

## MUSIC.

The Majestic Orchestra needs no comment. Every Show-goer knows the magnificent way it put over "Way Down East." The Orchestra will play every night from 7.15 to 10.30.

## HER HUSBAND WAS RICH—

But a money-lender demanded that she meet him alone at night and go where he chose. What was his motive? She thought him a wolf but dared not oppose him. A moment of suspense that stops the heart-beats and then—

ONE OF THE MOST AMAZING CLIMAXES EVER RECORDED ON THE SCREEN.

# "SHAMS of SOCIETY."

## Husbands--Beware!

Do you give your wife enough money to pay household expenses? Do you allow her enough pocket-money to enable her to keep her standing in Society? If not, she—

IT'S A Robinson-Cole Super-Special ANOTHER BIG PICTURE.

## EXTRA!

You Have Seen CHARLIE CHAPLIN'S RIVAL—  
**'BUSTER KEATON'**  
—IN ONE COMEDY—  
Now See Him in  
**'ONE WEEK'**  
A Whirlwind of Laughter.

MAJESTIC

## Sir Ross Smith Met His Death.

(Continued from April 19th.)

On the 12th, Sir Ross Smith, a "Viking" amphibious plane, which he was to have attempted to fly round the world, was killed at Brooklands.

His chief mechanic, Mr. J. H. Bennett, who had accompanied him on the flight, was killed in the crash.

The reception of Vickers Ltd., representatives of the Press, and of wishing to see the machine and of wishing to see the enterprise, Sir Ross explained his plans to them and all of us who were present were immensely impressed by the details of his great work and the man deserved success.

It is surely the irony of fate that the man who had been killed should have been killed just as he was about to start his flight.

Greater success.

When the "Viking" was first sighted on the morning of the 12th, by Captain Cookerell, it was flying at an altitude of half an hour or so, the machine perfectly. Sir Ross was up with Mr. Bennett as he was about to start his flight.

So far as one can gather from the reports, Sir Ross made three or four flights on "Vikings" of the earlier type, which he had brought to show him the type, which naturally attracted much attention.

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latter of the type which cannot be avoided, and aeroplanes designed on such lines—as they must be for certain definite purposes—have to be handled accordingly. It is natural that a pilot who is used to a big, lightly loaded machine should make mistakes at first on a type so entirely different. The tragedy is that so experienced a pilot as Sir Ross Smith should have made that one little error just when it was too late to recover from the consequences. Yet in the history of Aviation there are all too many similar tragedies caused by just such simple errors of judgment.

The death of Major McCudden and Sir John Alcock are only two cases in point among them. Personally, Sir Ross Smith was a man who won the respect and affection of all who met him. He made a big name for himself as one of the two Handley-Page pilots who during General Allenby's last great attack in Palestine bombed Turkish Headquarters and so broke up the Turkish telegraph system that the Turks were unable to send orders in time to their forces on the West bank to hinder the great cavalry turning movement. Later on, after the Armistice he went with General Dorton to survey the route to Australia. His flight to Australia with his brother Keith Smith is a matter of history.

Personally the most striking characteristic about Ross Smith was his modesty. Few men with such achievements to their credit and with so many honours showered upon them would remain as he did, and as his brother does, so entirely unspoiled by fame and popularity. Such modesty is the mark of the truly great man to whom fame comes as a right and not by an accident that takes him by surprise. Had he lived he would have gone far. One who knew him well and had worked with him for many months, remarked only the day before his death that Ross Smith did not know what fear was but that he took no chances. That was the secret of all his successes. He prepared for everything, he foresaw all the risks he had to take and provided against them and when in a tight corner he kept his head. That such a man should be killed in a mere aeroplane accident makes the tragedy all the greater. Ross Smith and his friend Bennett deserve to rank with the great pioneers and the great martyrs of aviation. In them we have lost two of the best of the many good men whom Australia has produced for the glory of the British Empire. To Sir Keith Smith one offers all sympathy in the loss of his gallant brother and his faithful friend.

AN UNWRITTEN WAR STORY

HOW REFUGEES CROSSED INTO HOLLAND—A BELGIAN EXPLOIT.

PARIS.—One of those unwritten true stories of the war is the exploit of Joseph Zilliox, an Alsatian conscript of the German army, in running a tugboat laden with Belgian

refugees across the frontier into Holland, smashing the high tension electric cable which the Germans had spread across the canal to bar the way.

Zilliox was at Liege as a pilot of canals. His zeal for the French cause led him to determine to cross over the frontier into Holland, taking with him a large contingent of Belgians. He was then in charge of the tugboat Anna and had a crew of three Germans under him. His boat lay near Vise, close to the Dutch frontier, but the canal was bound at the boundary by a barrier of high-tension cables.

Zilliox began by assembling his refugees, 42 in number, including two women, at midnight in a little cave near the quay. He had previously made his three Germans so drunk that they were sound asleep in the fore-cabin of the tug. The little caravan set out from the cave and crept stealthily down to the tug, led by several resolute young men armed with automatic pistols. The tug pushed off and Zilliox steered down the canal for the Dutch frontier.

Just then a hoarse exclamation of surprise was heard and heavy feet came tumbling up along the deck. It was one of the German crew who had awakened and was puzzled by this unexpected getting under way. Zilliox knocked him down instantly and muffled his cries with a coat. With a pistol to his head, the man was promised his life if he would be quiet till the tug reached Holland, and to avoid further trouble the other two were aroused and the same bargain dictated to them. Three of the refugees dressed themselves in the German uniforms and the journey continued through the night.

And now ahead the restless search-lights of the German frontier appeared. The refugees lay flat on the deck with pistols ready. Zilliox signalled to his Belgian engineer "full steam ahead." The German sentries, believing the collision was an accident, came hurrying down to the bank. The broken cable had meanwhile wound itself round the tugboat's screw, and she drifted out of control.

The German searchlights were now concentrated on the tug. The vessel was stranded still in Belgian waters and thirty yards from safety of Dutch soil. Fortunately the tug had two boats left, and in these the Belgian refugees were gradually ferried across the stream. When all were at last landed on the Dutch side they danced and sang the Allied patriotic songs in full view of the Germans, who only realized too late that they had been looking on at one of the most daring escapes across the frontier.

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