



## Evening Telegram

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

Tuesday, October 18, 1921.

### Sealing by Aeroplane.

Yesterday afternoon the Telegram had the pleasure of a call from Mr. F. Sidney Cotton, the aeronaut in charge of the venture of locating seals from planes and transmitting their whereabouts to the sealing fleet by wireless. Last spring operations were not so favorable as they might have been, the delay in getting ready militating greatly against prospects, and being an initial attempt, finalization of plans were somewhat haphazard. Profiting by the experience gained, Mr. Cotton has now perfected his arrangements for the coming spring and will have everything complete for the starting. Dominion industries other than sealing are to be considered, and the company expects to utilize aircraft in many ways, their idea being to put planes in service for surveys, mail carrying, rescue work and other avenues where the public good will be served. Hangars will be erected at St. Anthony and other points, and caches of petrol and oil will be made at intervals along the land route to be flown over. The first official report of last spring's flight over the frozen ocean, as published in Aeronautical Engineering, is the only actual version given the English press, and was written subject to Mr. Cotton's editing. The article which is entitled "Seal-Spotting from Aircraft," is given beneath in full. We desire to state here that Mr. Cotton is not responsible for the absurd stories appearing in the English papers anent this undertaking, one of which was published and commented upon in this column Saturday.

"Mr. F. Sidney Cotton has recently returned to this country after a successful pioneer seal spotting expedition in Newfoundland. It may be remembered by readers of this paper that last year he left England for Newfoundland, taking with him the Napier Westland limousine which won the Martlesham competitions in August, 1920.

Mr. Cotton met a Major Clayton Kennedy in England in June of last year. Major Kennedy then told him that he was on a scheme for taking airplanes to Newfoundland to help with the seal fisheries, and was thinking of taking an aeroplane as well. Mr. Cotton related out to him that weather conditions were not at all favorable for airplanes, and he suggested that aeroplanes were more suitable for the job.

Mr. Cotton then entered into a contract with him to use his own machine, a Westland limousine, in which Colonel Frank McClean was also interested. He also obtained a go-averted 3, which was part of Major Kennedy's interests.

When this machine was taken over, Mr. Cotton was under the impression that it was a new machine. When the machine was delivered it was found to be an old D.H.9 which had been used by the old Aircraft Transport and Travel on a continuous service on the London to Paris route for some time.

However, the machine was assembled and was duly flown, but the range was not great enough to be of much use. Various experiments were carried out at different times by fitting skis to the machines for landing on ice. The ice was by no means a good landing ground at all times. Sometimes it would melt and form about a foot of water all over the top of the ice. At other times it was covered with from two to three feet of snow. On one or two occasions

the machine left the ground when the ice was perfectly solid and on returning found at least a foot of water covering the surface. However, the experimental landing gear was found to be quite successful.

Mr. Cotton and his party arrived at Batwood, Newfoundland, in November, 1920, and discovered the truth of the late Mr. W. S. Gilbert's sayings. "Things are seldom what they seem." After various incidents Mr. Cotton, unfortunately, for the seals, bought out Major Kennedy's interests and took on the contract with the Sealing Company himself, as his own machine was already on the spot—with another pilot, Mr. Platt, and mechanics. The contract was squared after considerable delay, and on January 28th they began work.

Continuous blizzards were experienced all through February and most of March. Although the first flight was made on February 28th, owing to various mechanical troubles they were unable to commence real work till March 28th.

Considerable trouble was experienced owing to the extreme cold with radiators and pipes freezing up, and owing to the low temperature it was very difficult to handle the engine without gloves. Most of the flights this year were really only experimental, in which they were trying to overcome such troubles as cold, climate and topography.

One long flight was made in the Westland in the direction of sealing ships, as a result of which the sealing captain who was carried in the machine was able to instruct the sealing ships as to their proper course. Eventually they found the seals to the east.

