

1919--The Memorable Year--1919

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frequently took trial flights over the city for purposes of test and observation. In the meantime Major Morgan accompanied by P. F. Raynham, the pilot, had returned bringing the Martiney biplane, which was taken from St. John's and trucked to Pleasantville. Two competitors were now in the field, both waiting the right kind of weather for a get-away.

The American Attempt.

Not to be outdone by British rivals, the airmen of the American Navy entered upon the scene, and an invasion (peaceful) of Trepassey by ships and airplanes from the United States occurred. Four seaplanes were equipped for the flight across, which, however, was not a non-stop but a relay. One of these did not make the trip owing to an accident after leaving Halifax, N.S. After spending considerable time at Trepassey, getting ready and tuning up and seeing that nothing was left to chance, NC-1, Three and Four took off at 7.45 o'clock on the evening of May 16th, on the first leg of the flight--the Azores. Only NC-4 arrived there without accident, NC-1 not turning up until three days after leaving Newfoundland, NC-3 being abandoned at sea. NC-4 was thus left to continue alone, which it did, arriving at Plymouth, England, on May 31st, via Lisbon, Portugal, having flown a total of 3,946 miles, her actual flying time for the distance being 59 hours, 56 minutes. The Americans had scored first, but the real honors were to come to the British later.

The First Start.

Not until Saturday, May 19th, did meteorological conditions point to a favorable time for the start of the British planes, and Hawker and Grieve were not slow in taking advantage. At 3 o'clock in the afternoon, they climbed aboard the Sopwith, and bidding good-bye to the few who had known of their intention, got their machine in motion and with a short space were gaily heading over the broad Atlantic. The Martinsyde men were not aware of Hawker's readiness to get away so soon, and desiring to emulate the Sopwith, they too rushed things and at 4.20 the stand-clear signal was made. But unfortunately fate was not kind, the machine meeting with an accident before it took off from the ground. Luckily neither of the fliers were

killed though Morgan received some severe injuries, and the plane was damaged considerably. It was subsequently rebuilt and essayed another attempt, with a similar result to the first. It might be said here that Hawker and Grieve failed to reach Ireland, having been forced to descend to the surface, through something going wrong. After undergoing serious privations and much suffering they were rescued by the Danish steamer Mary and taken into port in Scotland.

The Successful Flight.

Two other groups of competitors had arrived in Newfoundland while the Sopwith and Martinsyde were making ready. These were Messrs. Alcock and Brown, of the Vickers-Vimy Co., with a Vickers bomber, plane, and Admiral Mark Kerr, Messrs. Brackley and Gran with twelve mechanics and a giant Handley-Page machine, which was taken to Harbor Grace and set up, but ultimately withdrew from the transatlantic flight going to America instead. The Vickers-Vimy people set up their machine at Pleasantville, the real scene of the take-off, however, being from a field near the Ropewalk. Everything being in readiness, Captain Alcock and Lieut. Brown waved their farewells from the fuselage of the Vimy at 12.45 p.m. Saturday, June 14th, and in sixteen hours and twelve minutes from the time of leaving St. John's, the air route of the Atlantic had been traversed and the intrepid aviators were wiring their arrival from Clifden, Ireland. Alcock, the pilot, and Brown, the navigator, were subsequently knighted by King George V. receiving the insignia of the Order of the British Empire. The former did not live long to bear the honor conferred, for the sad news came over the cables that on Friday, Dec. 19th, a waterplane which he was flying in France, crashed and gallant Alcock died shortly afterwards of injuries received. Cut off in the prime of his life and fame, the memory of Alcock will never die. Hundreds of years hence his name will be as fresh as though his wonderful feat of making the great flight, were new as it is to-day.

C-5's Misfortune.

America had made another bid for an aerial crossing of the Atlantic, non-stop flight, but this time with an altogether different craft. Thursday morning, May 15th, St. John's was all agog when the news was announced that a big dirigible balloon was in sight, making this way. Soon it was visible to the spectators who had gathered upon every point of vantage

and grandly and gracefully it swept over the hills, and in response to a touch of the helm turned its nose downwards and came to a stately anchorage on the field at Pleasantville. This airship was the C-5, and thousands were on the ground to greet her arrival. But alas for human hopes. Within five short hours of its mooring, the giant airship was torn from its moorings and became the plaything of the winds. Drifting out to sea, it was soon lost sight of and all attempts at salvage failed. Greatly disappointed the crew embarked on the U.S.S. Chicago, which had preceded the dirigible's arrival, in order to prepare a landing place, and the warship shortly afterwards left port. The British had better luck with their dirigible R-34, which made the aerial round trip from England to Long Island and back, without mishap. It might be noted that this airship passed over the southern portion of Newfoundland, but did not stop en route.

