

Sunday, May 18th, Rev. W. H. BARRACLOUGH at Cochrane St. Centennial Church



Evening Telegram

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

THURSDAY, May 15, 1919.

UNJUSTIFIABLE.

The unjustifiable, contemptible and altogether reprehensible attack made on the Hon. John Anderson in the Legislative Council, Tuesday, by Hon. W. J. Ellis, leader of the Government, is without parallel in the history of that body. It was a savage onslaught, made with malice aforethought and obviously intended to wreak injury to the business connections of the gentleman upon whom the leader of the Government poured out the vitals of his wrath. It was unjustifiable because no matter what evidence the Hon. Mr. Ellis had possessed of relating to the internal affairs of Mr. Anderson, they were not his sole property, but rather that of the Executive and as such were committed to members of that body as Executive secrets and not for public information.

It was contemptible because Mr. Ellis had not the ability to reply to Mr. Anderson's criticisms of various legislation proposed by the Government, and of its conduct of public affairs, and not being able to refute the arguments of his opponent, was obliged to resort to private information of a sacred and intimate nature in order if possible to score a point, and to save some of the wounds inflicted in the many lingual battles engaged in between the Honorable leader and his critic.

It was reprehensible because evidently Mr. Ellis had come prepared with the war material and was determined in some way or other to fire it off—but—and the point is—by whom and in what way Mr. Ellis supplied with the manuscript from which he read. Department Heads as a rule do not supply information which comes to them through the working of their departments, especially when such information concerns the private financial transactions of a firm engaged in the trade of the Dominion. Deputy Heads have no authority to give out such matters as were contained in the speech of Hon. Mr. Ellis. This being so we have to come to the conclusion that there was a violation of honor as well as of confidence somewhere. Mr. Ellis could not very well bring away from Executive meetings memoranda of the discussions, taking place there, this course being, we understand, not permitted, consequently we are forced to the conclusion that he was supplied with the script from which he read, as in no case would the mind of the Government leader contain all that he declared of Mr. Anderson's business dealings with the Customs department, without prompting.

Things have indeed reached a disgraceful pass, when it is deemed quite the thing to get up in the Council Chamber and hurl derisively at an opponent that his business has only been saved from wreck and ruin by

the good offices of a Government department. If this sort of thing continues, no man's financial concerns will be safe, and the floors of the Legislative Halls will be the scenes of public pronouncements on the condition of the trade and internal economy of a political opponent's commercial affairs.

There is no language which should be held back in denouncing such a depraved and pernicious policy. There can be no honor or semblance of honor among public men who will stoop so low in their efforts to stifle opposition and honest criticism. The sanctity of the Executive has been violated, the privacy of the Government departments invaded in order to give the leader of the Government in the Upper House a chance to avenge himself on an open and honest critic. And this has been done with the consent and connivance of the Executive Government of this Dominion. What do you think of it Newfoundlanders?

Budget Speech.

We publish to-day a portion of the Budget Speech of Hon. M. P. Cashin, made to the House of Assembly yesterday, which is almost as delivered, the chief omission being a number of comparative statistical tables which are not usually interesting. The remainder will be published tomorrow, when we shall take the opportunity of reviewing the Financial Statement of the Dominion, and offer some comments thereon.

Campaign for College Extension Fund.

For the benefit of our readers, as well as for the good of the movement, we publish to-day the names of the gentlemen who comprise the personnel of the campaign; and the committees upon which they have been appointed. As we stated yesterday, the general stand for all that is good and worthy in the community, and their names are household words throughout Newfoundland. The task which they have undertaken is a big one, and will entail a great deal of hard work, as well as wise counsel; but they are determined to work with eye and constancy; and they hope to be in a position, at no very remote date, to lay, well and truly, the cornerstone of the edifice, and then in due order to see the top stone brought on with rejoicing. In this wish we all join.

Finance Committee.
Mr. Arch. Macpherson, Chairman; Mr. C. P. Ayre, Hon. R. K. Bishop.

