



Evening Telegram

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

Monday, August 2, 1920.

Greece and Turkey.

The historic Dardanelles that narrow channel separating Europe from Asia Minor and uniting the Sea of Marmora with the Aegean Archipelago, is again being used as a bone of contention, over which Greece and Turkey are engaged in combat, the fight between these two countries revolving about the control of this strait, famous in ancient as well as in modern history. Xerxes, the Persian crossed this waterway in 480 B.C., being bent on the conquest of Europe, as then known, and 146 years later 334 B.C., Alexander of Macedon passed over it and entered upon his successful Asiatic campaign. In prose and poetry the Dardanelles have been immortalized. Who but does not remember reading of the famous nautical exploits of Leander who nightly swam the passage to visit his beloved Hero, or the feat of Lord Byron in so successfully emulating the lover of Abydos, so many years afterwards. Lieutenant Ekenhead accompanied Byron on this swim, which occupied one hour and ten minutes, the distance gone over being about four miles. But the romance has faded and the Hellespont, the cause of endless international heartburnings, is still a source of trouble, notwithstanding the League of Nations' Commission, and the object for which nations are striving to gain exclusive possession. In 1841 a treaty between the powers and Turkey arranged that no non-Turkish ships of war were to pass through the Dardanelles, on any mission, without the express consent of Turkey. This agreement was kept by all the parties until the alliance of Turkey with Germany in the Great War. An expedition was sent in 1915 to force the passage of the Dardanelles, but after some months of unsuccessful warfare it was abandoned. Everyone only too well remembers the bungled, botched and resultless Gallipoli campaign. It was one of the sad episodes of the whole war and reflected no great credit on those who ordered it.

The new war in the East which began on June 20 between the Greeks and Nationalists of Turkey, has so far been in the former's favor. In the first two days the Greek forces took eight thousand Turks prisoners, beside capturing many guns and much munitions, according to the despatches. The

initial cause of the conflict may be set down to Turkey's refusal to accept the terms of the Peace Treaty, which made provision for the settling of the Dardanelles issue in the terms here-with:

"The navigation of the Straits, including the Dardanelles, the Sea of Marmora and the Bosphorus is to be open in future to every vessel of commerce or of war, and to military and commercial aircraft without distinction of flag. These waters are not to be subject to blockade, and no belligerent right is to be exercised, nor any act of hostility committed within them, unless in pursuance of the decision of the Council of the League of Nations."

"A Commission of the Straits" is established with control over these waters, to which both the Turkish and the Greek Governments delegate the necessary powers. The Commission is composed of representatives appointed respectively by the United States of America (it and which that government is willing to participate), the British Empire, France, Italy, Japan, Russia (if and when Russia becomes a member of the League of Nations), Greece, Roumania and Bulgaria (under same conditions as Russia). Each power is to appoint one representative, but the representatives of the United States, the British Empire, France, Italy, Japan and Russia have two votes each, and the representatives of the other three powers one vote each.

"The Commission exercises its authority in complete independence of the local authority, with its own flag, budget, and separate organization. The Commission is charged with the execution of any works necessary for the improvement of the channels or the approaches to harbors, lighting and buoyage, the control of pilotage and tonnage, the control of anchorage, the control necessary to assure the execution in the ports of Constantinople and Haider Pasha of the regime laid down in that part of the treaty relating to ports, waterways and railways, and the control of all matters relating to wrecks and salvage and lightages."

"In the case of threats to the freedom of passage of the Straits, special provision is made for appeal by the Commission to the representatives at Constantinople of Great Britain, France and Italy, which powers, under the military provisions of the Treaty provide forces for the occupation of the zone of the Straits. These representatives will concert with the naval and military commanders of the allied forces the necessary measures, whether the threat comes from within or without the zone of the Straits."

Several other sections concerning administration are laid down, but those quoted show that once the Treaty with Turkey comes into operation, the latter has no more control over the Dardanelles, and that waterway to the Sea of Marmora and on through the Bosphorus into the Black Sea will be open to the trade and commerce of all nations alike. The Turkish Nationalists jib at this, hence the present trouble, for the Allies, occupied with the problems of the German indemnity, and irritated possibly by the Turkish demands that the Peace Treaty be revised, hearkened to the plans of the Greek Premier, Venizelos, and permitted his Government to carry on a campaign against the Turks with the object of forcing them to accept the Treaty as drafted and written. A protest from the Turkish Government went unheeded, as also were counter-proposals regarding the Treaty, and with the consent of the Allied powers, the Greek Premier launched his campaign against the hereditary enemy, with what success has already been reported. The struggle has now narrowed down to one between the Greeks and the Bolshevik-Turkish-Nationalists, and there are now in Turkey the ingredients of a real war. Commenting on the situation, the Chicago Tribune says: "The Turks, finding that their Empire now consists of a front door with the name Constantinople on the door-plate, and nothing but the door, with no place to go to when they cross the threshold, are fighting to get back the dismembered fragments of Turkish domain in Asia Minor. The Greeks, of course, expect to find some pickings for themselves and to get something out of it. We think that eventually they will get something handed to them by the Roumanians, Serbians and Bulgarians in accordance

