

......\$5.50 4.00, 5.00, 6.00, 8.00

100D, SHOES. pt Attention.) ବାଦାବାବାବାବାବାବାବାବାବା

Modern SERVICE.



ing Co., Ltd.

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YORK TURNIPS. EN CABBAGE. SH TOMATOES. ERT APPLES. PE FRUIT. FORNIA ORANGES. FORNIA LEMONS. RICAN CARROTS.

RICAN PARSNIPS.

GAN,

en you want Sausage get ELLIS'; they're th

<u> ସରାରାରାରାରାରାରାରା</u>

EASTER KISSING DAY.

ungerford, Wiltshire, Eas is known as "Kissing Day" of a curious custom that pr aster Monday, long before

Conquest, one of the Ang. kings was passing thro ord when the inhabitants pe him to remit a tax he had The king agreed, but made hemselves to be kissed by his the soldiers. This R on has been perpetuated

Let Em All Come. Easter Monday the alls at each house and h nan who opens the door. his innings, eevry man to embrace any girl he noon and six p. m.



A cool, clean shave for 1/5 of a cent!

A cool, clean, satiny shave for 1/5 of a cent—think of it! At least 500 shaves are obtained from 12 AutoStrop blades, and you often get more than that.

A turn or two on the strop and your Razor is ready. After shaving you press a little lever, put the blade under the tap, wipe it off, and it is ready for the

There is no need to take the razor to pieces and assemble it again; simply leave the blade where it is from that to finish. This means time saved in the morning rush — and a razor blade that's good for about six weeks' clean, cool chaves. There's nothing to learn about the Accostrop Enzor. A man takes as naturally to it as a duck to water, and he gets head-barber results from the start. The AutoStrop Razor is sold

with a money-back guarantee. Every-where—razor, strop and 12 blades, com-plete, in an attractive case, \$5.00. AUTOSTROP SAFETY RAZOR CO., Limited

Auto Strop Safety Razor

Iron Moulders

-AND-

Core Makers!

We have a big proposition to put before you. Call at our plant, Water Street West, any day or night of this week.

Champion Machine & Motor Works, Ltd.



"Silver-Dale" Brand TOMATOES.

The best Standard Tomatoe packed. When buying insist on this brand.

Sold by all Grocers in 2 1-2 size Cans.

CASINO THEATRE. FOR A LIMITED ENGAGEMENT.

The Favourite W. S. Harkins Players

in a repertoire of the latest New York successes To-Night—The greatest "Crook" play ever written, "CHEAT-ING CHEATERS." Better than "Within the Law," "Jimmy Valentine," "Under Cover or Kick In." Two years in New York—now playing in England.

thee Saturday, 2.30—The Charming and Delightful Comedy, "A STITCH IN TIME." Miss Irene Fenwick's Greatest Success. Did you like "Peg O' My Heart?" "A Stitch in Time." is as good—if not better.

Monday and Tuesday Nights—The Latest Dramatic Sensation, "THE WOMAN ON THE INDEX." A gripping story of the United States' Secret Service. A play similar to "Three

PRICES: Reserved Seats 50c., 75c., Sec. B, \$1.00; Balcony MATINEE SATURDAY, 2.30. Prices 20c. and 30c.

The Transatlantic Flight

float around and freeze."

Will Fly Across Ireland.

Irish Channel, where it is some sixty

risk it unless we are sure we can

get there, as there is no use in cross-

"At 15.000 feet we shall have a plan

reach 15,000 feet at the end of twenty

"It is rather doubtful if one can fly at a height of 15,000 feet, or even 10,-

000, all the way, as it may prove altogether too cold, though we shall have electric asbestos foot warmers

depending upon an ordinary sextant

and compass and carrying no wire-

from which we may get our position

drop the undercarriage and try a

pects to do, as we want to keep the

Raynham and Morgan are flying

flight within ordinary everyday con-

for no bonuses, Raynham explaining

insisting that the Martinsyde people

essful. The pilot has already flown

continuously seven hours and thirty

When you want Steak's, Chops, Cutlets and Collops, try ELLIS'.

Preaching in one of the State capi-tals, an Australian bishop noticed in

his congregation a strange face. The

following Sunday the same individual

PILLS

minutes.—N. Y. Times.

hours. This is theoretical, however,

THE MARTYNSIDE ATTEMPT.