Ways and Means Committee.
Mr. A. Soper (Convener), Rev. Dr. Fenwick, Rev. D. B. Hemmen, Rev. W. B. Bugden, Rev. Dr. Curtis, Rev. Dr. Bond, Rev. T. B. Darby, Rev. E. Forbes, Hon. A. Squires, Hon. J. Kean, Messrs. J. C. Puddister, G. W. Gushue, R. F. Horwood, Harold Macpherson, Wm. Devereux, Marshall, J. C. Pratt, W. H. Peters, A. H. Salter, P. G. Bradley, W. R. Goobie, A. C. Peters, E. J. Sanson, Harold Ayre, F. H. Harrington, W. H. Herder, Thos. Soper, Geo. James, H. N. Burt.

Executive Campaign Committee.
Hon. R. K. Bishop, H. Ayre, J. C. Pratt, Dr. Fenwick, R. A. Squires, A. Soper, R. F. Horwood, Dr. Curtis, Rev. T. B. Darby, W. H. Peters, A. H. Salter, J. Leamon, H. N. Burt.

Sub-Committees.
Plans and Buildings—R. F. Horwood, Earn and Give—W. H. Peters.
Outports' Committee—J. C. Pratt.
Speakers' Committee—Rev. L. Curtis, D. D.
Pulpit Exchange—Rev. M. Fenwick.
Ex-Students—A. H. Salter.
Luncheon—H. N. Burt.

Publicity Committee.
W. H. White, J. C. Puddister, I. C. Morris.

These committees, and their divisions and sub-divisions, speak for themselves; and they add assurance to the aims of the movement, and to its final success—in a word, they stand for VICTORY.

I. C. M.

Rev. W. H. Barraclough.

Reverend W. H. Barraclough, who will arrive by the express at midnight, will address a mass meeting of the Women's Missionary Society, at Cochrane Street Lecture Room tomorrow, Friday, evening, at eight o'clock. The meeting is open to all. On Sunday Mr. Barraclough will speak both morning and evening at the services in Cochrane Street Centennial Church. Mrs. Pinsent, our own Missionary from Japan, will give an address respecting the work in that country. Visitors will be welcome at all the services.

The schooner Agnes E. Downs is loading for Carbonara at P. J. Shea's

1200 Miles by Air Without Stop.

American Dirigible Arrives From Montauk, N.Y. --- Flight Lasted Twenty-Seven Hours --- Crew Hungry But Fit --- Arrival Witnessed by Thousands.

Some hundreds of citizens of St. John's had turned up at Pleasantville on the shores of Quidi Vidi Lake this morning, when the American balloon C-5 arrived after a twelve hundred mile flight from Montauk Point, New York. Motor cars and carriages were scattered along the road for over a quarter of a mile, while the entire countryside was black with the crowds that had congregated. Everybody was looking into the sky, eyes being directed to every point of the compass, for it was not known from which direction the dirigible would come. When at last she did appear, it was with a suddenness that took everybody by surprise, and as the graceful balloon floated around Signal Hill, in between that Hill and Cockle's Head, over the Cove, a spontaneous cry of admiration rose from every throat. Within a few minutes she manoeuvred in over the Lake and, nearly touching the old house in which is stored material connected with the ship, took up her position in the field adjacent to the houthouse against the sky, with the sun shining on the fabric bag, the balloon presented a beautiful sight, one that will not soon be forgotten by all who saw her. She came right down to the field, the thirty-five foot long car, suspended underneath, and containing the crew, touching the grass. The waiting sailors from the Chicago, who were on the ground since daylight, quickly attached the mooring ropes, and in a minute the aviators began to climb over the side. People ran from the road to the ship, many clasped the hands of the aeronauts, and everyone cheered himself hoarse with excitement and enthusiasm. Admiral S. S. Wood, Captain Kurtz and other officers of the Chicago, and the American Consul were present to greet the fliers. A minute after the balloons had alighted, Major C. W. F. Morgan, the Martinsyde navigator, was introduced to Com. Coll, and the latter congratulating him upon accomplishing the flight. The party then motored in Mr. J. O. Hawvermale's car to the U. S. Chicago, at Shea's, where the newspapermen of the city interviewed them in the Admiral's cabin. Commander Coll's story was briefly this:

