

# IMPERIAL AFFAIRS

EXCHANGE AND OTHERWISE

## ENGLAND MAKES RULES OF ROAD FOR AIR PILOTS

Whole Country is Laid Out in Routes, With Certain Areas Prohibited With Regard to General Safety.

## TWO KINDS OF LICENSES

Special Examination Necessary for Those Who Plan to Take Up Passengers.

England is now ready to pass in earnest from military to civil flying. The country has been officially laid out in air routes, and prohibited areas and detailed rules and regulations for civil flying have been adopted by the Air Ministry. The rules provide for two kinds of flying certificates:

Flying certificate for private pilots (not valid for flying passenger or goods aircraft.)

Pilot's flying certificate, for flying passenger or goods aircraft.

The minimum age limit for a pilot is fifteen years, and all pilots have to go through the same medical examination, which requires:

Good faculty and personal history, with particular reference to nervous stability. Absence of any mental, moral or physical defect which will interfere with flying efficiency.

General Surgical Examination.—The applicant must neither suffer from any wound, injury or operation, nor possess any abnormality, congenital or otherwise, which will interfere with the efficient and safe handling of aircraft.

General Medical Examination.—Applicant must not suffer from any disease or disability which renders him liable suddenly to become incompetent in the management of aircraft. He must possess heart, lungs, kidneys and nervous system capable of withstanding the effects of altitude and also the effects of prolonged flight.

Must Prove He Can Fly.

If he gets his medical certificate the young man may then give a few practical exhibitions of his flying ability. A private pilot has the following tests:

In each practical test the candidate must be alone in the flying machine. Test for Altitude and Gliding Flight.—A flight without landing, during which the pilot shall remain for at least an hour at a minimum altitude of 6,000 feet above the point of departure. The descent shall finish with a glide, the engine cut off at 4,000 feet above the landing ground. The landing shall be made within 150 yards of a point fixed beforehand by the official examiners of the test without starting the engine again.

Tests of Skill.—A flight without landing around two posts (or buoys) situated 500 yards apart, making a series of five figure-eight turns, each turn reaching one of the two posts (or buoys). This flight shall be made at an altitude of not more than 500 feet above the ground (or water) without touching the ground (or water). The landing shall be effected by finally shutting off the engine or engines at latest when the aircraft touches the ground (or water), and finally stopping the flying machine within a distance of fifty yards from a point fixed by the candidate before starting.

But if he intends to carry passengers or goods he must also submit to the tests of Endurance.—A cross-country or overseas flight of at least 200 miles, and the final landing shall be made at the point of departure.

Night Flight.—A thirty-minute flight at an altitude of at least 1,500 feet, made between two hours after sunset and two hours before sunrise.

Some Man on Theory.

The candidate is then about ready to fly. There remains only a little theoretical examination, including: Practical Astronomy.—True and apparent movements of the celestial bodies; different aspects of the celestial sphere; hour angles, mean, true and sidereal time; shape, and dimensions of earth; star globes and maps; methods of determining latitude, longitude, time and azimuth.

Navigation.—Maps and charts, how to read them; compass, magnetic meridian, declination, deviation, variation; courses, bearing and their corrections; compensation of compasses (technical and practical); calculations of azimuth; flight by dead reckoning; measure of the relative speed, drift, traverse table; chronometer, chronometer rate, comparison; sextants; adjustments; nautical almanac; determination of positions by means of bearings and altitudes of stars; knowledge of great circle navigation; aeronautical navigational instruments.

General Knowledge.—International rules for aerial and marine navigation; practical knowledge of international aerial legislation; good knowledge of meteorology and of weather charts.

Rules of the Road.

Assuming that the ambitious pilot now has his certificate and has bought his machine, the rules of the air laid down to prevent his colliding with other equally ambitious pilots are as detailed as those for automobile driving. They say:

Flying machines shall always give way to balloons, fixed or free, and to airships. Airships shall always give way to balloons, whether fixed or free. An airship when not under its own control shall, for the purposes of the rules of the air, be classed as a free balloon.

A motor-driven aircraft must always manoeuvre according to these rules as soon as it is apparent that, if it pursued its course, it would pass at a distance of less than 200 yards from any part of another aircraft.

