



Evening Telegram

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

THURSDAY, March 20, 1919.

Vexatious Delay.

Various reasons are given for the delay in repatriating Overseas troops, now in England, the chief one being that there is not sufficient tonnage available for the requirements of the various branches of marine trade, and that in consequence of the increased demand on shipping for food carrying purposes, the authorities are unable to make any specific arrangements for the transportation of Dominion soldiers to their homes, and can only place at the disposal of the repatriation board such ships as may be detached, from time to time, without interfering with the programme which has been mapped out. This course of action necessarily tends to increase delay and naturally produces impatience among the men who are anxious to get back again and take up where they left off. But their feelings in the matter do not appeal to the red tape swathed Admiralty officials in England, and reminders by the various Dominion Governments that they want to get their troops home and war affairs concluded have no effect. The Shipping Board say that they have no ships available for immediate transport service, and that declaration is final. Canadians, Australians, New Zealanders are complaining of it, to them, unwarranted dilatoriness in providing them with transport, and further delay in the demobilization gives additional cause for annoyance, anxiety and unrest. This was fully demonstrated a few days ago when a riot of no small dimensions occurred at the Kinnel Military Camp, near Rhyl, Wales, where the Canadian divisions are sent, on landing in England from France. The main cause of this outbreak was discontent, the men who precipitated the disturbance, which for some of them ended fatally, being war casualties who had served three or more years in France, and who complained, without effect, that they had been repeatedly while men who had seen less service were being given preference. One result of this violent form of protest was the dispatch of a Staff Officer from the War Office, who flew from London and addressed the men, undertaking that their grievances regarding demobilization and pay should be immediately removed. He also declared that four transports would be at once placed at the disposal of the Colonials.

Following the outbreak of the riot, Ministers in the Commons were interpellated, the usual evasive replies being given, though promises were made to repatriate Dominion troops as fast as transport facilities would permit. Another cause for the delay, and one for which the authorities may or may not be, to blame, is the recent dock strikes at London, Glasgow and Liverpool, a large number of ships which were due to sail in February, being still held up, and the only hope expressed now is that the situation is easing somewhat. Those in the know say that there is no little truth in the statement that the removal of the White Star "Olympic" and the Cunard "Aquitania" from the Canadian transport service had a great deal to do with the dissatisfaction among the Canadian troops, which culminated in the riot at Kinnel Camp, the mere fact of the ships named being detailed to carry American troops home, creating a feeling that the Colonials were being discriminated against.

Anyway, the case, as put by the Shipping Board, is that there are not sufficient ships to fill the demand and until others are available the Overseas forces in England must wait with whatever patience they possess until their turn comes, and with them the remainder of the Royal Newfoundland Regiment, whose friends will now appreciate the reason why our own militia department is powerless to expedite their home coming.

The delay is vexatious, but the English Shipping Controller cares not for that. Routine must be observed, though Colonials suffer.

SEAL SKINNERS TO MEET.—The seal skippers will be holding a meeting on Friday night, the 21st, to discuss the wages, etc., for the spring skinning operations.

The Trans-Atlantic Aero-Flight.

Full Particulars of the First Attempt.

As we promised our readers when presenting the account of our interview with Captains Penn and Mason, we can now give fuller details of the attempt to cross the Atlantic Ocean by air within the coming month. These particulars, we may state, are given exclusively by us, and we believe they are published now for the first time. Captain Penn came here in the interests of his firm, the Sopwith Aviation Co., of Kingston-on-Thames, England, for the purpose of selecting a suitable place from which the flight could be made. The place chosen was Mt. Pearl, where a shed in which the aeroplane is to be kept has already been erected by the Horwood Lumber Co.

The following does not pretend to be the full history of the Sopwith Aviation Co. and personnel, but consists of a few facts which have been collected from the highest sources by the Telegram reporter.

