

ALLEN
NOW PLAYING
GERTRUDE
ATHERTON'S

The Daily British Whig

ALLEN
NOW PLAYING
"OUT OF THE
STORM"

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KINGSTON, ONTARIO, MONDAY, AUG. 1, 1921.

LAST EDITION

THE SYLVIA, OF KINGSTON, SECOND IN 165-MILE RACE

Aemilius Jarvis' Haswell Was First—Yachts Ran From Hamilton Before Favorable West Wind And Finished Earlier Than Expected.

Exceptionally fast in time the long distance race from Hamilton to Kingston was made on Saturday night and Sunday in the Freeman cup competition. A stiff breeze, which at times veered on a gale, drove the boats down from the west, and the fastest time was made by Aemilius Jarvis' Toronto, schooner, Haswell, which skipped down the trip of 165 miles in a little over twenty hours. It was not anticipated that such good time would be made, but Providence was surely with the racing yachtsmen and the piping west wind to the aft forced them down at a wonderful clip.

Five classes of yachts were represented in the race, M class, P class, R class, 20-foot class and cruiser class, and certain time allowances were made for each boat. The start from Hamilton was made at half past seven, daylight saving time, on Saturday evening and without the prevailing breeze as much as three days might have been taken in making the trip. Several hours out from Hamilton a thunderstorm came up and in the Niagara district it reached its greatest intensity. So great was the force of the storm that several of the dinghies which trailed the yachts were smashed when they reached the local yacht club on Sunday night. The force of the waves and wind drove the dinghies into the stern and stove in their bows. However, most of the boats weathered the storm well, and only a few were not accounted for at nine o'clock on Monday morning. Several of these were known to be in Charlotte or Cobourg and no anxiety was felt. While meeting the waves in the lake, the Italia had her jib sail torn to shreds but was able to make the trip in good time in spite of the mishap.

The First Arrival.

Shortly before four o'clock on Sunday afternoon, the schooner Haswell, owned by Aemilius Jarvis, Royal Canadian Yacht Club, Toronto, who is the grand old man of Canadian yacht racing, passed over the finish line and throughout the rest of the afternoon and night other yachts kept blowing in. In the evening, the yacht club house presented a merry sight with a large electric sign bearing the word, "Welcome," facing west to greet the visiting sailors. The clubhouse was gladly decorated and everything possible was done to make the yachtsmen comfortable. Volunteers were on duty all night, handing out coffee and refreshments, and needless to say the sailors were greatly appreciated after the sail through the rain and wind. Over forty yachtsmen accepted the hospitality of the club and were taken to their berths where many of them slept until a late hour on Monday morning after the strain of Saturday and Sunday.

The race itself was kept after time allowances had been made, although there were considerable intervals between the arrival of the boats. The actual time of arrival of the boats was as follows:

Yacht	Owner	Club	Arrival
Haswell	Aemilius Jarvis	R.C.Y.C.	3.42.14
Patricia	T. K. Wade	R.C.Y.C.	5.23.20
Bernice	N. Gooderham	R.C.Y.C.	6.09.52
Cara Mia	M. Gordon	R.C.Y.C.	6.12.52
El Viento	B. Edwards	R.C.Y.C.	6.55.52
SYLVIA	W. Casey	R.C.Y.C.	7.56.36
Alice	S. D. Lansing	C.Y.C.	9.02.36
Vivia	A. Macdonald	R.C.Y.C.	12.41.28
Nutmeg	A. Hayward	R.C.Y.C.	1.09.38
Nirwana	J. G. Morrow	R.H.Y.C.	3.43.09
Italia	Guy Roberts	R.C.Y.C.	7.44.28

Yacht	Allowance	Elapsed	Corrected
Haswell	1.08.37	3.42.14	20.12.14
Sylvia	4.38.55	24.13.36	19.32.41
Patricia	2.15.50	5.23.20	19.32.30
Bernice	2.15.50	6.09.52	22.34.52
Cara Mia	2.15.50	6.12.52	22.37.53
Vivia	6.37.06	12.41.28	29.01.28
El Viento	6.37.06	6.55.52	23.25.52
Alice	1.59.01	9.02.36	25.32.36
Nirwana	6.37.06	3.43.09	32.03.09
Nutmeg	2.15.50	1.09.38	27.18.48
Italia	2.15.50	7.44.28	36.09.28

