

DRESS WARM!

Avoid those unpleasant chills and colds—invest in the surest safeguard—GOOD UNDERWEAR. We are offering a huge stock of the undermentioned articles much under present value while they last.

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 Knickers 55c. to \$1.90
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LADIES' FLEECE LINED CORSET COVERS
 only 55c. each.
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 \$1.80 to \$3.80.
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 \$3.70 to \$9.50.

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 85c. to \$5.30.
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 67c. to \$3.80.

BISHOP, SONS & COMPANY, LIMITED.

PHONE 484. MAIL ORDERS RECEIVE CAREFUL CONSIDERATION.

Flight in 1928.

Beneath the light imaginings of the writer of this Article there lurks the Hint of Possibilities in the air. Within the Next Ten Years that are far from Fantastic.

(By W. McCartney.)

When peace begins, the aeroplane will at once show us what it can do. It has done wonderful things in war. That, at least, is our first thought. But though war has spread a fever of invention among the men who think in air, and though, consequently, we have faster aeroplanes, safer aeroplanes, and thousands more aeroplanes than we should have had without the goad of war, yet war has narrowed the activities of the aeroplane so severely that only the specialists could be expected to forecast what will happen when it is discharged from the armies and set free for the life, instead of the death, of man.

A Week-End Jaunt.

For example: on the day after the war, so to speak, a London newspaper might—probably will—send a correspondent by aeroplane to write of thanksgiving at the Holy City; and he might call at Rome on the way back and spend an hour or two in Paris, and telegraph news from both, and arrive at his Hampstead home refreshed by his short week-end holiday.

Or, we will say that a Birmingham firm wants to be first to push the sale of pocket flash-lamps in Bagdad. Its traveller will jump off by aeroplane, and when he lands in that romantic city he will be able to present the executives of Haroun-el-Raschid, if any survive, with a copy of the "Arabian Nights" bought in Corporation Street the day before.

When you talk of flying, it is difficult to be serious without being thought frivolous. I remember when Mr. Grahame-White was preparing for his London-Manchester flight, and I had to hire a fast motor-car to follow him, one of the most imaginative men in the motor business picked me out a road-racer, but said: "You won't need to take it more than three miles out of London. That's further than the aeroplane will go."

Looking Ahead.

To-day some of us are so deeply interested in wondering whether the next aeroplane we see will drop a bomb on our hats that we are possibly as sceptical about the future of flying as was that mistaken gentleman. But let every reader of Answers put on paper to-day a prophecy of what flying will be in 1928—when the war ought to be over—and he locks up that prophecy, to read it ten years hence, he will, no matter what the altitude of his imagination, blush for shame at his failure.

Any fool—I include myself—can see that the City of London mail of four p.m. will be delivered in Paris offices the same night. A man told me the other day, between his two lunch sandwiches, of another man who had bought land in a certain place by the East Coast, to be held as an aerodrome for the aeroplane service between the North of England and Petrograd; and, later, for the New York-Petrograd mail.

Ten years ago, I should have said that the most intelligent thing he could do with the land would be to build a lunatic asylum on it and live in it.

The Question of Fares.

To tell the truth, I have not much faith in the Transatlantic aeroplane liner even now. But when I recall what Blériot did, what the gallant Latham just missed doing, in crossing the Channel, and how there were people who said the "Daily Mail" ought to be asked why it encouraged suicide, because no such trip was possible, I think that in 1928, after all, it may be easy to see New York during a week's leave.

The fares, of course, would be

heavy at first. But the European and American Governments will have to subsidize the flying liners liberally at the beginning, and probably they will, in the end, maintain cheap State passenger services, to supplement the freight-carrying aeroplane lines run by private commercial firms.

A few years ago I prevailed upon myself to spoil a short holiday by rushing through certain places in France, Belgium, Holland, Germany, the Austrian border, and Switzerland—a most ludicrous and enervating performance, in which the cost of luggage alone seemed to be about a million pounds sterling, or more. But when the aeroplane holiday is with us, a restless man might easily turn up at his office after three weeks and chat attractively about what he had seen at Copenhagen, the Orkneys, Marseilles, Cairo, Naples, Bordeaux, St. Ives, Galway, Newfoundland, Chicago, Panama, and—where he had a refreshing hot bath at the aerodrome hotel after the August heat of the homeward Atlantic trip—Croydon.

This makes the ordinary Continental hustle seem but as the wheelbarrow to the railway express. But when the aeroplane is established the railway express will be the wheelbarrow. (By way of illustration, when the "Daily Mail" prize for a seventy-two hour round-Britain sea-plane passage was offered, a newspaper writer was asked to do the journey from point to point on land, regardless of sleep or anything else short of his own complete and undoubted death.)

The wretched fellow—the present writer—after examining the railway and steamship time-tables, started on his trip, faithfully enough, from Falmouth, but had the presence of mind to telegraph from a wayside station that owing to the heavy rain he had caught a cold in the head and the booking-clerk could not understand the name of the place—Southampton—he wanted to go to next.

What Will Cooks Do?

Actually, that trip would have taken ten days or more and have shattered the traveller's nerves. To-day a seaplane could do it in a few hours. For the aeroplane for the first time permits man to travel "as the crow flies."