When two motor-driven aircraft are

## AFTER WAR BEER

Stronger beer and more of it is the prospect opened up by the new concessions of the Government announced in Parliament on Wednesday. The average strength of beer is to be raised from 40 degrees to 44 degrees; and there is no limit on the quantity to be brewed. The expression, "44 degrees," has relation to the specific gravity of the beer; the full statement is 1040 as compared with 1044, but ordinarily the gravity is expressed shortly by eliminating the first two numerals. Beer of the new strength will make appreciable advance towards beer of the pre-war strength, but will still be considerably short of that standard. The strength allowed at the opening stages of the war was 30 degrees. This was increased later to 32, and afterwards to the present strength of 40. Some of the familiar bottled beers of full strength in pre-war times were of about 60 degrees.

meeting end on, or nearly end on, each shall alter its course to starboard. When two motor-driven aircraft are on courses which cross, the aircraft which has the other on its own starboard side shall keep out of the way of the other.

An aircraft overtaking any other shall keep out of the way of the overtaken aircraft by altering its own course to the right, and must not pass by diving.

Where by any of these rules one of the two aircraft is to keep out of the way, the other shall keep its course and speed. When, in consequence of thick weather or other causes, such aircraft find itself so close that collision cannot be avoided by the action of the giving-way aircraft alone, it shall take such action as will best act to avert collision.

In following an officially recognized aerial route every aircraft, when it is safe and practicable, shall keep to the right side of such route.

Aircraft on land or water about to ascend shall not attempt to "take off" until there is no risk of collision with alighting aircraft.

The dropping of ballast other than the sand or water from aircraft in the air is prohibited.

Safety of Passengers.—There are rules for landing as well, among which are that side-slip and quick landings are prohibited and both the landing and take-off shall be made up wind, while no aeroplane shall commence to take-off until the preceding machine is clear of the aerodrome.

Safety of passengers is also considered in the provision that no passenger aircraft carrying passengers shall on any day proceed on any journey unless it has previously been inspected at least once on that day by a competent person licensed for the purpose under this schedule, who shall not be the pilot of the particular machine.

The Air Ministry recognizes that persons on the ground may be in some danger as well as the birds. Hence, there are the following general safety provisions:

An aircraft shall not fly over any city or town except at such altitude as will enable the aircraft to land outside the city or town should the means of propulsion fail through mechanical breakdown or other cause; provided that this prohibition shall not apply to any area comprised within a circle with a radius of one mile from the centre of a licensed aerodrome or of a Royal Air Force aerodrome, or of an aerodrome under the control of the Secretary of State.

No person or any aircraft shall carry out any trick flying or exhibition flying over any city or town area or populous district; or carry out any trick flying or exhibition flying over any regular race meeting or meeting for public games or sports, except where specially arranged for in writing by the promoters of such meeting or meeting, or carry out any flying which by reason of low altitude or proximity to persons or dwellings is dangerous to public safety, or drop or cause or permit to be dropped, from the aircraft any article except ballast.

LEFT FOR P. E. I. St. Joseph's Pope led Rothesay on the Halifax train yesterday for a short stay in P. E. I., where he is to make arrangements for the reception of the Prince of Wales.

Two Scottish Archbishops showed that they knew the true meaning of spiritual independence, and the whole debate proved how the Church was and that she had no power to effect fostered by the ways of Parliament, any spiritual reform within her borders.

Reconstruction was the key note. Reconstruct, and make the Church, in deed and in truth, the living Church of a people who love their Church with a great devotion. It is the first effort to give the laity a real voice in the direction of the affairs of that Church, and if the laity are not at this time granted this spiritual right, then the Church of England will cease to represent the nation.

Children Cry for Fletcher's

CASTORIA

Fletcher's Castoria is strictly a remedy for Infants and Children. Foods are specially prepared for babies. A baby's medicine is even more essential for Baby. Remedies primarily prepared for grown-ups are not interchangeable. It was the need of a remedy for the common ailments of Infants and Children that brought Castoria before the public after years of research, and no claim has been made for it that its use for over 30 years has not proven.

What is CASTORIA?

Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrups. It is pleasant. It contains neither Opium, Morphine nor other narcotic substance. Its age is its guarantee. For more than thirty years it has been in constant use for the relief of Constipation, Flatulency, Wind Colic and Diarrhoea; allaying Feverishness arising therefrom, and by regulating the Stomach and Bowels, aids the assimilation of Food; giving healthy and natural sleep. The Children's Comfort—The Mother's Friend.

