



Evening Telegram

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

MONDAY, April 14, 1919.

The Railway.

The condition of the main line of railway covering the trans-insular route, St. John's to Port aux Basques, a distance of, approximately, 550 miles, is such, that unless something is done toward its reconstruction at once, a more terrible accident than any yet recorded will in all probability occur. For the past year the new management, which assumed power in such a sensational manner and with such a flourish of trumpets, has apparently neglected and ignored the rotten condition into which the trunk line has fallen, as much so that to hear of a train making the through run without accident of some kind is the exception rather than the rule. The winter season through which we have just come, has not been a hard or severe one on the whole, yet the whole train service is in such a state of demoralization and confusion that no dependence whatever is or can be placed in the professions of the company that they intend to inaugurate improvements. We have heard this same statement before and at one time gave credence to it, but time has passed and we see no efforts whatever made to even put the track in a condition which will guarantee even a minimum of safety. For this neglect the company are not alone to blame. The Government must accept part of the responsibility, and for every death which has resulted from train accidents: for every injury which has been received by passengers traveling on the railway operated by the Reid Newfoundland Company under contract with the Government of Newfoundland, that Government stands jointly culpable with the company. There is, we believe, an official in the public service, drawing a very large salary, known as the Government Engineer, whose duties require that he periodically make a run over the railway and report on its condition. Doubtless such reports have been made, and as doubtless pigeon-holed, for the public have not had any official intimation whatever that the road is in a deplorable and practically unsafe condition for the carriage of passengers. No official intimation that is if we except the statement made by Hon. W. W. Hartyard, Colonial Secretary, who in speaking on the subject of Railway extension at the House of Assembly, Thursday, April 13rd, said:

"The main line of railway is in a terrible condition; the rails are worn out; the road-bed gone; rolling stock out of general repair and is in such a bad condition generally that it is not safe for human transportation."

No words of ours can add to this strong condemnation of the laxity which has been permitted to prevail with regard to our most important line of communication with the world outside. Coming from the Colonial Secretary it serves to strengthen the feeling that there has been gross negligence on the part of both principals to the contract, the proper and systematic carrying out of which has never been insisted upon by the present Government, nor by their predecessors in office back to 1909, in which year Sir Edward Morris succeeded Sir Robert Bond as Premier. Since then Newfoundland has been under three separate and distinct administrations, in theory not in fact; the Morris, Coalition and National, all of which, however, have allowed the railway company to do as they pleased, the last being so absolutely spineless that it is generally conceded the company controls it out and out.

Protests have been made aplenty by commercial institutions, but the only replies they receive from departmental heads of the railway are such as children would hesitate to write, consequently there is no hope, under present circumstances, of any minor change for the better taking place. Newfoundlanders are an easy-going people, but when once their patience and forbearance wear out they exact a reckoning which becomes historical, and if we mistake not the signs of 1919 bear a remarkable resemblance to those of 1900, and history may again repeat itself.

The Fires of Victory.

The Allied countries are now beginning to formulate some general scheme for a universal celebration of the signing of the Peace Treaty, but apart from their idea, it is proposed that the British Empire have a demonstration of rejoicing peculiarly its own and within its own dominions. Canada, Australia, New Zealand, South Africa, the Colonies and Protectorates are arranging separately for some unique celebration which will be both appropriate and commemorative of the most important event in the history of the world. Newfoundland does not, as yet, appear to have taken any step toward joining in this movement. With the probabilities that the signatures of the powers will be attached to the document by Easter, it is quite time that if we are to participate that something be done. As the time is now too short for anything elaborate to be prepared, we suggest that it is quite feasible for us to make a few links in the "Chain of Bonfires" which the Overseas Club are endeavoring to have as a world-wide Empire illumination. Newfoundland might well have its own chain of bonfires from Cape Bauld to Cape Race and Cape Ray, and from the high hills of the latter the lights of a beacon fire would easily carry to St. Paul's Island and thence to Cape North, across the Gulf, in Great Britain, thus joining the chain which would illuminate Canada from the Atlantic to the Pacific, proclaiming the glad news to the peoples everywhere, that peace is an actual fact. Very little expense is necessary for the display. St. John's is in telegraphic communication with every place of importance in the island and arrangements can quickly be made, while supplies for the bonfires are easily available. Each centre should have a local committee, under whose direction the building and preparing of the pile should be, and at the given time the signal to light up could be flashed along the wires and simultaneously every bonfire would burst into flame, encompassing the island with a fiery circle of light, meet symbol of the light of peace which will have poured its rays on a torn and battered world, and radiated its beneficent gleams on the furled battle banners of the nations which but lately were engaged in bloody combat.

