



## Evening Telegram

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

SATURDAY, May 31, 1919.

### The Coastal Contract

There is no difference of opinion whatever on the excellence of the steamship passenger and mail service performed under the Coastal Contract with Messrs. Bowring Brothers, Limited, inaugurated in 1904 for a term of fifteen years, and expiring but a little while ago. The ships employed in the service were built specially for it, and their accommodations for passengers were unsurpassed. During the period of the service the efficiency was something of which to be proud, and the late contractors have been congratulated again and again. Freight and passenger rates, under the contract referred to were reasonable and travelling by the first class, well appointed steamboats of the Company was within the reach of all. There was no change made in the schedule, even when war rates and risks sent costs of food and wages soaring skyward. The North East Coast from St. John's to Battle Harbor, and the South and West Coasts to Bonne Bay were almost as well served during the years of warfare as previously, and only the exigencies of circumstances prevented the full service from being performed, and even under the abnormal conditions it was carried out with the least possible inconvenience to patrons.

Just now there is a Bill before the Legislature authorizing a renewal of the Coastal Steamship Contract for ten years. Critically, it is not a renewal, but an entirely new agreement, as many changes have to be made, from the old contract, in relation to subsidies, passenger and freight rates. The late Contractors, with whom present negotiations are being conducted, are agreeable to engage in the service again, but on their own terms only. These terms are, succinctly, an increased subsidy amounting to one hundred thousand dollars per year, for both ships, one North and one West, and an all round fifty per cent advance in passenger and freight rates. With these demands there should be no disagreement, they being equitable and reasonable, under existing conditions, but there are some others which the Government apparently, does not see its way clear to accept or sanction. These are: (1) that the Company shall make an additional

rate over and above the admitted fifty per cent on the schedule of passenger tariff for ports of call north of Little Bay Islands up to and including Battle Harbor; (2) That instead of being paid per trip, the subsidy shall be payable per month and (3) that the Company be not bound to complete any scheduled number of trips, either North or West, during each or any year covering the term of the Contract. With these latter the Government are not in agreement, but it is hoped in the public interest that some kind of compromise will be arranged shortly. There must be a happy medium somewhere, and a little give and take (but not too much of either) on both sides.

Pending the negotiations the ships of the Company are doing other work, one being in England undergoing repairs, and the other engaged in the carrying of coal from Sydney to St. John's. Meanwhile the South Coast to Port aux Basques is being served by one steamer of the Reid line, and the West Coast to Bonne Bay, around Cape Ray, by neither, with the result that merchants and traders cannot get the necessary supplies to enable them to fit out for the fishery. The time is getting advanced and the delay is becoming embarrassing, and something must be done at once to relieve the stringency.

It is obvious that the country wants a continuance of the late coastal service, and it will not grumble over the payment of increased rates either individually or out of the general revenue, but any time lost in arriving at an amicable settlement between the contracting parties will be detrimental to the public interest.

### From the Corsican.

The latest from the s.s. Corsican, received by the Militia Department this morning was as follows:

"Same position; dense fog, moderate wind from N.E."

### Banquet Notice.

We have been asked by Mrs. Browning to notify all table holders that should the Corsican arrive before noon to-morrow, the Banquet will be held, and if the boat does not get in, all table holders are asked to meet at the Prince's Rink after church to discuss what arrangements are to be made.

### Police Court.

The captain of a schooner was charged with failure to have the name of the vessel painted on both sides of the bow, and her name with port on the stern. He was released upon complying with the law.

A young girl was fined for assaulting another girl.

A five-year-old man was ordered to leave his mother's house, having been disorderly while there. His mother, who was in court, told that he was lazy, refused to work, and most insulting in his language and actions.

### Reids' Boats.

Argyle at Placentia.

Clyde left Seldom-Come-By at 8.40 a.m. yesterday, going to Lewisporte.

Dundee left Seldom-Come-By at 12.30 p.m. yesterday, coming to Port Union.

Ethel left Port Saunders at 2.45 p.m. yesterday, going north.

Glencoe at St. John's.

Home at Lewisporte.

