

Am Modell

SUBSCRIPTION RATES.

To all parts of Canada and Newfoundland, \$2.00 per year; United States of America, \$3.50 per year.

THE DAILY MAIL.

WEATHER REPORT.

Toronto (noon)—Fine and cold today, followed by heavy easterly gales and snow.

VOLUME 1, No. 26.

ST. JOHN'S, NEWFOUNDLAND, SATURDAY, FEBRUARY 14, 1914.

PRICE:—1 CENT.

TO FLY OVER THE OCEAN IN LESS THAN 15 HOURS.

Will Attempt To Fly From Newfoundland Across The Atlantic To Ireland.

NAMES OF THE DARING VOYAGERS.

Curtiss Is Building The Machine And Wanamaker Is Putting Up The Money.

Toronto, Feb. 9.—A special to the Mail and Empire says that Rodman Wanamaker and Glenn H. Curtiss are planning a trans-Atlantic flight from Newfoundland to the Irish coast—1,500 miles—to be made in a specially constructed 200 horse-power flying boat operated by an English army officer and a United States navy flier.

Mr. Curtiss is building the machine. Rodman Wanamaker is furnishing the money needed for the undertaking.

The flying boat is expected to make the trip at an altitude of 10,000 feet in twelve or fifteen hours.

The attempt to cross the ocean will be under the auspices of the Aero Club of America.

Although Mr. Curtiss has been working on the machine for several months, the announcement came only recently in the form of a letter from Mr. Wanamaker to Alan R. Hawley, president of the Aero Club.

BELIEVE IT WILL BE ACCOMPLISHED.

\$5,000 TO THE WINNER

A JOLLY ADVENTURE

London, Feb. 5.—The Women's Aerial League has offered, through Mrs. Woodhull Martin, an American, a prize of \$5,000 and a trophy to the first aviator of any nation who flies across the Atlantic.

The offer is made in connection with the coming Anglo-American Exhibition in London, and is, of course, open to Messrs. Towers and Porte, who will make an attempt to cross from Newfoundland to the Irish coast in 20 hours some time early in the summer.

London, Feb. 5.—Lieut. Porte, an ex-naval aviator, is delighted in receiving an invitation to be a co-pilot with an American aviator of Rodman Wanamaker's hydro-aeroplane which is to attempt a flight from Newfoundland to the Irish coast.

He has frequently made flights in Curtiss machines, and thinks the one which Mr. Rodman Wanamaker is financing ought to cross the Atlantic in 20 hours.

The flight will be made "in the cause of science and in the interest of world peace," Mr. Wanamaker says in his letter. "The crossing of the Atlantic in one flight of an aircraft is to my mind as important to aerial navigation as was the voyage of Columbus to transportation by water. Once the Atlantic is crossed in a single flight of an airship, there will soon follow regular trans-Atlantic trips and a fixed safe trans-Atlantic passenger air line."

May Win Northcliffe Prize

Although the purpose of the flight as announced by Mr. Wanamaker has

nothing to do with prize winning, the air voyager, if successful, will win the Lord Northcliffe prize of \$50,000.

The co-operation of the Governments of the United States and of Great Britain and of the Royal Aero Club of England will be sought.

Lieut. Porte, a skilful English flier, was one of the first to be taken into the secret, and it is understood that he will be one of the fliers. He has been practising with one of the Curtiss flying boats for several months on the English Channel. One of the United States navy officers mentioned as the possible companion for Lieut.

A SEPTEMBER FLIGHT

New York, Feb. 13.—The formal entry of the Rodman Wanamaker aeroplane for the first trans-Atlantic flight was prepared to-day, and will be mailed at once. Another aviator, who says he will fly for the prize, is Raygorodsky, who holds a pilot's certificate from the Aero Club of France.

After making a study of weather maps of the North Atlantic Ocean for the last ten years, the Water Flying Committee of the Aero Club of America, has decided to recommend September as the best month for the attempt.