At nine o'clock on Monday morning several boats were still to come in. In M class the Temeraire was thought to be at Cobourg and the Zoraya was at Charlotte. In P class, the Seneca and Stranger had not arrived and in the 20 foot class, Whirl and Tantrum had not reached the club, as well as the Ontario in the

HUSBAND AND WIFE.



My husband makes home brew.
Z.P.

What Does Your Husband Do?

of the Royal Canadian Yacht Club, Toronto, and would have defended the Great Lakes Cup this year. The Italia is owned by Guy Roberts and was built in 1914.

The Temeraire is owned by C. E. Bourne, R. C. Y. C., and was formerly in the possession of Dr. D. Allan Black, Kingston, who sailed in the George Cup races in 1905 and won the Fisher cup in 1906 in Rochester against the Ironquods.

The Whirl of the Royal Hamilton Yacht Club is the old 23-foot champion of 1902, while the other boat in this class, the Tantrum, is from the Rochester Yacht Club, and has Leslie Bloak as skipper. The Ontario is a yawl from the Crescent Yacht Club.

The Scrapper won the L. Y. R. A. championship at Cobourg last year, and is owned by Major W. Windy, R.C.Y.C., Toronto. The Scrapper took part in the last George Cup races at Hamilton last week. The Huskie, owned by Stuart Lansing and with Ed. Lansing as skipper, was challenger for the George Cup at Hamilton last week. The Huskie is distinguished by her Marconi rigging.

Many other boats are expected to arrive on Tuesday and Wednesday for the races which continue for the rest of the week. A varied programme has been arranged, and the members of the club are lending every assistance to make the L. Y. R. A. regatta long remembered by those who are coming to participate.

A Yacht on Shoal.

The Italia, one of the boats from the Royal Canadian Yacht Club, owned by Guy Roberts, beached on a shoal south of Snake Island around midnight during the Gale on Sunday night. She sent up flares to attract attention, but it was not until early Monday morning that a fisherman saw that she was in distress. He rowed out on his return informed the watch at the Kingston Yacht Club. Preparations were immediately made to go to her assistance but in the meantime her crew had worked her off the shoal and she was able to get into port shortly after seven o'clock. No damage was done.

Waves on the Way.

The Haswell was a pretty sight as she speeded down in front of Macdonald Park to the Yacht Club on Sunday afternoon with all sails set. Hundreds of persons had gathered to watch for the boats and it was peculiarly fitting that Aemilius Jarvis, one of the foremost yachtsmen in Canada, should be the first to arrive for the regatta.

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The visiting yachts are being berthed at the Yacht Club, Hatter's Bay, the locomotive company slip and at the LaSalle causeway. Ice and other necessities will be supplied.

Writing of the marconi rig, C. H. J. Snider says: "Scrapper's performance shows it is the George cup races that the rig is at its best about half a minute to the mile faster than the gaff rig at its best, but it should be kept out of the P and R classes."

The lack of a headwind on the cruise from Hamilton to Kingston did not give the rig a chance to demonstrate whether it is all that it is cracked up to be.

No more boats arrived at the yacht club during the morning. The sloop Naomi came in at two o'clock, but was not a participant in the Freeman cup races. Word was received during the morning that the Ontario had put in at Oswego on account of the storm. The Tantrum of the Rochester Yacht Club and the Whirl of the Royal Hamilton Yacht Club are the only boats not accounted for now.

Bird Smashes Car's Headlights.

Watertown, N.Y., Aug. 1.—S. D. Ball and Mr. and Mrs. James Brett reported to Sheriff Gillette that while they were driving along the Theresa road near the sheriff's farm, someone threw a missile at their car, which smashed the headlights. The sheriff and district attorney investigated and found a bird, stunned, among the pieces of glass in the road. It is believed the bird flew into the lights of the car. It revived and flew away when the investigators started to pick it up.

