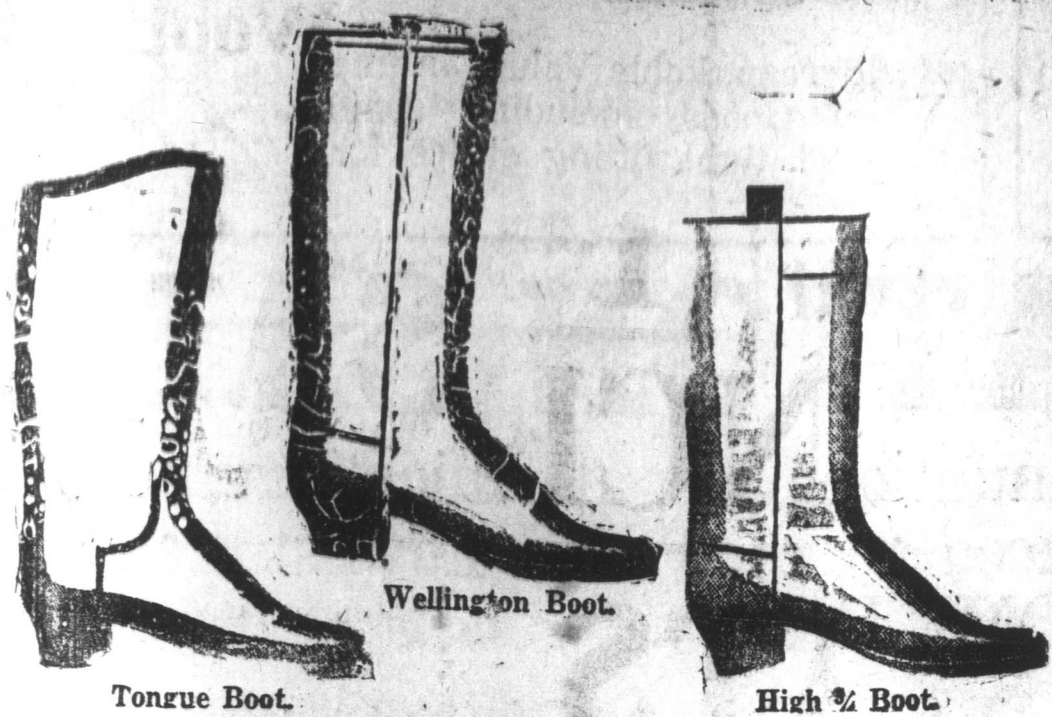


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Round the World in a Hundred Hours

THE OUT-VERNES JULES VERNE.

Mr. Harry Harper, in the Contemporary Review, out-Verne's Jules Verne, who imagined an eighty-day journey round the world. Mr. Harper says in the new air age—the day after tomorrow—the record will be made in a hundred hours!

It is a very wonderful story he tells of man's increasing conquest of the air. Men, steel, and oil—these are the conquerors of the air—the conquerors of the air—the conquerors of the air.

"We are being told a great deal too much of the destructive powers of aircraft and far too little of their civilising powers," says Mr. Harper. "Our vision is distorted. We are prevented, altogether, from gaining any sense of proportion. We are led to think that nothing but ill can come of man's conquest of the air; whereas, made use of in the right way, this conquest of an element which knows no barriers, and which flows, unimpeded, over the whole surface of the globe, has powers which may bring us salvation rather than destruction; which may enable us to drive still farther into the background the menace of any future war."

New Gospel of the Air.

"There are factors which are now about to transform flying as we have not known it hitherto. There are wonders dawning which will open up a new page in the world's history. It is an era in which we shall feel ourselves super-men. To-day we send words flashing over cables, or through empty space; but when we ourselves move from point to point—when we have to travel to some far corner of the globe—it is not a question of hours or days, but of weeks of ceaseless travel. It is here that development has languished—in the swift transport of passengers over vast distances. But what science has done in regard to cables and wireless, the most significant of our sciences, aeronautics, is now to accomplish for our bodies. And this is what one means when one speaks of the new air age."

Giant Strides.

"It is a vision great and splendid! It is a new world we glimpse. Picture what we shall enjoy in aerial pleasure trips. Saturday to Monday in the South of France! A long week-end in Northern Africa! As for our summer vacations, in the popular era of the 'skyway,' who could put a limit to our roamings? Imagine what it will mean when, in our holidays, we are wafted, magically, to and fro between London and those beautiful islands of the far Pacific."

"Plans now being developed by Imperial Airways, our £1,000,000 national organisation, together with tests decided upon with huge airships, enable experts not only to map fresh links in air-lines which are to circle the globe, but to sketch time-schedules for complete round-the-world journeys by aeroplane express

and airship liner. Already technical staffs are concentrating upon extensions of routes which are to stretch south-eastward across Europe. These are to be continued steadily, link by link, according to a great State-aided plan, till mail-planes, goods-planes, and aerial wagon-lits rush day and night from London to Australia.

Aerial Wagon-Lits.

"The Air Ministry, having obtained tenders from British firms for the building of multi-engined flying transports, are now ordering the construction of machines of the new types, which will represent a fresh era in air design. Carrying a big load, they will have such a fuel-capacity that they will be able to fly long distances without alighting. Several of the giants, equipped with an engine-plant which frees them almost entirely from any risk of a forced landing, are, it has been decided, to be built throughout of metal. The latest weight-saving schemes, which have been developed recently, during our construction of warplanes of steel, will be incorporated in these new trans-Emire craft."