GENUINE CASTORIA ALWAYS

Bears the Signature of

Chas. H. Fletcher

In Use For Over 30 Years

THE CENTAUR COMPANY, NEW YORK CITY

## THE CHURCH OF ENGLAND FREE

The Archbishop of Canterbury's Enabling Bill for the Church of England passed its second reading with a large majority, and after a debate of very marked ability. The opposition was led by Lord Haldane, and it was fortunate for the Bill that he selected himself as its opponent. The Peers resisted the interference of a Scot who did not belong to the Church, against whose reform and liberties he showed himself in such bitter animosity. The Peers who belonged to the Scottish Presbyterian Church were regarded by those who were pleading for the liberties of the Church of England in her spiritual affairs, as a body who were in a very favorable position, and English Churchmen were found almost denouncing that they were within the pale of the National Church of Scotland. The most remarkable speech against the Bill was made by the Bishop of Manchester, and he dwelt much, as did Lord Haldane and certain others, on the new test imposed on the franchise of the Bill, which makes the voter declare that he belongs to no Church that is not in communion with the Church of England. The tendency of the Bill, which makes the voter declare that he belongs to no Church that is not in communion with the Church of England, made the House of Lords look very unfavorably on this clause, and the way it might be used. Who is to decide what body the Church is in communion? asked the Bishop, and he drew the inference which always attends a democratic constitution. Those who are excluded from a franchise are necessarily placed in a position of inferiority. The promoters of the Bill did not undertake to withdraw this test, and they only defended it on the ground that those who did not belong to the communion of the Church of England could have no desire to interfere with her concerns. But the Bishop of Manchester reminded the House that every Englishman has rights in the National Church and a claim to her services at any time, and he added that many a countryman has a suspicious attitude towards putting his name against anything which binds and commits him in such matters of the conscience. The Bishop of Ely made the best debating points for the Bill. His speech was illuminated by a quiet and dignified humor, such as shone in the description of "the sacred estate of tongue in Consecration." He dispelled the constitutional alarms raised by his brother of Manchester, and told Lord Haldane he would be more in his proper place were he an elder in the Church of Scotland. That Ecclesiastical Court has never shown any desire to elect him to that office. Whether elders were laymen was a point the Lords were slightly puzzled over. That they ministered in holy things and were ordained, Lord Ely must thought placed them apart, and the elders who were present among the Peers reserved themselves for the day when the affairs of a United Church in Scotland might appear in Parliament.

Two Scottish Archbishops showed that they knew the true meaning of spiritual independence, and the whole debate proved how the Church was and that she had no power to effect fostered by the ways of Parliament, any spiritual reform within her borders.

Reconstruction was the key note. Reconstruct, and make the Church, in deed and in truth, the living Church of a people who love their Church with a great devotion. It is the first effort to give the laity a real voice in the direction of the affairs of that Church, and if the laity are not at this time granted this spiritual right, then the Church of England will cease to represent the nation.

LEFT FOR P. E. I. St. Joseph's Pope led Rothesay on the Halifax train yesterday for a short stay in P. E. I., where he is to make arrangements for the reception of the Prince of Wales.

Two Scottish Archbishops showed that they knew the true meaning of spiritual independence, and the whole debate proved how the Church was and that she had no power to effect fostered by the ways of Parliament, any spiritual reform within her borders.

Reconstruction was the key note. Reconstruct, and make the Church, in deed and in truth, the living Church of a people who love their Church with a great devotion. It is the first effort to give the laity a real voice in the direction of the affairs of that Church, and if the laity are not at this time granted this spiritual right, then the Church of England will cease to represent the nation.

LEFT FOR P. E. I. St. Joseph's Pope led Rothesay on the Halifax train yesterday for a short stay in P. E. I., where he is to make arrangements for the reception of the Prince of Wales.

Two Scottish Archbishops showed that they knew the true meaning of spiritual independence, and the whole debate proved how the Church was and that she had no power to effect fostered by the ways of Parliament, any spiritual reform within her borders.

Reconstruction was the key note. Reconstruct, and make the Church, in deed and in truth, the living Church of a people who love their Church with a great devotion. It is the first effort to give the laity a real voice in the direction of the affairs of that Church, and if the laity are not at this time granted this spiritual right, then the Church of England will cease to represent the nation.

LEFT FOR P. E. I. St. Joseph's Pope led Rothesay on the Halifax train yesterday for a short stay in P. E. I., where he is to make arrangements for the reception of the Prince of Wales.

Two Scottish Archbishops showed that they knew the true meaning of spiritual independence, and the whole debate proved how the Church was and that she had no power to effect fostered by the ways of Parliament, any spiritual reform within her borders.