Sid Hatfield, former chief of police at Matewan, W. Va., and an outstanding figure in the industrial strike in Mingo county, was shot and killed in a street fight at Welch McDowell county, Va., Monday.

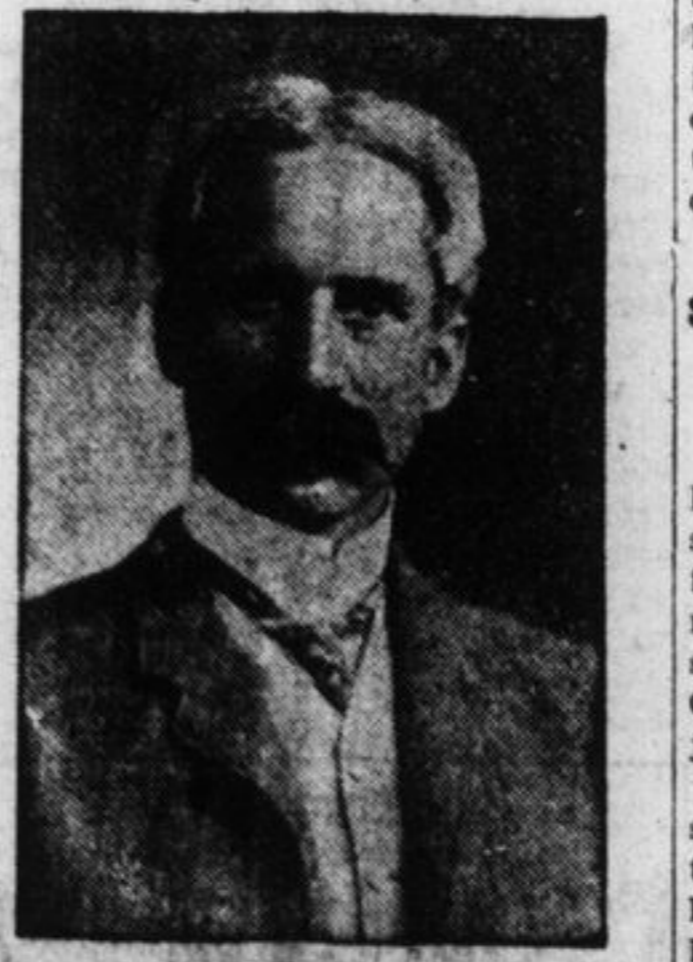
AWAIT SINN FEIN REPLY

Important Developments Rumored—De Valera May Return to London.

London, Aug. 1.—Developments in peace negotiations between Lloyd George and the leaders of the Irish Republics are imminent, it was reported here today, but government leaders refused to discuss them.

Art O'Brien, president of the Gaelic league in London, arrived in Dublin yesterday and one rumor is that he is the courier who will bring the Sinn. Fein reply back to Lloyd George. Another rumor says De Valera will return to London this week, and that Sir James Craig, Ulster premier, is also coming. Another report is that members of the Irish Republic parliament have made preparations to receive a sudden call from Dublin and the British government is declared to be ready to release the imprisoned parliamentarians if the Republic parliament in time for a meeting of that body.

There is admitted to be considerable difference of opinion among the members of the Dail Eireann respecting the concessions to be demanded from England. Some are ready to compromise, while others insist on full independence.



AEMILIUS JARVIS
whose schooner, Haswell, won the race from Hamilton to Kingston.

FAINT, DESPAIRING CRY SAVED WOMAN CLIMBER

Mrs. Stone Had at Last Laid Down to Die on Ledge.

Calgary, Alta., Aug. 1.—How Mrs. E. W. Stone made a futile but heroic effort to find the body of her husband, Dr. W. E. Stone during a mountain climbing tragedy of the western Canadian mountains has just been learned.

The doctor was about sixty feet above his wife when his foot slipped his hand pulling away from the rock which he was clutching. In falling he passed his wife very closely and bouncing a couple of times or the rock disappeared almost in a flash over the cliff to the yawl chasm below.

