



"IN FREEDOM'S CAUSE."

Evening Telegram

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

MONDAY, May 5, 1919.

Legislative Drones.

The House of Assembly has now been in session over a month and though no constructive legislation has yet been passed or proposed, there does not appear to be an ardent desire on the part of our Parliamentarians to introduce anything calculated to benefit the country at large, nor do they exhibit any undue anxiety over the lengthening out of the session, which promised to be a record one for brevity of time and despatch of business. On Friday, April 25th, there appears on the Order paper "Second reading of a Bill respecting Bay Fishery Boards," and on Friday, May 2nd, after a lapse of one week, the same Bill is still down for second reading. Truly this is expedition.

The Opposition members busily engage the attention of the Government, plying them with questions, which are answered or not, according to the time taken in preparing the replies. It may be noted that the member for Placentia on Tuesday, April 29th, asked a question covering ten items of expenditure embracing contracts for extension, alteration, improvement and repair relating to (1) Lunatic Asylum, (2) Court House, (3) General Hospital, (4) Public Works Building, (5) Empire Building, (6) Stott Building, (7) Poor Asylum, (8) Legislative Building, (9) Fever Hospital, (10) Sanatorium. Up to the last sitting of the House, on Friday, this list had not been taken out of Notices of Question, from which it is to be assumed that the information requested has not been yet supplied. Of course it is well understood that some little time is required in collating the various data from the public accounts, but it is quite possible that delays may occur which will effectively prevent the information from getting before the public, because the supplementary queries in connection with this expenditure may prove embarrassing. Let us forget, it will not be amiss to quote these: (1) Were tenders invited for the work? (2) If not, why not? (3) To whom was the work or various sections of the work awarded? (4) What work was to be done by each contractor, and what was the contract price? (5) What amounts have been paid for, or on account of all work done? (6) To whom were payments made and when?

Touching the cost of this work, it is quite in order that some tidy sums were turned over to the persons to whom it was entrusted, and as it is undeniable that said persons were friends high in favor with the Administration, the cost was not likely to be kept down on that account. However we shall see when the returns are tabled, which if not done at this session, will surely be at the next unless the evidence is all wrong. The huge sums paid for other work and supplies in connection with public institutions, can be taken as a criterion of those to come, and the taxpayers may be quite certain that the cost of

the repairs, extensions and alterations to the buildings named in the question of the member for Placentia, will bear equally in proportion to those which have come under scrutiny. Truly, as one of the prominent men in the Government is alleged to have said, "It is good to be here," by "here" meaning in Government clover.

Journalists Dined.

Mr. H. D. Reid, at his residence, Forest Road, on Saturday evening last, entertained at dinner the English and American newspapermen at present in the city to report the Transatlantic flight start. Several local journalists were among the company. Following dinner the toast to "the King" was honored in the customary way. The toast of the evening "Our Visitors," was proposed by Mr. W. J. Herder, the senior of the Newfoundland press, and replied to in eloquent phraseology by Mr. Memory (London Daily Mail) and Mr. Beazell (New York World). The company spent a most delightful evening.

Express Passengers.

The following passengers were landed from S. S. Kyle at Port aux Basques, yesterday, and are on the incoming express: E. Kingsley, Miss C. Kingsley, Miss J. E. Thistle, Miss D. Murphy, J. Cullen, Jas. Hayward, Mrs. J. Cullen, A. Chaffer, W. H. and Mrs. Frost, J. B. and Mrs. Orr, Mrs. M. Pender, F. A. Brazil, E. L. Ashbourne, F. G. Ashbourne, R. J. Coleman, R. J. Collins, Miss M. Hodge, J. James, S. D. and Mrs. Grant, A. B. and Mrs. Morine, B. Tucker, F. Grant, M. Kemel, H. F. Ready, A. Hopkins, G. Jeans, P. and Mrs. Clarke, G. O. Gorgensen, A. Amosson, Miss J. Collins.

Shipping Notes.

The schr. Robert J. Dale is now at Antwerp, having arrived there from Santos, Brazil.

The schooner Hilda and May bound from Burin to Port Union, went ashore on a mussel bank in Trinity Harbour but was expected to be refloated at high tide.

The schooner Jean Campbell, 18 days from Barbados with a cargo of molasses to Campbell and McKay, arrived in port yesterday.

The schooner Annie L. Warren arrived here yesterday after a run of 18 days from Martinique. She is bound to Marseilles and put in here for some repairs to her canvas, which was damaged during bad weather about a week ago.