June is regarded as a bad month for the flight at St. John's, Nfld., the proposed starting point, because about two-thirds of the month is said to be foggy, the fogs extending out from the Grand Banks, for a distance one-fourth of the way across the Atlantic.

Porte is Lieut. John H. Towers, who holds the world's hydro-aeroplane distance and duration record with a non-stop over-water flight of 392 miles in six hours and ten minutes.

The machine for the over-ocean flight will be known as the Rodman Wanamaker Trans-Atlantic Flier, and will resemble a very large Curtiss flying boat. A tractor screw in front of the machine will be used instead of the propeller usually seen in the Curtiss flying boats.

Will Float If It Drops

The hull is torpedo-shaped and almost entirely enclosed, so that in case of accident it will float without swamping for days. The 200-horsepower motor will be installed in the bow and will be readily accessible to the operators, who will be able to make adjustments during the flight. All the controls will be in duplicate, so that the machine may be handled by both men in unison or by either one.

As the flight will be made between daylight and dawn, the fliers will travel light, although the machine will have an actual lifting ability of several tons. The wings will have an 80-foot spread and a lifting surface of nearly 1,200 square feet.

The flight, according to present plans, will be made at an altitude of 10,000 feet, where the wind velocity is between four and five times the ground speed. The start will be made during the season of prevailing westerly winds, and, assuming that the start is made in a 30-mile wind with a machine capable of a mean speed of 60 miles an hour, the actual flying speed at the 10,000-foot level would approximate 200 miles an hour.

On paper, the time required will be 9 1/2 hours, several hours less than the announced estimate; yet to provide against chance of failure to find

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BRITAIN IS CALM OVER HOME RULE.

The Mass of the People are Quiet, in Spite of the Fulminations of Thoughtless Minor Politicians.

London, Feb. 6.—Exactly three months ago the Canadian Press cabled regarding the Irish question: "Opinion is growing among politicians of the quiet sort who do not go to big meetings and are not impressed by partisan writings that no real development will happen until Parliament opens. Events have shown this view of the position to be thoroughly well grounded."

Feeling in Ulster.

Minor orators and certain journalists on both sides have fulminated at full pitch during the intervening period, but the calm, or as some would perhaps have it the apathy, of the average body of electors has not been gravely disturbed. Everybody knows that the feeling in Ulster is intense, but the real truth is the greater section of the folk in other parts of the kingdom regard Home Rule as a political issue of the Victorian period which ought to have been settled one way or the other generations ago.

HOUSE WAS IN COMMITTEE YESTERDAY, DEBATING THE COAKER SEALING BILL.

Measure Well Received By Members on the Government Benches.

A FEW AMENDMENTS.

Will Institute Some Necessary and Far-reaching Reforms.

And still the interest in the sittings of the House of Assembly shows no signs of waning. Yesterday afternoon the business began with the presentation of a petition by Mr. Downey from Highlands, St. George's, and by Mr. Kent from the residents of Pouch Cove for a well. This petition was supported by Mr. Higgins.

The Colonial Secretary furnished Mr. Abbott of Bonavista with an answer to one of those incisive questions the Northern member is noted for asking. Mr. Frank Morris wants extension of the telegraph system to the settlements of Little Harbor and St. Joseph's, Placentia Bay; his colleagues and Mr. LeFevre supported the prayer of the petition.

The Bill for the protection and growth of Partridge Berries next occupied the attention of the Committee. The Premier gave some interesting and comparative figures showing the steady growth of the industry. In fifteen years the price of Partridge Berries had increased in value from 7 cents per gallon to 36 cents per gallon.

Mr. Hickman was congratulated by the Prime Minister for his very instructive speech delivered in the House a short time ago on the possibilities of the berry business, if fostered by timely legislation. Since the second reading of the Bill an important change had been made as to the power of fixing the date.

The Bill as passed vests the power to fix the date when it shall be lawful to pick Partridge Berries in the Minister of Agriculture and Mines.

Dates Set.