Kyle left Port aux Basques at 7.10 a.m.

Meigs arrived at Placentia yesterday, coming to Placentia.

Petrel left Hillview at 9.45 a.m. yesterday.

"Stafford's Phoratorne" for Coughs, Colds, Sore Throat, Bronchial Troubles Croup, Loss of Voice.—Feb 14, 1919

### NEW GOODS Now in Stock.

Scotch Oatmeal.  
"Rola" Egg Powder.  
Blue Starch.  
Sincal's "Fidelity" Hams.  
Sincal's "Fidelity" Bacon.  
Sincal's "Cedar Rapids" Sliced Pineapple, 2's & 2 1/2's.  
New Texas Onions.  
Bacon.  
Fresh Bologna Sausage.  
Helen Baked Beans, 30c. tin.  
Helen Porkless Beans, 30c. tin.

### C. P. EAGAN,

Duckworth Street and Queen's Road.

### "International" Brand FAMILY MEAT PORK.

Small Rib Cuts.  
Jowls with Tongues.  
California Apples.  
New Cabbage.  
California Oranges.  
California Lemons.  
Table Apples.  
Mole's Cake.  
California Prunes.  
Ivy Soap—Boxes of 50 bars.  
"Sunmaid" Seedless Raisins.  
"Sunmaid" Seedless Raisins.

## The Atlantic Air Route. The Vickers-Vimy Attempt.

The assembling of the fourth trans-Atlantic flight aeroplane intended to fly from Newfoundland has been nearly completed, and by the end of next week the Vickers-Vimy big biplane will be ready for its first trial flight on this side of the ocean.

Arriving a little over a week ago, it was not long before the machine was being quickly put together on the very same ground that was the scene of the Martinsyde biplane's construction, some weeks since. There, within sight of historic old Signal Hill and within hearing of the Atlantic Bill's roar, the Vickers Bomber is getting ready for her attempt at achieving the greatest of all modern voyages—the crossing of that stretch of water lying between the Old and the New World.

The canvas hangar, in which the little "Raymor" was so lately assembled, serves as the headquarters of the work, although the machine itself is just outside the tent, held in position between four high poles, forming two V's, turned upside down, and used to lift the engines and wings into position. Expert mechanics are engaged on her, and although every effort of her construction is done with scrupulous care, the work is going steadily and quickly on. The engines were placed in position the day before yesterday, and sections of the wings affixed yesterday. She would be ready for her trial flight by Wednesday next, if it were wished, but it is not expected that this will take place before the end of the week.

The machine is a biplane. That means, of course, that she has two wings, running parallel to each other and at right angles to the fuselage or body. Those wings are sixty-eight feet from tip to tip and measure sixteen feet six inches in width. They are comprised of light but strong frames stretched over with canvas. This canvas, which is the regular aeroplane fabric, is painted with what is known in aviation parlance, as "dope." This dope has the effect of stretching the canvas and making it waterproof. The fuselage is three feet long. This is the main body of the aeroplane, and in it is situated the crew's cabin and control gear. It is, as distinguished from the ordinary fuselage, all metal to half way back. The under-carriage is also steel, and in fact the entire machine is particularly noted for the large amount of steel-work in it. So that the compass will not be affected, the nose or front of the fuselage is brass. It is in the nose that the cabin is situated, and here are kept all the instruments used in flying. Those are a wireless outfit, both transmitting and receiving, sextant, azimuth compass, an ordinary compass, but no directional wireless. This last is considered by her fliers as of no real value. Then there is a drift bearing plate, which gives the direction of the drift. There are special charts, which are rolled. According as the distance is covered the chart is unrolled and that portion which is being used is exposed to view.

She is twin motored. Those engines, which are Rolls-Royce ones, each three hundred and fifty horse-power, are placed between each of the wings, on either side of the fuselage and running parallel to it. Each motor is fitted with one propeller, situated in front. They are four-bladed, and the Vickers-Vimy biplane carries a crew of two—a pilot and a navigator. The regular machines of this type carry more, but the special construction of this particular one will only permit her carrying two.