The seals pup on the ice about February 28th, and are supposed to go back to the water about March 25th. All spotting work, therefore, must be done in this time, and as the long flight was made on March 21st to a distance of 165 miles from their base, it was hardly reasonable to expect that the seals would be picked up at that time. Enough experience was gained to prove that aircraft are actually invaluable.

The flights in future would be better undertaken from St. Anthony, as the seals pup within 40 or 50 miles of this place, and remain on the ice, being carried in different directions, depending on the wind and currents, and, therefore, the view obtained from aircraft cannot be compared in utility to the small range of vision from a ship.

One of the most severe winters of recent times was experienced this year, and the fact that the winds were all from the west caused the seals to be blown miles outside the usual course, and away from the base at Batwood. (See.)

In all, 61 flights were made and a distance of over 2,000 miles covered before the ice became too dangerous to use as an aerodrome. The machines were then housed in the shed, which in the summer resembles a seaplane shed, the water coming right up to the door.

Mr. Cotton suggests that owing to the condition of the country in Newfoundland and the vast area of lake surface, aeroplanes are the ideal aircraft for use in Newfoundland, and as there are many parts of it still unexplored the aeroplane will probably play a very important part in this direction.

When not actually engaged on the seal fisheries, Mr. Cotton carried mails on several occasions for the Newfoundland Government for experimental purposes. During that time in Newfoundland valuable assistance was given by Capt. S. Bennett, a Newfoundland of a very cheerful disposition, who had served with distinction in the late lamented inter-tribal disturbances on the Canadian coast.

Mr. Cotton intends to resume operations next year, and he has not yet decided what type of machine he will use then. During the winter in Newfoundland even the trains are held up for over a month at a time by snow, and the aeroplane is then the only means of transport other than dog-teams.

Taking it all round and considering the enormous difficulties and misadventures which confronted them the first year's experiments were entirely successful as experiments pure and simple.

The personnel of the expedition was as follows: F. Sidney Cotton, pilot in charge; D. Platters, assistant pilot; Capt. Nathan Kean, age 46, the sealing expert, a thoroughly sporting individual; W. Heath, wireless operator; H. H. Wallis, engineer; A. Cleaver, rigger and mechanic—C.P.

### McMurdo's Store News.

TUESDAY, Oct. 18.  
A little hushpuppy in the throat, a little difficulty in swallowing, a slight cough, a feeling of tightness in the chest—these things are not necessarily serious, but all call for attention. Often further trouble can be avoided by the use of a good antiseptic lozenge, such as Dr. Farnell's Pastilles, which can always be depended upon to give at least relief, and sometimes no more than a few lozenges is all that is necessary to effect a cure. We have Farnell's Throat Pastilles, ready for anyone who feels the need. Price 20 cents a box.

Minard's Lightest for Burns, etc.

### Gower Street Official "At Home."

The Gower St. Church Silver Jubilee celebration are continuing through the week. This evening the Official Board will be "At Home" to the adult members of the congregation. The first part of the evening will be taken up with a Commemoration Meeting in the Auditorium at 8 o'clock. At this gathering an address will be given by Mr. John Leeson, Recording Steward, entitled "Glimpses of the past twenty-five years." There will be music by the Choir and Mrs. King will sing a solo. At 8.30 o'clock refreshments will be served in the Lecture Room and a social hour, enjoyed. The official Boards of the other Methodist churches will be present, and an enjoyable time may be undoubtedly expected.

### Reception to Rector.

A reception to Rev. E. C. Earn, new rector of St. John's, will be held in the Gower St. Hall to-night when the congregation will be given an opportunity of individually making the acquaintance of Mr. and Mrs. Earn. A short musical programme has been arranged, and refreshments will be served by the ladies of the Women's Association and St. Margaret's Guild, after which, the new rector will be introduced to all.

### Serious Accident.

Hand Crushed by Falling Rock.

