



Evening Telegram

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

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Total Sales for 1921.. 2,591,989
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Monday, March 13, 1922.

Then and Now.

Hon. W. F. Coaker opposed the Products (Humber) Corporation Scheme in 1915, when the promoters were only asking powers. He supports a similar scheme in 1922, when the promoters, having the powers, want public money also. This seeming inconsistency is explained by the Advocate upon the ground that the fisheries in 1915 could then support the people, but cannot do so in 1922, or in the future. This, if true, is a striking confession of failure on the part of the man whose professed mission in life was to make the fishermen more prosperous than ever before. Mr. Coaker preached the doctrine that he could fix the price of fish. He said that prices were low, because the merchants oppressed the fishermen. He further said that if the "underdogs" would elect him to power, he would make the price of fish just what they wanted. When the price of seals went up during the war, to twelve dollars per quintal, supporters of Mr. Coaker and the Advocate claimed that he made that rate. But to-day when the price of fat is but four dollars per quintal, the Advocate says that the demand abroad governs the price here, and that all that is left for the fishermen is to take to the woods.

In the year 1920, Mr. Coaker ordained the Fishery Regulations, and fixed prices for the whole world. In 1921 the same Mr. Coaker repealed these same Regulations. His newspaper, the Advocate, says that this repeal was harmful, but does not propose that the Regulations should be reimposed: on the contrary it preaches Nationalization as a substitute policy. "Be everything by turns, and nothing for long" appears to be the policy and successful creed of the President of the Fishermen's Protective Union. Previous to the election of 1919, this gentleman was the sealers' friend. He met them at the trains; he spoke to them in public meetings; he claimed credit for all advances in the prices of fisheries products. But in 1921 and again in this year, he chooses the time when the sealers are coming to St. John's to go abroad on a pleasure jaunt. Last year about this time, Mr. Coaker was up the Mediterranean. This year he has hied him to Brazil. There is no Coaker now to meet sealers at the railway station when they are hungry. He obviously prefers Fifth Avenue, the Board Walk of Atlantic City and other attractions abroad. He is disporting himself at pleasure while sealers seek for something to keep body and soul together. His Unions, acting upon instructions, are passing resolutions favoring the Humber Valley Project, but while the Assembly, which should deal with it now—if at all—is about to meet, he deserts.

If this scheme should be made law, why is not Dictator Coaker here to make it so? If the fisheries will not maintain the people: if the Humber Proposition will maintain them, why is Mr. Coaker ranging over the face of the earth instead of being at his place of duty, in his seat in the House of Assembly? Why is he taking indemnity as a member and salary as a Minister while enjoying the sights and sounds of softer climes such as Brazil or other warm countries, while the problems of our daily life and existence are being worked out here?

Trouble Over Colors.

FLAGS WILL NOT BE PRESENTED TO-MORROW—COLORS OF REGIMENT WILL BE PLACED IN GOVERNMENT HOUSE.

The proposal of the Government to formally present the King's Colours to the Royal Newfoundland Regiment before the opening of the House tomorrow, with a view to having them placed in the Legislative Council Chamber, has caused considerable trouble, and the result is that the colours will not be presented to-morrow, but will be lodged in Government House. The following statement was given by a Telegram representative this morning:—The Prime Minister has authorized us to say that the flag ceremony which was arranged to take place at twenty minutes before the formal opening of the House tomorrow afternoon has been abandoned. On yesterday he learned that the senior ex-officers of the Royal Newfoundland Regiment and the men generally preferred the flag to be deposited with His Excellency at Government House rather than placed formally in the House of Parliament. This is a matter in which the Prime Minister states he would be guided entirely by the wishes of the Royal Newfoundland Regiment and its senior ex-officers and men. We are also authorized to state that His Excellency the Governor has consented to accept the custody of the flag. The House of Assembly will open formally to-morrow afternoon at three o'clock.

G.W.V.A. STATEMENT.
A more detailed account of the trouble was given the Telegram by the G.W.V.A. These colours are what are known as renewal colours. That is, they are replicas of the original colours and are presented to the various regiments by the Colonial Office. The original colours are generally kept in the Garrison Churches, while the renewal colours adorn the officers' mess of the various regiments to which they belong. The first intimation that the G.W.V.A. received of the proposed presentation was through the press. They felt that they should have been consulted before the disposal of the colours was made, and in any case, they objected to the Legislative Chamber as a resting place for them. A deputation interviewed the Governor yesterday and His Excellency stated that he was not aware that the G.W.V.A. had not been consulted in connection with the disposal of the colours. He promised to interview the Prime Minister in the matter. The deputation intimated that until a more appropriate home could be found for the flags, they would prefer them to remain with the original colours at Government House. This wish has been granted and the colours will remain at Government House until a special resting place is found for them.