She has four wheels, as in the case of the Handley-Page machine being assembled at St. John's. The wheels are rubber-tired, and covered in with tightly-stretched canvas (to prevent the wind from playing on the spokes) and are placed in a row, and are so situated as to be under the two motors, thereby relieving the strain on the wings there would otherwise be when the machine is running along the ground preparatory to taking off or just after alighting.

She will carry eight hundred and twenty gallons of petrol, and fifty gallons of oil. This petrol will be carried in nine different tanks. Here, again, is another feature of the Vickers-Vimy, namely, the tank arrangement. The whole machine is constructed as to have plenty of tank space. On the top or upper part of the fuselage, where, on his machine, the Hawker carried the little oil tank. When the flight begins this fuel will be the first to be consumed, and when the tank is empty it will make a very good air-tight raft. In fact, all the tanks are the same, and will become such floats when they are empty. In this way, then, the machine, should she be compelled to alight on the water, would be kept afloat, at least for a while, by the air-tight tanks. It is hoped, naturally, of course, that they will not be needed in this way.

To eliminate the danger that overtook and brought disaster to Hawker and Griev, special filters are placed at every connection of the motor and tanks. This will, of course, prevent pipes or tubes from choking and thereby bringing some engine trouble that would compel her to descend.

When fully loaded, she will weigh seven American tons, or fourteen thousand pounds.

The maximum speed of the aeroplane is one hundred and five miles an hour. The actual cruising speed, however, is ninety miles. The trans-Atlantic flight, it is stated, will take about eighteen hours to accomplish. It has not been decided yet just which course will be taken, but this will be known the day they leave. There are three possible routes: straight across to Ireland; a circuit course South, which is the regular steamer route, and a similar route North, which is thought, however, that the steamer route will be the one chosen. This, of course, must be decided by the direction of the wind on the day the flight will be made. The plan is to land in Ireland if necessary. If, on the other hand, there is sufficient fuel remain-

ing, the machine is running in good order, and the aviators feel equal to the extra distance, she will continue on to some big aerodrome in England. The moon will be at its full on the 16th of next month, and the flight will be made on that day. In the meantime the trial flight, or more than one, if necessary, will be made, and all adjustments attended to. Nothing will be left to chance, and the machine will begin the journey in first-class condition.

It was at first planned to make the flight from the Handley-Page aerodrome at St. John's. Thus, it was the intention to fly from Pleasantville to St. John's, and there take aboard the fuel and supplies, and then leave at the first opportunity. This plan has been abandoned, and the hop-off will be made from St. John's. A large, moderately level field at the Rope-walk, near Mundy Pond, has been secured, and the two will be run into one, and a very good aerodrome made. Some thirty men were set to work at rolling in the sand, preparing it to-day. The field will be four hundred yards long and level. At one end, also, there is a slope of another hundred yards, and the event of the wind blowing from that direction, the aeroplane will have the gentle fall-sway as a good aid to the take-off. It would be the blowing from the other way, however, the machine will have to ascend the slope first, and take off on the level, for she must go against the wind when the plane, running along the ground on her wheels, has gained sufficient velocity, a back portion of the wings is turning, and she is making a loop, the terrific current raising the machine. The idea is that the plane, being so buoyant, will rise more easily than it will go against the air resistance.

On the day of the great flight she will take off at Pleasantville, fly over the city, and alight at the field near the Rope-walk. The fuel will then be taken on, and the voyage begun. It might be useful, to give an idea of the Vickers-Vimy size, to compare the measurements and capacity with those of the Sopwith and Martinsyde biplanes, with which nearly all the people of St. John's are fairly familiar. The wing span of the Sopwith is 48 feet, and of the Martinsyde about the same. The fuselage measurement of the Sopwith and Martinsyde was 25 feet. That of the Vickers-Vimy is 30 feet. The Sopwith was fully loaded, was six thousand, some odd hundred pounds, and of the Raymor, a little less. The weight of this machine is 14,000 pounds. The Vickers-Vimy has two, the propeller being four-bladed, in comparison with the others' two-bladed ones. The Vickers-Vimy biplane has four wheels, the Sopwith and Martinsyde biplanes had two each.