Reconstruction was the key note. Reconstruct, and make the Church, in deed and in truth, the living Church of a people who love their Church with a great devotion. It is the first effort to give the laity a real voice in the direction of the affairs of that Church, and if the laity are not at this time granted this spiritual right, then the Church of England will cease to represent the nation.

LEFT FOR P. E. I. St. Joseph's Pope led Rothesay on the Halifax train yesterday for a short stay in P. E. I., where he is to make arrangements for the reception of the Prince of Wales.

Two Scottish Archbishops showed that they knew the true meaning of spiritual independence, and the whole debate proved how the Church was and that she had no power to effect fostered by the ways of Parliament, any spiritual reform within her borders.

Reconstruction was the key note. Reconstruct, and make the Church, in deed and in truth, the living Church of a people who love their Church with a great devotion. It is the first effort to give the laity a real voice in the direction of the affairs of that Church, and if the laity are not at this time granted this spiritual right, then the Church of England will cease to represent the nation.

LEFT FOR P. E. I. St. Joseph's Pope led Rothesay on the Halifax train yesterday for a short stay in P. E. I., where he is to make arrangements for the reception of the Prince of Wales.

Two Scottish Archbishops showed that they knew the true meaning of spiritual independence, and the whole debate proved how the Church was and that she had no power to effect fostered by the ways of Parliament, any spiritual reform within her borders.

Reconstruction was the key note. Reconstruct, and make the Church, in deed and in truth, the living Church of a people who love their Church with a great devotion. It is the first effort to give the laity a real voice in the direction of the affairs of that Church, and if the laity are not at this time granted this spiritual right, then the Church of England will cease to represent the nation.

LEFT FOR P. E. I. St. Joseph's Pope led Rothesay on the Halifax train yesterday for a short stay in P. E. I., where he is to make arrangements for the reception of the Prince of Wales.

Two Scottish Archbishops showed that they knew the true meaning of spiritual independence, and the whole debate proved how the Church was and that she had no power to effect fostered by the ways of Parliament, any spiritual reform within her borders.

Reconstruction was the key note. Reconstruct, and make the Church, in deed and in truth, the living Church of a people who love their Church with a great devotion. It is the first effort to give the laity a real voice in the direction of the affairs of that Church, and if the laity are not at this time granted this spiritual right, then the Church of England will cease to represent the nation.

LEFT FOR P. E. I. St. Joseph's Pope led Rothesay on the Halifax train yesterday for a short stay in P. E. I., where he is to make arrangements for the reception of the Prince of Wales.

Two Scottish Archbishops showed that they knew the true meaning of spiritual independence, and the whole debate proved how the Church was and that she had no power to effect fostered by the ways of Parliament, any spiritual reform within her borders.

Reconstruction was the key note. Reconstruct, and make the Church, in deed and in truth, the living Church of a people who love their Church with a great devotion. It is the first effort to give the laity a real voice in the direction of the affairs of that Church, and if the laity are not at this time granted this spiritual right, then the Church of England will cease to represent the nation.

LEFT FOR P. E. I. St. Joseph's Pope led Rothesay on the Halifax train yesterday for a short stay in P. E. I., where he is to make arrangements for the reception of the Prince of Wales.

Two Scottish Archbishops showed that they knew the true meaning of spiritual independence, and the whole debate proved how the Church was and that she had no power to effect fostered by the ways of Parliament, any spiritual reform within her borders.

Reconstruction was the key note. Reconstruct, and make the Church, in deed and in truth, the living Church of a people who love their Church with a great devotion. It is the first effort to give the laity a real voice in the direction of the affairs of that Church, and if the laity are not at this time granted this spiritual right, then the Church of England will cease to represent the nation.

LEFT FOR P. E. I. St. Joseph's Pope led Rothesay on the Halifax train yesterday for a short stay in P. E. I., where he is to make arrangements for the reception of the Prince of Wales.

Two Scottish Archbishops showed that they knew the true meaning of spiritual independence, and the whole debate proved how the Church was and that she had no power to effect fostered by the ways of Parliament, any spiritual reform within her borders.

Reconstruction was the key note. Reconstruct, and make the Church, in deed and in truth, the living Church of a people who love their Church with a great devotion. It is the first effort to give the laity a real voice in the direction of the affairs of that Church, and if the laity are not at this time granted this spiritual right, then the Church of England will cease to represent the nation.

LEFT FOR P. E. I. St. Joseph's Pope led Rothesay on the Halifax train yesterday for a short stay in P. E. I., where he is to make arrangements for the reception of the Prince of Wales.