"A straight-out airplane flight without stunts in flying" is the way Frederick Philip Raynham, the youthful pilot, describes the Transatlantic rossing which he and Captain Charles Fairfax Molsee, navigator, will atempt at the first favorable opportunity after their biplane has been assembled. Raynham, Major Morgan, and expert mechanics brought with them from the Marytnside plant, at work not far from the Brooklands Airdrome, put in another busy day at Quidi Vidi, inside their canvas hangar, getting their biplane in order. Raynham said he was ready for a trial flight. He refused absolutely to predict the starting time but admitted that he would take the air as soon as the Sopwith machine if that were humanely possible. Raynham and Morgan believe that they will have the better of the race if granted an even start, and some disinterested authorities agree with them.

Their biplane weighs, fully loaded, about 5,000 pounds and carries 360 gallons of gas, while the Sopwith weighs about 6,100 pounds and carries only 350 gallons. Raynham says he has a cruising radius of 2,000 miles with a twenty-mile head wind against him all the way across, figuring conseravtively. Of course he expects to fly when the wind will te with him most of the way so that he is confident that the machine will be equal to the task. The machine was designed by G. H. Handasyde, who has had many years designing experience in co-operation with H. P. Martin. Chairman of Martinsydes.

The reappearance in the transatlantic attempt of Martinsydes as a competitor for the Daily Mail prize recalls that the firm as early as 1914 calls that the firm as early as 1914 entered for a transatlantic competition, having completed a monoplane which was to have started from St. John's, the scene of the present venture. This machine was to have been flown by Gustave Hamel, who, it will be remembered, while flying from Landon to Poris, came down at Call Trisk Channel where it is some sixty. London to Paris, came down at Calais, ascended again and has never miles wide, we can decide whether since been heard of. He is believed we can go on to Brooklands or must to have eben drowned, and no trace turn back to Ireland. We will not of his machine was ever found.

Raynham is 25 years old, unmarried, and began to fly at 17, being the ing the ocean and then getting a possessor of half a dozen of the old- ducking in the channel. est flying licenses in England. Most of his experience has been in experi- ing radius of thirty miles, and anticimental and test flying, but he refused pate no difficulty, in landing, as the to particularize about this beyond country is fairly flat. The only difsaying that he had the usual acci- ficulty will be the stone fences in Ireand did not recall winning very land, but the fields are generally

many competitions.

Raynham went with Martinsydes in the early development days of 1907 and was with them when they began monoplane production in 1908. This they continued until the war began, when they turned to building his that the fields are generally large.

"The ideal flight would be to start at 1,000 feet, keeping the wings at an angle of 3 degrees, which happens to be the most efficient for our particular machine. If we could start at when they turned to building bi- that and gradually rise automatically planes, the present machine being because of loss of weight we would only a very slight modification of their latest fighting scout. Raynham's own faith is still in the mono- and the actual flying height depends plane, which he regards as the most on the weather conditions. efficient machine, but because of awkwardness in handling needs at a height of 15,000 feet, or even 10,greater housing space. On account of |000, all the way, as it may prove alits extra wing spread and other technical reasons he doubts very much if have electric asbestos foot warmers the monoplane will ever come into and gloves. For navigation we are

commercial use. Martynsyde, he said, while regarding the transatlantic as a purely less sending set, but only a receiver. sporting venture, not to be repeated on a commercial basis for some time from ships if lucky. We shall not to come, has entered it with practically a stock machine, assembled in landing without it, as Hawker exseven weeks from parts taken from the store room in order to demonstrate the dependability of their air- ditions." plane and the commercial development possibilities. For this reason they will fly it, whether Hawker and that it is all in the day's work and Grieve, in the Sopwith, beat them across or not. The machine which will be entitled to the credit if succan accomplish the flight, they believe, will, with slight modifications, prove remarkably useful for general utility purposes, as a suitable reduction in the fuel capacity, admittedly abnormal, would change the machine's

It was this desire to demonstrate the workaday commercial possibilities of the machine that led Raynham and Morgan to discard all "stunts" and tricks and base their entire hopes upon the ability to carry a great fuel load and keep up straight flying.

Raymore has a wing space 41 feet in length and a main plane surface just over 500 square feet. The body you?" of the machine is painted scarlet. The machine seats are arranged tandem, the navigator sitting in front and slightly lower than the pilot, the uselage being not quite wide enough to permit them to sit side by side.

Cruising Speed of 100 Miles.

