



Evening Telegram

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

Monday, April 5, 1920.

An All-African Air Route.

Years ago, Cecil Rhodes, that ardent Imperialist, whose remains now lie amid the solitudes of the Matoppo Hills, having died before his plans could be worked out, had visions of an all-African British line of railway from Cairo to the Cape of Good Hope. But this imperial vision has not yet come to realization. Next to it, however, has dawned the day of the all-African air service between the points named, which is imperial in inception and all-British in execution. A regular aviation service is now about to be taken up traversing the African continent from North to South, a total flying distance of about fifty-two hundred miles, most of this being over the trackless equatorial jungle of the Dark Continent. Notwithstanding the immense length of the schedule, the official announcement of this enterprise places the actual flying time at fifty-two hours, or at the rate of one hundred miles per hour, while the machines are in the air, about twice as long as it takes an express train to go from St. John's to Port aux Basques, when everything is clear and running time certain.

During last year, three British exploring parties were continuously at work, surveying and preparing the route, constructing aerodromes and acquiring landing fields from local tribal heads. And this work was carried out without the knowledge of the world at large. It was shortly following the conclusion of the armistice with Turkey in 1918 that Sir J. M. Salmond, of the British Air Ministry, saw a favorable opportunity to make a selection of parties competent to survey and report upon possible air routes across Africa, and in December of that year, three expeditions, each consisting of six officers and the necessary assistants started out, each one taking a separate section of the planned route. The Northern section, in length about fifteen hundred miles, from Cairo to Nimule in the Sudan, was in charge of Major Long; the second section from Nimule to Abercorn in Rhodesia, over nine hundred miles was surveyed by that well known big game hunter from India, Major Emmett. The southern and longest stretch of two thousand miles from Abercorn to Cape Town was completed by the party under Major Court-Treath, who had previously travelled through the great Sahara desert starting from Timbuctoo.

The result of one year's hard work of those intrepid explorers and pioneers of the African wilderness, one of the most uninviting regions in the world for airmen, is the establishing of a regular air service, the continent being traversed by a fully equipped route, with landing grounds at intervals of two hundred miles (in some cases less) beginning at the mouth of the river Nile and ending at the Cape of Good Hope, the Cape of

Storms as named originally by its Portuguese discoverer, Diaz. On December 25, 1919, the British Air Ministry made known the outcome of the survey. The saving of time effected by the opening of this air route will be enormous. The total distance by sea and other methods of communication is six thousand, two hundred and twenty-three miles, to complete which a journey of from 59 to 75 days was required. The difference between this and the estimated 52 hours required for the air passage is so enormous that it cannot fail to become popular. No train could ever hope to make the through run in a similarly short period, and perhaps the spirit of Rhodes is thoroughly in sympathy with a project of which doubtless he had never dreamed, when his great design of connecting Cairo and the Cape with two lines of steel was born. Britain leads, as the great Empire Builder would have her, and this splendid conquest of the air would perhaps appeal more to the great South African than his own unaccomplished but gigantic project.

Beaumont-Hamel Battlefield.

The plans of the committee which has undertaken the responsibility of collecting contributions for the purchase of the Beaumont-Hamel Battlefield, are complete. Knowing how deeply we all feel our gratitude to those of our boys who fell, stopping the onrush of German enemies, breaking their morale, and keeping us so safe, the committee has decided to ask for no donation larger than one dollar, so that a far greater number throughout the island may share in this loving ownership of this cemetery of Newfoundland in France. We look to the women of Newfoundland to show their practical sympathy for these, our dead, in the same magnificent manner in which they worked shoulder to shoulder for these same men when alive. Remember, the results of the Great War are still with us, and we must not be weary in well doing, until all is cleared up and set right. This is one great occasion, one great opportunity that has come to us of unitedly sharing a responsibility that must touch every woman's heart—we know we shall not fail each other, and we shall not fail those who are gone. It is the intention of the Beaumont-Hamel committee to hold a mass meeting of women next Friday afternoon, the 9th inst. All women will be welcome. More details will be given to-morrow.

A Bad Break.

Through an oversight on the part of the Government, local firemen were not engaged to bring out the two new ships recently purchased for the coastal service. Firemen from the other side will bring them out despite the fact that a number of our men are walking around. The local Union contend that they could and would do the job cheaper, as the foreign firemen are paid higher wages. The Government will find themselves in a pickle if the imported men are engaged for a term as the locals say they will not be permitted to put our people out of a means of living.

Getting Ready for Rugby Games.

The Feildians who will participate in this season's Rugby games enjoyed a lecture on the subject given this morning in the C.L.B. Armoury by Major A. Raley, now a master at the College. The officers for the year are: A. B. Perlin, Captain; A. Rendell, Vice-Captain; Gerald Lemessurier, Secretary. The Methodist College officers are: L. Macpherson, Captain; D. Clouston, Vice-Captain; H. Joyce, Secretary. The games, which will be the first ones since 1917, will begin by the middle of May. It is not known, yet, whether the St. Bon's boys will enter the series.