The Sopwith Aviation Co. is one of the oldest aircraft constructors in the world, having built the majority of the fighting machines used in this war. They undoubtedly built more original types than any firm. They have supplied all the Allied Governments, including the U. S. A., with machines during the late conflict. It was the only foreign firm called upon during the war to actually build machines in France for the French and American Governments, and during the time they were operating there 4,400 machines were constructed by them. The Sopwith Company also supplied a large number of torpedo planes and bombers to the Royal Navy, and in every case their own design and build. Their machines were used extensively for experimenting the possibility of machines landing from and alighting on battleships, their planes succeeding in accomplishing this difficult feat. The Sopwith Co.'s machines were the first in the war to bomb Germany, and the Company were the constructors of the machines that penetrated furthest into that country. One of them, which bombed Krupp's munition works at Essen, proceeded from there and bombed Munich, and then landed in Italy. They were the first people to produce trench fighting machines, which were the equivalent of flying "tanks." The pilot, petrol tank and controlling gear were placed in a roomed box and the machine was built round it. The performances of this machine surpassed all expectations for this type of machine. The Company was only prevented from building in large quantities, 2-seater machines of the same type which had gone beyond the experimental stage, by the ending of the war. The Sopwith Co. has many records to its credit. Among these were the Schneider Cup, which was won for seaplanes; the Gordon Bennett Cup, for machines that would land and rise from both land and water; and the Michelin Cup. Their machine was the only one, out of the many, that started in the "London Daily Mail Circuit of Britain Competition," in 1913, that succeeded in making a flight that in any way fulfilled the expectations of their designers. An unfortunate and unavoidable accident prevented them from winning this competition.

The Company has as many as 5,000 hands employed in its factory, the latter having one of the longest single-floor erecting shops in England. It is of interest to note that this Company had the honour of being the first Aircraft Firm to be inspected by H. M. King.

Mr. T. O. M. Sopwith, the President, is known to everyone in aviation circles over all the world. He is a sportsman in the true sense of the word, having interested himself a great deal in motor car and motor boat racing and development, winning many prizes in both. In the early days of aviation he took his pilot's certificate, and proceeded to develop this science. He has risen rapidly, a rise due to great enterprise and foresight, and it is expected that big things are still to emanate from his direction. Mr. Sopwith is personally responsible for the design and conception of the machines built in his factory.

Mr. Harry Hawker, the pilot in the coming Transatlantic flight, was born in Australia, and came to England in the early days of flying, for the purpose of learning this new science. Very shortly after arriving in England he succeeded in joining Mr. Sopwith, who taught him to fly, and since then he has become one of the finest test-pilots in the world. He holds many records, won on Sopwith machines, and has won many competitions in aviation. When the Circuit of Britain Prize Competition was attempted he piloted the Sopwith machine, and by a magnificent effort he succeeded in negotiating the most difficult part of the country, including the North of Scotland, and was only prevented from winning the competi-

tion by an extremely bad piece of luck. He comes to this country with a very fine record behind him, and there should be every chance, given ordinary luck, that he will succeed in accomplishing this greatest of all modern voyages—the flying of the Atlantic.

Lieut. Commander Mackenzie Grieve, R. N., the navigator, was Commander of seaplane carrier H. M. S. Campania, attached to the Grand Fleet during the war, is a well-known name to all connected with the Royal Navy, and to the great majority of our readers. As a navigator his experiences have been unique, and for this cause the Government has released him for this occasion, to navigate the first aeroplane to attempt the crossing of the "herring pond." He is also a wireless expert.

The machine to be used is a biplane. It contains accommodation for pilot and navigator. A radical departure from other machines is the seating arrangement. The pilot and navigator will sit side by side, instead of in the old way, behind each other. The aeroplane is fitted with a 360 horse-power Rolls-Royce motor, and has petrol and oil accommodation for 24 hours. The machine is installed with a powerful wireless apparatus in which is incorporated the necessary instruments for directional work, as well as the necessary navigating instruments. Both pilot and navigator will wear a rubber life-saving suit, which will keep them afloat, in the event of any unfortunate accident, for at least 3 days, without the possibility of being touched by water. The top-decking, or back portion of the machine, is made in the form of a boat, which is attached to the hull by a "quick release" so that in the event of the machine being forced to land, the pilot will be able to release the boat, which will contain food and supplies and the necessary signalling apparatus for sending S. O. S. calls. Running in still air, the aeroplane's speed will be 105 miles an hour. In considering this flight the absolute unknown weather and air conditions which exist in mid-Atlantic should be remembered. Just this fact will help to demonstrate the difficulty the organizers of the flight have to contend with. The petrol being used on this aeroplane is in the city. It was supplied by the Shell Marketing Co. of Great Britain. The lubricating oil, "Castrol R"—is specially prepared for this flight by C. C. Wakefield Co., Ltd., of Cheapside, London, lubricating engineers and oil refiners. The machine, pilot and navigator are now enroute to this country, having left England on Monday, and should be here before the end of the month.