Previous to this Mrs. Stone was waiting the signal to come on. Mrs. Stone, according to the story related by her to the North West Mounted Police, remained where she was until the next morning when she went over the cliff to look for the body of her husband. She tied her rope to a rock allowing herself to come down its full length. It was however too short for her to effect a landing with her feet. In that position she remained for a considerable time. How long it is not quite known but eventually she let go, and instead of falling to certain death Mrs. Stone providentially landed on a narrow ledge of rock some 14 or 15 feet below.

This, however, only extended for a short distance and she was unable either to go backward or forward. On that narrow ledge she remained a prisoner on Saturday, July 16th, until Sunday, July 24th. She did everything in her power to pile up rope in trying to reach the end of rope dangling in the air above her but there was not sufficient material to do this. It was in that pitiful condition, exhausted beyond human endurance, that she at last laid down to die.

It was her moan, when in this almost unconscious state, that providentially was borne on the air and caught up by the searching party. It was to that faint, despairing cry that Mrs. Stone owes her life. According to last reports, Mrs. Stone, although in an exceedingly weak condition, is receiving the best attention in the temporary camp established at the foot of Mount Eon. It will probably be a week or ten days before she is able to be moved to civilization. There are no tidings yet of the finding of the body of Dr. Stone.

Pembroke is likely to have a tax rate this year of 46.5 mills for public school and 45.5 mills for separate school supporters.

DOWDY WIVES CAUSE OF MOST ERRING HUSBANDS

Wives Advised to Make Themselves Attractive, Like the Vamps Do.

Chicago, Aug. 1.—A wife's failure to use a lipstick has wrecked many a happy home.

The five thousand members of the American Cosmetics Society, in convention here this week, are permanent converts to the doctrine that curbing the male instinct to wander is part of their job.

"Men don't want to admit it, but they won't be good unless their wives make them," declared Mrs. M. J. Baird, of Champaign, Ill., president of the society. "And when a man wanders there's generally one answer. His wife has let herself become dowdy."

"The man who declares he won't let his wife do things to make herself attractive is generally looking over his shoulder at some woman who is."

Go Ahead and Produce; How to Aid Unemployed

Ottawa, Aug. 1.—"Get down to bedrock and go ahead and produce, is my idea of aid to the unemployed," said Premier E. C. Drury, on his arrival Saturday morning from Toronto, with his colleagues, Hon. R. H. Grant, Ontario minister of education, and Hon. F. C. Biggs, minister of public works. The three local representatives of the United Farmers, also Hector Caruthers, secretary of the board of trade, and then left for a tour of the Pembroke highway as far as Carp, later returning on the Kingston highway by way of Stillsville. Saturday afternoon they addressed a big U.F.O. Carleton county picnic at Woodroffe.

Slept in Cannon; Ready to Fire

Port Townsend, Wash., Aug. 1.—Louise O'Brien, aged fourteen, missing from her home all night, was found at daybreak asleep inside the muzzle of a 14-inch gun of the shore batteries at Port Worden. Other guns at the fort had been fired just before the girl was discovered.

According to military authorities she had gone for a horse-back ride the previous afternoon. Far from home, while she was dismounted, the horse ran away, and she, losing her way and weary of wading in the darkness, took refuge in the long black object that suddenly loomed in her path.

Officers at the fort said it was only by chance that this gun was not fired.

Young Man Terribly Burned When Lightning Hits Tent

Port William, Aug. 1.—Edward Gedyer, said to be a native of Nova Scotia, is dead and Charles Goddard is in the hospital in Port Arthur, the result of being struck by lightning Friday afternoon at Nipigon, while asleep in their tent. Gedyer's eyes were burnt out and his body was terribly burned. Goddard, who is suffering from severe burns, is expected to recover.

CORNWALL CANAL.

Traffic Has Been Unusually Heavy This Year.