Leaving Montauk Point, N. Y., 10 o'clock yesterday morning, they went over Long Island Sound, and arrived off Chatham. From there they proceeded across Massachusetts Bay, Nova Scotia, making a landfall at Cape St. Mary's, on the western Nova Scotia shore. Crossing the Nova Scotia system and continuing on to the east coast to Cape Breton, and at 11 o'clock last night struck across for Little Miqelon. The night was clear, with a bright moon and stars. Instead of the straight course that they had laid out, they found that the ship had been thrown off, and it was not until over the western shore of Placentia Bay that they identified the land beneath. From that on they used directional radio, but this failed to work. In fact the directional wireless instruments were altogether a failure. They also tried to locate their position by chart, and starting across the country. Eventually they got their bearings by crossing the railway track, which they identified as Topsail. They came in from that following the railway line. Although they saw lots of fog they did not run into any. The ride was pretty rough, all told, but upon arrival here the balloonists felt more hungry than tired, and declared that they could have eaten anything. They then went to the kitchen, where they had a partaken of, both enjoyed, and the party soon were slumbering between the cool sheets of the berths of the U. S. Chicago. The crew is comprised of:

Commander E. W. Coll, Lieut. J. B. Lawrence and Ensign D. F. Campbell, pilots; Lieut. M. H. Easton, radiograph officer; and Chief Machinist Mates T. L. Blackburn and J. T. Moorman.

The distance covered was 1200 miles, taking 26 hours and 50 minutes to fly. The actual mileage direct from N. Y. to here is 950, but the circling and variations made up the extra distance.

It has not yet been decided that the balloon will attempt a Transatlantic flight. Needs to state the Americans in port are delighted over the success of the balloon, and the siren of the Chicago, as the crew came aboard, drowned the music of the band that played as they came onto the pier.

C-5's Flight Told by Messages. MONTAUK, N. Y., May 14. Navy Dirigible C-5 left at 8 o'clock to-day on a flight to St. John's, Nfld., which may be followed if successful, by an attempt to fly across the Atlantic. The balloon promptly slipped

into the maximum speed of 59 miles, and should reach Newfoundland in 24 hours.

MONTAUK PT., May 14. The C-5, in command of Lieut. Commander Coll took a northeast course which is expected to carry him over the Naval Air Station in Chatham and along the New England and Canadian Coasts. "Lighter than air experts" have been put ashore at St. John's, Newfoundland, from the cruiser Chicago with spare parts, tools, supplies, inflation gas and fuel to await the ship to assist her in the two thousand mile non-stop cruise to the British Isles. She might possibly go by the Azores and thus have the protection of warship patrol. Five men in addition to Lieut. Coll, commanded the crew of the C-5. "We will join the seaplane yet," said Commander Ashe, stepping into the basket. The service crew of the Chicago, consisting of 150,000 cubic feet of gas, out of the hangar and "walk" it to the beach. A south wind was blowing at 15 miles an hour when it took the air.

CHATHAM, Mass., May 14. The C-5, flying at one thousand feet high, passed over the Air Station here at 10:05 a.m. The balloon was ascending as she disappeared over the course followed by seaplane N.C. 4.

WASHINGTON, May 14. Reports received at the Navy Department to-day on the progress of the navy dirigible C-5, which left from Montauk Point, Long Island, to Newfoundland, led officials to believe that the craft would reach St. John's between six and nine o'clock to-morrow morning.

HALIFAX, May 14. The United States dirigible C-5 passed off Halifax Harbor at 5:45 this afternoon, headed for Newfoundland.

ST. PIERRE, May 15. The U. S. dirigible C-5, passed over here at 4 o'clock this morning.

WHITBOURNE, 10 a.m. American dirigible C-5 passed over here at the above hour this morning flying in an easterly course toward St. John's. Arrived and anchored at Pleasantville at 11:30 a.m.