Coopers Strike Hard Times.

Some 40 or 50 coopers are at present walking the street, owing to the great scarcity of work in their line. No cooper shops have closed down, but all are working much less than in normal times, and there is probably not one which has not laid off a man or two. The slump is the worst to occur since the beginning of the war, some 6 years ago. These conditions began some two months ago, and is an indication that "Tory times are hard times."

Don't miss the C. L. B. Concert, Methodist College Hall, to-night. A real musical treat for all who attend. Tickets at the store of Gray & Goodland's.

Lost His Prize.

A young man who drew the S.S. Seal in a sweep stake is out the sum of \$600.00 as a result of not paying for his ticket. The man who got up the sweep asked for the price of the ticket yesterday, but the unfortunate holder had not the money on him. As an alternative he was offered half the prize money but refused it saying he wanted all or none. To-day he looked for his prize or the part but was refused both, so it is a case of none.

Boy Breaks Leg.

Charles Blackler, the 12 year old son of M. C. B. Blackler of Kimberley Row, met with a painful accident on Sunday afternoon. The lad with some companions was playing near the old railway track and in some manner fell and fractured his leg. He was removed to his home and a doctor being called the limb was set.

Express Leaves To-Morrow.

An express leaves the city at one o'clock to-morrow, calling at points between here and Millertown. The line is now clear between Port aux Basques and Humbermouth, the only portion not yet cleared being the Top-sails.

Government Charters Schooner.

The Government has chartered the auxiliary schooner Dorothy Melita to freight to Grand Bank. Grand Bank Harbor, it will be remembered, was destroyed not long ago, and no steamer can now get in and out there. Hence the schooner. She sailed from here on Saturday afternoon for Grand Bank direct, taking some passengers.

Committee Meets To-Night.

The Young Men's League Preliminary Committee, appointed at the meeting of young men in the Methodist College Hall a week ago, meets in the Council Room, Board of Trade, at 8 o'clock this evening to complete the Constitution, which will be submitted to the general meeting next Sunday evening. The committee has met once already and it is hoped that final arrangements will be made to-night.

Memorial Chimes Arrive

The memorial chimes to be installed in St. Thomas's Church in honor of the fallen soldiers from that parish, have arrived and will be put in as soon as possible. It is expected that they will play first on Whit Sunday, when the hymn will be "We love the place, O God." The inscription also has arrived, and this, containing the name of every soldier or sailor who went from St. Thomas's, will be placed in the tower porch.

Isn't This So?

You can buy Tinned Milk (condensed and evaporated) for about 25 cents a tin, but you know only too well that you can never disguise its flavour in your tea, and to say the least it is most unsatisfactory to use for when you open a tin it has to be put into immediate consumption. But perhaps the thing that hurts most is that when you buy Tinned Milk you are paying in the vicinity of \$1.25 a gallon for milk—which in these days of high costs is a great deal too much.

HERE'S THE REMEDY!

A one-pound tin of "Klim" costs you only 65 cents and makes a full gallon of delicious milk at about half the cost of Evaporated or Condensed in tins. Its advantages (in addition to the enormous saving) lies in the fact that you make only just the amount of milk you require for immediate use at the particular moment—and then replace the tin on the shelf. There is therefore no such thing as waste milk or sour milk. No wonder delighted users say that when they have a tin of "Klim" in the house they always have a little milkman on the shelf ready for use.

SO ECONOMICAL!

It's so economical too! A one pound tin makes a full gallon. "Klim" is genuine for the flavour proves it, and it is heartily recommended by your grocer.

Why not try the new 35 cent size tin to-day?

You'll not be disappointed.

Nearly Ready.

The Moderate Prohibition Committee has divided itself into sub-committees, each of which will deal with special matters. The committee which is looking after the petition have their work nearly finalised. It is hoped to have the petition circulated during the week.

WITHOUT FOUNDATION.—The report that some of the sealing ships are running short of coal and are on the way home is, it seems, without foundation. Messages of enquiry imply that they have sufficient coal for the voyage.

Sealing News.

But little improvement is indicated in the messages received since Saturday. The Eagle is moving south, being short of coal and should arrive during the week. The Sable I. is also due to arrive here not later than the 7th. Following are the messages:

BOWRING BROS.

April 4th.
Ranger—Total aboard and stowed, 1,000; all well.
Viking—Steamed 20 miles N.N.E. to-day; tight ice as far as can be seen; position 80 miles E. by S. of the Funks; Sable I. in company.
Terra Nova—Fine and clear; passing scattered whitecoats; no patch yet; saw lot of old harps on ice.
Eagle—Ice conditions bad; position 60 miles E. by S. of the Funks; nothing new to report.

