibition, and very many of them said so. Under the American constitution, however, it did not matter in the least what the people said or wanted. In order to save a man from the temptations of bars and cocktails, an ordinary Act, as in other countries, would not be effective; the constitution established by the great Washington had to be amended. Accordingly, some forty States, including some of the hardest drinking communities, amended it. No one has been able to explain satisfactorily just why they did it; but if they should ever repent their repentance can only be effective through an-

other amendment of the constitution back to its old form.

While this dire work was going on there was much talk about the league of nations. No country concerned except America, which had perhaps the greatest responsibility and interest in the idea, had the slightest objection to it. But her objection was great and very loudly urged. Members of the House of Representatives and of the Senate, particularly the Senate, put themselves on record as objectors. They made long speeches and wrote long letters to the papers which proved nothing but their complete ignorance of the whole scheme. In spite of the U-53 and modern navies they insisted on the Monroe doctrine, leaving its practical enforcement, as in the past, apparently to Great Britain. Fortunately, they had a President with a little more intelligence than themselves and America was saved from disgracing herself. The insistence, however, of these adept statesmen upon the inviolability of every country's sovereignty, that is to say, her right to manage her own affairs in her own way, did not prevent them from passing a resolution, in solemn session assembled, pointing out to Great Britain how badly she was bungling her Irish affairs. As an instance of stupidity and international impropriety, the resolution was perhaps a record.

And now they have repealed the Daylight Saving Bill. Though the reasons urged for the step by its champions have been sarcastically published, they were not needed to exhibit their mental deficiency: the act is sufficient of itself. It does not concern us here, but it provides us with a comforting reflection when we ponder on our own lawmakers' shortcomings. After all, all the blockheads in the world are not to be found in Newfoundland.

St. Andrew's Outing.

The St. Andrew's Association held an outing at Bay Bulls yesterday afternoon, leaving by special train at 2 o'clock. On arrival there a programme of sports was taken up, followed by dinner and at night with dancing. The C. C. C. band and the Newfoundland Highlanders supplied the music. The train left for town at 11:30 p.m., a most enjoyable time having been spent.

To Visit Gallipoli.

Rev. (Capt.) T. Nangle, who left here some time ago to represent Newfoundland on the Imperial War Graves Commission, besides visiting the Western front will also go to Gallipoli to care for the graves of the first men of "Ours" to fall in action, and to erect a monument to their memory on Caribou Hill.

Hawker's Book.

Story of Atlantic Flight With Grieve. The stirring story of their pioneering attempt to cross the Atlantic and win the third Daily Mail £10,000 prize is told by Mr. Hawker and Lieut-Commander Grieve in their little book "Our Atlantic Attempt," published to-day (Methuen, 3s. 6d. net). They failed in that attempt, as all the world knows, but it was a most gallant effort, and it was followed very speedily by a triumph to which they directly contributed by their example.

Major-General Seeley in the preface he contributes passes what certainly will be the verdict of posterity: "To set out on a voyage of 2,000 miles over a stormy sea, in a craft, which, however good for air travel, was not designed to live on the water, demanded courage of the highest order from Hawker and Grieve. In days to come, when the crossing of the Atlantic by air is an everyday occurrence, these dauntless pioneers who dared all for the honor of their country will not be forgotten."

Hawker's record is not only of absorbing interest to the general reader but it is also of great value to all airmen.—London Daily Mail, July 15.

Silver Wedding.

Mr. and Mrs. Arthur C. Peters will celebrate their silver wedding on Friday next, 22nd instant. Mr. Peters is a well known member of the firm of Bishops Sons and Company and his connection with Corchrane Street Church and Sunday School has brought him a host of friends. The Telegram joins with others in offering congratulations.

MINARD'S LINIMENT CURES DYPHTHERIA.

Races Were Well Contested.

Excitement and Interest Was at Fever Heat --- Crews in Several Instances Evenly Matched--Lady Harris Presents Medals.

The continued boat races of yesterday's Supplementary Regatta were better contested and proved much more interesting than those of last week. A larger number of people were present. The water conditions were almost perfect and each race was excitedly and well fought. Some of the rowers were not able to be present, being refused leave by their employers. This was hard luck after putting in so much conscientious practice. There was no band present, and thus much of the enthusiasm that would otherwise have been in evidence was missing. The races, in the order in which they were run off, were:

Nellie R. (Army) — L.C. A. Snow (cox); Lieut. B. Forsey, (stroke); Pte. H. Pitcher, Pte. M. Walsh, C.S.M. A. Hammond, L.C. S. Skiffington, Pte. J. A. Hennebury. Time: 10:05 3-5.

Cadet, (Naval Reserve) — S. G. Goudie, (cox); G. Bonnell, (stroke); W. Clance, C. Stanley, W. Whelan, W. Abbott, W. Ryan.