N.C. 4 at Halifax. The following are the latest advices to hand regarding the N.C. 4 seaplane, which left N.C. 1 and 3 are waiting at Trepassay.

SEAPLANE ACCOMPLISHES FIRST LEG. CHATHAM, Mass., May 14. The naval seaplane N.C. 4, after a brief trial flight about the Bay, set out to-day in a northerly direction, possibly on the cruise to join N.C. 1 and N.C. 3 waiting at Trepassay for favorable weather to start on the trans-Atlantic flight.

CHATHAM, May 14. The naval seaplane N.C. 4, here at 9:25 a.m. to join N.C. 1 and N.C. 3 at Trepassay, Nfld., the starting point of the trans-Atlantic flight. The N.C. 4 was to fly to-day to Halifax. With a northwest breeze and the sky clear, weather conditions were regarded as promising and the hope was expressed by naval officers that the N.C. 4 would join her sister planes, N.C. 3 and N.C. 1 at Trepassay Bay. N.C. 4 will stop at Halifax and not attempt to make the distance to Newfoundland in one flight. Naval authorities say it is not certain that she would stay at Halifax a night. There is a possibility that about the engine work properly, Lieut. Commander A. C. Read, in charge of N.C. 4, might decide to make only a brief stay at Halifax and resume the flight to Trepassay to-night.

HALIFAX, May 14. Seaplane N.C. 4 arrived at 2:10 this afternoon.

C. 5 Along the Line. From the Reid Despatching Office we have received the following movements of the Balloon C-5 as reported by the telegraphers in each place: Placentia Junction, Whitbourne (ten o'clock), Brigus Junction, Avondale, Holyrood, and Koligrews. She then went St. John's ward according to the reports.

McMurdo's Store News. THURSDAY, May 15, 1919. If you have furs, blankets, or winter clothes to put away, get a Quaker Moth Chest. They are an absolute protection from moths, being formed of three layers of tough fibre, the middle layer being treated with a special compound which will absolutely keep moths away. These chests are very light, and may be easily handled and moved. They are large enough to hold five suits of clothes or a similar amount of furs or other articles, and when not in use may be folded flat. You will find these chests the handiest things you have ever had, and if you use one will wonder how you managed to get on without them. Price \$2.50 each.

The steamer Digby is expected to get away from Halifax, for this port, about Monday next.

Ladies' New Showroom Arrivals. Knowling's

We have just received several small Shipments of

Dresses, \$48.00 to \$80.00. Hats, Millinery and ready wear.

Costumes, to suit all needs, \$6.50 to \$65.00.

Dress making and Millinery done on the premises.

We are daily adding to our stock as various Steamers arrive.

G. KNOWLING, Limited

may 15, 19, 21.



And now from out the Orient Come bales of lovely SILKS.

Yes! Silks beautiful New Silks at Baird's

These rich and lustrous SILKS adapt themselves splendidly to the graceful lines of the season's newest fashions. They are just the correct weight, with sufficient body, but not too much stiffness.

HABUTAI & TAMORI SILKS, WASH SILKS,

in pretty stripe effects; plain also.

Georgette and Crepe-de-Chines, 36 and 40 inches wide.

No matter what shade you may want you'll find it here. We particularly want you to see these LOVELY NEW SILKS.



Shipping Notes.

The schr. Excelde is loading codfish for the West Indies from Steer Bros.
The schr. Minnie J. Hickman is loading general cargo at C. F. Bennett's for Twillingate.
The schr. Frank H. Adams is ready to sail for Lisbon with a cargo of codfish from Geo. M. Barr.
The schr. Ella May, Capt. Blackler, is loading general cargo for Burin from Geo. M. Barr.
The schr. Metamor is discharging general cargo at Steer Bros. premises.
The schr. Drummer's Tax is discharging her cargo of codfish at G. M. Barr's.
The schooner Governor. Foss has cleared for Gloucester, Mass. from the

Union Trading Co. with 2,910 quintals of codfish.
The War Nipigon, which which put in here in a leaky condition whilst on the way across the Atlantic had repairs quickly effected. With her cargo unloaded the ship sailed for Brayhead this morning.
The schooner Rafuse left Barbados on Wednesday with a cargo of molasses for here.
The schooner Mintie arrived at Trinity with a cargo of molasses, en route to Port Union.
The schooner H. E. Haskell is loading general cargo at P. J. Shea's wharf for Catalina.