"A first time-table has been prepared for this route across the globe, passing for more than 13,000 miles above land and sea. The total time of the winged 'express' as apart from the time spent in halts at stations, will not be more than six days of continuous night and day travel through the sky. If necessary, on long stages, refuelling will be carried out in mid-air, winged 'tankers' rising from intermediate stations and replenishing the stores of the express and cargo-planes by means of special flexible-tube connections."

Nine Days to Australia.

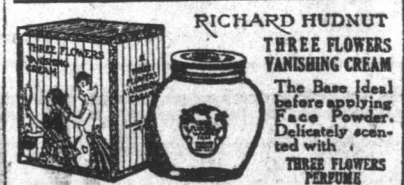
"What has been prepared, in view of the forthcoming tests across

oceans with new-type airships, is a tentative time-table for a complete round-the-world journey, starting from London by aeroplane, and making use of airship 'liners' over such stages as the Atlantic and Pacific. According to this time-table a traveller, ascending from the London air-station in the morning in an aeroplane capable of 105 miles an hour, would, flying via Paris, reach Constantinople on the following morning, and Cairo by noon the same day. Then, in a long-distance machine, with sleeping as well as day accommodation, he would speed to Australia, arriving there on the ninth day after leaving London.

"The Pacific, to San Francisco, would be crossed in a big airship 'clipper of the clouds.' The next link would be by trans-American air express, New York being reached on the fifteenth day. The Atlantic cross to Europe would be made by a great airship liner, the voyage being scheduled so that world-travellers, gliding down at London, effect in seventeen days what Jules Verne's imaginary hero took eighty to accomplish."

High Flying.

"Our new air age promises to be a high-flying age. The 100-miles-an-hour of present-type aeroplanes will, it is considered, be exceeded greatly by adapting machines so that they can take full advantage of the lessened resistance of the air at high altitudes. Before long we may look back on flying machines of to-day, driving a laborious way through retarding



lower air, with that same pity with which a traveller in the blue-and-gold Riviera express would let his thoughts wander back to the times when, sitting in open trucks, the first railway travellers jolted along with cinders from the engine blowing into their faces. Wonderful results are rewarding—an eight-years' research in sending aeroplanes up to high altitudes and there making them fly miles an hour faster than would be possible in dense air near the earth's surface.

"A trans-ocean 'air express,' manoeuvred into a vast, swiftly-rushing 'tide' of the upper air, is expected to devour distance at five miles a minute, and carry passengers from New York to London in fifteen hours."

"This, therefore, is our prospect. It is to send vast winged ships of metal till they enter 'wind-ways' moving at heights and speeds almost incredible to lowly earth-folk. Manoeuvring from one to another of the immense 'tides' in which their own speed will be augmented by that of the body of air in which they are moving, these 'magic carpets' will so annihilate distance that ultra-modern adventurers, vanishing skyward beyond human view, may circle the globe not in eighty days, as did impetuous Mr. Fogg, but in the new air-age record of about a hundred hours!"

What It Will Mean.

"What will all this mean? It will mean that the peoples of the world will get to know each other in a way that has been literally impossible hitherto. They will become friends. They will learn to understand each other's point of view. They will meet each other constantly. They will be as much at home in foreign capitals as they are in their own familiar cities."

"Here, then lies the salvation of the world—in the development of the flying machine as a great and growing method of communication. This art of flying has, one contends, been sent into the world to be a final test of mankind. If we misuse it, persistent, if we turn it deliberately to purposes of destruction rather than of construction, then civilisation will tumble into chaos after the cataclysm of another world-wide war. But if we prove worthy of this power, the full fruits of which are now about to be reaped, we shall move swiftly into a great era of peace, happiness, and world-wide progress. Gone will be racial antipathies. Gone will be international misunderstandings."

"But is not this still a dream? Is not this still merely a hopeful fantasy? My reply is—a thousand times no! We who have spent the best years of our lives in aviation, and who know now what flying is to become, declare with every emphasis, that, given only the right spirit in the hearts of men, this great and golden age is now actually dawning."

"We stand, to-day, at its threshold; and if only we think rightly, and act rightly, we can pass across that threshold into a new age in which life, at last, will be worth living for everyone," concludes Mr. Harper.

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IS THE LUMBER BUSINESS PUNK—

—By Bud Fisher

GEE, BUSINESS IS PUNK! IN A DAY OR TWO I'LL BE DODGING THE SHERIFF!

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I THOUGHT I'D CLEAN UP BIG SELLING PEOPLE LUMBER TO BUILD HOUSES AND FACTORIES BUT SO FAR I AIN'T HAD ONE CUSTOMER! O'DEAR!

DO YOU SELL BEECH WOOD?

YES, SIR! HAVE A CHAIR, SIR! I CAN SUPPLY IT IN ANY QUANTITY YOU WISH, SIR!

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as soft iron. It decreases electrical resistance of the conductor to a point where legible signals can follow each other more speedily than ever has been possible before. The new cable will stretch 2,400 miles in a straight line from New York to Fayal, Azores, whence it will be continued to Rome by an Italian company.

"The laying of this line involves considerable practical difficulty. Throughout its entire journey the cable ship will be connected with New York by a tiny steel piano wire which will enable the officers to tell at practically any moment just how fast the craft is moving with relation to the bottom of the ocean. Ord nary methods of determining the vessel's speed tell only how fast it is moving through the water, without taking ocean currents into consideration."



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