Accompanying them is the representative of the Jurey's Imperial Pictures, of London, who will photograph the beginning of the flight here. The actual building of the machine was also photographed by the same moving picture machine. The pictures taken will be shown all the world over, beginning in St. John's. That Newfoundland will be the gainer in publicity is perfectly obvious, and the organizers of the first actual attempt, to accomplish the Transatlantic flight will ever hold a warm spot in the heart of Newfoundland.

L. O. A. Grand Lodge.

HEART'S CONTENT, Mar. 19. The Grand Black Chapter of Newfoundland opened at Hart's Content on Monday evening in the Church of England Parish Hall, R. J. Smith, R. W.G.P., in the chair. A large number of delegates were in attendance though many were prevented from being present by railway obstruction. The reports presented were all very satisfactory. The election of officers resulted at follows: R. J. Smith, R. W. G. P., re-elected; W. H. Cave, Dep. R. W. G. P., re-elected; Jordan Miller, Associate Deputy, elected; Wellington Crumney, Registrar, elected; Rev. R. H. Mercer, Chaplain, elected.

The Orange Grand Lodge opened on Tuesday evening in the Parish Hall, and is now in full swing. Grand Master Puddister in the chair. The Grand Master's address was inspiring. One hundred and twenty delegates were in attendance. The Grand Secretary's report showed a net increase of 617 for the year—the largest increase in membership on record. The total membership in good standing is nearly 12,000. To-day there was a great parade through the town of several hundred Orangemen, and Divine Service was held at St. Mary's Church. Rev. Canon Smart delivered a most interesting address of welcome, and the Grand Chaplain, Rev. Dr. Jones, preached a splendid sermon. A big public meeting takes place to-night.

M. C. L. L.—Regular meeting to-night at 7.45 sharp. Special Business: Discussion re Annual Dinner, mar20,11

Sealing Messages.

(March 19.)

BAIRDS' LTD.

S.S. Diana—Struck young seals to-day; scattered hoods; 4 steamers in sight; position 70 miles S.E. of the Funks.

JOBS.

S.S. Thetis—Have 3,000 on board; patch cut; heavy ice.

BOWRING BROS.

(March 20.)

S.S. Ranger, 8.30 a.m.—Working hoods to-day, Thursday; Diana and Sable I. in company; all well.

S.S. Eagle—All pans on board; total count 5,000.

S.S. Terra Nova—Estimate 1,500 old, 1,000 young hoods, most of them on board; ice not quite so heavy; prospects good.

BAINES JOHNSTON'S.

No news has been received from Baines Johnston's Seal. We are informed that the news contained in one of yesterday's papers was not reliable, not having been sent by the captain of the ship to the firm, but rather having been received by a private party from the secondhand.

Casualty List.

(Received March 20, 1919.)

At Bermendsey Military Hospital, London.

5370—Pte. Lawrence Chafe, Petty Hr. Typhoid.

4775—Pte. Patrick Butler, Leading Tickers, N.D.B. III, nature of illness not yet diagnosed.

J. R. BENNETT,

Minister of Militia.

McMurdo's Store News.

THURSDAY, March 20, 1919.

Now is the time to get rid of that cough which has been hanging on more or less all the winter and which does not seem inclined to quit. For this purpose, it is wise to get a bottle of Gault's Syrup of Tar and Cod Liver Oil, which has a deservedly good reputation in such cases, and take it regularly. You will, we think, soon find relief and an ultimate cure, though it may need more than one bottle to achieve the latter. Price 50c. a bottle.

Allen's Antiseptic Corn Plasters

will do all that a Corn Plaster can accomplish—act as a "fender," relieve the pain, and finally destroy the corn. Easily applied and very effective. Price 15c. a pkg.

Maternity Hospital

Subscriptions.