Aviation Set-Back.

Owing to bad weather conditions the trans-Atlantic air flight timed to start on Saturday evening was postponed. Lt.-Com. Grieve and Mr. Hawker were already to start in their Sopwith machine when messages warned them of the unsettled atmospheric conditions in mid-Atlantic.

Among those present to witness the start were His Excellency the Governor, Capt. Campbell, A.D.C.; Rt. Hon. the Premier, Hon. Sir M. P. Cashin, Hon. Sir P. T. McGrath, Mayor Gosling, Hon. Ellis, Coaker, Clift, Mr. R. G. Reid, Dr. Robinson, P.M.G., and several others. The conditions were still unfavourable. What is required is a moderate westerly wind and clear atmosphere to pass over Newfoundland and the Gulf stream. This is looked upon as the most difficult part of the journey. They expect to do the passage in 19 to 24 hours, and land at Brooklands, London.

The Sopwith has a 260 h.p. engine and a fuel capacity for 25 hours at a speed of 100 miles per hour, and the aviators are confident of performing the feat before them. If accident should befall them destroyers are posted at intervals along the ocean for the purposes of rendering aid if necessary.

The Sopwith takes a mail from here, as follows: 78 ordinary letters, some of the senders of which are said to be paying as high as \$500.00 an ounce for the privilege, and the following official letters: Three from His Excellency the Governor, two from the Rt. Hon. the Premier; one from Chief Justice Sir William Horwood, three from Hon. Colonial Secretary Hartyard, and one from Dr. Robinson, Postmaster-General; one package of parcel post—a bundle of photographs for the "Daily Mail," is included.

Work is also being rushed on the Martinside machine at Pleasantville, and preparations are expected to be completed to-day, so that the race between the two promises to be keen and spirited.

McMurdo's Store News.

MONDAY, April 14, 1919.
We have just opened a line of Menthol Pencils—which pencils we have been out of for a considerable time. Menthol Pencils are useful for headaches, neuralgia, face-ache, nerve-pains, etc., and will generally give quick relief. Price 25c.

There is also a lot of nail-files, (several different styles and sizes) nail clips (useful little articles), and styptic pencils (valuable for small cuts and scratches), and manicure implements. We would ask all interested to have a look at these lines.

"Stafford's Phorator" for all kinds of Coughs, Colds, Bronchitis, Asthma and various Lung Troubles.—Feb14,19

G. KNOWLING, Limited.

have just received the following:
50 kegs Ground Ginger.
200 kegs Bicarb Soda.
50 brls. Washing Soda.
3 brls. White Pepper.
3 cases Bird's Custard Powder.
2 cases Cadbury's Cocoa.
1 case Rice Flour.
1 bri. Hellebore Powder.
1 case Beecham's Pills.
2 cases Carb. Ammonia.
For sale at our usual low margin of profit.

G. KNOWLING, Limited.
apr12,31s.m.f

The Sopwith Biplane.

Up to press hour the Sopwith Aviators had not decided to make the attempt this afternoon, although, as on Saturday, it was possible. They were waiting for meteorological reports from across, and the information contained in them will decide whether or not the flight will be made. Neither fog nor rain matters, for the machine can rise above both. The air currents and other atmospheric conditions are the determining factors.