Two Scottish Archbishops showed that they knew the true meaning of spiritual independence, and the whole debate proved how the Church was and that she had no power to effect fostered by the ways of Parliament, any spiritual reform within her borders.

# TO FIND OUT

ALL THERE IS TO KNOW ABOUT

THE STANDARD'S

\$10,000.00

# PRIZE CONTEST

SEND THE BLANK BELOW

To Contest Manager,  
The Standard,  
St. John, N. B.

Without obligation on my part, please send me all information regarding The Standard's \$10,000 Prize Contest:

Name .....

Address .....

To

CONTEST MANAGER  
ST. JOHN STANDARD  
ST. JOHN, N. B.

# PRO

ANDOV

Andover, July 13. Hoyt, D. L. S., spent the

Misses Louise Knapp, twenty were guests at the days the past week, had St. John on Tuesday.

Miss Alice Miller, visited Miss Emma M. recently. On Wednesday to Sister Brook to sister of Miss Alice Gaudin Miller.

Wednesday afternoon the Auxiliary of St. J. was very pleasantly Misses Annie and Dan their spouses home, H. About thirty-five of the home of Mr. Pat. Wednesday morning an "evening" dinner served on the grounds

agreement of Mr. Prince. Mr. William Tull spent the Woodstock during the

Mr. Rose Flemington from overseas service and welcomed by Mr. Malcolm MacCrouver, B. C. accompanied Mrs. Cronk

guests of Mrs. Frank F. Mrs. X. A. Gray and arrived home on Thursday weeks spent with sister May, Que.

Friends of Rev. J. R. at Preston Springs, O. to learn of his illness. Mrs. Pringle Kelly, the first time on Thursday afternoon at the

of Mrs. Alice Kelly. The prettily decorated with dishes and ferns. St. both days by Mrs. J. Misses Jessie Kelly, and Pearl Watts.

Mrs. Frances Tibbitts week-end with her sister B. Pickett at Hillsdale. Mr. and Mrs. Arthur

family left on Sunday in St. Stephen, after a Sheriff and Mrs. Tibbitts been enjoying a most

Mr. Walter Gilbert in Charlottetown, P. E. few weeks he will visit Mrs. Ivan C. Rivers.

Mr. Henry Baird spent the past week at Pres. Mrs. William Baird was the guest of Mrs. the past week, returned

day. Mrs. J. H. Henderson Miss Muriel, of Boston, Dr. and Mrs. MacIntosh

Mrs. William Bates on Saturday from an St. Halifax and Truro, N. Miss Edith Beveridge

home from a visit to Miss Kathleen Beveridge. Clearest Dismore returned week from overseas, light of his family and

Mr. Robert Ross, St. part of the week here. Mrs. LeBaron Anderson are visiting Mrs. Questuary.

Mrs. George Brock visiting Mrs. C. Everett Master Felix Shay, spending the summer's parents, Mr. and Mrs.

Mr. and Mrs. F. Thomas Waugh of Mr. and Mrs. Ben. W. Weston, were week-end and Edward Waugh.

Miss Hayward is a guest at her home in Mrs. T. F. Allen, Mr. and Percy Hanson in Falls on Sunday. The

packed home by Mrs. who had been visiting Fraser. Mrs. Boyer and of

conville, are guests of B. W. Moore. Mr. James MacKer

phen and Mr. George Law are guests of the Sheriff and Mrs. Tibbitts. Mrs. N. J. Wootton

from Montreal. Mr. Tilton Sutton visit with relatives in Quite a number of

tended the 12th celebration. Mr. Atkinson, Frederic the past week.

Mr. Frederick Part was here during the Mr. David Curry, N. been spending a few

RICHIBUCTO, July 11. The Bonquet of the Hospital is visiting and Mrs. T. J. Bonquet

Miss Grace Doucet from a visit to friends Mrs. J. H. Baird of

in St. John this week Mrs. J. A. Innes of St. Stephen after a

ter, Mrs. J. H. Baird. Miss Mary Scott visiting friends in to

Miss Froula LeBlanc from a visit to friends Backhouse.

Mrs. Brown of Han to visiting her father, Robert Irving of St. tag a few weeks with

W. E. Murray. Miss Allingham of ing friends in town.

Miss M. Angèle R. munication, in spending holidays with her p Mrs. Williams of M

ing a few weeks in to Mrs. Ernest O'Neil from St. John, who the funeral of his brother

Mr. and Mrs. P. N. S. are visiting Mr. Mrs. Charles Smith from a visit to her

Conch.