

## English Coats.

did line of Gen-  
ardines for men,  
ed from the Old

Coats are finely  
ed, belted—with  
f-lined through-  
teed for durabil-  
ervice. All sizes.  
y a full line of  
of Coats in vari-  
prices and in all

& Portrait Co.,  
John's.

Wells  
CRYSTALS.

Wood's

Y.  
EET JELLY.  
UTNEY.  
ES (in Oil).  
MONDS.

Oatmeal,  
and COARSE.

Holbrook Custard  
Powder.  
Pure Gold Jelly Pow-  
er.  
Sheet Gelatine.  
Sliced Pineapple.  
Strawberries (tins).

Bros., Limited,  
DEPARTMENT.

## Responsible House

Investor, one of the most  
asons in selling or buy-  
secured of the character  
which he is doing business,  
the facilities which its  
afford for selling, buy-  
the worth of any

house with eighteen years'  
and selling high-grade  
invite you to consult us  
investment problems.

ence Invited.

## SECURITIES ION LIMITED

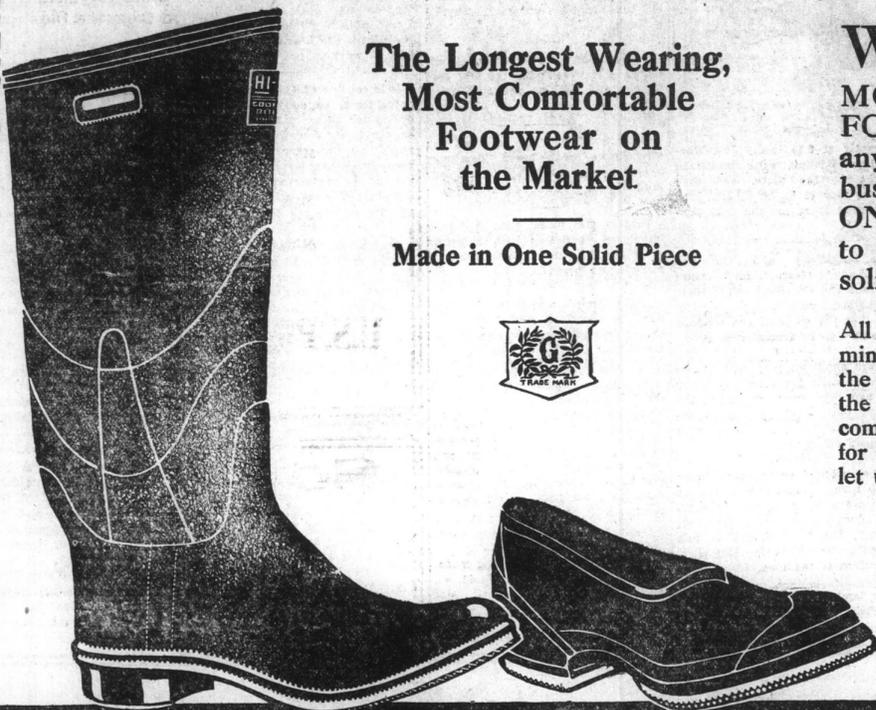
Building  
ONREAL London, Eng.  
blished 1901.  
Agent, St. John's.

## J. J. ST. JOHN Casks

ATING OIL,  
er Coats. Also,  
ou 14 fathoms square,  
a low figure.

Duckworth St.

# "HI-PRESS"



The Longest Wearing,  
Most Comfortable  
Footwear on  
the Market

Made in One Solid Piece



WE CANNOT recommend this splendid rubber  
footwear too highly. You can get FAR  
MORE WEAR AND MUCH GREATER  
FOOT COMFORT from "Hi-Press" than from  
any other brand—and we KNOW the footwear  
business. "Hi-Press" you understand is made in  
ONE SOLID PIECE. No loosely cured layers  
to come apart and wear out prematurely. Just  
solid, tough rubber.

All styles and types for fishermen, farmers, engineers and  
miners. Note particularly, you men who need heavy rubbers—  
the "Hi-Press" Heavy Dull Sandal (shown at the left). It is  
the best thing of the kind we have ever seen—snug fitting,  
comfortable and head and shoulders above the ordinary rubber,  
for wear. It will pay you to invest in a pair. Come in and  
let us show you the line. It will be a pleasure to serve you.