Play: "BLUEBEARD," Canon Wood Hall, SATURDAY, 17th, at 3 p.m. Admission: Adults, 20c. Children, 10c. Candy for sale. may 15, 21

A Novel Sport.

Lieut. Glenn M. Kennedy, M.C. of U.S.S. Chicago now in port, has been very interesting as well as novel time. He carries a small South Sea Island outrigger with him on the ship and in every port indulges in sailing and paddling. The outrigger is equipped with both sails and paddles. Yesterday Lieut. Kennedy had her Quidi Vidi Lake, deriving much pleasure from the sport and interesting spectators along the shore.

From Trepassay.

The weather across the Atlantic reported as being very bad whilst at the Azores is quite good. The One and Three are awaiting the arrival of N.C. Four, which arrived Halifax yesterday afternoon.

These

WOMEN'S READY-TO-WEAR.
Any woman would not be so well served as these values as these. Buy here at once. Reg. \$6.75 each.
CHILDREN'S SPONGE SHIRTS.
A charming up, and hand want to buy of these. Reg. \$1.50 each. Champagne; 5 years. Reg. \$2.50 Saturday.

BAG PURSES.
Of fine, grain leatherette, made with coin purse fastened on the inside; back strap; double clasps. Reg. \$1.50 each. Friday & Saturday. \$1.25

WOMEN'S BLACK ELASTIC.
With embossed buckles of gunmetal, up to 30 inches. These Belts we constantly have at 25c. each. Friday and Saturday.

HAT BANDS.
Contrasting stripes and plain colors and fancy edge. A variety almost innumerable of colors. Regular 60c. yard. Friday and Saturday.

CHILDREN'S FINE QUALITY UNDERWEAR.
The famous Kurzon make. It fits well. Drawing armholes and neck. Regular 15c. each. Friday and Saturday.

EYE-C

IMPERIAL SILVER PHOTO FRAMES.

In that popular oval style, so much in demand. The frame is one inch wide and unbreakable. The back and back stand have a covering of bright colored velveteen which grips firmly the photograph, thus protecting it from dust and injury. Regular \$1.35 each. Friday and Saturday \$1.12

"HE HAS ANSWERED HIS Country's Call" PHOTO FRAMES.

Suitably fitted with oval mats for the photograph of your boy who has made the supreme sacrifice. Regular 30c. each. Friday and Saturday 26c.

NICKELLED OVAL FRAMES.

For photographers and picture measuring 3 by 4 or 3 by 5 inches. Made with back stand firmly fastened to back and round metal front stands. Regular 18c. each. Friday and Saturday 15c.

CIRCULAR CLOTHES BRUSHES.

Thoroughly sanitary, made of twisted galvanized wire that will always hold the bristles firm. Black and White, with black enamelled handles. Regular 25c. each. Friday and Saturday 20c.

MEN!

MEN'S NEGLIGEE SHIRTS.

Advantageously priced are these shirts of durable, striped cotton. They are made in open front style with deep soft cuffs and stiff bands and are sure to arouse the favourable comment of well dressed men. Regular \$1.30 each. Friday & Saturday \$1.12

MEN'S ENGLISH TWEED CAPS.

In a big collection of colors; a full idea of the assortment is given by display in our Gent's Furnishings Window. Reg. \$1.50 each. Friday and Saturday \$1.30

MEN'S RIBBED UNDERWEAR.

In a full assortment of sizes. The remarkable selling on this grade of underwear during the past few weeks urges us on to offer new, seasonal bargains that are in constant demand. Reg. \$1.75 garment. Regular \$1.50. Friday and Saturday \$1.60

If you are looking for Good Value, you no further than ROYAL STORES