Previously acknowledged ..\$14,218.00

William Thompson .. 25 00

\$10.00 each—Florence Knowling, Mrs. Capt. W. Davis 20 00

J. M. Ryan .. 7 00

Miss Florence Fiddle and Friends .. 5 45

\$5.00 ea.—Mrs. W. B. Culler, W. F. Halley, O.C.T., Capt. Wm. Davis, Mrs. T. W. Cousins, Arthur H. Carnell, M.D. 30 00

J. H. Walsh and Friends .. 3 00

\$2.50 each—Mrs. H. Canning, Jack L. Canning, M. McLeod, Mr. Norman Matthews, Mrs. Norman Matthews, Margaret Carnell 15 00

\$2.00 each—N. W. Chown, A. Friend, Mrs. Skinner, O'Neill family, Mrs. Thos. Barrett, Chas. H. Hammond, Mr. John Joseph, Mr. J. Ellis, Mrs. W. C. Baird, Mrs. Hubert Baird, J. T. Winsor, Mrs. Samuel Sellars, Mr. and Mrs. Simms, Mrs. Jane Whalen 28 00

\$1.20 each—Miss B. Bemister, Andrew McGrath .. 2 40

Janet Carnell .. 1 50

Friends .. 1 30

\$1.00 each—Mrs. Woolgar, Mrs. M. A. Long, B. Loveys, Mrs. Bert Hayward, Mrs. N. J. Kennedy, W. J. Willis, Miss L. Cousins, A. Friend, Mrs. E. G. Baird, Mrs. E. Brown, W. H. Reid, Dorothy Carnell, Mrs. N. Dyke, A. Friend, Mrs. A. W. Bishop, A. Friend, Mrs. E. Worrall, Mr. Gaffett Sevour, A. Friend, George Edgecombe, Miss E. Willis, Mrs. Porter, P. J. Alcock, Miss E. Efford, Mrs. Carnell, A. Friend, Miss Kennedy, A. Friend, Mrs. M. Barrett, P. J. O'Reilly, Mrs. Bastow, Friend, H. Olsen, Friend, C. Pitcher, M. A. Downey, J. J. Connolly, James Gay, A. Friend, Mr. Backler, Mr. Geo. W. Lill, Mr. A. Basha, M. J. O'Keefe, Mrs. Chas. Power, Mrs. Charles Garf, Mrs. Emma McGrath, Ernest Woolridge, R. Lewis, Mrs. John Druke .. 51 00

Miscellaneous .. 22 10

Horwood Lumber Co. .. 50 00

Geo. M. Barr (extra subscription) .. 500 00

\$14,978.75

The "Telegram" Flight Competition.

Other reserved bids have been received by us. These bidders wish to hold back their offers until the last moment, in hope of gaining the flight. Interest in this unique event has deepened, so that the entire city is now talking about the competition. The representative of the Jurey's Imperial (Moving) Pictures, who is accompanying the machine here, will photograph, with a cinema camera, the passenger flight, to be shown, not only in St. John's, but over all the world. To a business man, the exhibition of these pictures would be the best advertisement shown here for some time. Time is going, and the machine will soon be here; so we advise, once again, bid early and bid big.

Water Street Dump.

The attention of many citizens lately has been drawn towards that plot of ground between the Telegram building and the block of buildings occupied by Mrs. Williams and others. The Water Street Dump, as it has been called, is the depository of a mass of paper and other kinds of refuse which is piled most deeply immediately under the bank, on which the Law Chambers is built. This method of ridding the offices of refuse is certainly not favorable to child welfare or any other kind of welfare, as it makes a sure breeding place for disease and pestilence. If the Council is blameworthy in this respect then it is time that it remedy the mischief by stopping the piling of dust heaps on the public highway.

Kyle's Passengers.

The following first class passengers arrived at Port aux Basques by the Kyle: G. Rowe, A. Canning, J. Beasley, Capt. T. Scott, H. Scribner, N. Duckworth, A. Bartlett, A. Ivany, J. Green, E. Stockley, A. Barry, J. Poole, K. Young, F. Basha, Mrs. A. Harris, Mrs. G. E. Miller, M. E. Martin, H. J. Bell, J. Bennett, Mrs. D. Foster, H. Halburton, L. B. Crane, J. Hennaford, C. Gunnery, J. Walsh, J. Monroe, Miss M. Kennedy, J. March, N. J. Briand, H. E. Rowe, A. Dawe, D. M. and Mrs. Baird and daughter, W. Tucker, Miss C. Payne, Mrs. M. H. Cahill, W. J. and Mrs. Pail, W. E. O'Ram.

From Cape Race.

Special to Evening Telegram. CAPE RACE, To-day. Wind E.N.E., fresh with dense fog; scattered slob ice drifting along shore; no vessels sighted. Bar. 30.10; Ther. 36.

"Stafford's Phoratorne" for Coughs, Colds, Sore Throat, Bronchial Troubles Croup, Loss of Voice.—feb14,tf

NEYLE'S PAINT.