Palace Rebuilding Fund.

MONSIGNOR McDERMOTT THANKS DONORS.

At the R. C. Cathedral, yesterday morning in the course of his sermon, Monsignor McDermott referred to the collection taken up the previous Sunday in aid of the Palace rebuilding fund. He said that the amount received was a princely answer to the Archbishop's appeal, and he felt confident should other calls be made for the same purpose, they would be met with the same generous response. On behalf of the priests of the Cathedral parish he warmly thanked all those who in many ways showed their sympathy since the fire. Monsignor McDermott reminded his hearers that if any person who through absence or other causes had failed to contribute to the fund on the inauguration day, they could do so now through any of the priests. The preacher said he hoped that the coming summer would see the end of the financial and trade depression of the colony and that those so generously answered the Archbishop's call would be rewarded a hundredfold.

Farewell Dinner.

Captain Hayes, the popular commander of S. S. Sachem, is being given a dinner by a number of his friends at Wood's West End Restaurant to-night. This partakes of the nature of a farewell function in honor of the gallant captain, who is now making his last trip to St. John's, and on arrival at Liverpool retires from active seafaring life after a very eventful career.

Wonderful Aerial Achievement.

Five Hours From Cartwright to St. John's--Major Cotton Flies Farthest North--Is First Airman to Fly to Labrador.

After covering the distance from Cartwright to St. John's in five hours, actual flying time, Major F. Sidney Cotton landed at Quidi Vidi at 5.05 p.m. yesterday. He used the Martin-side "plane for the flight and his average speed throughout was 120 miles an hour. To his former achievements Major Cotton has now added records of which any airman might well be proud and which entitle him to be known as the pioneer in winter flying. Not only has he been the first to break the winter isolation of Labrador, but he has also penetrated farther north than any other airman. Major Cotton is none the worse for his flight.

THE FLIGHT TO ST. ANTHONY.

Major Cotton left Botwood at 10.15 a.m. on March 3rd. He was accompanied by his mechanic, J. R. Stannard, and a trapper named Hart, who is a permanent employee at the Botwood Hangar. The flight was made through great masses of cloud which lessened the visibility considerably. St. Anthony was finally reached at 12.45 p.m., the trip having been accomplished in 2 1/4 hours. The aeroplane appeared into the full view of the people of St. Anthony from out of a cloud. The landing was made in front of the hospital. In making contact with the ground, the brass wheels partly torn from one of the skids. Malls were landed and others placed in the machine for Battle Harbour. The airman stayed four hours at St. Anthony and were entertained by Dr. Curtis of the hospital there.

THROUGH A BLINDING SNOW STORM.

The machine took off for Battle Harbour at 3.45 p.m., tipping over to one side as it rose. This was caused by the engine skid which could not be repaired at St. Anthony. Fifty minutes after the start, the coast of Labrador was reached and as he passed over the rugged coast line, Major Cotton had the satisfaction of knowing that he was the first airman to ever do so. Shortly after Labrador was reached, a blinding snow storm was encountered. The visibility was reduced to half a mile, and was not very clear at that. It was, however, too late to return to St. Anthony and Major Cotton determined to carry on. He brought the machine down to a very low altitude. At low level he flew at times, the cliffs of the coast line, which he was following, loomed high above him.

OPERATOR FRIGHTENED.

The snow froze on to the pilot's goggles, and in spite of the intense cold, he was compelled to remove them, baring his face to the lash of the storm. At last the wireless mast at Battle Harbour came into view and turning the machine, Major Cotton flew up the tickle and landed on the ice at 6.13 p.m. As the machine approached Battle Harbour, the wireless operator picked up strange sounds, made by the plane's magnetos, in his receiving apparatus, and not knowing what was coming, dropped his instruments and rushed from his office. The aeroplane was tied down for the night by means of anchors, sunk in the tickle, which soon froze over again. The engine was covered with tar-

Musgrave Harbor Appreciates Air Mail.

Special to Evening Telegram.
MUSGRAVE HARBOR, Feb. 24.—Airplane landed here yesterday with mail. Action greatly appreciated.

T. W. ABBOTT.

Settlement Reached.

We understand that the trouble which arose around Conception Bay over the unemployment situation has been settled and satisfactory arrangements have been made to place 300 men from the main land and 600 residents of Bell Island at work in the mines. The rest of the unemployed have been given work in their own localities, repairing washhouses, wharves and general damages that resulted during the storms of last fall.

Shipping Notes.

S.S. Watchful returned from Trinity and Catalina yesterday, having made all ports of call. The Watchful towed the schooner Charles Bryant from Port Union.
S.S. Sable I. left Louisburg at 10 a.m. Saturday and is due here this afternoon. The ship has 237 bags of mail matter from Louisburg in addition to a mail from Halifax.