with the historic Balkan tradition of combining against the dog who gets the bone. It makes an awkward situation." These are the ingredients, and with the Turks and Russians agreed on a Dardanelles policy, altogether different from that prescribed by the Allies, and back of that agreement a much better understanding between the Soviets and the Moslem chiefs, it will not come as a great surprise if the torch of war now lit in the Near East does not burn more fiercely as time advances.

Syrian Prelate Arrives.

His Grace the Archbishop of Tyre, Syria arrived by the S. S. Sabie Island this morning, accompanied by Father Louis Soab of Sydney, N.S. His Grace has been visiting Canada and the U.S.A. telling his people of the conditions that existed in Syria during the war. His Grace will also deliver an address to the Syrians in St. John's, which will doubtless be of great interest to them as they have had very little news of their country and the conditions that prevail at present.

While in St. John's, His Grace will be a guest of Archbishop Roche at the Palace.

The McKinlay Motto.

At Mr. J. McKinlay's Vulcanizing and tire repair shop, conveniently situated at the corner of Lime Street and LeMarchant Road, there has just been installed the most up-to-date Bowser Gasoline tank that money could purchase. The tank is capable of holding 1000 gallons of fluid, has a five-gallon stroke, and is fitted with a self register. It double filters and is guaranteed to extract all water from the gasoline before delivering it, thus eliminating carburettor trouble. The rest of the apparatus above ground presents a neat appearance, and is surrounded by a large electric globe, which at night will ensure light and safety. Mr. McKinlay's motto is "Service," and motorists who appreciate that will make no mistake in giving him a visit. On Regatta Day for the convenience of patrons, his place will be open from 8 to 10 a.m. and 1.30 to 3 p.m.

An Appreciation.

Yesterday, when air, sky, and sun were blended in harmonious serenity, Greatheart was laid to rest and today we mourn for the loss so suddenly and so irreparably inflicted upon us. In St. John's in the past there lived no one more gentle, more tender, more beloved than the late P. C. O'Driscoll. On the Southern Shore Alden O'Driscoll displayed those same gentle, tender characteristics which so endeared him and his brother to all classes and creeds. Now the two brothers, so alike in every aspect, so universally beloved, sleep together in death's long sleep. To those who have had the great privilege of a personal acquaintance with Alden O'Driscoll his sudden death came as a great blow and expressions of sincere grief testified to that great love which united him so completely with his friends. His home in Wilkes Bay became in the fullest measure the home of every one who visited him. His cheerfulness and good nature revived many a despondent heart; his humor and his Irish wit rattled and uplifted the most morose. To see him was a pleasure; to converse with him was a delight; but to be his friend was a joy more lasting than tablets of bronze. "Greatheart is dead." There remains now but a memory fragrant yet poignant, a bitter-sweet memory—bitter in the recollection of his departure, sweet in the knowledge of past friendship. To his sorrow-stricken companion, for many years his helper, his guide, his comforter, our hearts go out. Time alone can fill the aching void, but the knowledge that his death is mourned by many will tend to assuage his grief. To his brother and his nephews we hold out our hand silently, acknowledging our common grief and as silently expressing our common loss.

As the burial service reached its conclusion and the last rites of Mother Church were performed, soft as angel's wings upon the summer breeze floated memories of his life and the lines came back to us, "His life was gentle; and the elements so mixed in him, that Nature might stand up and say to all the world—'This was a man!'"—Com.

Concert at Lakeside.

The C.C.C. Band will give another concert at the Lakeside this evening commencing at 8.15. It is hoped to have the full band in attendance. There will be no concert in the park to-night, as many of the C.C.B. Band are in camp at Topsail.

RIT washes and dyes in one operation, no boiling. Fast colors, will not stain hands nor injure finest fabrics. BISHOP'S Showroom is now offering RIT in all the most popular light and dark shades at fifteen cents a cake.

Prominent Banker on S. S. Digby.