Political Events.

The first real sign of a popular upheaval against the National Government occurred on April 5th. Prior to this date there had been a considerable sentiment in the abstract, of hostility, but it did not assume any concrete form until the date named, when in the Casino Theatre a mass meeting to protest the Government's spring election programme was held. A resolution to this effect was submitted and carried by acclamation, a solid mass of voters rising to their feet as the chairman called for its adoption and acceptance. On the following Monday evening the greatest and most spontaneous gathering ever witnessed in St. John's was again in audience at the Casino, and at 8 o'clock, the multitude filed out of the building and forming in procession, order, some 3000 strong, marched to Government House, where a select committee presented the resolution passed on the previous Friday to His Excellency. This remarkable demonstration was simply the result of a popular resentment against the National Government, because of its affiliation with Coaker, and the subordination of the courses of legislation to his wishes. The immediate result of this general outburst of indignation was the withdrawal of the objectionable election Bill by the Prime Minister, Sir W. P. Lloyd. Once more the peoples will prevailed. An extension Bill was passed prolonging the life of Parliament to September 30th.

The next move in political circles was the formation of a new party to oppose the Government and if necessary the F.P.U., whose members in the House, led by the President, had become the opposition. After many attempts to obtain a leader the choice of those against the Cashin administration fell upon Hon. R. A. Squires, who it may be said did not need a second invitation, but at once accepted and copperfastened the invitation to lead. Candidates, however, enrolled themselves under his banner but slowly, and eventually he was obliged to unite forces with Mr. Coaker and the Squires-Coaker party was formed, later in the season. A Labor Party was also organized in St. John's and a manifesto issued, but owing to a misunderstanding, three candidates only were entered for the contest, held on November 3rd and the Cashin Government was badly beaten at the polls by the combined Squires-Coaker candidates, the returns showing: Government 12; Opposition 24. Later, Mr. MacDonnell, the member elect for St. George's District, left his party and went over with the Cashin party, making the standing--Government (Squires-Coaker) 23; Opposition, (Cashin) 13. It will be noted that the Government of Sir Michael Cashin, resigned almost immediately following the completed election returns the Squires-Coaker Cabinet being sworn in on November 17th. Bye elections were announced to be held in the districts of Twillingate, Bonaville, Trinity, Harbor Grace and Fortune Bay, on December 30th, but were not contested by the Opposition Party and the Government candidates for these, viz. Hon. W. B. Jennings, Minister of Public Works, Hon. W. F. Coaker, Minister of Marine and Fisheries, Hon. W. W. Hallyard, Minister of Posts and Telegraphs, Hon. A. Barnes, Minister of Education and Hon. W. R. Warren, Minister of Justice, were all declared elected by acclamation on Nomination Day, December 20.

British Ship Wet, American Dry.

The two former German liners Imperator and Leviathan, are sister ships. But their characteristics differ as much as those of flesh and blood sisters so often do. To explain, the Imperator is under the British flag, having been turned over to the Cunard Line, and she is consequently a "wet" ship, whereas the Leviathan has been awarded to the United States and is, therefore, "dry." English newspapers are calling attention to the situation, which they evidently expect will popularize their vessels as against the American. It is generally admitted by transatlantic travellers, that there is no place where the convivial glass is missed more than on board ship.

Risking Human Life for a Dog.

Early on New Year's morning of 1913, two of the dockgatesmen named George Clegg and Paul Mylchrest, accompanied by a policeman, were walking on the pierhead at Prince's Dock, Liverpool, when they heard sounds coming from the river. They stopped and leaned over the dock side to listen, and when the moans came again, Clegg said he thought a dog was drowning under the pier. Despite the remonstrances of his companions, Clegg said he must try and save the poor creature, so he obtained a rope, which he fastened to one of the stanchions of the pier, and divesting himself of his cap heavy jacket, vest and boots, he passed over the side of the pier, asking his companions to hold on to the rope, as the tide was low. The level of the water was 25 feet from the top of the pierhead, and Clegg quickly disappeared in the darkness. His merciful quest was fraught with great danger, and any mishap would have resulted in his being swept away by the tide. His companions shouted down, and a return shout said he could still hear the dog. Then the men heard him whistling and soon he gave a joyful shout, "I've got him, pull up." The two men put out their full strength, and soon drew Clegg and a fine collie dog to the top of the pierhead. The poor animal was completely exhausted, and blood was pouring from its front paws, the result of its having clawed at the granite walls of the pier in order to find some place on which he could climb. Clegg explained, "The poor fellow heard my whistle, and jumped upon my shoulders from the black water as though he was a child." It was not known how the dog got in the water, and no owner found for it, but the collie attached himself most affectionately to his rescuer ere afterwards.

