

EARLY CABLES

TO ASSIST THE FLIGHT.

WASHINGTON, April 2. British destroyers will co-operate with the United States Navy in patrolling the course to be followed in the projected air flight across the Atlantic Ocean next month. It was learned to-day at the Navy Department that from forty to fifty British ships would be on duty from the shores to the British Isles where under present plans the flight will start. American destroyers will patrol the course from St. John's, Nfld., to the Azores. From fifty to sixty of the craft will be used and they will be stationed at intervals of less than 200 miles. With reasonably good weather, however, the planes could fly on the water while minor repairs were being made to the motors.

ANOTHER DYNASTY GONE.

LONDON, April 2. The newspaper Vikaraj Lisy of Agram, Jugo-Slavia, according to a wireless despatch from Rome, announces that the dynasty of Kara-georgievich has been deposed and a republic proclaimed in Belgrade, the capital of Serbia and Jugo-Slavia.

GERMANY WILL PROTEST.

PARIS, April 2. Germany will persist in her opposition to the use of Danzig by Polish troops on the way from France to Poland, according to advices reaching Paris newspapers.

ONLY A FABRICATION.

LONDON, April 2. Alluding to the reports that Lenin's Bolshevik Government had made proposals of Peace through American channels, Mr. Bonar Law, the Government spokesman, said in the House of Commons to-day, that he believed there was no shadow of foundation for such reports. Neither he nor the Premier with whom he had communicated had heard a word about the matter.

ACCEPT TERMS.

NEW-YORK, April 2. Another break occurred to-day in the strike of marine workers at this port when the Lighter Captains' Union by a vote of 249 to 164, decided to accept the terms offered by private boat owners. These terms include an average pay increase of 35 a week but provide for a 10-hour working day instead of the eight-hour day sought by the strikers.

RESIGNS AFTER DEFEAT.

HELSINGFORS, April 2. The Finnish Government has resigned, following defeat in elections.

WANT INDEPENDENCE.

WASHINGTON, April 2. Members of the special mission sent to the United States by the

Philippine Legislature to ask complete independence for the Islands, established headquarters here to-day and prepared to present their case to the Government.

A JOINT DENIAL.

MEXICO CITY, April 2. The Mexican Government denies that the Japs have purchased lands in Mexico. The Jap Minister says his countrymen have no important interests in Mexico or lower California.

DENIES REPORT.

LONDON, April 2. The Serbian Legation in London has heard nothing of the reported proclamation of a republic in Belgrade. It says that the report is quite untrue.

HOLDING INVESTIGATION.

BERLIN, April 2. The Germans have begun an investigation into the execution of Capt. Fryatt. Many witnesses have been called. Great Britain is represented at the probe. The first witness was Danzer, commander of the submarine, alleged to have been attacked by Fryatt.

ONLY SIMPLE JUSTICE.

PARIS, April 2. No Asiatic nation could be happy in a League of Nations in which sharp racial discrimination is maintained, Baron Makino, head of the Japanese delegation to the Peace Conference declared in a statement to the Associated Press to-day on the position of Japan. "We are not too proud to fight," the Baron said, "but we are too proud to accept a place of admitted inferiority in battling with one or more associate nations. We want nothing but simple justice."

BAVARIA'S DEMAND REFUSED.

BERLIN, April 2. A Munich despatch to the Frankfurter Zeitung says the Imperial Government has refused Bavaria's demand to be represented at the Peace Conference.

NOW ADMIRALS.

LONDON, April 2. The King has approved the promotion of Admiral Viscount John Jellicoe and Vice-Admiral Sir David Beatty to be "Admirals of the Fleet" in recognition of their distinguished war services.

A MONARCHIST DEFEAT.

WASHINGTON, April 2. Reports of the recent Finnish elections reaching the State Department show a complete defeat for the Monarchist element, and are said to mean that the existing constitution is doomed.

PAYING FOR FOOD.

PARIS, April 2. The French Foreign Office was advised to-day that \$55,000,000 in gold was deposited on Tuesday by the

Germans in the Belgian National Bank at Brussels. The gold is collateral for the payment of foodstuffs which the Allies are permitting to enter Germany.

SMUTS TO INVESTIGATE.

PARIS, April 2. It is officially announced that General Jan Christian Smuts, member of the British League of Nations' Commission, is proceeding to Hungary to investigate certain problems arising from the armistice on which the Supreme Council desires further information.

LABOR TROUBLE IN STUTTGART.

STUTTGART, April 1. Proclamation of a strike of working people throughout Wurttemberg to-day was met by a counter strike on the part of the Bourgeoisie. Street fights developed in the afternoon and three persons are believed to have been killed while many were injured.

TYPHUS EPIDEMIC.

BERLIN, April 2. A terrible epidemic of typhus is raging at Pforzheim, Baden, according to the Tagblatt. Thousands of persons are stricken. The epidemic is attributed to bad water, and it is difficult to combat owing to the famished condition of the people.

Foreign Badges and British Regiments.

In the arms of the present German Empire the eagle is single-headed, and sustains on its breast the arms of Prussia (the original Hohenzollern arms). Austria maintains the double-headed eagle, and Russia, under Ivan III, assumed it in 1472. In 1804 the Roman eagle was adopted by Napoleon as the Imperial symbol of France. It was set aside at his fall, restored in 1852, by Napoleon III, and abolished in 1870, under the republican regime. The King of Poland also had an eagle, and the eagle has been adopted by the United States of America. The Prussian, Austrian, and French eagles have been adopted as badges in the British army. The Prussian eagle, as a badge, is worn by a regiment of Hussars. It was granted in 1798 in honour of the Duchess of York (Princess Royal of Prussia) when the regiment was known as the Duchess of York's Own Light Dragoons. The Austrian eagle is a badge of the King's Dragoon Guards. Permission was granted to that regiment to wear the double-headed eagle of Austria in the form of a collar badge "as a mark of respect" for H. L. M. the Emperor Francis Joseph, who, in March, 1895, was gazetted colonel-in-chief of the regiment. Shortly after the outbreak of the present war this distinction was withdrawn. The French eagle is worn by a regiment of dragoons, the Royal Scots Greys, the Essex Regiment, and the Royal Irish Fusiliers, to commemorate the capture of eagles in campaigns of long ago.