Sir John Aldred, accompanied by his son is a passenger on S.S. Digby, due in port to-day. Sir John is very prominent in financial circles, being General Manager of the Canadian Bank of Commerce, and is also identified with other institutions in Canada. He is Vice-President of the Canadian Bankers' Association, Vice-President for Canada of the American Bankers' Association; Director of the National Trust Co. Ltd., also of the Imperial Life Assurance Co., the Western Assurance Co., the British American Assurance Co., Western Canada Flour Mills Co., Ltd., and Haverhill Ladies College. Prior to entering the Bank of Commerce in 1878, Sir John was engaged six years in railway work. His promotion in his chosen sphere was rapid, his appointment as General Manager dating from 1915. On the present visit, which is his first, he combines business with pleasure, and we trust that his stay in Newfoundland will be enjoyable, profitable and memorable.

Danish Singers Heard Via Chelmsford.

On Saturday afternoon, at 5.30 o'clock, Greenwich Mean Time, Chelmsford Station, England, was giving demonstrations to Denmark. An excellent speech was received at Signal Hill from Mr. T. J. Round, who announced that Mr. Melchior (a celebrated Danish singer) would give a vocal concert. Four songs were rendered in Danish and were distinctly heard at the Signal Hill Station.

Portuguese Markets.

The following message has been received by the Department of Marine and Fisheries from Trade Commissioner, Lisbon:—For week ending July 30th—Consumption fish, Portugal, 19,200 qts.; Stocks, Oporto, 26,000; Lisbon, 10,800; Norwegian Stocks 15,000 qts.

DEPT. MARINE & FISHERIES.

A Tribute.

John Roddick, the subject of the appended appreciative letter, was born at Harbor Grace sixty-nine years ago, and was the youngest son of the famous teacher of the Grammar School, John I. Roddick. After leaving school, John entered the employ of Messrs. John Munn & Co., in which he worked for some five or six years, afterwards removing to Montreal, where his famous brother, Sir Thomas G. Roddick, held a leading position in the medical faculty of McGill University, and is ever known as the true friend of every Newfoundlander. John was always of a kind and courteous disposition and was a great favorite with all classes. The Telegram extends its sincere sympathy to the family in their bereavement.

The Editor Montreal Daily Star.
Sir,—In your paper last night, I noticed the death of Mr. J. M. Roddick, of the Sixes Farm, Upper Gattineau, so well known from Hull to Maniwak. He was much beloved by all who enjoyed his kind welcome and friendly regard.

Your notice, communicated I doubt not, seemed to me to speak more of his business life and accomplishments, than of the private of his kind actions and friendly interest. Those, who like myself, knew him for many years, in my mission to the lumbermen, could realize all his worth and advice as a friend. The Sixes Farm, a most beautiful spot on the Gattineau, near Gracefield, was his home, and mine too, I might say, for the hours passed there. House and host were all that could be desired, and many of Ottawa's prominent men have been guests there, as they visited the fishing lakes near—once a guest always a guest, was Mr. Roddick's decree, and none ever went there but was glad to return another year.

In a public way, as a public man, Mr. Roddick was just suited to the place, and visitor, clergyman, or shantymen felt the effect of his geniality and courtesy. But it was in his intimate relationship that those who enjoyed it, felt the benefit of an acquaintance always loyal, and always frank and open. A child could read John Roddick's pure open mind, and the store was the rendezvous of many a rascally boy and girl of the Gattineau. They loved him and freely talked with him, but knew when to stop and when to talk. And it was the same way with the shanty boys passing through. He could manage the rough ones, and be sociable with the quieter ones. None ever took undue liberties with him, such was this fine character, a peer among men. God has called him, and he has gone. But remembrance of him, far and wide, will ever remain with those who knew him best and loved him well.

Here to-day, away to-morrow, is life's natural condition varied in many lives all around us, and surely:

"Lives of great men all remind us,
We can make our lives sublime;
And departing, leave behind us,
Footprints on the sands of time."

R. C. BROWNE,
Anglican Minister,
Pierreville, Que.

MINARD'S LINIMENT RELIEVES
DIPHTHERIA.

Regatta FOOTWEAR!

If you want to enjoy the SPIRIT of the REGATTA, and appear at YOUR BEST, look well to your FOOTWEAR, you will want your feet COOL and COMFORTABLE.

Look our stock over, there you will find the most complete line of Seasonable Footwear in

Men's, Women's, Boys', Girls' and Children's TO BE HAD IN THE CITY.