The second contest was the fishermen's, three boats competing; Flat Rock, Logy Bay, and Torbay. The Logy Bay crew in the Cadet came in a few inches ahead of the Flatrock crew in 9:32 1-5 making the best time for the day. The crews were:

Cadet—St. Francis—J. Nugent, cox; P. O'Donnell, stroke; J. Carrigan, M. Carrigan, P. Malone, J. Devereaux, J. Dyer. Time: 9:32 1-5.

Guard—Flat Rock—P. Brown, cox; J. Cochrane, stroke; W. Bulger, P. Carey, E. Everson, P. Hickey, W. Everson.

Nellie R.—Torbay—cox; T. Bradbury, stroke; J. Bradbury, J. Whitty, T. Reddy, D. Gosse, G. Gosse.

Only Crosbie's and Tessier's men entered in the laborers' race, the other crews not turning up. The crews were very evenly matched and it was a very exciting row. Crosbie's men won in the Guard by a matter of inches. Time: 10:21 4-5.

Guard—Crosbie & Co.—J. Cooper, cox; R. Clance, stroke, L. Power, J. Mallard, G. Williams, P. Johnson, H. Walsh.

Cadet—Tessier & Co.—P. Brown, cox; T. Squires, stroke, P. Roberts, J. Kelly, J. Thorne, N. Hanlan, W. Clance.

Out of three entries in the truckmen's race, two boats rowed, the east and central. The central won easily. Time: 9:35 1-4.

Cadet, (Central) — S. G. Goudie, (cox); W. Field, (stroke); J. Mercer, T. Kearsey, T. Picco, J. Malone, C. Donnelly.

Guard, (East End) — J. Nugent, (cox); P. Summers, (stroke); T. Kenney, G. Summers, W. Thomas, W. Day, A. Lowe.

The full number of entries rowed the factory race. This was a splendid race, the boats being fairly equal. The Imperial Tobacco Co. crew in the Cadet came in first.

Cadet, (Imperial)—S. Goudie, (cox); W. Parrell, (stroke), N. Fleming, J. Noseworthy, W. Drover, C. McKay, W. Bransfield. Time: 10:18 1-5.

Guard, (Harvey's Bakery)—J. Nugent, (cox); W. Arns, (stroke), P. National Anthem.

Nearly \$3,000 Taken at the Garden Party.

The Church of England Garden Party at Shannon Munn grounds yesterday afternoon was highly successful and proved very interesting to all present. During the afternoon and evening some thousands of people attended and \$600 was taken at the gate. The Governor, Lady and Miss Harris and attendants were present, while many prominent in church and state were also there. The party began at three o'clock with a march past of the C. L. B. under Lieut-Col. Goodridge, the Governor taking the salute. Drill followed and the sports programme was then taken up.

100 Yards (open)—1st, J. Piercey; 2nd, G. R. Shears.

100 Yards (C.L.B. Juniors)—1st, Cyril Press; 2nd, E. Pomeroy.

Football Fives—Star vs. C.E.I. Won by C.E.I. by 5 goals to 1.

Kit Race (C.L.B. Juniors)—1st, C. Nichol; 2nd, B. Burg.

Relay Race—1st (C.E.I.), Churchill.

Cook, R. Arns, P. Osbourne, J. Sullivan, J. Penney.

Mary, (Standard)—P. Byrne, (cox); J. Stone, (stroke), S. Thompson, R. Hollihan, J. Field, W. Hoddinott, M. Britt.

Harvey's Butterine—J. Boone, cox; J. Emberly, stroke; E. Frampton, S. Stevens, M. Osmond, T. Noseworthy, R. Churchill.

The juvenile race was easily won by the Outer Cove crew in the Cadet. Time: 10:11.

Three boats rowed in the championship race which was won by the Flatrock crew in 9:41 4-5 secs. Logy Bay was second and the central truckmen third.

THE CHAMPIONSHIP RACE.

The championship race was without doubt the most interesting one of yesterday's events at the Regatta. Three boats rowed—the Flatrock, Logy Bay and Central Truckmen crews. All three kept together down the pond, the Guard getting down the buoy first, the Cadet coming second.

Both these went up the pond neck and neck, but when opposite the Committee Marquee the Guard began to steal ahead, getting to the end first. The time was nearly ten seconds behind that made in the Fishermen's Race, and it seems to be the opinion of many that, had Brown steered the Truckmen, who were obliged to change their boat, instead of the Flatrock men, they would have won and made bonus time.

PRESENTING THE PRIZES. Lady Harris presented the prizes to the winning crews, the programme having ended at half past one. As each crew received its medals it cheered Lady Harris. The members of the crews were presented to Governor and Lady Harris by Hon. W. J. Higgins, Vice-President of the Committee. After the presentation, Mr. Hiscock, President of the Committee, thanked Lady Harris, and also the Governor for the medals presented by him to the winners of the Army and Navy Race. One favor he wished to request of Lady Harris before she left, and that was that she would present on behalf of the Committee a Gold souvenir medal to Mr. Jas. L. Noonan, who has occupied the position of secretary of the Regatta Committee for a quarter of a century.

