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NIAGARA FIRE INSURANCE COMPANY

OF NEW YORK.

ORGANIZED 1850.

Canadian Department: Montreal.

W. E. FINDLAY, Manager.

Assets exceed $10,000,000.

ALAN GOODRIDGE & SONS,

mar2,3m Agents for Newfoundland.

Newfoundland's Gift.

Stanzas from a poem by C. Fox, in "Sailor Town," published by George H. Doran Company, N.Y.—Dedicated to Newfoundland's Dead in the World War.

Gifts from a full garner—wealth from a brimming store—
How shall these things be offered from a seagirt land and poor?
I—who have neither gold nor jewels, cattle nor corn—
I (says Newfoundland) give the lads I have borne!

Toll o' the Banks when the white fog spins a shroud there,
Toll o' the Gulf when the Fundy gales are loud there,
Toll o' the ice-pack grinding south by Labrador—
These things have I paid . . . yet will not grudge my part in war.

Bone o' my bone—and in bitter pain I bare them!
Blood o' my blood—oh, it's cruel hard to spare them!
Splendid sons of seamen—more than life to me—
No new thing is sacrifice to them which use the sea!

Salt is the sea-crust on our land's wave-fretted shore;
Salt, salt seas, they bring our seamen home no more,
Salt, salt winds, they'll blow them home no more to me—
Well we know the taste of it whose menfolk use the sea!

Mr. Warwick Smith Replies to Mr. Beresford.

Editor Eening Telegram

Dear Sir,—In your issue of this day's date appears a letter headed "Another Opinion." and signed T. F. Beresford. As to his attack upon Dr. Blackall, I leave that to the doctor himself to answer.

I desire to contradict flatly the insinuation contained in the expression Mr. Beresford makes use of in his letter, namely, "foolish twaddle he palmed off on the very gullible audience last Friday." I cannot conceive how Mr. Beresford, an Englishman who arrived in this country only a year ago, and who has spent his time here teaching children at the Methodist College, has sufficient knowledge and experience to size up a Newfoundland audience. If he were used to meeting the business men of this city he would not call them "gullible." I question if there was ever a public meeting in St. John's of a more representative character. Representative men engaged in commerce, banking, law, medicine and teaching, as well as intelligent and skilled workmen were there, and not only were they present, but they stood to their feet to vote in favour of the resolution. Clergymen of the highest standing in the community approve of the movement, and it is supported heartily by men of all classes and creeds. To call such men as these "gullible" is to slap a direct insult at men, many of whom contributed to the Methodist Campaign Fund and whose contributions in past years provide the wherewithal to pay Mr. Beresford his salary.

And who voted "No"? A bare three or four, and the only one that I, the chairman, could see with pluck enough to stand up was a member of the Prohibition Vigilance Committee.

Now, let me inform Mr. Beresford that untruthful statements and uncharitable aspersions only hurt his cause. Such a statement was made at the Prohibitionists' meeting on Sunday, March 14th, by a clergyman who is a native of Newfoundland, having been born, as I was, in Notre Dame Bay. That statement was very much resented. Mr. Beresford's slur will be more deeply resented.

The clergyman in question made the statement (so the newspapers report and so I am informed by those then present) that those behind the movement were there simply to satisfy their appetites for strong drink. The result of this rash, untrue and uncharitable remark was that a lady—officially connected with one of the largest Methodist Churches in this city—asked her husband, who is also of the same faith, to appear and publicly state his intention to take an active part in the campaign. Now, remember this gentleman and lady were strong prohibitionists. They have children attending the college in which Mr. Beresford teaches. The lady is well-known for her philanthropy, and both husband and wife are in close touch with the poor of this community. The lady especially interests herself in helping working women and girls.

This special knowledge, no doubt, converted them from being extreme prohibitionists to becoming, like myself, advocates of regulated drinking for those who consume alcoholic beverages. Now, that which turned these sympathizers into strong and active supporters of the movement was the remark of the reverend gentleman above referred to.

Insult never pays. I shall try to keep all personalities out of this campaign, and I hope that people who profess to follow more closely than others in the steps of Him Whose Name is Love will not have again to be reminded that in this campaign they are expected to be truthful, courteous and Christian.

Yours truly,
WARWICK SMITH.

St. John's, March 22, 1920.

for burns

also for cuts bruises chafing

"The Little Nurse for Little Ills"

WHEN some little accident occurs—a burn, a cut, a bad bruise—Mentholatum brings prompt relief. It heals quickly and soothingly.

HEALING CREAM

Mentholatum

relieves nervous headache, too—use it on your temples the next time.

Opal Pots At all chemists

Wholesale

J. B. MITCHELL & SONS, LTD., 327 Water St., St. John's.

Champions Defeated St. Bon's Team.

St. Bon's		Feildians.
Power	Goal	Hunt
Tobin	Defence	Rendell
Callahan	Defence	Tait
Cahill	Centre	Payne
Canning	Right	Winter
Muir	Left	Ewing

Power, Phelan and G. Murphy were spares for St. Bon's, and Reid and Alderdice for the Feildians.