Big Naval Plane.

There is now being rushed to completion in the naval factory at Philadelphia, Pa., what will no doubt be the largest airplane ever constructed in the United States. From such details as have been permitted to reach the press, it is understood that the machine will be merely an enlargement of the present naval flying boats. It will be known as the Model T. The upper wing span will be 250 feet, which is 124 feet more than the N.C.1, the largest American plane to date. The lower wing will be 25 feet less. The length of the craft over all will be 80 feet, while the wings will be 12 feet broad and 14 feet apart. The Model T will carry five Liberty motors of 400 horse-power each, three being tractor and two pushers. This power equipment is similar to that of Lieut. Porte's British triplane, which is equipped with Rolls-Royce engines instead of Liberties. It is predicted that the new machine will readily carry 75 passengers, making ample allowance for sufficient fuel oil and such other supplies as may be needed for a 2,000-mile flight.—Scientific American.

At St. Thomas's.

Yesterday the services at St. Thomas's dwelt on the importance of the Lenten season, and the mission services conducted during this time. Dr. Jones preached both morning and evening; at the latter service he preached on "the lost opportunity."

He pointed out that there are two things to do, (1) to seize the opportunity, and (2) to know the value of the opportunity. A knowledge of the latter very often makes us keen on the former. New opportunities, he stated, came to us as well as clergy, but in both cases the chance of doing some good is neglected, the opportunity lost. Employees go astray because of the master's lack of warning; children wander away from the straight path because of the parents' lost opportunities. In every walk of life the same tale is told over and over again, "a lost opportunity." Then going back to Biblical history the preacher referred to the first Palm Sunday depicting how Christ wept over Jerusalem. He declared that Jerusalem was a type of us; we have been flooded with light, but we do not make use of our light to light the world. As instances of those who lost their opportunities on that Palm Sunday so many years ago, Judas Iscariot and Pontius Pilate were named, and in connection with them he stated that each lost opportunity, each rejection of Christ paves the way to self-destruction and that outward washing, as done by Pilate, did not excuse a man. As instances of opportunities seized he named Mary who announced our Lord, and also the good man of the house into whose home Christ ate the Passover, and also the dying thief. He thanked God, likewise, that there were many to-day—some nameless—who are seizing the opportunities. Lastly he took the words, "Because therefore," and declared that the because, the beginning of life was the thing that mattered to us, as the therefore, the ending of life was in the hands of God, and no excuse was sufficient cause for us to neglect the essential things that came to us.

AT THE CROSSBIE.—P. Lillstrom, England; B. S. Abbott, Toronto; W. S. Gale, St. John's; E. Pierce, Montreal; A. S. Moffatt, Boston; Noel and Mrs. Collins, New York, are registered at the Crossbie.

The Martinside Machine

Progress on the assembling of the Martinside flier goes on apace, the five mechanics working tooth and nail to get everything ready for the first test-flight. A great tent hangar has been erected, but just when the first flight will be made is yet a matter of doubt.

Casualty List.

RECEIVED APRIL 14TH, 1919.
At 25th General Hospital, Harbord, April 6th.
3743—Pte. Wm. J. Lane, Summer-ville, E.B. Removed from dangerously ill list.
At 6th General Hospital, Rouen, April 6th.
4537—Pte. Richard Pilgrim, St. Anthony's Bight. Still dangerously ill. J. R. BENNETT, Minister of Militia.

C. M. B. C.

At yesterday's session of the C. M. B. C., the attendance was fairly large. The address was given by the Rev. Mr. Vivian, late Chaplain with the Royal Navy and who arrived in town from across Saturday. He gave a very interesting account of the work of the Navy and of the life of the Blue Jacket, illustrating the lecture by anecdotes of the Navy life. His address was most interesting, and the class was well pleased to have Mr. Vivian among them for a Sunday.

