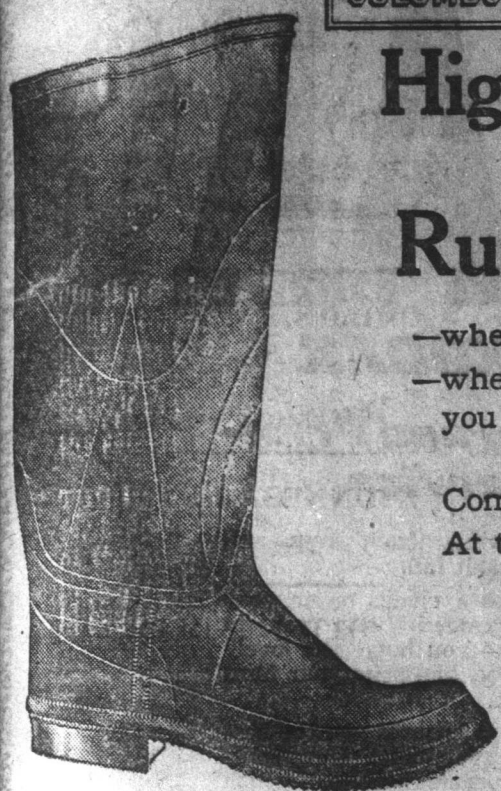


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Airplane.

The largest airplane the world has seen with a wing-spread of one hundred and twenty feet—half as big as the great Martin Bombers of Army Air Service—will take the first time at Dayton, Ohio, this month.
The new monster of the skies, intended solely for use as a bomber, is being assembled at Cooks Field, Dayton, Ohio, and is expected to be capable of carrying a load of explosives sufficient to destroy a large portion of a modern city.
The Dayton Army Air Station, under the direction of Walter H. Barling, is the designer.
In its great width and other dimensions in proportion, the new bomber will dwarf the largest ships afloat. The height of the new bomber will be 28 feet, while its length nose to tail will be 65 feet.
It is powered by six Liberty engines, the

new ship will require a minimum crew of four men and contain provisions for a working force of eight men to be used when the occasion requires. Exclusive of the crew, it will weigh more than 40,000 pounds.
With the idea of obtaining a maximum of lifting power, stability and safety, Mr. Barling designed the ship as a triplane of modified type. The upper and lower wings will be of practically the same dimensions, while that in the centre will be narrower. Along its length will run the control devices giving them protection and adding a feature of safety.
Describing the value of the new plane as a machine of war, Mr. Barling, who during the war did much experimental work for the British Royal Flying Corps, says that its maximum load of several tons of explosives could do untold damage. One bomb of the size which the ship can carry would be capable of sinking the largest and newest type of naval vessel, he believes.

Likewise, a single bomb from the machine, he declares, could demolish an entire community. Should such a projectile be dropped in the centre of a city, he says, a fifty-foot crater would be dug, all buildings in the vicinity completely destroyed and structures for a half mile or more around would be greatly damaged.
The plane will have no passenger carrying facilities and its value would rest entirely in its ability to transport large projectiles great distances.

Sweden Now Winks at Betting.

Stockholm.—Betting in connection with horse racing was introduced in Sweden for the first time, May 7th, at Jagersro, the largest race-course in South Sweden.
For many years the question of betting has been before the Riksdag at intervals, and many times it has been rejected as being immoral.

Easy to Make Rain, But Costly.

Weather Bureau Official Scouts Idea That Rainmakers Can Achieve Success—Principles Involved Make Process so Costly That It Becomes Prohibitive.

(By CHARLES FITZHUGH TALMAN)
Western Canada has in the past had considerable experience with alleged "rainmakers," some of whom have done very handsomely financially at the expense of farmers in drought belts who were led to believe that these men could persuade the clouds to gather and distribute rain over their particular areas by certain secret "scientific processes."

While official science admits that precipitation may be induced, under certain conditions, by artificial means, it at the same time insists that successful experiments have been so costly as to make them prohibitive.