Paulina. While at Battle Harbor, Major Cotton stayed with manager Parsons of the Hudson Bay Company's trading post and his companions were looked after by Mr. Porter, the representative of an American firm of furriers. Battle Harbor is not a very large settlement, but is the furthest point in Labrador in touch with civilization by wireless. Nevertheless, the airman found that goods which could not be bought in St. John's, could be obtained there. The injured skid was repaired with galvanized iron while at Battle Harbor.

FLYING FARTHEST NORTH.

On the following day, Major Cotton attempted to take off for Cartwright, which is 140 miles from Battle Harbour. The machine was not able to rise owing to the heavy load it carried and the softness of the snow. Hart was consequently left behind. Soon after the start, a terrific blizzard was met and the airman were compelled to return. So fierce was the storm that even the komatiks were unable to move. Cartwright was finally reached at 3.45 p.m. The flight was made at a high altitude and through thick clouds. The only map which Major Cotton had to guide him was a chart prepared for him by Dr. Grievie. The use of this chart made the flight possible. The temperature in the air during the flight was 16 degrees below zero. It was much colder on the ground. The landing at Cartwright was made on the ice and the whole population of the place turned out to see the machine. At first the people were frightened, but curiosity soon overcame their fears. Several days were spent at Cartwright. While there, the airman were the guests of the Hudson's Bay Company Agent.

THE RETURN FLIGHT.

At 10 a.m. yesterday, the return flight began. Battle Harbour was passed at 11.05 and the machine came down at St. Anthony at 11.50 a.m. This place was left at 12.50 p.m. and Botwood was reached at 2.45 p.m. A short stay there, the final hop to St. John's was made. The aeroplane started at 3.25 p.m. and arrived in town at 5.05 p.m. making a splendid landing at Quidi Vidi. The actual flying time during the journey was five hours, a truly wonderful achievement. A large number of citizens gathered at the pond to greet Major Cotton on arriving. Three bags of mail were brought to town and a quantity of furs. Major Cotton told the Telegram to-day that on the return trip the air speed register and oil pressure gauge were rendered useless by the cold. He related an amusing anecdote about his companions. Stannard is very small and Hart is tall and broad. At Battle Harbour, they were known as Mutt and Jeff. After leaving St. Anthony, several flights were made for other purposes. Major Cotton expects to leave St. John's to-morrow for Botwood and does not know when he will return here. He declined to say anything about the aerial survey of the ice fields. Major Cotton has now established a reputation of which he may well be proud, and so Newfoundland again becomes prominent as the scene on which a further step is made in the progress of the science of aviation.

Loss of Schr. Asquith.

ONE MAN DROWNED.
Captain Thornhill and crew of the schr. Asquith, who arrived home by S. S. Sachem, tell of a trying time experienced before they were taken off their sinking schooner by an American steamer. The Asquith left here last September for Quirpon, where she loaded fish for Seville. After discharging, the vessel loaded salt at Bonanza and in company with the schr. Optimist left that port on Jan. 1st for here. The Optimist was lost sight of after a short time out and the Asquith made a good run until coming within 400 miles of the coast, when a fierce storm arose. The vessel began to leak and the crew were obliged to keep the pumps, whilst heavy seas continually washed the decks. On Jan. 20th, whilst two of the men were at the pumps, an exceptionally heavy sea struck the vessel and one sailor, Geo. Tattam, was swept overboard. The other man was saved by getting caught in one of the sails which had previously been lowered. On the 22nd inst. a ship was sighted and, answering to signals, the crew were taken on the wreck and brought to Gibraltar. Tattam was a native of Turk's Island and unmarried. The crew of the Asquith speak in the highest terms of the treatment received on the rescue ship.

FURIOUS DRIVING.—A truckman charged before Judge Morris this morning with furious driving was fined \$5.

Here and There.

There will be a meeting of the T. A. & B. S. Ladies' Auxiliary on Tuesday night, March 14th, immediately after Prayers. L. O'DEA, Secy.—mar13.11

MOUNTED POLICE AT OPENING.—At least some, if not all, of the mounted police patrol will be present at the opening of the Legislature to-morrow afternoon.

Parade Rink will be open to-night. Empire Band in attendance.

Come to Methodist Guards' Grand Concert, College Hall, Wednesday night. A splendid programme by leading city artists. Tickets on sale at Dicks & Co.—mar13.11

NO SEALS AT TWILLINGATE.—A message was received from Messrs. Ashbourne of Twillingate to-day stating that the wind was N. E. with no sign of seals.

MISS. T. POWER

Music Studio
59 QUEEN'S ROAD.
mar13.12.10

There is a very large shipment of Sweater Wool and Sweater Silk being opened to-day at BISHOP'S. Will customers who have been waiting for this shipment to arrive please call at the earliest moment, as both are already selling very quickly.