Is it not obvious that as soon as the war is over the tourist companies will run us round the coast in aeroplanes pretty much as they did through the Highlands or Devonshire in coaches?

The air-circular-trip will be, to begin with, no holiday for the poor man. But with the 250,000 aeroplanes in Europe, with pilots swarming into the industry, just as young men did into electrical engineering twenty-five years ago, and with the added fact that the new generation will take as naturally to travelling by air as the generation after "The Rocket" locomotive engine did to railway carriages, the problem of cost will solve itself.

Naturally, the two institutions that most depend on speed—the newspaper press and the mails—will be quickest to adopt the aeroplane as part of their daily systems. Reporters will regard a transcontinental aeroplane journey as unemotionally as they now do a taxicab ride to a station.

Nothing Impossible!

Some time ago certain Huns appeared over the City of London. When the bombs fell and "Dis yare nigger took to de woods," a man beside him temporarily cursed the daily paper I have previously mentioned for ever offering £10,000 prizes to encourage such a "beastly practice" as flying.

But flying was bound to come. And however grotesque your speculations about flying, they will limp after the actual achievements.

Flying was impossible. Flying a round mile was impossible. The value

of flying to an army was questionable—remember that!

Let us each write down his forecast of "Flying in 1928," and in 1928 the facts will be so far in front of the forecast that one will have to say: "What an unimaginative idiot I was in 1918!"

"Cascarets" Best if Headachy, Bilious Sick, Constipated

Best for liver and bowels, had breath, had colds, sour stomach.

Get a 10-cent box. Sick headache, biliousness, coated tongue, head and nose clogged up with a cold—always trace this to torpid liver; delayed, fermenting food in the bowels or sour, gassy stomach. Poisonous matter clogged in the intestines, instead of being cast out of the system is re-absorbed into the blood. When this poison reaches the delicate brain tissue it causes congestion and that dull, throbbing, sickening headache.

Cascarets immediately cleanse the stomach, remove the sour, undigested food and foul gases, take the excess bile from the liver and carry out all the constipated waste matter and poisons in the bowels.

A Cascaret to-night will surely straighten you out by morning. They work while you sleep—a 10-cent box from your druggist means your head clear, stomach sweet, breath right, complexion rosy and your liver and bowels regular for months.

Your Boys and Girls.

The furnishings for baby's bed can be made at home. The rubber sheet and quilted pad must be bought in most cases, but if time is no great consideration, the pad can be made at home on the machine, using soft, rather loosely woven muslin for the covering and sanitary cotton for the filling.

Thin, soft muslin will be much more comfortable for baby than sheets and pillow slips of linen. They should be simply made and trimmed with a little tortion lace edging and insertion. Baby blankets are very soft and light, but the home made blanket of white elderdown is fully as satisfactory as the boughten ones. The edges should be bound with ribbon in a dainty color, since white edges soil so easily. A spread is not really necessary on the bed of an infant, but a pretty cover of point de esprit, lined with a color, is extremely dainty.

It is well not to make anything too small for the coming baby. Sleeves may be taken up temporarily by running tiny tucks across them, and both

T. J. EDENS.

200 sacks P.E.I. Oats

Fish:

OYSTERS in Shell.
 FINNAN HADDIES.
 KIPPERED HERRING.
 No. 1 SALT HERRING.
 BONELESS CODFISH.
 No. 1 SALMON in tins.
 No. 1 LOBSTER in tins.
 Crosse & Blackwell's FISH PASTES—Lobster, Salmon, Anchovy, Shrimp.
 HERRING in tins.
 SARDINES, 15c., 20c., 30c., 45c. tin.

To arrive Monday, Feb. 18th:

BANANAS.
 CALIFORNIA PEARS.
 TABLE APPLES—Boxes.
 GRAPE FRUIT.
 CALIFORNIA LEMONS.
 CALIFORNIA ORANGES.
 EMPEROR GRAPE.

ONIONS—Large and Small.
 FRESH TOMATOES.
 CELERY.
 N. Y. CHICKEN.
 JAMES-IN STOCK!
 Raspberry, Strawberry, Plum, Damson, Apricot, Gooseberry, Red Currant Jelly.
 Bakeapples in tins.

Special!

500 lbs. FRESH HALIBUT.
 500 lbs. FRESH CODFISH.
 300 pairs FRESH RABBITS.

T. J. EDENS,

Duckworth Street and Military Road.

sleeve and neck openings should be finished with casings run with narrow bobbinet, which launders better than linen and is not likely to tangle into untieable knots.

Only One "BROMO QUININE." To get the genuine, call for full name LAXATIVE BROMO QUININE. Look for signature of E. W. GROVE. Cures a Cold in One Day. 30c. each.

When arranging pillows for an invalid, place the first pillow lengthwise with the person and the second one across the upper half of the first pillow.

MEN'S WINTER UNDERWEAR UNDER-PRICED!

JUST IN TIME FOR THE COLD SPURT.
 Two particularly good lines of

Men's Winter-Weight Underwear.



Our stock of these is a bit heavier than we like it to be, and to hasten its reduction we make two very special price cuts. The garments are just what you would expect to find at this Store—shapely, easy-fitting and warm.

Drop in! We are more than eager that you should see these. Two special prices await you—

\$3.00 per suit and \$5.75.

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