JOB BROS.

April 3rd.
Neptune—Took 700 whitecoats to-day; ice conditions bad.
Thetis—Ice conditions bad; nothing new to report.

THE CATCH.

Thetis	7,400
Neptune	4,000
Eagle	4,500
Terra Nova	1,200
Diana	1,000
Ranger	1,000
Viking	100
Seal (in port)	26
	20,126

Personal Mention.

Manager Scott, of the A.N.D. Co., Grand Falls, is at present in New York and will be leaving for home in about 10 days time.
Mr. George Cox, of the Reid Nfld. Co., who is attached to the Bishop's Falls branch, has been in town for the last couple of days. He returns by to-morrow's express.
Mr. Chesley M. Mercer, of the Bank of Nova Scotia, Catalina, arrived in the city yesterday. He leaves for Bay Roberts—his home—to-night, where he will spend his vacation.
Mr. B. Bowering, contracting carpenter, who had been to Canada and America on business, has arrived back in town.

Shipping Notes.

S. S. Rosalind is due at New York to-night.
S. S. Edmund Donald sails for Halifax to-morrow.
S. S. Schem leaves Halifax on the 7th inst.
S. S. Digby will leave Liverpool on Wednesday next, 7th inst., for this port.
Schr. Gordon Tibbo sailed for Oporto from Marystown with 4,936 qtls. codfish, shipped by the Marystown Trading Company.
Schr. Judique entered at Rose Blanche to load salt bulk fish for Buckport by T. M. Nicholson.
Schr. Riviera has entered at Rose Blanche to load salt bulk fish for Gloucester from James Dunn of North Sydney.
Schr. Lila D. Young has entered at Harbor Breton to load fish for Oporto by Moulton & Co.
Schr. Governor Foss with 3,030 qtls. codfish, sailed from St. Jacques for Halifax.

Here and There.

SUSU SAILS THURSDAY.—S. S. Susu sails on the Fogo mail service Thursday morning.

WEATHER ACROSS COUNTRY.—Calm and dull; temperature 20 to 25 above.

PROSPERO GOES ON DOCK.—S.S. Prospero will go on dock, probably to-day.

SAGONA GOES ON DOCK.—Reids' steamer Sagona goes on dock to-morrow morning for her spring overhauling.

ENQUIRY BEGINS TO-DAY.—The enquiry into the Saxon fire on Water Street was to have been continued before Judge Morris this afternoon.

BAND CONCERT TO-NIGHT.—The C. L. B. band, under Bandmaster Morris, is holding a band concert in the Methodist College Hall this evening. The Governor will be present.

WEATHER & ICE CONDITIONS.—Port aux Basques: Wind N.W., fresh; no ice in sight. Seal Cove: Wind N.W., weather dull and cold; bay full of ice.

MASONIC APRONS.—Just arrived, Scotch and English Royal Arch Aprons and Sashes, Masters' Levels, Silver and Gold Tassels. G. KNOWLING, LTD. apr 3, 1920, m.w.

PARISH HALL OPEN TO-NIGHT.—The new Parish Hall at Hoylston will be formally opened to-night with a dance, under the auspices of St. Joseph's Institute.

GOOD ENGINE SALES.—Some 25 gasoline engines were left at the Reid Nfld. Co. freight shed this morning for shipment along the line. They were Acadia engines.



Smoke VIRGINIA Cigarettes the best obtainable at their price.

Imperial Tobacco Co.

BUYING SUGGESTIONS for Easter.

New York Turkeys and Chicken, Geese.

Place your orders now to be delivered from Cold Storage on Saturday.

EASTER EGGS, Only a small quantity left.

Boiled Ham.	Lovell & Covell's	Valencia Oranges.	Parsnips.
Ox Tongue.	Chocolates and	Apples.	Beet.
Lunch Tongue.	Caramels.	Pineapples.	Onions.
Corned Beef & Pork	Wilbur's	Grape Fruit.	Cabbage.
Bacon.	Chocolate & Cocoa.	Lemons.	Lettuce.
Cranberries.	California Oranges.	Table Raisins.	Tomatoes.

Also a choice stock of FANCY GROCERIES. Phone us your orders. The same will have prompt and careful attention.

AYRE & SONS, Limited,
'Phone 11. Grocery Dept. 'Phone 11.



The ever increasing demand for Bridgeport Kerosene Engines is conclusive proof that for economical upkeep, satisfactory service, power and all round reliability the Bridgeport leads all others.

Constructed on sound mechanical principles to stand up to the hardest work, and is backed by the strongest guarantee.

Satisfaction or your money back. There is a Bridgeport for every size boat.

JOB'S Stores, Ltd.
AGENTS.

Advertise in the "Evening Telegram."