September 5th is the earliest date that the successful fruit may be picked in any district; but the Minister is given the power to postpone operations in any district until the "berries are ripe." Evidence was submitted by the Prime Minister to prove that the 3,736 barrels of berries harvested last year cost the buyers 36 cents a gallon, and that they fetched \$11 per barrel in Chicago.

Mr. Jennings suggested that Sept. 10th was early enough to begin the berry hunt in Twillingate district, and he hoped if any serious attempt was made by the Government to cultivate our local Cranberry, that the regulations would exclude cattle from the reserves.

Mr. Woodford thought a general law establishing a close season in all parts of the Country might work a hardship on folks who wanted a few berries for home consumption at an earlier date than Sept. 5th. He thought also that this Bill was specially intended for Bay de Verde district.

We can sympathize with the Minister for the Bill as passed will interfere with many a "picnic" between August 15th and the 1st of September.

Mr. Hickman Disagreed.

Mr. Hickman, however, could not agree with the Minister of Public Works, because the sufferers for a

U. S. AGAINST THE MILITANTS

Washington, Feb. 4.—Rep. Burnett's bill originally provided that militants and anarchists might be deported if proved within three years after their landing that they taught or practiced unlawful destruction of property. Today the House adopted an amendment to make this deportation possible within five years.

The House also adopted an amendment which will make it possible to admit refugees driven out by political persecution in Russia or other countries.

ALL DROWNED

Shoreham, Feb. 13.—The entire crew of eight seamen of the steamer "My Own," were drowned to-day, when the vessel was wrecked while entering the harbor. The captain was saved. She was a coasting vessel of 300 tons.

short season would get a better berry. He trusted the Government would approach this matter in earnest. Our Partridge Berry could be cultivated. At Cape Cod it cost from one to two thousand dollars to cultivate an acre of berry land, and after an annual profit of \$500 was realized.

We had hard East winds last year and, as had been stated to the House, this was the cause for the scarcity of berries in exposed places.

Bay de Verde had taken more interest in this industry—people in other parts of the Country did not know there was such a good market; if they did they would be equally interested. He begged to give his hearty support to the Bill.

Mr. Kent thought the honorable member from Bay de Verde, Mr. Hickman, deserved the thanks of the whole Committee. That gentleman had brought important facts before this House and the Country. It was a well known fact, that a few years back those berries were brought here in barrels and were sold for a few cents a gallon—they had practically no value. These small industries in the beginning may appear insignificant, but just such small undertakings in other countries had developed into National Industries. He hoped by September, when the law came into force, we would have in office a Minister of Agriculture and Mines to define the time.

Mr. Clapp also congratulated Mr. Hickman.

Trinity Interested.

Mr. Targett had a remark or two to offer. Trinity Bay was also largely interested in the berry business. Every season much damage was done by men, women and children who went at this work too early and destroyed a lot. The 10th or 15th of September was time enough to begin picking.

Mr. Coaker agreed with the Bill and believed it a move in the right direction. Mr. Hickman had been very modest. When he and the honorable gentleman had gone through the District of Bay de Verde last Fall, the price of berries was 15 cents; and when they came back the price was 30 cents per gallon. On their return, at Caplin Cove, they were met by the whole settlement; men, women and children; all anxious to pay their

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STORY OF WEEK'S FIGHT FOR LIFE.

As Told by the Captain and Crew of the Schooner "Tobeatic."

ABANDONED JAN. 27.

Crew Rescued off the Nova Scotian Coast by German Steamer "Lida."

New Orleans, Feb. 7.—Rescued from their waterlogged vessel off the Nova Scotia coast, after a series of hurricanes had stripped her of masts and burst open her seams, Captain John B. White and crew of five, of the British schooner Tobeatic, arrived here yesterday aboard the German tanger Leda. They told a story of a week's fight for life when they expected every hour to be their last. The death of the ship's cook from pneumonia added to their hardships. The Leda took the crew off January 27. In the opinion of that vessel's crew the abandoned ship had but a short time to remain afloat.

The Tobeatic was salt laden, San Paoli, Spain, to St. John's. The vessel was owned by A. S. Rendell, St. John's.

TO INVESTIGATE.