Cornwall, Aug. 1.—Traffic in the Cornwall canal has been unusually heavy this season, and to date is nearly double what it was in the same period last year. The movement of corn is very large. In 1920 up to this time only 1,000 bushels of corn moved eastward, while there have already been more than 100,000 bushels this year.

THE KING'S REPLY TO NORTHCLIFFE

Mis Majesty Glad Publisher's Message Confirms His Own Statements.

London, Aug. 1.—Lord Stamfordham, private secretary to King George, sent a cable message to Lord Northcliffe, who is in New York, acknowledging receipt of Lord Northcliffe's cablegram Saturday, in which he denied having given an interview in New York which was the subject of a statement from the king read in the house of commons Friday by Premier Lloyd George.

"I have communicated to the king your message received this morning," Lord Stamfordham's message read. "His Majesty is glad that it confirms the statements made on his authority by the premier in the house of commons Friday."

Northcliffe Pleased.

New York, Aug. 1.—Lord Northcliffe left a highly seasoned international political stew boiling in Washington—but no hard feelings. "Lord Northcliffe and his entire party," it was stated by Wickham Steed, "deeply appreciate the attitude taken by Sir Auckland Geddes throughout this affair. He played absolutely fairly and squarely." And it is understood that Geddes also entertains no feelings other than those of friendship for Northcliffe.

FIFTY U.F.O. BODIES NOW

That Many Ridings Organized in Ontario—Leads the Latest.

Toronto, Aug. 1.—U.F.O. political associations are now organized and incorporated according to law in some fifty of the Ontario ridings, according to an announcement made by Gordon Waldron, K.C., solicitor for the U.F.O.

"The farmers are in earnest," remarked Mr. Waldron. "Here is the latest association to apply for incorporation," and he showed the papers for the Leeds United Farmers' Political Association, with the necessary names of the incorporators appended thereto.

The U.F.O. solicitor chuckled as he remarked that the Liberals and Conservatives played a joke on themselves when they amended the dominion elections act so that no company or association can contribute money to the election of any candidate except it be formed for political purposes only.

"Our people were roused" that and thought it was going to hurt them, but I told them to let it go—that it would suit fine," said Mr. Waldron. "And so it has proved, the Farmers in each riding are taking hold of the organization now and looking after their own campaigns. We have about fifty ridings organizations formed as you see to promote by political action the principles of the U.F.O. and to elect to parliament and the legislature, candidates professing the principles of the U.F.O."

For that is the wording on the incorporation papers.

Mr. Waldron also commented on the low cost of conducting U.F.O. campaigns. "Hardly one of them goes over \$250. Most of them are around \$100. Why? Howard Ferguson's opponent in Grenville spent just \$63 on his campaign."

SOUTH AMERICAN TRADE CAPTURED BY GERMANY

British and Belgian Products Also Sell—American Goods in Storage.

Buenos Aires, Aug. 1.—Germany is winning the race for South American trade. The customs house and surrounding yards here were stacked with American-made goods, valued at from \$40,000,000 to \$50,000,000. Meanwhile three German ships which arrived here with almost identical goods, discharged their cargoes, saw them sold, and cleared for Germany and more cargoes. The German goods sold at one-half the price of the American product, because of the high cost of the United States dollar.

English and Belgian goods are also sold here, while American-made products lie useless, some of them rotting in storage. Some of the American goods have lain there since the first of the year. The custom house, with accommodations for about 1,033,300 tons of merchandise, was filled long ago. American goods flowed into other warehouses and open yards.

Semi-perishable goods are spoiling, the loss reaching thousands of dollars. At one time 2,100 American automobiles lay in storage while European makes were snapped up eagerly.

MOVE FOR A HOLIDAY IN U.S. SHIPBUILDING

Work on Four Battleships May Be Held Up Pending Conference.

Washington, Aug. 1.—Work on three or four big battleships the United States is building may be stopped shortly before the Washington disarmament conference meets and held up until after its results are known.

Because of increased cost of construction due to the war, four dreadnoughts cannot be completed within the money previously granted by congress.

A group of members of the house has determined to fight any bill increasing the appropriation until it is determined whether an agreement on armament reduction can be reached by the conference.