The S. S. Sable I. is due to arrive today from North Sydney, having left there Saturday morning.

The schooner Ella C. Hollett has cleared from Burin for Oporto with 2,460 qts. of codfish from W. and T. Hollett.

The schr. Falca which loaded fish from A. H. Murray is now ready to sail for market.

The schooner Jean Dundonald Duff is now over fifty days on the run from Bahia to Bordeaux, France.

The schr. Norman B. Strong, Capt. W. Kennedy, arrived Saturday after a run of 29 days from Cadiz, with a cargo of salt for Monroe & Co.

The Spanish schooner Terra Nova has cleared from Seville with 3,000 qts. of codfish for F. Garcias.

The S. S. Meigle arrived yesterday at 4.30 p.m., from North Sydney with general cargo to the Reid Nfd. Co.

The schooner Winifred, thirty days from France via St. Laurence, arrived here yesterday in ballast.

Schooner Marjorie McLaughen arrived this morning from St. Pierre with general cargo for Campbell & McKay.

Schooner Arginia arrived from Halifax, this morning with general cargo to Campbell & McKay.

Contemptible Conduct.

Editor Evening Telegram.  
Dear Sir:—I read with disgust the reprint in Saturday night's "Star" with reference to Hawker and Raynham, written by an R.A.F. officer in Toronto. Having known Messrs. Hawker and Raynham personally for a considerable time, and also know the service they have rendered to their country, (although in plain clothes) I think this article most uncalled for and also quite unnecessary for the "Star" to have published. Any R. A. F. officer of any seniority or War Service, will, I am sure, bear me out on this. The only conclusion I can come to is that the R. A. F. officer referred to, can't have been very much further than Toronto, also that a course in gentlemanly training, would do him a great deal of good.

McMurdo's Store News.

MONDAY, May 5, 1919.  
Mixtures containing extract of Sarsaparilla have long been used as a Spring tonic, and alternative. Remedies of this sort are used to purify the blood of the effete matter which has accumulated in the system during the winter. Properly combined with other vegetable ingredients and the iodides, Sarsaparilla makes a most eligible mixture and may be expected to do all that class of remedies can accomplish. Bottles containing 100 doses McMurdo's Sarsaparilla, \$1.00.

When you want Steaks, Chops, Cutlets and Collops, try ELLIS.

Flying the Atlantic  
The American Attempt.

(From the Telegram Reporter.)  
TREPASSEY, Monday.

Never before in its uneventful history has the small settlement of Trepassey been filled with such excitement as to-day permeates that place. For from a vague idea of what the much talked of Transatlantic flight is, the little village has in a flash become a very centre of operations, and already the people there have become used to the sight of nearly a dozen American cruisers anchored in the harbor. The furor caused by the entirely unexpected arrival of the U. S. N. "Kistook" late Friday afternoon, and that caused on Saturday by the arrival of two others, the flagship "Prairie" and the Seaplane mother-ship, "Aroostook," had best be left to the imagination. Steaming up to the bottom or inner end of the two-and-a-quarter-mile-long harbor, it was not long before, on Saturday morning, a seaplane was lowered to the water and, running along the surface for a short distance, ascended into the air and went circling over the harbor and village. As in the case of the Martinsyde biplane's test flight, the gulls and other sea birds that were peacefully floating on the waters were startled out of their calm and flew away to safety out of reach of this new manner of bird that had invaded the quietness of the placid air of the port. The gentle sheep, the more spirited goats and the virile ponies that browsed along the grassy slopes of the immediately surrounding country were panic-stricken at the sight of the Seaplane and more so, perhaps, at the unearthly sound of its powerful motor, and for a long time after the flier had dropped back to the harbor they capered madly about the fields and the winding lanes that constitute the roads of the village. Not less than the animals, it must be admitted, the people themselves were shaken out of their customary staidness, and for hours after they met in little groups and discussed this new wonder that had come amongst them, and a most amusing feature of these conferences were the wild hazards of the natives as to what "drove" the plane and what kept it in the air. This problem has not been solved at Trepassey yet. Newfoundlanders have always been noted for their hospitality and kindness to strangers, and when, Saturday night, the likeable Yank sailors came ashore in quest of adventure and other things, they were treated with the customary kindness and consideration for which outpost people are so famed. The sailor boys were a "little" disappointed over Trepassey, for even to the most optimistically minded, Trepassey is not a very modern city—and although careful not to say this or anything else that would give offence, their long faces told their own story. To make matters worse, the weather, altho delightfully clear and fine, was exhilaratingly keen and having recently returned from Cuba the Americans felt the cold pretty badly. The one and only shop was besieged and raided and every stick of gum, every cigar in demand but here again the postcard fends were doomed to disappointment. The fact is, Trepassey is not a second New York, and nothing but the very necessities of life are sold there. A number of sailors who had missed the last boat going to the ships, moored about a quarter mile off the shore, were taken in by people of the village and spent their first night in Newfoundland domiciles.