Comunication is to be by means of the Gosport phone, unless, as Raynham puts it, "we decide to leave it hehind with other gadgets, in which case the pair will shout to each other above the engine noise or write on a pad fixed between them within reach of each." The engine, a Rolls-Royce Falcon, is rated at 280 horsepower, but is really developing 300, and is geared down a little more than two to one, practically the same ratio as the engine in the Eagle in the Sopwith. The cruising speed is 100 miles, but the machine can do 125 miles an hour. The propeller is two

MAJESTIC THEATRE

Friday and Saturday,

"THE WILD GIRL,"

Featuring Eva Tanguay, who appears on the screen for the first time. Theatre-goers will remember her as the celebrated comedienne, and will rejoice to hear that she has forsaken the stage to follow the silent stage.

ANNOUNCEMENT—The Majestic is pleased to announce that it has secured the services of MR. F. J. KING as Pianist and MR. J. F. ROSS as Trap-Drummer, both these gentlemen to perform on Monday night, when an exceptionally strong picture will be displayed.

Main Floor, 10c.

Balcony, 20c.

MAJESTIC THEATRE

Waistcoats and ordinary flying clothes, instead of the rubber life saving suits adopted by Hakwer and Grieve. Fresh Halibut! Raynham said: "We think if a fellow is going to drop in, he may as well go down as

They carry no lifeboat, as does Hawker. The pilot believes that the drift will be compensated automatically by north and south winds driving the machine off its course about an equal distance in each direction, but the meteorological experts think it is more likely to predominate in one direction, and he may be forced to alter his course somewhat once he sets aloft.

NEW YORK CHICKEN.

NEW YORK TURKEYS. FRESH ZGGS.

PICKLED OX TONGUES. SCOTCH CURED HERRING. VEGETABLES-Carrots, Parsnips, Beet, Cabbage, Cauliflower, Turnips,

Potatoes, Onions. FRESH FRUIT-California Oranges, Apples, Grape Fruit, Lemons, Tangerines.

"OVALTINE," "WILBUR'S" COCOA.

"LESLIE'S" BAKING POWDER. "ICEBERG" SOAP.

(Sole Agents) NEW GARDEN SEEDS.

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As we have taken in trade a number of Engines which were not powerful enough for new ones of larger HORSE POWER, we will sell them at a very low price for cash, or one-half down, balance 1st Novem-

GUARANTEED FOR ONE YEAR

Following are the different makes and Horse Powers:-

Several 3 H.P. FERROS.

Several 4 H.P. FERROS. Several 51/2 H.P. FERROS. Several 71/2 H.P. FERROS.

1 3-H.P. MIANUS.

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1 9-H.P. FRASER.

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6-H.P. STATIONARY STEAM ENGINE.

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1 SHINGLE MACHINE.

2 REVERSE GEARS.

We keep the largest stock of New and Second Hand Engine Supplies and Fittings in NEWFOUNDLAND. A large shipment of Saws, Mandrels and Belting expected any day by Express.

Wm. H. TRASK,

ST. JOHN'S, NFLD.

A Fishery Combine.

foundland was faced with an unfor-

land started the year with about 400,-000 quintals unmarketed, and about 50,000 quintals more in Southern Europe, of which prospective buyers seen problem in regard to her fisher- would not take delivery, hoping to ies. With the termination of hostili- force the shippers to take a lower

ties, the extensive demand for dried price. Eventually, however, the Newcod ceased abruptly, and prices be- foundland shippers themselves made gan to fall rapidly, with the result a combine, by which it was agreed that the situation in the foreign that no fish should be shipped with- sprinkling system is now being installmarkets threatened seriously to af-fect the fish-trading industry of the from the Minister of Shipping, who calculated to afford practically total Colony. It was found impossible to would first have to be assured that safety from damage by fire. It is so ispose of the fish in certain markets the price obtained was equal to that arranged that on an outbreak at any of Southern Europe, especially Italy, agreed upon by the combine. This part of the premises the valves are because of alleged combines which implied that fish could not longer be opened when a certain temperature is were intended to force a reduction in shipped on consignment, and it was reached alowing compressed air in the the high rates obtaining for foodstuffs further agreed that credits must be pipes to escape and throwing the water during the War. As a result, in established in Newfoundland before over the flames. markets where fully 40 per cent. of any fish could be sent out. By this

dealers, who during the last autumn paid unusually high prices for fish (in some cases as much as three times the pre-War figures), should not suffer serious losses .- United Em-

FIRE EXTINGUISHER -- A new

the total fishery products of the is- means harmful competition in the sale Minard's Liniment Cures Diphtheria.