Her aviators are Captain John Alcock, pilot, and Lieut. A. W. Brown, navigator. Both are ex-R.A.F. officers.

### CAPT. ALCOCK'S CAREER.

Captain John Alcock, D.S.C., the pilot, served his apprenticeship at engineering work, and left college. It was in 1909 that he first took up aeronautics as a hobby, more than anything else, flying on ordinary kite gliders, without engines. Later he was with several aviation companies, and in 1912 he secured his pilot's certificate. Before the war he participated in numerous aviation competitions, coming second in the London Daily Mail—London to Manchester—\$5,000 flight. This flight he made in a Farman machine, fitted with a 150 Sunbeam engine, all British, and he also won several small competitions, such as across country flights.

He carried off a speed and an altitude record, in the latter reaching to a height of 12,000, then considered a remarkable altitude. At the outbreak of the war, his machine was commandeered by the R.A.F. Going with it, he was appointed an instructor at Eastchurch, Kent. He was after that engaged in home defense aviation work, and took part in the raid on Zeppelin raid. After that Captain Alcock was Chief Instructor at an Aerobatic School, for the training of aviators in a big Handley-Page machine. He then went to the Dardanelles, and Salonika with a Squadron of machines. He went through considerable fighting there in a biplane, and for bringing down seven German aircraft he was awarded the D.S.C. During his fighting in this area, he bombed Constantinople, Adrianople and other big cities of Turkey and Bulgaria. At one time he was on a night bombing expedition in a big Handley-Page bomber, when a hundred miles beyond the Allies' own line one of the propellers burst, and he had to turn back on one motor. He had reached to within 12 miles of his lines, when the machine was compelled to drop into the sea near Suvla Bay. For two hours she floated and then he and his two companions swam ashore and reached the beach. They were on this all night, with Turkish soldiers about in every direction.

### ROYAL VICTORIA COLLEGE,

MONTREAL  
A RESIDENTIAL COLLEGE FOR WOMEN STUDENTS ATTENDING MCGILL UNIVERSITY.

Founded and endowed by the late Sir John, Baron Strathcona and Mount Royal.

Courses leading to degrees in Arts, separate in the main from those for men, but under identical conditions; and to degrees in Science.

Applications for residence should be made early as accommodation in the College is limited.

For prospectus and information apply to the Warden.

When daylight came, and discovery was inevitable, they surrendered themselves. They were taken to Constantinople and clapped into prison, spending a month there. Thence they were taken to an internment camp, where they were kept until the signing of the armistice. An interesting story is told of Captain Alcock. When they were short of light Scout machines, there being only big bombers, he actually constructed one himself on active service. The material was sent from Malta, a naval base, and the construction was from plans drawn by himself while in England. The machine he built was highly successful, attaining a much greater speed than the others. This was the first aeroplane ever built on active service. The designs were his own. Lieut. A. W. Brown, ex-R.A.F., the navigator, has also had long experience and service in flying, spending some considerable time in France, where he was once shot down and taken prisoner. He joined the R. A. F. in '14.

The Vickers-Vimy machines are built by the Vickers Company, Ltd., which is one of the biggest in the world. During the war this company built big guns, battleships and all kinds of aircraft. Its main factories are at Weybridge, Surrey.

### Methodist Educational News.

Mr. R. J. Hockenbury, President and Manager of the Hockenbury System of Harrisburg, Penn., U. S. A., is expected to arrive on the express this evening, and will be in St. John's for the Methodist Educational Campaign.

Mr. Hockenbury is one of the organizers of the Short Team Campaign Idea. He and his staff have been instrumental in perfecting organizations that have raised millions of dollars for fraternal organizations and patriotic funds and education, throughout the United States and Canada.

Mr. Hockenbury with a small group of other Campaign Managers planned the first Red Cross Campaign which secured one hundred million dollars, and practically every large War Fund for the United States was started through this method. The whole idea is based on team work, and the spirit of competition and friendly rivalry enters very strongly into the Campaign, so that the soliciting and daily reports resemble a large game rather than an arduous task.