Annas Miller, a native of Topsail, met with a serious accident this morning, owing to what appears to have been a gross piece of negligence on the part of Government employees. Whilst Mr. Miller was near Woodstock on the outskirts of Topsail in his cart, some men who were raising telegraph poles blasted a hole without warning and a piece of flying rock hit him on the left hand, smashing it almost to pulp. First aid was rendered at the "Woodstock" to the injured member and medical aid was rendered in town. Mr. Miller says that as he was passing the place where the explosion occurred all he heard was the word "fire." No warning of any kind was given.

### Sudden Death of J. A. Tilton.

Messrs. P. C. O'Driscoll, Ltd., local representatives of Harrisons and Crossfield, Ltd., Tea Merchants of London, Colombo and Calcutta, are in receipt of a telegram from St. John's, N.S., this morning advising them of the sudden death of Mr. J. A. Tilton (of above concern) at Toronto, yesterday. Mr. Tilton was a close personal friend of the late P. C. O'Driscoll, and had numerous friends in this city, he having made regular visits here for a number of years.

### On the Waterfront.

There is some activity along the waterfront to-day and many schooners are discharging. Labrador fish is holding its price at \$4.50, with a cut of 20 cents for damp. Shore fish is in demand and \$6.00 a ton is being paid generally, though it is said that \$7 per quintal is being offered by one firm.

### Sachem's Passengers.

S. S. Sachem sails for Liverpool tomorrow, taking the following passengers: Mrs. H. Anderson, Miss S. Bartlett, Mrs. C. Belbin and child, Miss Sloan, Mrs. Stevens, Mrs. McIntosh and 2 children, W. C. Forbes, Mrs. V. C. Forbes, Mrs. J. Irvine, Miss G. Irvine, Mrs. M. Macpherson, Misses Macpherson (3), Miss J. Simms, Mr. and Mrs. Bohman, Dr. and Mrs. Secomb, Miss A. Hett, Master G. Hett, P. Hettach, Master H. Hettach, Mrs. A. McNelly, Miss N. Moore, Mrs. D. A. Ryan, Miss M. Ryan, Mrs. J. Ryan, Mr. and Mrs. Merkin and 6 children, John Doran, Theo. McDonald, H. Walsh.

### Coastal Boats.

S. S. Pouter leaving Thursday morning at 10 o'clock for the westward.  
S. S. Prospero left Nipper's Harbor at 7.30 p.m. yesterday.  
S. S. Cleveland left Catalina at 4 a.m. and is due here to-night.

Argyle leaving Placentia to-day on western route.  
Clyde left Lewisporte at 10.40 a.m. yesterday.  
Glennora left Burgeo, yesterday, coming east.  
Home north of Flower's Cove.  
Kyle at North Sydney.  
Mighty left Bonaventure at 1.20 p.m. Sunday.  
Malakoff left Clarenville at 4.30 a.m. Saturday.

### Put On Trial.

A Prohibition case which has been postponed several times, was heard before Judge Morris this morning, when Robert Long charged a resident of the West End with having liquor in his possession. A jar of "moonshine," which analysis showed to be 40 under proof, was exhibited in Court. Mr. Fox, for the defendant, asked the jury to dismiss on the grounds that it was manufactured before Prohibition. The Judge, however, said the burden of proof was on the defence and Mr. Fox will state his case this afternoon.

SENT BACK TO AUSTIN. — The two inmates of the Fort Austin who yesterday appeared before Judge Morris on a charge of being drunk and disorderly, and who were remanded to the lock-up for the night, appeared in Court this morning, when the Superintendent announced his willingness to give them another chance. His Honor gave the two men a severe lecture and warned them to keep off drinking in the future. They were then allowed to go.

### Frozen Salmon for the King.

Letter of Thanks from Master of the Royal Household.

The products of the Cold Storage Plant of the Newfoundland Atlantic Fisheries Company are rapidly becoming known throughout the North American Continent and Mr. W. L. McIntosh, the local manager, has just returned from Boston where he has been establishing a distributing centre for Canada and the United States. Mr. McIntosh showed the Telegram the following letter received by him from His Majesty the King in appreciation of a box of salmon sent some time ago.