In a very interesting article on this subject in The Outlook, Charles Fitzhugh Talman, of the United States weather bureau, an editor of Mentor and a Fellow of the American Meteorological society, has, in part, the following to say:—

We know how to mitigate the temperature out of doors on a large scale, but the cost of the process is at present prohibitive; and we also know how to produce, at enormous expense, a good-sized rain-storm. Our heaviest summer showers are due to the excessive heating of the ground under sunshine. The hot earth warms the adjacent air, which streams rapidly upward and cools by expansion. If the air contains an average amount of water vapor (an invisible gas, not to be confused with the visible droplets of fog and cloud), the cooling soon leads to condensation. Clouds gather and presently tower aloft in majestic thunderheads. Then comes the drenching downpour. Human beings have more than once imitated this process accidentally, and a super-Nero with no compunctions on the subject of conserving natural resources might do so deliberately. It is merely a question of starting a big enough fire. Forest fires in summer are generally capped with clouds of their own making and under favorable conditions produce showers which in some cases have put out the fires that caused them in the first place.

We have emphasized the hopeful side of weather-making, because this side is too often ignored by scientific writers; but it remains true that the great bulk of the schemes hitherto proposed or actually tried for regulating weather are perfectly futile. If they serve a practical purpose, it is only that of enriching their promoters at the expense of a gullible community.

Every year the farmers of some drought stricken region pay money to plausible fakery for bringing rain on the crops. This nefarious business has become a scandal of such proportions that it would seem timely for the government to intervene, just as it has done in the case of various other frauds. If we have laws to protect the public from quick medicines and adulterated foods, why not laws against quack rainmaking? A law could be framed that would not interfere in the least with scientific experiments. Let it merely be provided that the man who undertakes to make rain for a price shall forfeit a substantial sum of money if the promised shower fails to arrive, and the out-and-out charlatan would be promptly put out of business.

The typical rain-maker is the exponent of time-worn superstitions. He is exactly on a par with the Indian rain wizards, who have been practicing their art for ages, and whose incantations in many cases bear a striking resemblance to the modern "hocus" of burning mysterious chemicals in freight cars or setting pans of alleged rain-making substances aloft on platforms.

Marvale Breaking up.

Salvaged mails from the wrecked G.P.O. steamer, Marvale, were brought into port yesterday by the Montreal wrecking tug Lord Strathcona, which has been working at the wreck off St. John's, Newfoundland, for the past week. The Lord Strathcona's salvage also included three safes containing cash and other valuables from the purser's room, the ship's log, manifesto and other papers of value. It is probable that part of the mails were lost.
The work of salvaging the mails was carried on with extreme difficulty. All the deck structure of the ill-fated liner had been carried away and the gradual breaking-up of the hull owing to the action of the sea, continued during the salvage operations until the entire ship suddenly collapsed and a number of the wreckers had a very narrow escape from death.

The steamer is now considered a total loss and the wrecking experts believe that any attempt to save any part of the sunken steamer or its contents would be useless.
The salvaged mails were delivered to Sydney post office recently for disposal and the Lord Strathcona sailed at 10 o'clock for Montreal—Sydney Herald.

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See our Basement offering of Hats, including sailors in straw and silk, some untrimmed ones in this lot. Special to clear at 50 cents



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38 inch Fancy Dress Voiles, will make up nicely in cool summer frocks. Reg. 49c.
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Novelty Sweaters of the glossiest wool. Those stunning new blouse sweaters with the stunning side flashes that are so popular, fashioned in beautiful strip and block weaves; also Tuxedo and Vestee Coat effects. The season's outstanding value.
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Children's Panty Dresses of Black Satin with piping of contrasting colors. Each, \$1.79. Also, some of solid color Chambray. Each, \$1.35. Girls' 2-style solid color Gingham Dresses to fit 7 to 14 years.
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Elastic knit fine weave Pants, banded waist, wide leg, finished with coarse lace.
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Boys' White Flannellette Sport Pants, knee length.
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Boys' Straw Sailor Hats, emblem on band.
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