Men's Palm Beach Duck Oxfords, only \$2.80
Women's White Duck Boots, only \$2.50
Boys' Barefoot Sandals, only \$1.55 to \$3.00
Girls' White Duck Boots, only \$2.40
Children's White Duck Scuffs, only \$1.30 to \$1.75
Men's White Duck Bals, Rubber Soles, only \$3.40
Men's Fibre Soles, 40c.; Women's and Boys', 35c. pair. Very easily attached.

G. KNOWLING, Ltd.,

Duckworth St., West and Central Shoe Stores.

The City Garage,

THEATRE HILL.

Assembling and General Repairs.
Work promptly attended to by Experienced Mechanics. Satisfaction Guaranteed.

'PHONE 245

July 28, 1920

Obituary.

ANNIE KAVANAGH.

The death of Miss Annie Kavanagh, daughter of Mr. and the late John Kavanagh (Hearn & Co.), which occurred a few days ago, removes from the midst of some of our charitable societies a very worthy member. The deceased, who is survived by a mother, six sisters and two brothers, is also mourned by a large circle of friends. The funeral took place yesterday afternoon, when a large number of citizens followed the remains to their last resting place in Belvidere Cemetery. At the R.C. Cathedral Rev. Fr. Lamey recited the prayers for the dead. Many expressions of sympathy were sent to the late home of the departed in the form of wreaths, flowers, letters and cables. The Telegram joins with the large circle of friends in recording sincere sympathy in the loss sustained in the passing of an esteemed and much respected lady.

The Reason.

Throughout Sunday H.M.S. Briton was flying her colours at halfmast, as a token of respect to her late Commander-in-Chief, Vice Admiral Sir Trevelyan Napier, K.C.B., whose death was reported from Bermuda on Friday. A short memorial service was held on board during the forenoon.

From Cape Race.

Special to Evening Telegram.
CAPE RACE, To-day.
Wind west, light, with dense fog and rain; noth'g sighted. Bar. 30.05; Ther. 60.

Glencoe's Passengers.

The S.S. Glencoe left Placentia Saturday with the following passengers:—Rev. Fr. Badcock, Sister O'Reilly, Mrs. E. Simms, Miss S. Lukins, Miss Lukins, C. Roberts, G. Roberts, Mrs. C. M. Hansen, Masters A. and K. Murphy, Miss M. Thacker, Mr. E. Bishop, Mother Bridget, Sister Madeline, Sister Dolores, Mother Bernard, Mother Joseph, L. C. Southorn, Dr. S. Crowell, Miss E. Stick, Miss E. Edgar, H. W. Thomas, D. Boyce, E. A. Day, Dr. C. Fitzgerald and 2 children, W. Barker, Miss and Mrs. Barker, L. Cooley, M. Smith, Mrs. C. Blandford, Mrs. M. Blandford, Masters Blandford.

Express Passengers.

The S.S. Kite landed the following passengers at Port aux Basques yesterday morning who are on the incoming express:—G. Shears, Mrs. T. Marsh and son, Mrs. H. Chin, P. Kearney, Mrs. L. Knight, E. Jones, Miss W. Moore, A. Andrews, R. S. Bollen and wife, B. Parks, M. Walsh, J. C. and Mrs. Waters, F. Webster, P. Scully, Miss E. Eford, W. F. Kettle, Mrs. W. J. Jackson, Mrs. G. Bonnell and daughter, Mrs. O. Hatten, Dr. W. H. and Mrs. Parsons, H. Lennox, Mrs. A. English, M. Stiles, Dr. L. B. Coleman, D. M. Farham, B. Wakely, C. L. Dunlop, H. Coonan, E. M. Woollock, Mrs. N. Withers, Miss A. Chubb, D. Torrance, M. Mitchell, Miss J. Best, E. Collishaw, Mrs. C. Furlong, Miss E. Chisholm, J. Moore, J. Sheehy, F. Finn, C. J. Burke, Mrs. W. Alexander, A. Alexander, H. B. Walters, R. Boutilier, A. B. and Mrs. Morin.

Gummed

JAM POT COVERS

WITH WAXED TISSUES.

We have just received a large supply in the two sizes for 1 lb. & 2 lb. crocks, which are selling at the following prices:

1 lb. size only . . . 4c. pkg.
2 or 3 lb. size only 7c. pkg.

If by mail add 2c. postage.

GARRETT BYRNE,

Bookseller & Stationer.

FOR SALE.

IMMEDIATE DELIVERY.
1 "Studebaker" 6 Cylinder,
7 Passenger Motor Car.

This car has been carefully driven, well cared for, and is in first class condition. This is an exceptional opportunity to obtain a smooth riding and luxurious car.

For further particulars apply
M. A. BASTOW,
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Quit Coffee
because of cost to
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