Balmoral Castle, 27 Sept. 1921.  
"The Master of the Household is commanded by the King to thank Mr. W. L. McIntosh very much for the box of salmon which was forwarded by the Newfoundland Atlantic Fisheries, Limited, for His Majesty's acceptance. The salmon arrived in excellent condition. The Master of the Household regrets that owing to a slight error this reply has been delayed."

Whilst in Boston Mr. McIntosh made arrangements for cold storage accommodation with the Cold Storage Co., as the small chill room which his own company possesses there has only a capacity of 10 tons. The reason for making Boston the continental headquarters is because it is the only port to which direct cold storage freight space can be obtained.

There are wonderful possibilities before the N.A.F. Co., and Newfoundland itself will materially benefit from any success of their business. At present, the cold storage accommodation on the Digby, whether she is going to Liverpool or Boston, is usually completely taken up with our fishery products, and in Boston particularly, they are preferred to any others. On the last trip of the Digby from this port cold storage fishery products were shipped to Boston to the value of \$15,000. Smoked caplin, smoked fillets and humpers seem to be chiefly in demand. The present year will be mostly occupied in filling sample orders, but next year an enormous demand is expected, and it is hoped that the local fishermen will be able to help the company to cope with it and to supply all requirements. The ultimate object of the company is to introduce their products to the world over and in time, and with the progressiveness which they are showing this will undoubtedly be accomplished and we will all benefit accordingly. A complete cargo of salmon to supply the English market during the Christmas season will shortly be shipped and in the meantime besides the large quantities consumed at home, orders are coming in from the Sydney, Glace Bay, Halifax and other places in the Maritime Provinces.

### The Nystrand's Cargo.

FISH BEING DUMPED OVERBOARD  
The Nystrand's cargo is still the subject of much discussion in trade circles. Some few days ago the Telegram was informed that cables from Patras said that the fish was unsuitable for the Greek market and was being discarded at less than the cost of freight. Since then it is heard that sales even at this price could not be made, and it is said that the fish is being dumped overboard. The Nystrand's cargo consisted of mostly fish purchased by the Government last fall, and was the last of the \$350,000 purchase. The ship cleared from here on September 1st, taking 8,535 qts. from the Union Export Co. for Naples and Genoa; for Patras, Greece, shipped by the Marine and Fisheries, 5,493 qts.

### Floral Tributes to the Departed.

Nothing so nice as flowers in time of sorrow. We can supply Wreaths and Corsages on short notice, and guarantee satisfaction. We will endeavour to meet the humblest purse. "Say it with flowers."  
VALLEY NURSERY, Box 224, St. John's. Teasler Brothers.

### That Girl Patsy.

Presented by The Gladys Klark Co. Scenic productions, costumes, acting and dialogue, all made a perfect rapport at the Casino Theatre last night when the Gladys Klark Co. presented "That Girl Patsy," a play that was pathetic, humorous and human at one and the same time. First night certainly were well pleased, and the spontaneous applause at the various climaxes testified their appreciation. A full house greeted the rising of the curtain, and from start to finish the attention of the large audience was seldom diverted from the theme. The radius of the play covers a period of three months, the scene being laid at Long Island, New York. As it will be put on again to-night, the plot should not be given away here, but those admirers of Miss Klark who desire to see her at her best, backed up by a strong cast of characters, can spend no more pleasant evening than by seeing her in the role of Patricia Davis (Patsy). Magnificent stage scenery, handsome costumes, clean, honest acting and clear enunciation of speaking parts all form an attractive ensemble. The passing of the clouds, visible from the verandah in the second scene, where the Warren guests dance by moonlight, is worth the admission price alone. Some of the company are well known to local theatre goers, and the more recent additions will not be long in finding a place in the hearts of St. John's folk. It is not our intention to give the individual names in this brief write-up. Those who appear in their various characters later. The C.I.B.C. Band, under Capt. Morris, contributed excellent music between the acts, an encore being called and responded to for several numbers. The presentation for to-morrow night is "Patsy," a play for all children from eight to eighty.