JOB LINE PAINTS.

WHITE MIXED.
INSIDE GLOSS WHITE.
OUTSIDE GLOSS WHITE.
½ Pints, Pints Qt. & Gall.

MOTOR ENAMELS.

VARNISH.

WHITE ENAMELS.
MOTOR BOAT PAINT.
VARNISH & STAIN
in 8 Colors.

Special Price to Dealer.

NEYLE'S HARDWARE.

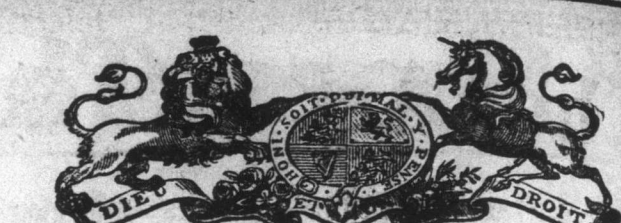
WM. SOBER, Manager.

FIRE!

The Palatine Insurance Co'y

Will accept Risks on Property against Fire at Lowest Current Rates.

H. J. STABB & CO., Agents.



PUBLIC NOTICE Regarding Coal!

Notice is hereby given that, acting under the powers conferred upon him by Clause 9 of the Coal Order dated 18th day of July, 1918, the Minister of Shipping orders that on and after the 20th day of March, 1919, said coal order shall be suspended until further notice in so far as same relates to sales of coal for local consumption in the City of St. John's, but any coal exported or used for bunkering vessels will continue to be subject to the control of the Minister of Shipping as set out in the order dated the 18th day of July, 1918.

By order of the Minister of Shipping.

T. A. HALL, Secretary.

St. John's, 20th day of March, 1919.

NOTE:—The effect of this Notice is that all restrictions previously in force as regards the quantity of coal that can be purchased by any person or firm for local consumption have been removed. mar20,61

Postponed!

Grand Carnival Prince's Rink, advertised to take place to-night, is postponed until Friday, March 21st, ice permitting.

GOSSAGE'S SOAPS.

All Kinds. All Sizes.

Gossage's Soaps for years have always given satisfaction to dealer and user, and will continue to do so in the future.

Take Nothing But GOSSAGE'S.

New Price List on request.

GEORGE M. BARR.

SLATTERY'S Wholesale Dry Goods

are now showing:

Boys' Tweed Suits.
Men's Wool Socks.
Blouse Flannelette.
Dress Goods.
Misses' Dresses.
Remnants of Dress Goods
White Flannelette.

Crib Blankets.
Chintz Quilt Cotton.
White Nainsook.
White Cambric.
Children's Dresses.
White Pique.
Ladies' F. L. Underwear.

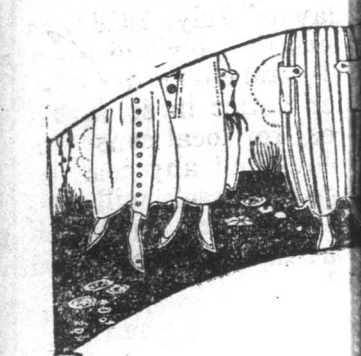
A large assortment of SMALLWARES always in stock.

SLATTERY BLDG., Duckworth & George Sts.

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Every item ad



Startling Value Showro

WOMEN'S LUS

Skirts you will certainly admire wide waist belts. You should see long at this price. Colors: Navy, each. Friday and Saturday ..

Black and Navy Cloth Skirts, black bone button trimmings and each. Friday and Saturday ..

WOMEN'S WOOL SWEATERS.

All that's new for Spring at here shown. The styles are two-tone colors are charming Regular \$10.25 each. \$8.50 Friday and Saturday ..

WOMEN'S WHITE BRASSIERES.

Lawn, Linen and Net, dainty trimmed with embroidery, bone and plain. Reg. \$1.75 ea. ea. Fri. and Sat. .. \$1.40

WOMEN'S FUR-TRIMMED, SILK and CREEP-DE-CHENE COATERS.—Mostly in sailor style with wide hemstitched edges. Colors: Champagne, Pale Blue, Navy, Coral, Helio, and Black. Reg. \$16.50 yard. Fri. day and Saturday .. \$12.00

WOMEN'S WHITE LAWN HATS.

KERCHIEFS.—With small bordered initials and narrow hemstitched hem. Regular 10 cent each. Friday and Sat. .. 8c

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