

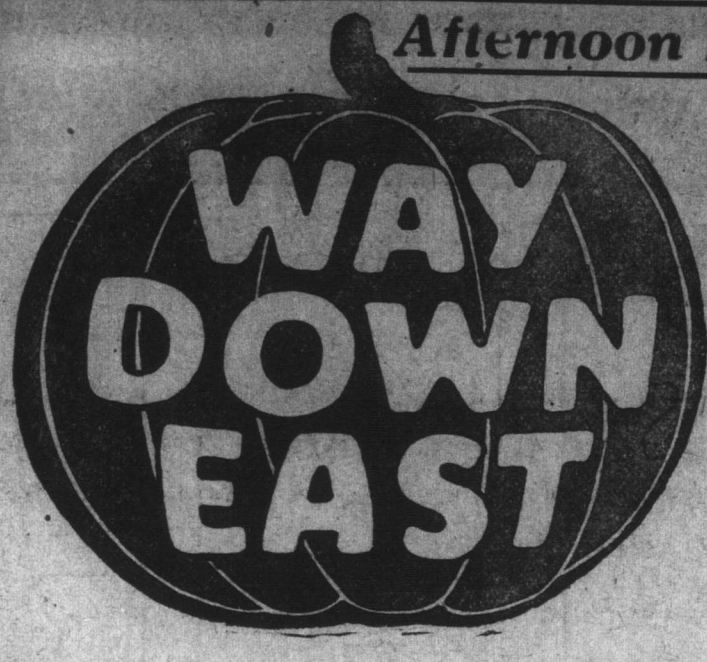


MAJESTIC

MONDAY--TUESDAY
WEDNESDAY--THURSDAY

4 - DAYS - 4

One Show Each Night
BEGINNING 8 O'CLOCK
AT



Afternoon Performances at 2.15

PRICES :

AFTERNOONS 10c & 20c

Night : Main Floor, 20c
Balcony, 50c

NOTE.—Entrance to Balcony on Theatre Hill.

If you want to hear Real Good Music, hear the programme the **MAJESTIC ORCHESTRA** will play To-Night.



Real London

Lord Northcliffe, whose eyes to America was deluged with a fog story at a dinner in New York. "Of course," he heard the fog story which was so thick that it was on the fences and heard at the passers-by? I gave a guinea for that story. "Answers," my penny was youth. But another fog story the prize of three guineas a London merchant who was foggy morning a telephone from his clerk. "I'm sorry," said, "but I can't come to office this morning on account of fog. I have not yet arrived."

GEORGE STREET CONCERT and social held in the room of George Street Church last night. It was by the Mission Band. spent a most enjoyable Mr. Fairbairn acted as

To Preserve Famous Sailing Ship.

SOME TRANSATLANTIC AND OTHER CLIPPERS.

HALIFAX, N.S., April (Canadian Press).—The appeal made by Cornelius J. Vanderbilt to "the pride, honor and patriotism of Boston" to save from the junk heap the famous clipper ship "Glory of the Seas," and the launching of a Movement by Mayor Curley and the Maritime Association of Boston, supported by Governor Cox of Massachusetts, to bring the old ship to the port of her birth for exhibition purposes, has recalled to old sailors here the fact that her designer and builder Donald McKay was a native of Nova Scotia and served an apprenticeship in his father's shipyard at Shelburne, before he went to the United States to build the fastest sailing ships that ever spread canvas to the winds of Heaven. The "Glory of the Seas" was not really one of the greatest clipper ships. Nevertheless, there is for old sailors, something appropriate about the circumstance that a Vanderbilt should sponsor the movement to preserve this old clipper as an object of interest to New England; for Old Commodore Vanderbilt, the founder of the family fortune, when he went to England in 1853 to watch the famous yacht America win the cup that has ever since remained on this side of the western ocean, had as master of his steam yacht the North Star, Captain, Asa Eldridge, who in February 1854, commanded Red Jacket on the record sailing ship voyage from Sandy Hook to Rock Light, Liverpool, 13 days and one hour. The Red Jacket was built by George Thomas, of Rockland, Maine. Her famous voyage was not, however, the best passage from an American port to Liverpool. The James Baines, built by Donald McKay for James Baines, Australian Black Ball line of Liverpool, on her maiden voyage ran from Boston light to Rock Light, Liverpool in 12 days and 6 hours. This ship was under command of a British master, running her easting down to Australia, logged 21 knots, according to her log book for June 17, 1856.