Sunday morning came in bright and fair and although a rather high N.W. wind blew during the day the sun shone out warmly and the weather was not altogether bad. Again a large number of sailors were given shore leave and the R. C. Church, the only one in the place, was filled to capacity at both early and late services. During the day the village was gaily bedecked with flags of all descriptions, flown in honor of the visitors, while the hurrying sailors and sight-seeking natives, swiftly moving motor boats from the ships, and devout church-goers made a most interesting sight, one whose equal in interest Trepassey has never before witnessed. About 1.30 the seaplane made another flight, circling over the harbor for about half an hour. The inhabitants now lined up along the beach, and although not so excited as on the day preceding they were just as interested as ever. The Telegram reporter was invited aboard the ships, visiting first the seaplane mother-ship "Aroostook," and the Flagship "Prairie." Capt. Glen, of the latter ship was most courteous, inviting us to stay aboard to lunch. Just about noon Capt. Glen informed us that seven more American cruisers were expected about 1.30 p.m., these being the Hopewell, Stockton, Craven, Dent,

Philip, Waters and Roper. The arrival of these ships was most impressive, each steaming past the stern of the Flagship, passing near enough to make verbal communication possible with each other. Each cruiser steamed into position, all anchoring about a few hundred yards apart and heading in the same direction. There is still a fleet of seventeen navy vessels to arrive in Trepassey harbour, so that when they have all turned up it will be quite a port, at least until the conclusion of the Transatlantic flight. The Prairie is an old ship, having a greater mileage to her credit than any other ship in the U. S. Navy. An interesting fact is that she was the ship to fire the first shot at Vera Cruz at the time of the trouble between America and Mexico. She is a repair ship, containing a complete machine shop, forge and other facilities required for repairing ships of the navy. The crew is composed of Americans, Philipinos and Hawaiians. Commander Glenshaw, the Commodore of all the 57 ships connected with the American attempt to cross the Atlantic, has his headquarters aboard the Prairie, while on her are four movie camera men and two press correspondents who have come down for the purpose of obtaining pictures and copy of the flight. Mr. V. G. Byers represents the Associated Press and Mr. A. E. Johnson the United Press agencies. The camera men are: Mr. Arthur Alan Sorenson, representing "Kinograms;" Mr. Alfred E. Gold, the Gaumont Co., of Flushing, N.Y., Mr. Nelson Edwards, the International Film Service Co., and Mr. Robert E. Donahue, the Pathe News. All of these gentlemen were very obliging to the Telegram reporter, extending every facility and assistance.

The U. S. Navy attempt, under Messrs. Towers, Bellinger, Stone and Reil at crossing the Atlantic by air will be made by four seaplanes of uniform type. They are the Navy-Curtiss machine, built by Curtiss with the cooperation of the Navy, and are each fitted with four Liberty motors, and four propellers. Of these latter, two are pushers and two tractors. The scheduled speed at which they will fly in the transatlantic flight, is sixty miles an hour. They can do ninety miles, however, and over a hundred with a strong wind behind. Each will carry a crew of six men, consisting of two pilots, two mechanics, a navigator and a wireless expert. The wings spread measurement is one hundred and sixty-five feet, while the fuselage or body measures about sixty-five feet. One of them carried 51 men in its original test flight, while they can all carry the same number. On the voyage across they will fly together keeping in sight of each other all the distance. If weather and other conditions were favorable it was possible that they left Far Rockaway, outside New York, early this morning. When they do fly, at any rate, they will leave early in the morning, flying direct to Halifax, a distance of five hundred miles. This will take about eight hours. They will stop at Halifax over night leaving early the following morning, and flying straight to Trepassey. Upon arrival there they will wait until the cruisers have been posted along the route to the Azores, and the weather conditions, with a western wind prevailing, favorable. Fifty-seven ships will be stretched along to the Azores, being situated fifty miles apart. Thus, when the seaplanes leave Trepassey an hour before sunset, and fly for the Azores they will at no time be more than twenty-five miles away from a cruiser. As, on a clear day, they could see always be within sight of one of the ships patrolling below. Upon arrival at the Azores they will refuel and begin the fourth leg of the flight, going to Lisbon, in Portugal. Refueling there will again be in order, when the fifth and last leg will end at Plymouth, England. It will be seen at this point that the Americans are not competing for the London Daily Mail's \$50,000 prize, as one of the stipulations of the latter's competition is that a non-stop flight must be made. The American Navy's plan is merely to show that a flight across the Atlantic is both possible and quite practicable.

