

SAW SOMETHING WORTH TELLING, SAYS COTTON

Head of Local Air Company is Interviewed at Montreal

The Montreal Star of the 21st inst. publishes an interview with Major Cotton of this city, in which the Major says he saw something "worth telling" when he flew over the supposed gold fields on Labrador. As when interviewed by local papers, Major Cotton failed to disclose anything of the wonders which greeted his gaze when he sailed over the "new Klondyke".

The story is as follows: Accounts of thrilling air flights over frozen Labrador and desolate Newfoundland, of forced landings and long battles against wind, rain, cold and fog, are given by Major F. Sidney Cotton, President of the Aerial Survey Company, of St. John's Newfoundland, who passed through Montreal on Saturday night enroute for New York via Toronto. Major Cotton is one of the heroes of what all Newfoundland and Labrador talk of as a great flying feat, carried out when he and a companion fought against adverse weather conditions and unknown dangers to make the first actual survey of the great Labrador tract where some gold was recently discovered, and where a gold rush is just commencing.

Referring to the memorial flight, which took place at the beginning of the month, Major Cotton just laughs, and says it was "all in the day's work." A big-boned, young-looking man, who claims Australia as his native land, the Major spoke with difficulty when seen at the Mount Royal Hotel on Saturday night, by reason of a husky voice. His vocal organs which had braved the experience of rushing through zero air at many miles an hour, and had withstood the shrill blasts along the northern coast, were affected by the draughts of the train which brought him to Montreal on the first lap of his journey.

Of the gold in the district he had surveyed, and on which the eyes of prospector and miner alike are fixed, the airman would say nothing. "You can be sure that what I have seen is worth telling," he said, "but I must tell you emphatically that I will not say one word of the possibilities or the actualities of the district where the gold rush is now developing."

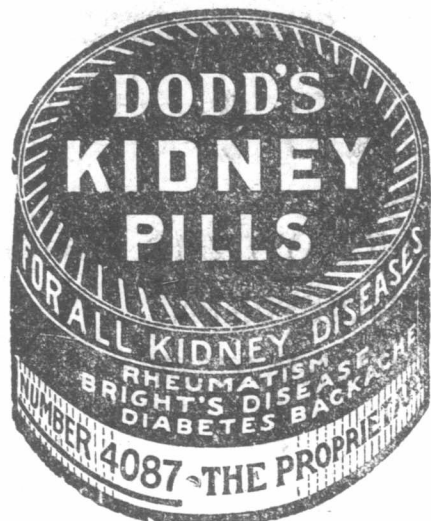
Although the headquarters of Major Cotton's company is at St. John's, the operating headquarters, with its monster aerodromes, is at Botwood, Nfld. Working from here, the company claims to have perfected winter flying, in itself a notable feat, and to have used ice floes and frozen fields as landing places for many months every year, with the usual skids under their machines. Telling of the great flight of observation in which he participated, and which turned out to be one of the most hazardous which air-men were ever called upon to undertake, he says:

THREE PLANES USED. "We outfitted at Botwood at the end of April. It was decided that three planes would go on the trip. One of these, a Martinsyde, was manned by myself as pilot, and J. R. Stannard, mechanic; another, a Napier-Westland, had T. Knowlton-Blackall as pilot, with H. Wallis as mechanic, and the third machine, a Rolls-Royce, had Major Kitchener, a nephew of the famous soldier, Earl Kitchener, as pilot, and W. D. Corse, in charge of photographic operations. There was also a surveyor with the party. Our object was to make a map of the gold areas, which covered a tract of about 450 square miles.

"We all got off safely and two hours later arrived at Hawke's Bay, on the west coast of Newfoundland. Arriving here it was found that Major Kitchener had to return to Botwood, and from there go to Bermuda to keep an appointment. Consequently his machine returned, and the instruments and other articles were transferred to the other two machines. Another happening held us in Hawke's Bay for ten days. There was a thick fog on the Straits of Belle Isle, over which we had to fly to reach Labrador. We made five or six attempts to fly across, attaining an altitude of 8,000 feet, but the fog was thick as ever even that high up, and we had to wait. When we finally heard that the "fog" had gone out, and the fog had almost disappeared, we were ready to start. The long wait somewhat upset our plans, however, and we finally decided to make the flight in the Martinsyde alone. Consequently the second machine was sent back to the base, and all the instruments transferred to my machine. Finally we left at 6.50 o'clock on the morning of May 10. The Napier-Westland left there in the afternoon and we later found that it landed without mishap on a narrow strip of ice, three miles from its hangar. It had to be

PASSED WRECK OF RALEIGH.