The Methodist Educational Campaign will be the first of its kind to be conducted in Newfoundland.

The Division Chairman of the Intensive Campaign Organization announced the following as Captains of Teams: Division "A" and "B," Mrs. Frank Steer and Mrs. S. T. Harrington, leaders, who announce as their Captains, Mrs. A. Soper, Mrs. Wm. Dove, Mrs. John Angel, Mrs. John S. Currie, Mrs. W. J. Herder, Miss C. Storey, Mrs. Fred. Angel, and Mrs. Harold Ayre.

The Men's Division Chairman, Messrs. R. F. Horwood and H. N. Burt, announce the following as Captains of Teams for Division "C" and "D," Messrs. James Pratt, Wilfred Dove, J. A. W. W. McNelly, Fred. Angel, George Grimes, J. C. Puddister and P. H. Hudson.

A number of the Captains have already completed their list of eleven workers, and it is expected that by Monday practically every team will be completed.

### Legislative Council.

The Council met at 4.15 p. m. yesterday. All the business on the order paper was disposed of, except the Air Traffic Bill, which was deferred until to-day, when the House resumes at 4 o'clock.

### McMurdo's Store News.

SATURDAY, May 31, 1919.

The latest addition to our list of Massage preparations is Tepico Massage Cream. We believe that it will turn out to be one of the most successful things of this kind to be had. Tepico Massage Cream is moderate in price, and if used according to directions can be depended upon for good results. Price 40c. a pot.

Another late addition to our Toilet case is Menthol Shaving Lotion. Everyone is acquainted with the cooling sensation produced by the application of menthol; not everybody realizes that it is a good soothing application, and an efficient antiseptic. Combined with other emollients and soothing ingredients, it will be found most valuable, and should be one of the most popular of things of the kind. Price 40c. a bottle.

### At the Majestic.

The patrons of the Majestic will be pleased to learn that the enterprising management of this up-to-date Picture House have secured the services of Mr. John O'Reilly as singer at the shows. Mr. O'Reilly served at the front with the Canadian forces, was invalided and is once again in his home town where his reputation as a singer is too well known to need any eulogy, and on Monday evening those who attend at the Majestic, will have the pleasure of hearing him. The picture on Monday will be the "Strife Everlasting," a thrilling morality photo-drama with Florence Reed as star.

### Weather and Ice Conditions.

Little Bay Islands—Bay still blocked with ice, unable to see far; gale north-easterly.

Tilt Cove—N.E. gale, ice cut off at Cape St. John.

Cook's Hr.—Strong easterly wind, blocked with ice.

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

### To Machine, Stove and Foundry Firms

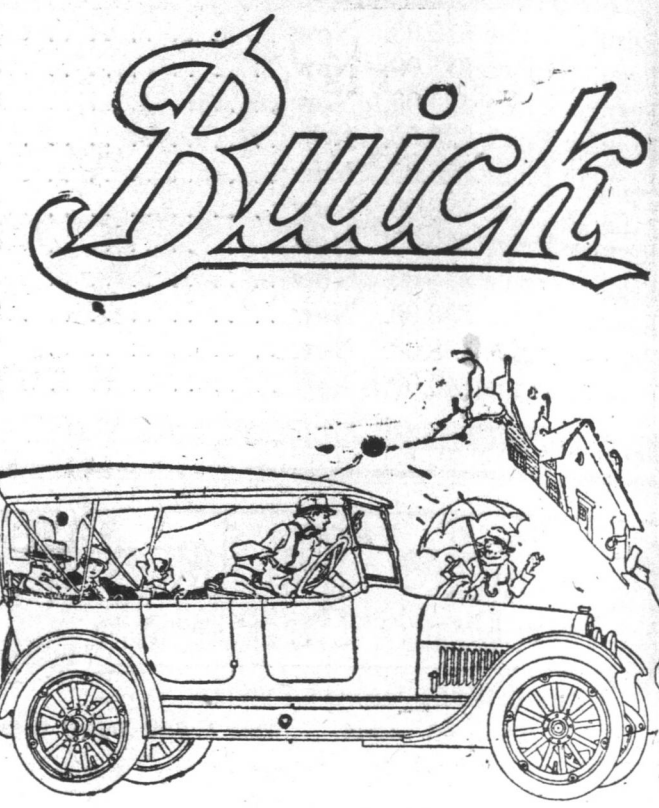
COAL OIL BURNER AGENCY.