Although endeavoring to be first to accomplish this great feat they are not rushing prematurely to the attempt, and for months the preparations that have now reached the final lap, have been quietly but steadily going on. Each man aboard the ships at Trepassey feels a personal interest in the flight, for in a manner it is now a race for first honors between the Americans and the British. Upon the departure of the four Seaplanes from Trepassey the Seaplane mother ship Aroostook will sail for England to bring back the planes. A fact that was extremely interesting to the people of

**Fresh Halibut!**

NEW YORK TURKEYS. FRESH EGGS. NEW YORK CHICKEN.  
SCOTCH CURED HERRING. PICKLED OX TONGUES.  
VEGETABLES—Carrots, Parsnips, Beet, Cabbage, Cauliflower, Turnips, Potatoes, Onions.  
FRESH FRUIT—California Oranges, Apples, Grape Fruit, Lemons, Tangerines.  
"OVALTINE," "WILBUR'S" COCOA.  
"LESLIE'S" BAKING POWDER. "ICEBERG" SOAP.  
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NEW GARDEN SEEDS.

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PHONE 11. GROCERY DEPARTMENT. PHONE 11.

**What PITTSBURGH Thinks of Republic Trucks**

In Pittsburgh, with its hills and heavy hauling, where power and stamina are absolutely essential; half of all the motor trucks in use are Republics.

"We found Republic Trucks so satisfactory in spite of over-loading and strenuous overtime service that we have just purchased another Republic," say Best Company, manufacturers of pipes, valves, etc.

"Because of the demonstrated efficiency of the first Republic we purchased, we are now using a fleet, including 1 1/2, 2, 3 1/2 and 5 ton, all Republics," say W. E. Osborn Co., large wholesale produce dealers.

"In spite of the severity of service in the oil and gas fields and over difficult country roads, our Republic Trucks have been absolutely trouble-proof," say People's Natural Gas Company.

"Even the additional abuse of war-time driving has had no apparent effect on the Republic Trucks which we have had in operation for three years. They continue to give the most satisfactory service," say Ziegler Lumber Company.

Each of the owners listed in this advertisement and hundreds of others have learned the efficiency and economy of hauling with Republic Trucks. That is why there are as many Republic Trucks in operation in Pittsburgh as there are of all other makes combined.

The same sturdiness and dependability that has made Republic Trucks so popular in Pittsburgh is creating a constantly increasing demand for them in every part of the world.

Republic Trucks are a profitable investment for any business with a hauling problem.

**T. A. MACNAB & CO.,**

SELLING AGENTS.

The "Yellow Chassis" Trucks  
—that serve so well

Trepassey was that a native of that place was aboard the latter ship. Upon enquiry this gentleman was found to be Lieut. Richard James. Lieut. James was born in Trepassey, but left there some thirty years ago. His occupation before leaving left him with a minute knowledge of the harbor, and it was he who piloted in the other ships on upon arrival here. There are several people (with one of whom the Telegram reporter was in conversation) who remembered the old native, and the entire village, needless to state, is proud of him. The fact that, after thirty years absence, he could successfully pilot the cruisers in the harbor, is a high tribute to the knowledge and skill of Lieut. James.

Last evening a dance was held in one of the houses, several sailors being present, while numerous individual men were invited out to homes in the village.

To Report Seaplanes' Position.  
All ships and stations have been advised by Cape Race wireless to send weather reports at one a.m. and one p.m. to them or to the wireless station at Mt. Pearl. "It is most important that these reports should be relayed back when out of range of Cape Race," says the wireless message, "and messages during the whole voyage are to be relayed back. Any ship sighting the airplanes is requested to transmit their position 3 times at a speed of eight words per minute, without

being asked by the machine; and also to give the true direction and force of the wind. All ships sighting the aeroplanes should report so immediately to Cape Race, giving position, Greenwich time, and particulars.

**Walt Mason's Birthday Was Yesterday.**

In October, 1907, there came to Emporia, riding in a buckboard behind a spry little pony a middle-aged, pudgy, clear-eyed man to take a job on the Gazette. I was not at home. He was a mail order. I had known of Walt Mason on the Atchison Globe, on the Lincoln Journal, on the Washington Times, on the St. Joe papers for twenty-five years. When I heard he was looking for work he didn't have to look further. I wrote to him to go to work and draw what he thought right. When I got home three weeks later I found he had been drawing less than \$5 a week. It paid for his board.

