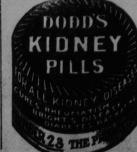
RUSSIAN FORCES SCORE NEW SUCCESS

SOLUTION OF THE RAILWAY

SOLUTION OF THE RAILWAY
SITUATION MAY INVOICE
HATCH TO MAY INVOICE
HATCH



you will do.

Patrons H. R. H. the Duke of Connaught and His Honor Lieut. Governor Wood.

Judge McKeown, Dr. A. P. Barnhill, J. A. Tilton, F. A. Peters, J. G. Harrison, H. G. Marr, E. A. Goodwin, T. H. Estabrooks, H. A. Porter, H. C. Rankine, G. E. Barbour, G. A. Kimball, C. H. Peters, E. L. Risings, committee for St. John.

Great B

Announcement Made in mons by Financial Se tary of the Admiralt

MASTER AEROPL Is as Fast as a Fokker,

many's Newest Wo

ENGLAND HAS NEW

and a Better Climber. Lendon, May 8 (3.25 p. m.)-England is building airships Zeppelin type was disclosed House of Commons today by T

time.

To use an expressive Americation will mean "moving some," if world's speed record, made by French monoplanes so far back autumn of 1913, was perilously to 150 miles per thour. These two thines were respectively a Depsin with a 160-h. p. Gnome flow Marcel Prevost, and a Hanriot-Punonoplane flown by Emile Vethe brother of the more famous Vedrines, and also driven by a p. Gnome.

of these machines must have well over 140 miles per hour. Power that the velocities of the cleverer at cornering, but the Powas generally estimated to be ally a shade faster than the Deputer of the velocities o

It is just as well to get these fi airly firmly fixed in the mind, be people who are only just now ining to take an interest in flying to think that the Fokker monop which do anything between 10 120 m. p. h., are things which unthought of before the war, As a ter of fact, there were also a British machines which did well 100 m. p. h. before the war, only did not happen to meet with proval of the theoretical "expert whose opinion both the Navy an Army have hitherto relied in the lection of aeroplanes. Mere a however, is not the sole require in a fighting aeroplane, so that would like to know something about the climbing power of this

The real point about the Folks that it citmbs so rapidly that it overtake and attack machines whappen to be above it, and can by reaching a considerable he dive at such victims as may be be and thus reach a speed which it to attain by engine power alo. The French monoplanes which have mentioned turned all the gine power into speed, and very of it into lifting power. Conseq by they could not climb fast, nor they climb to any considerable he and especially was it impossible them to land slowly. In fact, wing them land was quite one of sights of the Rheims meeting year, for one saw these terribleing machines hurtling along at 100 mp. h. close to the ground, the pilots endeavoring to get down to their lowest flying so Then the wheels would touch, an whore machine would, vanish cloud of dust, from which it winsally emerge about a mile further.

Naturally speed is a very importance in any fighting machine, without a fair turn of speed it is possible to catch a fast enemy chine, but speed without clim power and without the ability to slowly is quite a useless attribute to the footker has a very distinct to its climb, for a month or French pilots—one of them Henrimet, the well-known exhibition at Hendon, and the other Prevocusin of the Deperdussin racing made a raid on Metz, each mound one of the big twin-engined Cau iplance which have been freque illustrated recently in various Frand British papers.

The machines were well laden bombs, but despite their load they up to such a height that the Fok although at least 20 m, p, h, faster the Caudrons, were simply mable.