This was the line-up of last evening's hockey game between this year's champions—the Feildians—and St. Bon's—past and present. The former won by 9 goals to 6. The game was fast throughout and was quite a lively one. Mr. Gus Herder was referee.

Nation's Fund for Nurses

The amount at present subscribed—$241.87. Subscriptions large or small will be gratefully received.

Don't forget the Nurses who have done so much for us.

C. D. FENN,
Lieut.-Commander R.N.,
Senior Naval Officer.

Raisins kept in a covered or other dish with a small cup of water in the center will keep moist and fresh.

Commander Fenn Lectures to A. B. C.

There was a very large attendance at the service of the George Street Adult Bible Class on Sunday afternoon to hear the address of Lieut.-Commander Fenn on the British Navy—its origin and growth. Such a subject could not fail to attract wide interest and particularly when treated by one so competent to deal with it. Lieut. Commander Fenn was on active service during the war, but with the modesty characteristic of naval men, brought into his address very little of his personal experience, but spoke eloquently of some of the outstanding acts of heroism and devotion to duty, which will live through the centuries as an inspiration to our race. The speaker began with an interesting review of British sea power, showing the different stages in the development of ships and methods of warfare, and described how many of the present day customs and rules of the sea came into being. Mention was made of the prominent naval actions of the past, which by reason of the courage and indominitable perseverance of British stock, had contributed largely to shaping the course of the centuries. The audience was given a graphic description of the methods employed in protecting the British Isles during the war, and the many ingenious means devised for combatting the submarine menace, which in 1917 was so dangerous to our existence as a nation. At the conclusion of the address a vote of thanks was heartily tendered to the speaker.

Our popular soloist Mr. Carl Trapnell, made a much appreciated contribution to the programme.—Com.

Culpabable Negligence.

In reply to a message of ours to the Minister of Posts and Telegraphs, regarding the treatment of the West Coast mails, we have been informed that the Sagona is being placed on the Cabot Strait in conjunction with the Kyle, and this is hoped to somewhat relieve the situation. But we would point out that the situation will be out aggravated should these boats continue to pass by Port aux Basques from North Sydney without landing the West Coast mails. Since the 14th January we have had only two foreign mails, averaging barely one a month, and when these have arrived, they have been some two to three weeks old. Trains have been at Port aux Basques waiting for mails and passengers, but the boat passed on direct to St. John's, thus depriving the people of the West Coast of their mails for another week or more. We are aware that for some time certain influences in the Capital have been advocating the St. John's-North Sydney route in winter time, the sole object, of course, being to avoid any delay in the city mails. We, however, seeing that such would tend to the neglect of the West Coast. have protested, and will continue to protest, until such time as the interests of the West Coast have been duly protected. If direct mail service is desired from St. John's to a point in Canada, then let such be maintained without any interference with the Cabot Strait service.—Western Star.

Work of C. R. C.

The report of work done by the Civil Re-Establishment Committee was read by Lt.-Col. Bernard at the G.W.V.A. meeting last night, and showed that from Jan. 1st to Feb. 29th, 1920, the number of original applications received and considered was 192. Of these, 121 were granted. Forty-two applications were received for extension of courses and 41 granted. The present number receiving courses under the committee is 374, and the number taking I.C.S. courses, 20.

From Cape Race.

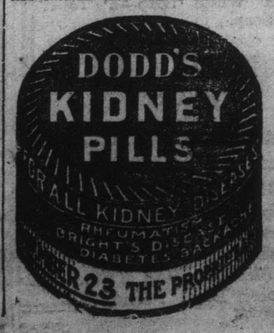
Special to Evening Telegram.

CAPE RACE, To-day.

Wind Northwest, blowing strong, weather fine; the S.S. Coban passed in yesterday 2.40 p.m.; nothing sighted to-day; Bar. 30.00; Ther. 28.

Personal.

Mr. William Payne, the well-known contractor, and his men, who had been in Ferryland for a month, engaged in the construction of a large house for Rev. Father Maher, returned to the city on Sunday by motor boat.



Ingraham Arrives.

WITH SHIPWRECKED CREW.