"Our chances of making the other side safely looked small. It was 7.30 o'clock in the morning of the same day that we passed over the wreck of the H.M.S. Raleigh on the rocks in the straits. We took snaps of it from the air. At 9.50 o'clock we passed over Cartwright, Labrador, and by 11 o'clock we were near Rigoulet, Labrador, our first halting place on the long flight. We had long before this taken precautions to place tanks of gasoline and oil at various accessible points on the Labrador coast, and one of these boxes was at the Hudson's Bay Company's post at Rigoulet. However, when we drew near the little post, we found that we had only a few gallons of gas left. We planned down and landed on the frozen surface of a little lake about three miles from the post. Here we found



that we had only five gallons of gas remaining. We wrote a note on a piece of paper and weighed it. Then we flew off again, and over the trailing post, dropping the note so that the agent there would find it. We then returned to the frozen lake and asked for help to come. We had asked in the note for a supply of gasoline. It was some time later when the agent at the post himself found us at the lake. He told us that it was impossible to bring gasoline to the plane, as there were only dog-sleds at the post, and they could not be used over the quickly thawing ground around the lake. Following his instructions, however, we took a chance with the small supply of gas we had left and once more rose into

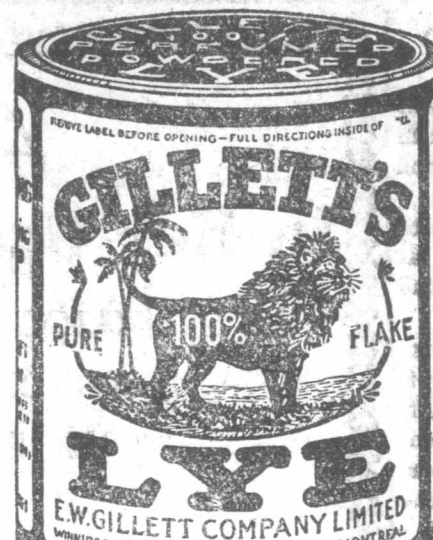
the air. Then we landed on the frozen edge of an arm of the sea about five miles from the post. Here dog teams reached us over the ice-edge of the water, and launches from the post came up the clear water and gave us a fresh supply of gas. Taxiing along the ice, however, we broke the "Kling port" under "aileron control" and had to take it off and bring it to the Hudson's Bay post for repairs.

Next day we started off for Stag Bay, and reached that safely. I cannot say what we saw in the interior of Labrador, but we had some more trouble on the return trip. We reached Rigoulet safely and filled up with petrol. From there on, however, we struck a nasty head wind and it rained hard for several hours. This held during the last 100 miles of our flight.

Schooner Lost

The Deputy Minister of Customs received the following message yesterday from the sub-collector at La-Sale:

"Fishing schooner Walter Perry, Sam White master, ran ashore at Capt St. John in yesterday's storm. The crew landed safely but the vessel is a total loss."



London Military Expert Bares Russian Army Data

LONDON, June 1 (AP)—Much of the mystery and speculation which have existed concerning the strength of the Soviet Red Army is said here to have been cleared up by a military correspondent of the London Daily Mail who has just returned from Moscow. He says that at the beginning of 1923 the strength of the army had fallen from 550,000 to 800,000. At the present time there are 280,000 men in the infantry, 60,000 in the cavalry, 70,000 in the technical units, and 30,000 in the navy. The

Cheka's frontier units contain 50,000 men, and its internal units 60,000.

The army has 2,000,000 rifles, 14,500 machine guns, 5,700 light machine guns, 3,000 cannon, more than 3,000,000 shells, and 1,000,000,000 munitions. The war establishment of a division consists of 15,000 men and 6,500 horses, comprising three infantry regiments, three squadrons of cavalry, three batteries of field artillery, three howitzer batteries, and the usual contingents of sappers, engineers, munitions columns, etc.

There are 23 airplane factories, but only five are now working. The aviation department, which is in the hands of a committee of three with Trotsky at the head, expects to have 10,000 airplanes in 1924, with corresponding personnel.

The correspondent adds that the Bolsheviks also have received many shipments of airplanes from Italy, England and Germany.

Realizing the necessity of producing officers from the working classes, the Bolsheviks have established many military schools. They are more numerous and better equipped, the Daily Mail's expert says, than similar schools in the United States and England. The schools embrace special classes in general staff work, engineering, infantry cavalry and signals.

ADVERTISE IN THE "ADVOCATE"

La Grippe

Pneumonia and Colds exhaust in the short period of their course more of the nerve tissues of the body than weeks of hard work. After them take

Asaya-Neurall

THE NEW REMEDY FOR

Nervous Exhaustion

which contains Lecithin (concentrated from eggs), the form of phosphates required for nerve repair.

PREPARED BY DAVIS & LAWRENCE CO. MONTREAL

IN MEMORIAM

Salvage, Wild Cove, June 4th, 1923.

There passed peacefully to her home on high, the first day of June, the loving wife of Eli Shute, at the early age of 39. She leaves to mourn a loving father and mother, one brother and a sister, and one dear daughter alone in the world. But the Lord will watch over her in her loneliness. We miss her, oh so much, for she was so loving and so kind. She was sick for eighteen months confined to her house, but not a murmur escaped her lips. She calmly waited for her master's call to come home, for she said to me a couple of days before she died: "I wonder when will my message come, to go to meet my father and my loved ones waiting for me on the bank of the river."

