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It is also an offence for any person not serving in His Majesty's naval or military forces to wear without His Majesty's permission the uniform of any of these forces, or any dress having the appearance or bearing any of the regimental or other distinctive marks of any such uniform, in such a manner and under such circumstances as to be likely to bring contempt upon that uniform, or employs any other person so to wear that uniform or dress, under a penalty of fifty dollars or one month's imprisonment.

June 17, 1919, ed.

A. E. HICKMAN,  
Minister of Militia.

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BOARD OF TRADE BUILDING.

June 18, 1919, ed.

Alcock and  
Brown's Story.Vickers-Vimy Had Narrow Escape  
--Speed Reached Nearly 150  
Miles Per Hour.

LONDON, June 15.—When the Vickers-Vimy biplane, driven by Captain John Alcock, was first sighted crossing the Irish Coast, says a despatch to the Daily Mail from Clifton, an aeroplane flew out from the Grandmoor aerodrome to render assistance. This machine landed near the Vimy, but unfortunately was wrecked, owing to the softness of the ground.

When the Vickers-Vimy machine landed, Lieut. Arthur W. Brown, the navigator, said to Captain Alcock: "What do you think of that for fancy navigating?" and the pilot of the machine responded: "Very good." The two men who had just completed an epoch-making voyage then shook hands.

When assistance reached the machine, the two aviators were helped to the ground and it was found that Lieut. Brown was slightly injured on the nose and mouth by the jolt given on the machine when it struck the ground. Both men were deaf and dazed and were unable to walk steadily for several minutes. They were escorted to the wireless station in triumph, being given the best hospitality available. They distributed cigarettes as souvenirs and gave away the small dog and cat which were mascots during the trip. The entire equipment was rain-soaked by the downpour during the journey.

Describing the trip, the aviators said they had a very trying ordeal. Captain Alcock saying that the sun came out only once when the biplane had attained a height of 11,000 feet. Only three astronomical observations were possible during the voyage. The altitude of the machine varied from a few feet from the water up to thirteen thousand feet and the fliers never sighted a single ship.

Only 30 Feet Below.

"I did not know once during the night whether I was upside down or not," said Captain Alcock. "Once we ascended hurriedly when we saw the green Atlantic only thirty feet below."

The breaking away of the propeller generating current for the wireless apparatus soon after the start prevented the men from communicating with the shore. When it happened, Lieut. Brown noticed that the propeller had carried away with it, one of the stay wires, but he did not tell Captain Alcock until after they had landed at Clifton. When Alcock learned of the accident he said: "I would have turned back had I known."

Weather conditions were very bad during the trip and Lieut. Brown had to climb from his seat to clear the ice from the petrol gauge.

By noon to-day both men were looking perfectly well and willingly distributed autographs to admirers. Captain Alcock wanted to fly to England in a borrowed plane, but his companion observed: "I have had enough flying for a bit."

Captain Alcock exhibited a bunch of rain-soaked letters which he had been asked to mail if the flight was successful, saying: "I am the first trans-Atlantic postman."

The two aviators said they were once in real danger when the machine went into a flat spin, owing to the pilot being unable to know how the machine was moving. Lieut. Brown, noticing that the compass needle was swinging from side to side—the first indication that something was wrong—managed to get Captain Alcock to understand the difficulty. The machine travelled at the rate of 148 miles an hour at times, and the pilot once found himself diving straight toward the surface of the ocean. He was so near the water that he had to "snatch in the machine from its dive so quickly that it almost looped the loop." He says the machine would have crumpled up had it touched the water at the speed it was then travelling.

His Mother's Faith.

LONDON, June 16.—The Manchester home of John Alcock, pilot of the

Vickers-Vimy biplane, which on Sunday morning completed its flight across the Atlantic from Newfoundland by landing at Clifton, Ireland, was besieged by visitors, yesterday, the callers standing in line to shake hands with Captain Alcock's mother. She said during the day: "I had faith in my son. He told me he would make the flight safely."

Found Seals Intact.

LONDON, June 16.—Major Mayo, of the Aero Club, has inspected the biplane, which is being guarded by soldiers, and has found the seals on the marked parts of the machine intact, according to a wireless despatch received here from Clifton, Ireland.

The steel construction of the fuselage section, as well as the main span of the lower plane, were broken, but the steel construction of the fuselage saved the machine from further damage. The two engines ran smoothly throughout the flight and when the airplane landed there were still two hundred and ninety gallons of petrol left in the tank, sufficient for a further flight of ten hours.

## Romance of the Flight.

Lieut. Brown was to be Married Last April but Postponed Wedding Until After the Trip.

LONDON, June 16.—"Magnificent! I never doubted your success," was the congratulatory message sent Lieutenant A. W. Brown by his fiancée Miss Kennedy.

"The suspense of waiting for the news was terrible," said Miss Kennedy. "I will sleep sounder to-night. A message from the Daily Mail Saturday evening told us that the flight had begun. I did not expect to hear anything further before noon Sunday at the earliest, and when I learned of the safe arrival of the plane during the forenoon I was almost beside myself with joy."

The marriage of Lieut. Brown and Miss Kennedy originally was fixed for April, but when Brown understood that he was to pilot a Vickers machine, the wedding was postponed until after the attempt had been made. Brown and Miss Kennedy worked together in the aircraft department of the Ministry of Munitions during the war and became acquainted. They became engaged last October.

Remove stains from the fingers by washing them with a nail brush wet with tea, and then in warm water. To save the pimentos which have not been used at a meal, put in a jelly glass, cover with cooking oil and place in the refrigerator.