The manufacturers of one of the most successful Coal Oil Burners for cook stoves and heaters, patented in United States and Canada, are desirous of appointing a responsible firm in each province throughout Canada (Ontario excepted) to manufacture and sell their products under a Royalty basis. Must either have, or be prepared to establish, a selling force to successfully develop the sale of the Burners, which is practically unlimited.

Would be prepared to consider application from a capable and responsible sales manager, in a position to arrange for the manufacture and distribution of their products.

Apply with full particulars to

"BURNERS," c/o Norris Patterson Advertising Agency, 10 Adelaide Street, East, Toronto, Ont.



The Buick is known in all parts of the world for its sturdiness and value.

The Buick has, in every country, an enviable reputation for dependable and consistent service.

When you hear a group of men discussing automobiles, you will notice that the name of Buick is constantly linked with RELIABILITY.

BERT HAYWARD.

Bank of Montreal Building. Phone 507.  
May 27, 31, 1919.

### Republic Motor Trucks, 7 Models, 3-4 Ton to 5 Ton.

In the United States REPUBLIC leads in every State in the Union as well as in every foreign country.

The reason can be summed up in two words: QUALITY and SERVICE.

### T. A. MACNAB & CO.

Distributors for Nfld.

may14,60d,tf

### The Star Laundry

### Notice to Customers

Will all customers, sending us laundry, please put their name and a list of the articles in each parcel so as to avoid mistakes?

### The Star Laundry Co., PLEASANT STREET,

P. O. Box 981.

may15,81,w,s

### Personal Mention.

Mr. H. B. Thompson, Eye Specialist, arrived in the city by last night's train.

Miss Alice Byrne, daughter of Mr. and Mrs. Garrett Byrne, returned by last express from New York. She has completed her three year course of training in the nursing profession at St. Vincent's Hospital and graduated with high honors.

WINARD'S LINIMENT CURES GARTGET IN COWS.

### From Cape Race.

Special to Evening Telegram.

CAPE RACE, To-day.

Wind N.E., blowing strong, rain, 15. Berge and growlers in sight. Steamers passed in and another yesterday afternoon. Nothing to-day. Bar. 28.65; Ther. 44.

When you want Sausages why—get ELLIS'; they're the best.

## THE

## The Price of Buyer

New crisp rich effective qualities -- at such low price the tide of way and add as the Greatest Newfoundland

NEVER be able as for Summer prepared than now pite the great and last few weeks.

We ad



### COLORED JAP SILK.

A very handsome, soft finish silk for beautiful summer dresses, waists or negligees and are considered the plums of the season. Emerald, Olive, Sage, Nile, Grey, Hailo, 36 inches wide. Regular \$1.00 yard. Sale Price .75c.

Also White, Cream, Pale Blue, Navy, Nile, Myrtle, Light and Dark Brown, White and Black; 36 inches wide. Regular \$1.00 yard. Sale Price .75c.

And another 36 inch line. The most of our entire stock. Colors: White, Cream, Dark Navy, Brown, Tealosa, Myrtle, Green, Sage, Marine, Midnight Blue, Apricot and Black. Sale Price .75c.

Regular 95c. yard. Sale Price .75c.

Regular \$1.50 yard. Sale Price .75c.

### CHIN-CHIN CREPE.

In White, Cream, Mimosa, Peach, Silver Grey, Prune, Myrtle, French Blue, Sage, Marine, Midnight Blue, Apricot and Black. Sale Price .75c.

### COLORED DRESS SATIN.

All the newest shades. Regular \$4.00 Sale Price .75c.

### NIPPON TAFFETA SILK.

A new arrival, opened less than a week of colors shown here almost every day. \$4.00 yard. Sale Price .75c.

PRICE