She was waiting for her Lord to come; longing for her heavenly home. For the night she died she said: "Sing some of the songs you used to sing to us when we were all home with you, small children." So I put my arm around her dear neck as I sat by her bedside and sang three or four of her favorite hymns to her. As she nestled her dear head in my bosom, she said: "Mother, I can sing all night if you will come and help me; thank how the heavenly music climaxes, it is so sweet." She told me to sing: "Oh how sweet when we mingle with kindred spirits here and tell of Jesus and his love." She helped me to sing to the last verse, but she was very weak. She fell asleep just like a little child in its cot as I was singing: "We shall meet on the banks of the river, happy there for evermore." Her spirit took its flight to meet her Saviour's smiling face in yonder bright world of light.

Eye to eye we thee shall see, Our face like His shall shine, Oh, what a glorious company, When Saints and Angels join.

—From one who loved her dearly.

In Memory of our dear cousin, who passed peacefully away on the 24th day of April, at the age of 23 years and 7 months. Mabel was loved by all who knew her. We believe we can truly say our loss is heaven's gain. She leaves to mourn, mother, father, and a large circle of friends and relations. She was always bright and cheerful in disposition.

A loving one from us is gone, A voice we loved is stilled; A place made vacant in our home Which never can be filled.

Her sufferings here were hard to bear, But yet they caused no frown, With Angels bright arrayed in white She wears a starry crown.

We knew that she was young in years And perhaps would like to stay, But how is life on earth compared With heaven's Eternal Day?

We will deck her grave in roses In memory it will keep Of our best and dearest Mabel, Who beauteous the sod doth sleep. —Florence Soper. Bonaville, June 19th, 1923.

A small bottle of common salt should be in every medicine closet, says Nurse. It is a splendid mouth wash. A desert spoonful of it is usually enough for hygienic use. Use salt and warm water as a gargle for a sore throat, either with hot or cold water. If one is troubled with catarrh it clears out the nostrils thoroughly. Just snuff up a salt solution. Also put a little vaseline high up in each nostril and see how quickly even severe catarrh will yield to the treatment.

When the eyes are weak and inflamed bath them with salt water, giving them a good washing by dipping the face in a basin of the solution. Use about a teaspoon of salt to a basin of water. A teaspoon of salt in a glass of warm water upon arising will act as a quick laxative.

ADVERTISE IN THE ADVOCATE

GRAND FINAL CLEARANCE

OF Men's AND Women's

SWEATERS

Men's Sweaters

Light and Dark Grey Knitted Wool Sweaters, open neck.

\$1.75

Fancy Sweater Coats

Smart looking with Navy and Cardinal, and Fawn and Green combinations, military collar and pockets.

36/38 \$3.20

40/42 \$3.50

Also in two-tone Greys and Marone and Green, and plain Brown.

36/38 \$4.00

40/42 \$4.50

Superior Sweater Coat in Brown Heather, with belt and pannelled back and front, shawl collar.

36/38 \$5.25

40/42 \$6.00

Men's Khaki Sweaters

In Pullover style, open and closed front. SPECIAL VALUE All sizes.

\$3.50

Boys' Sweaters

Good heavy Knitted Coats with belt, collar and pockets in Oxford Greys, Khaki & Navy Blue. Regular \$2.50.

Now \$1.85

All Wool Sweater Coats with military collars and pockets in Navy and Cardinal, Marone and Green combinations, also in plain colors of Grey, Brown, Navy and Green. Prices \$2.50, \$3.00, \$3.40, \$3.55, \$3.75.

Cardinal and Navy Jerseys, buttoned up close at neck, in fine quality. Prices according to size, \$1.40, \$1.50, \$1.60, \$1.65, \$1.70, \$1.80 and \$1.90.

Sweater Coat

Now is the opportunity time to provide yourself with one of these most serviceable garments for Winter wear. Our stock of these goods is dependable and we are prepared to cater to the needs of every Man, Woman, Boy and Girl who requires a

Sweater Coat

BUY YOURS HERE AND SAVE MONEY

See our display in Eastern Window.

Ladies' Sweaters

ALL HALF PRICE Special line in Knitted Sweater Coats with belt and shawl collar. In Rose and Saxe Blue.

\$2.75

A special line in Brush Wool Sweater Coats in Corn and White only, with belt and pockets.

\$3.75

A HANDSOME SWEATER COAT

Full assortment of Pull-over Sweaters in latest styles and most popular colours, from

\$3.50 up

Sweater De-luxe

Long three quarter length Coat in super quality. Brushed wool with full belt and pockets, finished at bottom with knotted fringe of same material, in nice two-tone dark brown and dark green.

\$13.75

Ladies' Sweaters

The new Tuxedo Sweater in Slip-over style, nicely trimmed in Brush Wool, in Turquoise, Jade, Green & Mauve.

A beauty for **\$8.25**

Girls' Sweaters

A limited number of Misses' Sweater Coats in main Rose and White, and Dark Gray and White, for

\$2.25

Belt and pockets.

Snug Looking Sweater Coats in Marone and Green, with belt and pockets and Sailor collar. Prices, \$2.65 and \$3.00.

Pullover style with sailor collar and close fitting, in Carnation and White, and Peacock and White.

Priced according to size, \$2.85, \$3.00, \$3.25, \$3.35, \$3.50.

WATER ST.

ANDERSON'S

ST. JOHN'S