Terra Nova, I'm  
Yearning for Thee.

I'm thinking this eve' of home and of loved ones:  
And familiar dear faces I'm longing to see:  
Hill and dale where I roamed in the years of my childhood  
Terra-Nova my country, I'm yearning for thee.

Dear Terra-Nova when again shall I see you  
Your meadows, your mountains,  
Your brooks deep and wide,  
And villages that nestle in sweet peaceful valleys  
Your mantle of snow like the veil of a bride.

Oh! to sit when the shadows are gathering  
Of eve, to hear the robin red sing:  
And watch lowing herds o'er the hill  
And slowly winding  
And hear vesper bells as they melodiously ring.

I've seen many countries, fair scenes and fair cities,  
But none seems so dear as that land o'er the foam.  
I'm longing and sighing; a voice seems crying  
Come back you my children, come back to your home.

'Tis dear Terra-Nova, I now hear her calling,  
She pleads with her nurslings to come back again:  
Like a mother once more she wants to embrace them,  
To see them depart—it causes her pain.

Newfoundland my Country, soon again shall I see you.  
And sit in the shade, of your sweet smiling pines:  
To dream as I often times dreamt in my childhood  
And gaze on your lakes when the moon o'er them shines.  
"CHRISTINA."

Haddon Field,  
New Jersey, U. S. A.  
June 12, 1919."A Mystery of  
the Barrens."

Editor Evening Telegram.

Dear Sir:—Please allow me space in your valuable paper to make a few remarks concerning the letter in your paper of the 19th, entitled, "The Dog Nuisance." During the last week quite a lot of sheep have been destroyed on the barrens, inside of this village. By reading the letter in the Telegram anyone would think that the dogs of Topsall were to blame for destroying the sheep. Last year there were other sheep destroyed, and when they came to look into the matter it was found that the dogs were licensed. Then why could it not be the same dogs that have done this thing again? There have been no dogs from Topsall seen there yet, but a couple of strange dogs have been seen. I understand that trappers from St. John's have brought and let loose their dogs. There have been dogs in Topsall for the last ten years or more and sheep have been let out on the barrens and nothing happened until last year. There are sheep along the roads but none have been destroyed. If the dogs of Topsall killed the sheep on the barrens one would think that they would be there again. However, they haven't been seen there since the sheep were destroyed and people have been on the barrens every day since. Why does the writer of that letter blame the dogs of Topsall without proof? I do not mean that they wouldn't do it, of course. Dogs are dogs, but I would like to see the reason for blaming them. If the dogs of Topsall are destroyed, how are people going to get paid if their animals are destroyed later on? I have sheep but no dog. If my sheep are destroyed where am I to get paid? Will the license for dogs outside of this district pay for dogs outside of this district pay here and let the license for them pay the damages? I would like for somebody in the city with common sense to send me an answer to this letter. Thanking you for space.

I remain,  
Yours truly,  
A BARREN'S TRAVELLER.  
Topsall, June 19, 1919.

To Mr. and Mrs. Albert Schlegel of Ottawa, the twenty-first baby has been born.

BIG PUBLIC MEETING,  
CASINO THEATRE,  
Monday Evening, 8.15.

## Great Housing Scheme.

UNDER THE AUSPICES OF—

His Excellency Governor Harris,  
His Grace Archbishop Roche,  
The Lord Bishop of Newfoundland,  
Rev. L. Curtis, M.A., D.D., M.B.E.,  
President of Methodist Conference.  
The G.W.V.A., L.S.P.U., N.I.W.A., Coopers,  
and all City Trade and Labor Unions.

SPEAKERS:—

His Excellency the Governor,  
Hon. John Anderson, Rev. Dr. Greene,  
Rev. Canon Bolt, Rev. Dudley B. Ashford,  
Rev. Dr. Jones,  
Jas. McGrath, Esq., H. Mitchell, Esq.,  
T. M. White, Esq., Hon. M. P. Gibbs, K.C.

BUSINESS:—

To submit resolution to the public asking its co-operation to the scheme which proposes the erection of 600 houses for workmen, returned soldiers and sailors.

WM. LINEGAR, ESQ., Chairman.  
MATTHEW PRIM, ESQ., Secretary.

June 20, 31

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## Ballet Dance

## Entertainment

Thursday & Friday, June 20  
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## "BROWN WITH A"

will be repeated (under the direction of the Band in attendance. Proceeds in aid of the Ben Camp. Tickets on sale at Grand Opera House. Reserved Seats 75c, 50c. General admission June 19, 21

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## Bolshevism Proclaimed.

(From the Morning Chronicle.)  
From the beginning of the Winnipeg strike, and even before, it has been a matter not of suspicion, but of certainty that some at least of those directing it had Bolshevistic and not industrial ends in view. Their aim was not to improve the conditions of labor, and so benefit the community, but to overthrow established institutions and thus produce anarchy, from which they hoped to reap personal advantage. It was unnecessary that discovery should be made of the literature which they had printed, and were prepared to issue had they been more successful, to prove this. The Winnipeg strikers have not only their personal leaders and mouthpieces, but they have an official organ. On May 16th, the day after the strike began, the organ referred to, called "The Labor News," named the following editorial manifesto:

"The fight is on. It overthrew the Governments in Russia, Austria and Germany. Now it has Winnipeg in its grip. We shall fight until we win."  
This declaration should be kept constantly before the eyes of the people of Canada, and duly impressed on their minds. There is no ambiguity about its phrasology. It is