The steam tug D.P. Ingraham arrived from the scene of the wrecked steamer Tewkesbury yesterday afternoon at 4 o'clock. Leaving the wreck at 5 p.m. Saturday the relief vessel was forced to shelter at Trepassey until 5.40 Monday morning. Capt. Prideaux states that the Tewkesbury struck the rocks at 2.30 o'clock on St. Patrick's morning, the weather at the time being very thick. He was below and asleep when the ship went on the rocks, and was awakened by the second mate calling "all hands on deck." Arriving on deck it was seen that the steamer was fast aground and that abandonment was absolutely necessary. Two large lifeboats were provisioned and made ready, and at daylight the ship was abandoned. At 9 a.m. the houses and beach at Peter's River could be made out through the fog and a landing was attempted. Owing to a heavy sea running the boats were badly broken and the occupants thrown into the water, were rescued by the fishermen of Peter's River and Middle Gut. The shipwrecked people were brought to the homes of the fishermen, where they were shown every consideration. On Friday last the Ingraham was at Peter's River, but heavy seas prevented the fishermen from launching their dories, so that the work of embarkation was delayed until Saturday at low tide. A start was then made for St. John's, and while passing the wreck, it was seen that it had broken off abaft the bridge deck. There arrived by the Ingraham Mr. Fred. H. Ellis, Manager of the Tug Company, who surveyed the wreck on behalf of Messrs. Bowring Bros., Ltd., Lloyds Agents, also Captain J. Prideaux and crew of forty, and two lady passengers. None of the cargo can be salved as it it all nitrate and of course worthless owing to being soaked with sea water. The ships fittings may be salved, although it is practically certain that Sunday's breeze finished her. Barring minor injuries, all of the crew are quite well and thankful to be alive. Captain Prideaux states that but for the heroic conduct of the Middle Gut and Peter's River men, some of the crew at least, would be drowned, and he and his crew are deeply grateful to them. The Captain and crew will leave for their homes in the United Kingdom by the first boat offering.

For Mr. Smith's Attention.

Editor Evening Telegram

Dear Sir,—Mr. Warwick Smith, Chairman of the Anti-Prohibitionists, (for such Mr. St. John, their Secretary, admitted them to be) occupies nearly a column of this morning's Daily News in a reply to the letter of Mr. Beresford. From it I cull the following two paragraphs:

"And who voted "NO"? A bare three or four, and the only one that I, the chairman, could see with pluck enough to stand up was a member of the Prohibition Vigilance Committee. No one questions the courage of this youth, for did he not, armed only with a revolver and a lead pencil, accompany the crew of a British man-'o-war in an attack on "moonshiners" at Flat Islands, Bonavista Bay"?

He ends up his letter with these words:

"Insult never pays. I shall try to keep all personalities out of this campaign, and I hope that people who profess to follow more closely than others in the steps of Him Whose Name is Love will not again have to be reminded that in this campaign they are expected to be truthful, courteous and Christian."

All I have to say, Mr. Editor, is that, judging from Mr. Smith's letter in today's News, he is having a frightfully hard time "trying" to keep all personalities out of this campaign.

Yours sincerely,
J. R. SMALLWOOD.

March 23, 1920.

"The Dolphin."

The Editor of "The Dolphin and Guild Gazette" of the "Imperial Merchant Service Guild" has our thanks for the March issue of his intensely interesting little magazine, which appears now for the first time. This famous English Guild has for some time felt the need for such an organ and the "Dolphin" is the result. Communications from the Prince of Wales, Admirals Beatty, and Jellicoe, Rear-Admiral Halsey, and others almost as famous, will be read with great interest. The printers and publishers of the Guild are Messrs. Charles Birchall Ltd., 17 James Street, Liverpool.

First Arrivals in Past Years.

March 23.

S. S. Neptune, Capt. Sam Blandford, 32,061 seals, 1891.

S. S. Labrador, Capt. Geo. Hann, 17,968 seals, 1892.

S. S. Iceland, Capt. Geo. Barbour, 22,000 seals, 1897.

Housewives will find the butcher's apron a great convenience, as it covers even the sleeves.

Never leave a package of coffee anywhere near butter, eggs or milk—they will absorb the flavor.

CUSTOM-MADE CLOTHING

To give a man exactly what he wants in the way of style, fit and fabric, at a moderate price, is the mission of our Custom Tailoring Department.

'Tis a matter of pride with us, that for years, we've made clothes for a large number of well dressed men who would'nt think of going elsewhere.

A long delayed shipment of Smart Suitings has arrived. Suitings that were intended for Spring, 1919, and of course, ordered and paid for at that time—are now being shown. Everybody ordering their suit now will reap the benefit of the tremendous difference in prices.

SUITS MADE TO ORDER

Prices: - - - - - $44 to $84

The Royal Stores, Ltd.

CALDERS

English YEAST.

Bakes Better Bread,

Try It and Be Convinced.

FOR SALE BY

Ayre & Sons, Ltd. G. Knowling, Ltd.
Ellis & Co., Ltd. Royal Stores, Ltd.
Bowring Bros., Ltd. Steer Bros.

Coffee.

A Portuguese, Alberto Castello Branco, planted the first coffee tree in Rio de Janeiro in 1760, and from this small beginning has been developed the industry which has made Brazil the greatest coffee producer in the world.

If curtains are allowed to dry thoroughly before being starched, it will be found that they will last clean longer.

Keep a few squares of cheesecloth with weights at the corners to put over lampshades, etc., when sweeping.

If you would have biscuits light, see that the powder and flour are well sifted, that the mixing is done with cold water and that the biscuits do not touch each other in the pan. Also the oven must be very hot.

Cut a raw potato cross wise, then stick the halves together; if they hold the potato is starchy; if not, it is watery.

MINARD'S LINIMENT CURES GARGET IN COWS.