### Telegram to Mr. Ahearn.

J. E. Ahearn, Sporting Editor, Halifax Herald.  
Many thanks for your illuminating report of road race. The Herald is to be congratulated on its great success. It, this year, being more popular and more enthusiastically contested than ever. We are, as you say we should be, proud of Bell, who has brought great honour to himself, the National Sports Committee and the country, for to come second out of nearly one hundred and thirty runners of such proved ability as those against whom he ran is something with which everyone must be delighted. Newfoundland is indeed proud of Jack Bell's performance. He returns Monday next, and the reception planned for his homecoming is one of the like of which this country has never before seen. All classes, creeds and denominations of both sexes will turn out to do honour to the one who, more than any other, has been instrumental in placing Newfoundland in the athletic firmament. You with your remarkably clever and graphic reports have conquered largely to the great interest taken in the sports and race. The Committee are way to show our appreciation. All are anxious to put on record how much our boys owe to the hospitality so largely displayed by the people of Halifax and those with whom they came in contact.

Following the worthy example of the Halifax Herald our Nestor of Journalism, W. J. Herder, Proprietor of the Evening Telegram, a sport himself and the father of a family of sportsmen, has notified the Newfoundland Amateur Athletic Association that he will present for competition, next year, a cup for a ten mile road race which is now spreading throughout the length and breadth of the island.

### UNUSUALLY COLD.

The weather last night was unusually cold. The thermometer stood at 22 degrees, registering 10 degrees of frost. This morning at 9 o'clock there was 2 degrees of frost, but during the day it became somewhat warmer.

# BOOTS

Below Factory Cost.

## KNOWLING'S.

Seven, Nine and Twelve Inch Box Calf, Black Vici Kid, Tan Calf and Tan Vici Kid Leathers.

Well made, all good shapes, and the correct Footwear for Fall wear.

**5.95**  
**Women's Boot Bargains**  
This lot includes  
**9 INCH TAN VICI KID, BOX CALF and BLACK VICI KID LACED BOOTS.**  
Medium and narrow toes, Cuban heels. Regular values to Nine Dollars and Twenty Cents.

All sizes, 3 to 7.

**Sale Price 5.95**

**Women's Boot Bargains**  
Women's 7 inch Tan Lotus Calf Laced Boots, recede toe, Cuban heels. A good Fall boot. All sizes, 3 to 7. Regular price Eight Dollars.

**Sale Price 5.50**

**Little Gents' Box Calf Laced Boot**  
Sizes 6 to 10.  
Regular Four Seventy.

**Sale Price 3.90**

**Youths' Gun Metal Laced Boot**  
Sizes 10 to 13.  
Regular Five Ninety.

**Sale Price 4.70**

**Boys' Gun Metal Laced Boot**  
Sizes 1 to 5.  
Regular Seven Twenty.

**Sale Price 5.50**

**WOMEN'S**  
Seven Inch Box Calf Blucher Boots, low and medium heels, medium toes; all sizes, 3 to 7.  
Regular Six Twenty Boot.  
**Sale Price 4.20**

**Boys' Pegged Boot Bargain**  
Sizes Ones to Fives.

**Sale Price 2.75**

# G. KNOWLING, Ltd., Shoe Stores

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The clever modelling, rich textures and the refined exclusive pattern of our made to measure Suits and Overcoats, appeal to men who demand the particular.

## The American Tailor

W. P. SHORTALL, 300 Water Street.  
Phone 477. P. O. Box 445.

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150 bbls. KINGS APPLES.  
100 bbls. HULBERTS APPLES  
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All brands. Also  
100 cases CALIF. ORANGES—  
252, 216, 176.

100 kegs GRAPES — Choice Green.  
100 cases SILVERPEEL ORANGES—  
PRICES RIGHT.

## BURT and LAWRENCE.

greatly developing the sporting spirit which already in St. John's is now spreading throughout the length and breadth of the island.  
GEO. W. B. AYRE,  
President N.A.A.A., Chairman N.S.C.