London, Feb. 14.—It is expected that revelations of an exciting character will be made in the House of Lords next week when Lord Selborne will raise a discussion concerning contributions to Party funds and the distribution of honors.

Lord Charmwood, a Radical Peer, will propose that in view of persistent allegations, implying that contributions to Party Funds have been a consideration with Ministers in recommending names to the King for honors, the House would welcome an assurance from the Government that such allegations are untrue, and that the House urges the immediate appointment of a Royal Commission to enquire as to how such abuses may be most effectively restrained.

HAWKING HONORS FOR READY CASH

Gibson Bowles Makes Startling Charges Regarding Liberal Methods.

SALE AND PURCHASE OF PEERAGES MADE?

Suggests an Immediate Royal Commission to Investigate Matters.

London, Feb. 5.—Gibson Bowles, so long a famous Unionist member of Parliament makes startling allegations in his new periodical "The Candid Quarterly Review." His revelations help to feed public interest, which is now awaiting Lord Murray's promised statement in the House of Lords, regarding the Marconi speculations with the Liberal party funds accumulated at the time of the Coronation honors list.

Mr. Bowles cites evidence to show that if the stories told by persons of credit, veracity and position are true, the head whip's office has been turned into a huckster's shop for the sale and purchase of peerages, baronetcies, and knighthoods after bargaining and wranglings, that would become Petticoat Lane. He says:

"One person, it is declared, gave £50,000 to the party fund, and was subsequently made a baronet; another gave £150,000, another £200,000, and yet another £400,000 for a peerage."

"Brokers in the city, we are told, have gone about touting for buyers of baronetcies at £4,000 down, and £6,000 to be lodged in a bank in two names, with 10 per cent. commission to the first introducer of the customer. Lower down, even the magistracy has, it is averred, been made the subject of bargains and money payments of a few pounds."

"In short, if there is any truth in these and scores of other stories told, the sale and purchase of honors has become a regular traffic."

Mr. Bowles suggests an immediate Royal Commission of inquiry. Obviously the King, as the source of honors, cannot be expected to let such allegations go unheeded.

PLAIN SPEECH

Capetown, Feb. 13.—General Botha declared to-day that the Government had been faced with a revolution during the recent general strike.

But for the Government's action, he said in the Union Parliament, the country would have been plunged into a reign of arson and murder.

European agitators were exhorting the natives to rise in support of the strike. The generals, who were at the head of the movement, sat, he said, on the labor benches of that parliament.

G. KNOWLING. BOY'S G. KNOWLING. OVERCOATS Extraordinary Values!

A very special line of American Blanket Overcoats, in Navy and Grey, smart tunic shapes, some have Astrachan collars, to fit boys age 3 to 8 years. These are very uncommon, and are well worth \$4 to \$5 each, but we are selling at low prices

\$2.10 to \$2.50, according to size

Tweed Overcoats, good colours, double breasted with Storm or Chesterfield collars, with or without belt at back. These will prove a great boom to boys for the remainder of the winter. There are many patterns to choose from and we suggest an early call from intending purchasers. For boys age 2 to 11 years

\$1.50, 1.75, 1.85, 2.10, 2.40, 3.40, 3.90, 4.10 to 5.50 Age 12 to 15 years, \$2.50, 4.20, 4.50, to 5.00.

BOYS' and YOUTH'S PANTS. A Splendid assortment of Long Trousers, in heavy & medium weight tweeds All going at one price..... 60c. BOYS' SHORT PANTS, in tweed and navy, for age 2 to 6 years. One 18c.

Children's Black Stockings, 6c., 7c., 8c., 9c., 10c. according to size. Child's Red Mitts, 10c., 12c. and 14c.

BOY'S CELLULOID DOUBLE COLLARS, worth from 15c. to 20c., which we are selling at, each 8c.

Boys' Raglan Showerproofs. This style of coat, being very hard to procure, should prove a great investment for the spring. We have only a limited number to fit boys age 3 to 12 years..... \$3.00 to \$3.60

GEORGE KNOWLING.