Obituary.

There passed away this morning, a respected citizen, in the person of Mrs. Kennedy, widow of the late Patrick Kennedy, tailor. Mrs. Kennedy had been ill for the past two years but it was hoped would live until her son, who is studying for the priesthood at St. Augustine's Seminary, Toronto, had completed his studies. She leaves to mourn her a son, a daughter, mother and two brothers.

Missing Man Turns Up.

The Deputy Minister of Justice received word to-day from Lawn that Connors, the missing man turned up last night in an exhausted condition, after spending twenty days in an old tilt in the woods, twelve miles from there. He says he lived on berries and game during the time he was away from his home.

Reids' Boats.

Ethie left Placentia 5 a.m. Saturday for the Western route. Glencoe arrived here this a.m. from Placentia. Argyle left here Saturday. Meikle left Louisbourg 7 a.m. yesterday, coming here. Sagona left here 2:30 p.m. Saturday.

Shipping Notes.

The Ludwig Bramsen, which recently arrived with a cargo of salt for A. S. Rendell & Co., is now loading codfish at G. M. Barr's for Brazil.

The Annie M. Nodeau has sailed for Oporto with fish cargo from T. H. Carter & Co.

The Frank H. Adams is loading codfish at G. M. Barr's for Portugal. The Catherine E. has entered Margstown to load codfish from the Margstown Trading Co. for Boston.

The s.s. Sheba is due this afternoon from Sydney, freight laden for the Reid Nfd. Co.

The s.s. Sabie I. is expected to-night or to-morrow with general cargo from Halifax.

Items of Interest.

From the Exchanges.
Fell Over.
Samuel Saperstein ran to the edge of a roof from which he was viewing the parade of the 27th Regiment at New York, lost his balance and fell seven storeys to his death.

Valuable Steals.
One of the greatest stores in New York City, doing a business of \$10,000,000 annually, estimates that two per cent of its sales, or \$200,000, is stolen from the store every year.

Compare Them.
The Napoleonic wars cost six and a quarter billion dollars. The present war has cost two hundred billion. Yet our forefathers thought they had witnessed a life-sized war.

Train Movements.

Saturday's west bound express arrived at Millertown 12:55 a.m. Yesterday's west bound express left Benton 6:30 a.m.

Here and There.

POLICE COURT.—No cases were heard in the Police Court this morning.
SMALLPOX AT BONNE BAY.—Two more cases of smallpox have been reported from Bonne Bay.

Here and There.

When you want Steaks, Chops, Cutlets and Collops, try ELLIS'.
WEATHER ACROSS COUNTRY.—Wind N. E., light, dull; raining at places; 22 to 42 above.

When you want Sausages, why—get ELLIS'; they're the best.

LEAVES HALIFAX TODAY.—The S. S. "Sabie I" will leave Halifax, for this port, today.

When you want Roast Beef, Roast Veal, Roast Mutton, Roast Pork, try ELLIS'.

TO INVESTIGATE.—Dr. E. Chisholm has gone to Chance Cove to investigate a case of suspected smallpox. Rev. W. A. Butler having reported same to the Health Authorities.

St. John's Choral Society will meet for practice to-night at 9.10 o'clock, in stead of 8 p.m., in the Presbyterian Hall.—apr14,19

C. L. B. BAND CONCERT.—The C. L. B. Band will hold a concert on Easter Monday night, at the College Hall, some of the best vocalists of the city assisting.

COCHRANE ST. CHURCH.—Divine Service will be held in the lecture room of Cochrane Street Methodist Church, every evening this week, excepting Saturday, to commence at 7.45. Members of the congregation are urged to attend as many of these services as possible.

In Memoriam.

IN LOVING MEMORY
of Private William Donnelly, killed in action in the battle of Monchy, April 14th, 1917, aged 18 years. May his soul rest in peace.