EIGHTEEN KNOTS AN HOUR.

Of the nearly two hundred clippers built by Donald McKay, the fastest was perhaps the Lightning, also built for James Baines of Liverpool. This ship left Boston on February 18, 1854, on her maiden trip for Liverpool, under the command of James Nichol Forbes, who as master of the Marco Polo, built at St. John, N.B., had set the pace over the great ocean race course between England and Australia. Forbes had persuaded Captain Lauchlin McKay, a brother of the builder, who had made a day's run of 424 nautical miles in the "Sovereign of the Seas" and whose giant clipper the "Great Republic" of 4,555 tons had just been burned in New York Harbor, to accompany him on the voyage and give him the benefit of his advice and assistance. In the hands of these

two noted skippers, the Lightning put her best foot forward, and after noon of February 1854 while bearing up for the North Channel, ran 436 nautical miles in twenty four hours, the greatest day's run ever made under canvas. A famous clipper built by McKay was the "Flying Cloud," which twice made the passage from New York to Frisco in 89 days, a record equalled by the Andrew Jackson, of 1,676 tons, built by Iron and Grinnell of Mystic, Connecticut. The McKay clippers easily held the records for day runs. The Lightning made 436 nautical miles in 24 hours; the Sovereign of the Seas 424; the Donald McKay, second largest of all the old clippers, 421; the James Baines, 420; and the Great Republic, 413 miles.

THE PIONEER OF DOUBLE TOP-SAILS.

The largest of the clippers was the "Great Republic," a four masted barque or shipentine, the first vessel to be fitted with double topsail yards. A model of her is on view in the Louvre, Paris, as the finest piece of marine architecture in the days of wooden sailing ships. Her main yard was 120 feet long. McKay designed her for the Australian trade and as no ship owner then would buy so large a ship, he and his brothers determined to operate her on their own account. When Captain Lauchlin McKay took her to New York to load for Australia she carried 100 able seamen and twenty boys. After being burnt in New York she was rebuilt and her tonnage reduced from 4,555 to 3,357, and her sail plan was also reduced so that fifty men and fifteen boys were considered a sufficient crew. She was still the largest ship afloat, and though but a ghost of the ship that left the ways in Boston, she established the record of 16 days from Sandy Hook to the equator, ran from New York to Lands End in 13 days, and from New York to Frisco in 92 days. Of this ship, Maury, the great American hydrographer writing to the Secretary of the American Navy, said: "This vessel did not have the luck to get a high wind that could keep her up to her merrill for twenty four hours consecutively. Here and there she got favorable winds, but she appears to

have run out of them faster than they could follow. The friends of this noble specimen of naval architecture, however, can scarcely hope for a fair trial and proper display of her prowess until she be sent on a voyage to Australia. The brave west winds, in the southern hemisphere, which she will then encounter, will enable her to show herself; elsewhere she can hardly find a sea wide enough, with belts of winds broad enough, for a full display of her qualities and capabilities. Unfortunately, the Great Republic was fated never to make a voyage in the trade for which she was designed, though she kept the seas until 1872 when she was lost off the Bermudas. Had the Great Republic entered the Australian trade as she originally left her designers hands, and under command of such a hard driver as his brother, her performance would doubtless have eclipsed those of any of the clippers. Her burning was a great blow to her designer, and his heart was never wholly in his later creations—such as the Glory of the Seas.

Latest Sealing News.

SEALING SHIPS JAMMED.

Messages received last night state that the Seal and Thetis are jammed in the ice. The Ranger has not reported since Saturday last, and it is thought the ship is not doing much with the fat. The messages received by Messrs. Job Bros. from Capt. Winsor of the Thetis stated that the ship was jammed in the vicinity of the Gray Islands. The captain also stated that there was no sign of seals during the day. Capt. Jacob Kean of S.S. Seal sent the following message to Baine Johnston and Company last night: "Position 15 miles East by South of Gray Islands. Got stuck in Thetis' wake 6 p.m. Monday. Still jammed. No sign of seals, wind E.N.E., raining." The Seal has about 1000 old seals on board.

NEWFOUNDLAND. — Attractive to Capitalist, Settler and Tourist; illustrated; nearly 1000 pages. Send a copy to your friends abroad. 75c. GARLAND'S Bookstore.—april 2, w.t.f.