No Refuge for De Valera in U.S.A.

NEW YORK, March 12.—The Washington immigration officials state that Mr. de Valera, the Sinn Fein leader, will be admitted to the United States, only if he presents satisfactory passports. Great Britain would undoubtedly refuse to grant such passports, and if he should be smuggled into the United States it would be the duty of America under international law to apprehend him and hand him over to the British authorities.

Mr. Ralph F. Couch, the correspondent of the United Press of America, who interviewed Mr. de Valera, near Dublin on February 24, received from a Sinn Fein man on the next day a statement in Mr. de Valera's handwriting. It said:—"People are convinced, I suppose, that England of her own accord will not do justice to Ireland, and they doubt whether other nations will be such determined champions of right as to risk a quarrel with England when nothing but principles of justice are at stake.

"But it is surely a source of hope to know that there is in Paris one man at least who apparently realises his duty and who can accomplish what he will if only he remains steadfastly and determinedly true. Why should any of the statesmen in Paris even seek to oppose President Wilson in having the cause of justice upheld? Ireland seeks nothing from England but the removal of England's oppressive and interfering hand. Her only demand is the fundamental right to live her own life in her own way, with no limitations except those imposed by the necessity of respecting the equal rights of other peoples.

"If England accepts the principle of self-determination for this island unit, that will settle the Irish question for ever. We can ourselves settle our minority question because we shall want to. England will never settle it, because she desires to keep it unsettled.

"We ask the world to listen and judge between Ireland and England, but if the principles with which the world has rung for the past four years shall prove a mockery, if Ireland's claim is still clouded, then she must find refuge once more in her indomitable spirit—the spirit which has maintained her in the past. She can still endure, and depend upon it there is a generation now up in Ireland that will see to it that if England wants still to rule here she must do so with an unheated sword."—Exchange Telegraph Company.

Tried to Board a Phantom Ship.

WEIRD EXPERIENCES AT SEA. Deeply interested in the mind of every sailor is the steadfast belief in the phantom ship. From all times and from all parts of the sea tales have filtered through of wondrous things seen, and heard, and vanished.

Recently a sailor related his own marvellous experience just off the Cornish Coast, when he tried to board one of these unearthly visitors. It was in mid-winter, and the sailor and his companions were walking along the shore. They were attracted by some distant lights out at sea which seemed to proclaim some vessel in sore distress. Setting out in a life-boat, they arrived at what appeared to be an empty ship laden with snow and ice—this latter phenomenon all the more astonishing in that the weather had been singularly mild. As the sailor was in the act of clambering on board, the bulwarks crumbled away beneath him, and he found himself in the water. The ship had disappeared.

There is the still more amazing case in the Gulf of St. Lawrence, where the platoon of an old three-decker, wrecked in the reign of Queen Anne, still haunts the scene of its tragedy. It appears frequently, its decks crowded with soldiers, lights flickering through its port-holes, and on the bowsprit an officer points wildly at the "ships" with one hand, and at a white-faced, beautifully-clad woman with the other. Screams fill the air, a gun goes off, the lights and the ship vanish simultaneously. This is a faithful reproduction of the tragedy and never predicts disaster.

Terror of the Saragossa. These stories resemble another which overtook a passenger ship in the Saragossa Sea, a favourite abode of ghosts. The ship was lying, hecalmed, and every night the passengers would hear soft footsteps creeping along the passages, and up and down the hatchways. Watch was kept for a long while, and one night three of the crew saw a huge form rise from a mass of seaweed that lay beside the ship, and come swiftly towards them. As it reached the side of the ship they saw it was not—as they had imagined—some enormous animal—it was something altogether abnormal. They fled in terror to awaken their companions, but the thing had disappeared. It was seen several times again before the ship could resume her way.—People's Journal.

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Fero-Concrete.

In 1907 an 8,000 ton steamer crashed into a ferro-concrete jetty on the Thames. The engineer stated at the time that if the jetty had been a timber one, the steamer must have gone right through it; as it was, the only damage was the destruction of a few piles and about 20 square feet of decking. Damage to ferro-concrete work is always of a most localised nature, as was instanced at the time of the great explosion at Silvertown in January, 1917, when a steel girder weighing nearly one ton was blown up and fell headlong upon a ferro-concrete wharf some 50 yards away. It

went through a panel of the decking, but the hole made was hardly more than 1 foot by 2 feet, the adjoining beams not suffering in the slightest; the damage was therefore insignificant and most easily repaired. The localisation of damage, which is extremely important in ship construction, is borne out by observation of the effects of shell fire on ferro-concrete. On the Western Front, a ferro-concrete water-tower 53 feet high, formed for a long time a convenient observation post for the Germans, and a prominent target for our guns. When in March, 1917, the Germans proceeded with their so-called "victorious retirement," they took good care to bring down the tower by dy-

namiting its legs, the tank proper falling from its full height to the ground. But, according to written statements, the shells which had struck the tank merely made circular holes through the sides and bottom, and the fall to the ground caused only local cracks. After small repairs, the tank could be used either on the ground or jacked up gradually to its original position.

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