He liked the town, and he wanted work in a country town and wouldn't discuss wages. I didn't, either, but when he quit regular work on the paper to fill his writing orders he was drawing \$20 a week, which is fair for a country town. Last year he built a twelve-thousand-dollar house, and paid for it out of his monthly

earnings. And he has the same attitude now toward money that he had when he didn't have any money. It means nothing to him—save for the good it will do. Since he quit writing regularly for the Gazette he has often come in to the office and had done a day's work or a week's work or even six months' work when he has been away, but my money never was good to pay for it. If he had needed the money, doubtless he would have been glad to get it. But otherwise—no.

A simple, kindly, old-fashioned gentleman is Walt Mason. I have never heard him utter an oath, or speak an improper word. He has small talk for the cult of reform, and less so for reformers. He pays his debts scrupulously. He keeps his word sacredly. He stands by his friends right or wrong, through thick or thin. He is as mild spoken as a woman, and as fearless in taking a position as an army. He has cultivated the art of hating people. In Emporia, where he found his best fame, he is beloved by every one. If he has in the whole town one enemy I have never heard of him. We feel here in Emporia that the inspiration of a quiet, orderly, simple hearted community was what he needed to bring out the best that is in him. In being proud of what we Emporians are pleased with ourselves.

**CASINO THEATRE**  
FOR A LIMITED ENGAGEMENT  
**The Favourite W. S. Heart**  
FAREWELL WEEK GOOD-BYE  
To-Night—The Latest Dramatic Sensation "THE INDEX."—A gripping story of secret Service. A play similar to "The Gypsy Trail" and a comedy-drama "GYPSY TRAIL" a comedy-drama. The famous Little Miss Thomasina Hamilton will sing "The Gypsy Trail" song Friday and Saturday Nights—Miss Grace "THE OTHER WOMAN." Pronounced than "Fair and Warm."  
FAREWELL MATINEE SATURDAY.  
PRICES: Reserved Seats 50c., 75c., 30c., Pit 20c.  
MATINEE SATURDAY, 2.30. P.M.

**G. KNOWLING, Limited.**  
Have just received from California:  
**650 bxs Raisins,** including  
2 CROWN LOOSE, in 25 lb. boxes.  
BAKER'S CURRANT RAISINS in 25lb. bxs.  
SEEDLESS RAISINS, in 25 lb. boxes.  
SEEDLESS RAISINS, in 1 lb. Cartons.  
SEEDED RAISINS, in 1lb. Cartons.  
SEEDED RAISINS, in 12 oz. Cartons.

Also from Liverpool:  
200 sacks FINE SALT, one cwt. each.  
50 sacks FINE SALT, in 7 lb. Cotton Bags.  
25 cases ROSE'S LIME JUICE, sweetened and unsweetened.  
6 cases Gray's SCOTCH CONFECTIONERY.  
1 case STEEDMAN'S TEEHING POWD'RS SOAP.  
75 cases SUNLIGHT SOAP.  
3 cases MORTON VINEGAR ESSENCE.  
10 cases JEVES' FLUID AND CYLLIN.  
2 cases ERASMIC HERB SOAP.  
3 kegs SWEETENED CRYSTALS.  
1 case RICE FLOUR.  
1 case LEBIG CO'S. LEMCO.

We have also received:  
20 sacks MARROWFAT PEAS.  
50 bxs. EVAP. APPLES.  
100 boxes LAUNDRY STARCH.  
1 cs. CUTICURA OINTMENT.  
2 cs. CUTICURA SOAP.  
All for sale at their usual low margin of profit.

**G. KNOWLING, Limited.**  
may 2, 31, f. m. t.

**Reids' Boats.**

S.S. Meigle sails to-morrow morning for North Sydney direct, taking passengers.  
S.S. Argyle left Placentia at 10.30 on Saturday on western route.  
S.S. Glencoe left Placentia midnight on the 1st.  
S.S. Kyle arrived at Port aux Basques at 5.10 a.m. yesterday.  
S.S. Sagons left Port aux Basques at 5 a.m. yesterday.

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For the average investor important considerations in buying bonds is to be assured of the firm with which he invests its experience and the various departments affording and investigating the security.

As an investment house with experience in buying and Canadian bonds we invite in regard to your investment.

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