The News as it Reached England.

The following extract is taken from the London Daily Mail of March 31. We give it as it was originally printed, headlines and all. There is something vastly entertaining in the manner in which such news items are cooked up by the British, to less than by the Canadian and American press. "Scared Eskimos in the wilds of Labrador" gives a touch of unconscious humour to the writers effort. The concluding paragraph that 50,000 seals were taken because Major Cotton was able to locate them from his machine and flash a wireless message to a land station, surely caps the climax. Who can say more after that statement, unless it is the sealing Captains, who fruitlessly chased "Cotton's Patch" but failed to locate it.

RECORD FLIGHT IN SNOWSTORM—FIRST AEROPLANE IN LABRADOR WILDS—SCARED ESKIMOS. News has reached London from a lonely outpost of Empire describing how Major Cotton, a British airman, landed in the middle of a group of scared Eskimos in the wilds of Labrador after a daring and record flight through blinding snowstorm from St. John's, Newfoundland.

Major Cotton carried important letters and newspapers for the handful of lonely settlers at Cartwright, Battle Harbour, and several small snowed-out settlements and barren little islands off the Labrador coast. In the opinion of the British Air Ministry this feat has always been considered impossible.

Major Cotton, accompanied by a mechanic and a trapper, left Botwood, Newfoundland, to fly to Cartwright, Labrador, on March 3 at 10.15 a.m. Flying was made difficult by great masses of cloud, but they reached St. Anthony, 200 miles away, 2 1/2 hours later. They landed, delivered the mails, and took more aboard for Battle Harbour.

They left St. Anthony and reached the Labrador coast during a big snowstorm, but Major Cotton decided to carry on, and when he arrived at Battle Harbour, he experienced great difficulty in picking out the station. The inhabitants, about 100, were amazed to see him. The wireless operator there, who heard his engine, could not imagine where the noise came from. He hastened from his station with alarm.

SHUT OFF FOR SIX MONTHS. Major Cotton made a safe landing despite a strong east wind. After repairing a damaged skid he left for Cartwright, about 100 miles away. Here he came down in the midst of Eskimos, who had never seen an aeroplane before. The settlers at Cartwright were greatly surprised to receive letters from Newfoundland which had been written only the previous day.

Major Cotton did the return journey from Cartwright to St. John's in 5 hours.

"This aeroplane service," Lord Morris, a former Prime Minister of Newfoundland, told a Daily Mail reporter last night, "is likely to be made permanent, as Major Cotton has shown that winter flying between Newfoundland and Labrador is not only practicable but also much easier than it appears."

"A few days ago 50,000 seals were caught because Major Cotton was able to locate them from his machine and flash a wireless message to a land station."

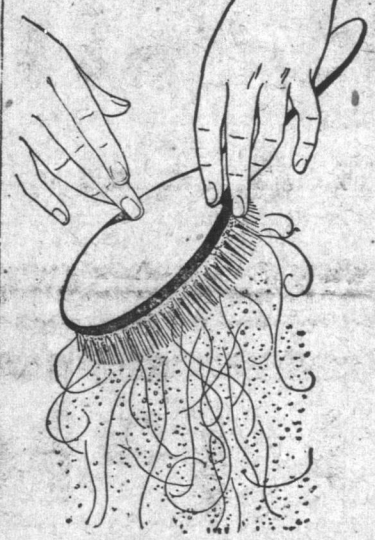
Rotary Meeting.

DIRECTORS ELECTED. The Annual Meeting of the St. John's Rotary Club was held at the Green Lantern last evening. The directors for the coming year were elected and at a subsequent meeting, these will elect officers for the coming year. The meeting was attended by all rotarians in the city. The report of the various officers and committees for the past year were submitted.

MILNARD'S LINIMENT FOR GARGET IN COWS.

DANDERKINE

Stops Hair Coming Out; Thickens, Beautifies



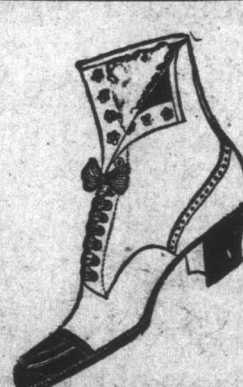
35-cents buys a bottle of "Danderkine" at any drug store. After one application you can not find a particle of dandruff or a falling hair. Besides, every hair shows new life, vigor, brightness, more color and abundance.