Lady Harris then pinned on the medal while the members of the Committee cheered lustily and sang, "For he's a Jolly good fellow." Mr. Noonan replied suitably. After the Governor had replied to the address of President Hiscock, it was announced that Hon. Sir M. P. Cashin, the Prime Minister, had donated five dollar gold pieces for the winners of the Fishermen's and Labourers' races, which Sir Michael had modestly asked to be kept unannounced. Two dollar gold pieces from Lord Morris were announced, and the same from Hon. W. J. Ellis for the winners of the Tradesmen's race. After it had been announced that the presentation of those would take place later, the event closed with the singing of the National Anthem.

den, the handsome sum of \$31 being realised. Teas and refreshments were served at the conclusion of the events and the dancing galleries were put into use. The C. L. B. Band provided excellent music. The total proceeds of the day are expected to amount to about \$3,000.

Discharging Cargo.

The steamer Admiralen which put in here last week while on the way to Havre from New York with fire in her hold is now discharging her cargo at the Furness Withy Pier. She will be ready to continue her voyage in about a week.

To-Morrow Night's Footer. To-morrow night's football game will be between the B. I. S. and Star teams. On the 25th the former will compete with the Cadets and on the 29th with the Collegians, these two games having been deferred owing to the unfavorable weather. This will complete the series for the season.

Portia Arrives.

The S. S. Portia, Capt. T. Connors, arrived from western ports at 8 o'clock last evening. The steamer made every port of call going and returning. She brought the following passengers: Messrs. W. Martin, M. Martin, W. Chafe, J. Kiely, J. Parsons, Brother O'Regan, W. Ryall, Const. Hibbard, W. Dewling, Adjt. Stickland, J. Cosick, R. Paul, G. Veitch, Dr. Smith, M. Gough, W. Hibbs; Mesdames Baker, Patten, Strickland and children, Collins, Hoberg; Misses Fogarty, Thompson, Pratt, Keeping, Fulford, Dalton in saloon and 10 second class.

The Garland Cup.

The Harbor Gracians are making arrangements to run off the race for the Garland Cup, which was presented for competition about six years ago by Mr. Albert Garland, an old Harbor Gracian, but for many years a prominent citizen of Hartford, Connecticut, U.S.A. The race will take place on the harbor, probably on the 26th inst, or 3rd September. The cup has already been won by one of the Society crews, but we understand, the same crew must win it three times to retain it. Our Harbor Grace friends purpose building four new boats for the Regatta next year, one each by Frank McRae, Archibald Bros., Dr. Goodwin and Wm. Warren. The citizens of the second city are determined to keep alive our great national sport.

C. C. C. Boys Leave for Camp.

About sixty members of the C. C. C. and twenty of the St. Bon's Boy Scouts left by to-day's one o'clock train for Manuels where they will encamp. Yesterday morning a party of 20 pioneers from the Brigade and Scouts, went out and prepared the camping ground, erecting the Marquee, and getting the sites for the tents ready. The C. L. B. has loaned them their tents, and because these were being used in yesterday's Garden Party, they could not be sent out until this morning, when they went by the nine o'clock train. For this reason the members of the Corps and the Scouts did not go out until one o'clock. A delightful time is anticipated by every member of the camping party.

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Salted Almonds. Cal. Honey—Btls. Cider Vinegar. White Pepper—Sifting btls. Pancake Flour. Washed Peanuts. Welsh Rarebit—1/2 lb. tins. Beechnut Bacon. Skipper Sardines. French Sardines in OIL.

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Men's Hats.

We have recently received a large shipment of MEN'S FELT and STRAW HATS. Prices are:

FELT \$2.90 to \$6.50
STRAW \$2.25 to \$3.10

We have also received a great quantity of Men's

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in Cotton, Silk and Crepe de Chene. Prices are:

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SILK \$3.50 to \$9.50
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NOTICE!

To Newfoundland Royal Naval Reservists.

By order of the Executive Government, the Department of Militia will pay to Newfoundland Royal Naval Reservists the following:—

(1)—WAR SERVICE GRATUITY.

In accordance with regulations governing the issue of this allowance to men of the Royal Newfoundland Regiment and the Newfoundland Forestry Corps, less amounts due by the Admiralty as post bellum gratuities.

(2)—SEPARATION ALLOWANCE.

In accordance with regulations governing the issue of this allowance to dependents of men of the Royal Newfoundland Regiment and the Newfoundland Forestry Corps, less amounts paid by the Admiralty as Separation Allowance.

Royal Naval Reservists will submit their Certificates (R.V.2 N.) to "The Paymaster, Department of Militia," as soon as possible.

A Preliminary Payment of War Service Gratuity will be made on September 1st.

Application forms for Separation Allowance will be distributed as soon after September 1st as possible. Payments of this allowance will commence as soon as the forms have been returned completed, and passed by the S. A. Committee.

A. E. HICKMAN,

MINISTER OF MILITIA.

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