Queer New Year Customs.

Many customs associated with New Year's Day have long since died out, but a few of them remained until comparatively modern times. On January 1 the Mayor of Sunderland used to pay a visit to the workhouse and perform the ceremony of "crowning" three or four of the oldest inmates. This consisted of the placing of a five-shilling piece on the heads of those selected for the honour. "God cakes" were made and eaten at Coventry on New Year's day, these being about half-an-inch thick and containing a kind of mince-meat. In Cumberland, early on New Year's morning the people went by people would assemble with long poles and baskets, and if a man was met with, he was made to mount astride the pole; if a woman, she was placed in the basket, and either person was in this manner carried to the nearest inn, where sixpence was exacted as the price of liberty. In Lancashire it is supposed to be very unlucky to meet a woman first on New Year's Day, while red-haired boys or men were also considered unlucky. In Cornwall dark-haired boys (a custom prevalent in many towns and cities) were paid to enter a house first on New Year's morning. In many parts of Scotland and in the Isle of Man, on New Year's morning the floor is swept from the door to the hearth instead of, as usual, sweeping it to the door. If the sweeping is not done in this way, it is thought that the good fortune of the family would be swept out of doors for the ensuing year. At Cambridge on December 31 people from all parts of the town assembled on King's Parade, and precisely at midnight one of the largest rockets made was fired into the air indicating the departure of the old year. As soon as the last stroke of twelve died away, another rocket, containing a number of floating stars, was launched into space as an emblem of the New Year. These rockets were visible for ten to fifteen miles round.

He Obeyed His Wife.

An amusing story is told by a woman who was at Bourneville on the occasion of the recent visit of the King and Queen, says the Toronto "Mail and Empire." It happened when Cadbury was showing them round his model village. Mr. Cadbury is not young, and the day was not a very warm one. "Put your hat on, Mr. Cadbury," said the Queen, considerate as usual. "I will not, ma'am," said the manufacturer, respectfully, but firmly. Then the Queen turned to the King with, "Will you please command Mr. Cadbury to put on his hat?" The King at once directed Mr. Cadbury to be covered, adding, "It is a royal command." Still he would not put on his hat. With true feminine resource the Queen then tackled Mrs. Cadbury. "Your husband will not obey a royal command to put on his hat," she said. "Will you tell him to?" "Put your hat on, George," said Mrs. Cadbury, and on the hat went.

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U. S. Navy.

PEACE SIGNED JANUARY 6.

PARIS, Dec. 30. Exchange of ratifications of the treaty of Versailles will take place January 6th at the Quai d'Orsay. Baron Von Loran, head of the German delegation, and Paul Dutasta, Secretary of the Peace Conference, to-night settled all points in connection with the signature except that relating to naval material which it is expected will be solved shortly. The Germans will sign the protocol and at the same time the Allies will hand a letter to them agreeing to reduce their demands to 400,000 tons if the total available tonnage has been over estimated or Germany is gravely menaced economically. In any case after the signature the Allies will get 242,000 tons of material and the balance based on the report of experts who are now checking up at Danzig, Hamburg and Bremen. The British Prime Minister, David Lloyd George, will be present at the ceremony which will be carried out without any display. Diplomatic relations with Germany will be resumed the following day when the French Charge d'Affaires will go to Berlin and French consuls will resume their posts. Allied troops will proceed on January 12th to territories which must be evacuated by the Germans or where plebiscites are to be held. It is estimated that 100 trains will be needed for this purpose.

KOLCHAK MINISTERS KILLED IN TRAIN ACCIDENT.

LONDON, Dec. 30. A wireless despatch from the Soviet Government at Moscow asserts that

Greeting 1920

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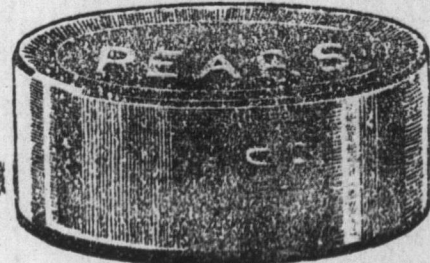
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