A test of the strength of the new movement probably will come in the house Monday or Tuesday, when a vote is expected on the question to increase the limit of cost to two battleships—the Maryland and California—which are virtually complete.

Lo, The Poor Indian.

Denver, Colo., Aug. 1.—Ice cream and watermelon proved too much for the tribe of Sioux Indians here as guests of the city. The braves had a severe attack of colic.

DON'T TALK, ONLY SMILE

British Official Attitude Regarding Irish And Pacific Problems.

London, Aug. 1.—Optimism without explanation. That is the parliamentary situation here regarding both the Irish and Pacific problems.

"Don't talk about it, but keep smiling." That is what the little inner group of ministers, who really know, are saying to supporters and the press. Yet none ignores the possible significance of the qualifications which Japan attaches to her "glad acceptance" of the invitation to the Washington conference.

It may mean her resolute rejection of the American demand for "open door" in China, unless reciprocal openness is secured in the white countries. Englishmen in politics have been busily searching maps to find where Japan could be safely given outlets for her surplus population, either within or outside the British Empire.

So far the result has not been promising. But despite the complexities that exist in any settlement authoritative Englishmen recognize it as a marked step forward that Japan, with her peculiar racial, territorial and commercial problems, should come into line at all.

Some papers, like the Telegraph, refer to this as "the world since the guns ceased firing in Europe," and anticipated as the end of the forthcoming conferences that a halt will be called to activities in the shipyards and engine shops of America and Japan. Unless a halt is called, there will certainly be an outburst of popular resentment at the admiralty's action in cutting down the British battle strength from 38 to 23. Of the eight battleships recently removed from the British effective list, only four are being replaced by new constructions. The British public is always easily aroused if rough hands are laid on British sea supremacy.

The truth, however, is that financial necessity is at the moment the greatest ally to limited armaments. The disastrous three months of the coal stoppage meant direct and indirect wastage of £200,000,000 sterling of the national wealth, and from this and other causes the national revenue, since April to date, has fallen short of the expenditure of 45,000,000 pounds sterling, while the floating debt has been increased by 77,000,000 pounds to present pounds the total of 1,352,000,000 pounds sterling. Merchants, manufacturers and ship-owners are gravely concerned as witness their new national appeal, signed by 800 of foremost industrialists, who endorse the recent bankers' assertion that the British financial situation is "perilous" and call for immediate governmental and parliamentary action. Reduction on expenditure must be immediate and drastic, and the remnants of war control must be removed, regardless of all questions, persons, vanity and convenience.

FINE SEND-OFF GIVEN TO PREMIER MEIGHEN

Mrs. Meighen Presented With Bouquet—London Times Pays High Tribute.

London, Aug. 1.—Premier Arthur Meighen was given a very cordial send-off when he left Saturday morning by the boat train. Among the many notables who were at the station to wish him God-speed, was the Duke of Devonshire, Hon. Winston Churchill, acting high commissioner Griffith and several cabinet officials.

Just before the train left, Mrs. Meighen was handed a beautiful bouquet by one of the many English ladies who had come to bid Premier and Mrs. Meighen adieu.

The Times, in an editorial, praises Mr. Meighen on being a model of stern reticence during his visit, and adds that both in England and Canada this self-restraint has been greatly valued.

Turkish War Losses.

Constantinople, Aug. 1.—The losses suffered by the Turkish Nationalists in the fighting against the Greeks in Asia Minor total 5,096 men killed or wounded and 8,000 taken prisoners, according to the best information from Turkish quarters available here. The Turks also have lost fifty cannon and other important war material.

St. Mary's Milling Company's mill was burned. Rain saved the town.

LORD NORTHCLIFFE IS IN TORONTO

Toronto, Aug. 1.—Lord Northcliffe is in the city. Interviewed, he declined to discuss the King-George-Lloyd George-Lord Curzon controversy, saying: "It's all over, forget it."

The Premises of the Buffalo Club at Bridgburg were raided and liquor was found in sixteen lockers.