Big Benefit Carnival for Icemen at Parade Rink, Tuesday, March 14th. 2 Prizes for Ladies, 2 Prizes for Gentlemen. General Skating after 4th band. Tickets will not admit. General admission 20c. mar13.21

From Cape Race.

Special to Evening Telegram.
CAPE RACE, To-day.
Wind North, blowing strong, weather fine, no ice in sight; the steamer Sable I. passed in at 10 a.m.; the French Cable steamer Edouard Jermac is laying off here the past three days; Bar. 29.80; Ther. 20.

Floral Tributes to the Departed.

Nothing so nice as Flowers in time of sorrow. We can supply Wreaths and Crosses on short notice, and guarantee satisfaction. We will endeavour to meet the humblest purse. "Say it with Flowers."

VALLEY NURSERIES.
Tessier Brothers.
Box 994, St. John's.
Phone 124.

BORN.
On March 5th, a daughter, to Mr. and Mrs. Frank Watts, 9 Bond St.

DIED.
Passed peacefully away Saturday, March 11th, Elizabeth (Bessie) Winsborrow. Funeral from 71 Duckworth Street, on Tuesday, at 2.30 p.m. No flowers.

This morning, March 13th, after a protracted illness, John, son of the late William and Elizabeth Billingsley. Funeral on Wednesday, at 2.30 p.m., from his late residence Mrs. Billingsley's, 60 Gower Street; friends please accept this the only intimation. R.I.P.

Sunday morning, 12th inst., Sarah Jane, the beloved wife of Robert Hayes, aged 37 years, leaving to mourn their sad loss husband and seven children, father, mother and two brothers. Funeral on Tuesday, at 2.30 p.m., from her late residence 13 College Square, off Military Road. Suddenly, early yesterday morning, from paralysis, Jessie E., aged 62 years, wife of the late James E. Ellis. Remains will be interred at White-bourne and funeral to railway station will take place Tuesday morning at 8 o'clock from her late residence 60 Springdale Street. (Halifax and St. John papers please copy.)
Suddenly on Sunday, the 12th inst., at his residence, 24 McKay Street, William, beloved husband of Mrs. Edith Murphy, aged 53 years, leaving six sons and three daughters; also six brothers and one sister and a large circle of friends to mourn their sad loss. Funeral to take place on Tuesday at 2.30 p.m., from his late residence 24 McKay Street, and acquaintances please accept this the only intimation. May his soul rest in peace—New York and Baltimore papers please copy.

IN LOVING MEMORY
of Mary Bulger, who died March 12th, 1921. May her soul rest in peace.

IN SAD BUT LOVING MEMORY
of my darling brother James Critch, killed in an automobile accident at Salem, U.S.A., March 13, 1921. "So when the friends we love the best die in their churchyard bed, We must not cry too bitterly. Over our happy dead."—Inserted by his sister Ella Wells.

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PHOSFORENE—The great English tonic, 30c. and 80c. Bottle
AYER'S CHERRY PECTORAL—For Coughs and Colds 40c. Bottle
POWELL'S BALSAM OF AINSEED—For Coughs and Colds 50c. Bottle
LINSEED LIQUORICE and CHLORODYNE—Lozenges; Gibson's Genuine 6c. oz.
BROMO QUININE TABLETS—Grove's; the remedy for LaGrippe 32c.
COLMAN'S MUSTARD OIL—For Rheumatism, 16c. and 34c. Bottle
EUCALYPTUS OIL—Genuine Platypus brand, 50c. Bottle
KEATING'S COUGH LOZENGES 47c. Tin
MEDICAMENTUM—The genuine Dutch drops, for the kidneys, etc. 15c. Bottle
MENTHOLATUM 30c.
PYNY BALSAM—For Coughs and Colds, 40c. Bottle
RED SPRUCE GUM 34c. Bottle
SCOTT'S EMULSION OF COD LIVER OIL, 65c. Bot.
SYRUP OF TAR AND COD LIVER OIL, 40c. Bottle
WHITE PINE AND TAR COMPOUND, 28c. Bottle
CHASE'S SYRUP OF LINSEED AND TURPENTINE 30c. and 60c.
STAFFORD'S PHORATONE 35c. Bottle
STAFFORD'S LINIMENT 18c. Bottle
MINARD'S LINIMENT 20c. Bottle

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feb27,mar3,13

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By leading city artistes; a full programme.
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Methodist College Hall, Wednesday, Mar. 15th, at 8.30 p.m.

Reserved Seat Tickets, 75c. and 50c., on sale at Dicks & Co. mar13.11

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Selected Pig Jowls

(with tongue)

Strictly Fancy and Light,

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WATER STREET.
feb10,ead.11



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Grove Hill Bulletin

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C. F. LESTER
feb23,ead.11