IN FOND AND LOVING MEMORY
of our dear boy, Private Thomas J. Ring, killed in action somewhere in France, April 14th, 1917, aged 19 years, only son of Mr. and Mrs. M. Ring, 33 Mullock Street.

But we must shed our tears at home For you we dearly love, Until one day we meet again In that bright home above.

IN LOVING MEMORY
of Pte. Richard Volsey, who was killed in action in France, April 14th, 1917, also his brother Leo who was killed in action August 9, 1917. May their souls rest in peace.

IN LOVING MEMORY
of Private Robert Hickey, Barbers Hill died of wounds somewhere in France, April 15, 1917. May his soul rest in peace.

IN LOVING MEMORY
of Private Daniel Francis Connors, reported missing April 14th, 1917. Since reported killed in action.

Far from sorrow, far from sin, Passed beyond all grief and pain, Death for thee is truest gain. For our loss we must not weep, Nor our loved one long to keep From the home of rest in peace, Where all sin and sorrow cease. Died.

IN FOND MEMORY
of Peter F. Bennett, missing somewhere in France, April 14th, 1917.

IN LOVING MEMORY
of Lieut. Sid Stephenson, Killed in Action, April 14th, 1917.

IN LOVING MEMORY
of Private Jimmie O'Brien of Topwell, who was killed in action, April 14th, 1917, at the gallant charge of Monchy, while fighting in defence of King and Country.

IN LOVING MEMORY
of Sergeant James J. Gear, who was killed in the battle of Monchy, April 14th, 1917. May his soul rest in peace.—Mother.

IN LOVING MEMORY
of our dear son, Capt. Charles St. Clair Strong, of the 1st Royal Newfoundland Regiment, who died of wounds in France, April 13, 1918.

For there is hushed on earth A voice of gladness—there is well-ed a face, Whose parting left a dark and silent place.

By the once-joyous hearth, A smile hath passed, which filled his home with light, A soul, whose beauty made that smile so bright.

BORN.

On April 13, a daughter to Mrs. and Mrs. George Kirby, 27½ Mullock St.

DIED.

This morning at 10 o'clock, Catherine Channing, relict of the late Patrick Kennedy, aged 62 years, leaving a mother, one son, a daughter and two brothers to mourn their sad loss. Funeral notice later.

COAL!

Now landing, a cargo of

Best Sydney COAL.

You will find, as others have found our quality, the most satisfactory in town.

Phone 376, or call at 10 Queen Street.

M. MOREY & CO.



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One of a half a million Overlands now in use.

Beautiful in appearance, powerful in performance, comfortable even on rough roads because the cantilever rear springs smooth out the bumps of the road. Big tyres help to ease the going.

There is plenty of leg room for both driver and passengers. Electric control from the steering column, simple to operate. Women drive it with ease.

Light, but easy riding; powerful, but easy driving; is practical enough for the roughest going.

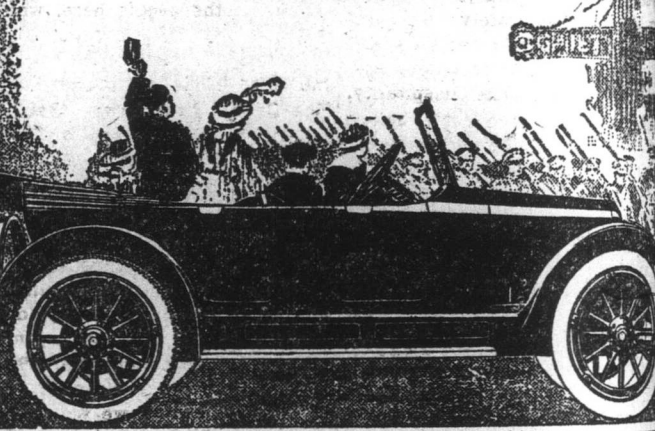
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Forty Years in the public service—The Evening Telegram