Lower Prices at SMALLWOOD'S!



Men's Box Calf Laced Boots \$5, \$6, \$7 & \$8 per pair

Men's Fine Tan Calf Dark Laced Boots with Rubber Heels Only \$8 per pair



900 Pairs Ladies' Job Boots

Your choice for \$3.75 the pair See display window



Here is One for You, Sir! A Genuine Goodyear Welted Boot on the pointed toe or English Last. Only \$6 per pair, The Young Man's Shoe. Only a limited number of pairs.

F. SMALLWOOD, The Home of Good Shoes, 218 and 220 Water Street.

3-E.E.E.'s Footwear

For every kind of use.

For any and every occasion there is a Three E-E-E's style that is correct wear and that will give the necessary finishing touch to the frock you wear.

There are hundreds of women who are on their feet for hours at a time, yet who cannot afford to sacrifice appearance for comfort. To these particularly Three E-E-E's Footwear will prove a boon, as their graceful, easy lines sustain the foot in comfort without detracting from its smartness.

Buy Three E-E-E's Shoes to ensure good value for what you pay. None that equal them can sell for less.



Three E.E.E.'s Footwear is made by Archibald Bros., Harbor Grace.

Legislative Council.

TUESDAY, April 25.

The Council met at 4 p.m. A second reading was given the following Bills:—(1) "An Act to amend Chapter 83 of the Consolidated Statutes (third series) entitled, "The Judicature Act"; (2) "An Act to amend Chapter 85 of the Consolidated Statutes entitled "Of the Central and Harbor Grace District Courts"; (3) "An Act to Amend the Business Profits Tax Act, 1917-1920." The Bill, an Act to repeat the Aerial Mail Service Act of 1919 was read a first time, and the annual report of the Cashier of the Savings Bank for 1921 was tabled by Hon. George Shea, after which the House adjourned till Friday at 4 p.m.

G. F. S. FESTIVAL. — To-morrow (Thursday) will be observed as the Annual Festival of the Girls' Friendly Society. There will be Holy Communion in the Cathedral at 7 a.m. Bishop White will deliver an address.

Great Show at the Nickel To-Day.

HENRY KELLY WILL BE HEARD IN NEW SELECTIONS.

Mr. Henry G. Kelly, the popular baritone, who is each night accorded rounds of applause from appreciative spectators will no doubt more than claim his hearers to-night with his new selections. The picture is one of unusual interest entitled "Roads of Destiny," featuring Pauline Frederick, the great emotional actress. The tinge and feel of life which O. Henry managed to impart to all his stories have been caught with unusual vividness by the camera in the photoplay made by Goldwyn from Channing Pollock's successful drama. "Roads of Destiny," based upon O. Henry's famous story of the same title. It has the pulse and rhythm of old Greek tragedy but despite the unescapable fate which met Rose Merritt at every turn, there breathes a spirit of humanity which lifts the spectator to a mood of quiet satisfaction at the solution of fate bring about. As the happy Pauline Frederick has one of screen roles and one who scope for varied and resounding.

Fishermen Protest.

DEPUTATION COMING FROM BAY.

Last night a public meeting of Fishermen of Torbay was held to discuss matters relating to the fishery laws of the province. It appears that the new ruling the men fishing bay are not allowed to use their sea no reason why this so. It was decided that the should be placed before the representatives and it is expected a deputation will visit the with this object in view. Mr. Ashley, who was present at the meeting, gave an address.

She could eat anything—without indigestion or sleeplessness



FOR a long time she had been troubled with gas after her evening meal. The distress was most painful after eating potatoes or other starchy foods, of which she was very fond.

Then she started taking two cakes of Fleischmann's Yeast every night before her evening meal and bed time. She poured about a half cup of boiling hot water over the yeast cakes, stirred them thoroughly, added a little cold water and drank.

She found she could eat anything and sleep splendidly afterward.

Thousands of men and women are finding that Fleischmann's Yeast corrects stomach and intestinal troubles. It promotes the flow of bile and pancreatic juice. It is rich in the appetite-stimulating vitamin, so that appetite is always kept normal and you are protected from indigestion.

Add 2 to 3 cakes of Fleischmann's Yeast to your daily diet. You will find that your whole digestive system is greatly benefited. Place a standing order with your grocer. He will deliver it regularly.