We handle the Genuine "Hi-Press" Footwear  
made only by

## GOODRICH

# BOWRING BROS. ST. JOHNS N.F.

## Scottish Highlands

### HAWKER AND GRIEVE POPU- LAR RECEPTION.

The Rev. John Gunn Nicolson, M.A.,  
D.D., of Strathpeffer, Inverness, has  
sent Mr. Donald Nicolson, of this city,  
a copy of the Ross-Shire Journal,  
dated May 30th, from which we have  
been permitted to clip the following  
report:

The safety of Hawker, the intrepid  
airman, and his less conspicuous but  
no less courageous pilot, was assured  
on Sunday, when the coastguard at  
the signal station at the Butt of  
Lewis, Ross-shire, picked up the sig-  
nals of the Mary, a British built, ocean  
going tramp, belonging to Denmark.  
The Mary had picked up the airmen  
in the Mid-Atlantic, rescued them after  
a bitter struggle of about two hours,  
when launching a small boat was a  
great peril and no mean feat in a very  
tempestuous sea. Hawker and his  
pilot, or navigator, had been over  
twelve hours in the air. They were  
unable to carry on further their  
flicky attempt to fly the Atlantic; not  
because of want of physical endurance  
or any temerity, but because the  
condition of their machine, consequent  
on trouble with the engine cooling ar-  
rangements, made it imperative that  
they should at once play for safety.  
They had carried on for many hours  
under considerable difficulty and re-  
sorted to many expedients, but ma-  
chinery is machinery, and there was  
no alternative left. They made for the  
back of shipping—they were a good  
bit out of it when they made up their  
minds to do so—and they were happy  
to hit a slow-glog tramp which, with  
the freemasonry of the sea, promptly  
stopped by to lend all possible succour.

The Mary had no wireless; hence it  
was not until she made land that the  
airmen could make their safety  
known to anxious relatives and to a  
universal public which had become  
deeply concerned as to their fate.

Hawker and Grieve were subse-  
quently picked off the Mary by a British  
destroyer, taken to Scapa, and on  
Monday afternoon left Thurso for  
London. The Highlands they discov-  
ered were as keenly enthusiastic  
about them and as rejoiced as to their  
safety as their own relatives could be.  
The progress of the train was like a  
royal reception. Every little commu-  
nity from Thurso to Inverness turned  
out to cheer the airmen. Hawker all  
the picture, but that was a mere  
operational accident. His boyish-  
ness and high spirits compelled him  
to acknowledge the spontaneity of the  
public applause. Grieve, much more  
calm—as befitting a Hardy son of  
the "Silent" Navy—only when good-  
naturedly more or less compelled to  
take part in it. Everyone sought to  
shake hands, and Hawker was quite  
unusually obliging. Autographs

were given up to the last moment at  
each station. At one stage of the line  
one enthusiastic admirer—a Seaford  
of course—hung on to the footboard  
between stations and kept the airmen  
in conversation.

### Enthusiasm in Ross-shire.

Just as at Thurso, where the Pro-  
vost and Magistrates turned out to  
voice the public appreciation of the  
pluck of the aviators and their glad-  
ness at the rescue, so at Tain. Pro-  
vost Maitland and his colleagues, then  
assembled in meeting, adjourned the  
proceedings, and, in the centre of a  
great crowd, offered congratulations  
to the heroes of the hour. Nigg, Fearn,  
Denny, vied with each other to do  
honour to the men. At Invergordon  
there was a great turnout and much  
enthusiasm. Aness did itself well  
with a pipe band, the drummer of  
which—the same as sounded the "as-  
sembly" in Dingwall in August, 1914,

deserted the band, and from the foot-  
board of the carriage kept the airmen  
in conversation to the next station.  
Novar also came out, and even Foulis  
mustered an audience. At Dingwall a  
great crowd lined the platforms and  
every point of vantage. The Provost  
and Town Council were present unof-  
ficially. It seemed as if everybody  
wanted to hug the airmen; there were  
no end of cameras out, and although  
the train did not stop more than three  
minutes, the time was enough for  
hundreds to shake hands. Hawker  
strove to bring Grieve into the pic-  
ture, but, however gratified by the  
reception, the Navyman was not keen.  
Conon, Muir of Oord, Beaul, and other  
stations were thronged. At Inver-  
ness the Provost welcomed the heroes,  
and there was some brief speeches.

### No Need to Get Excited.

People of the sort that like to make  
as much worse as they can matters al-  
ready sufficiently bad are sure to find  
opportunities for the exercise of their  
peculiar talent in Hawker's regrettable  
remarks about the transatlantic flight  
of the NC-4. They will affect great  
indignation, and perhaps feel a little  
of it, at the apparent effort of the  
Australian aviator to depreciate the  
achievement of the Americans who  
brought a success into a closeness of  
comparison with his own failure that  
he evidently finds trying to his temper.  
Arguing, too, from the individual and  
specific to the general, these trouble-  
some folk will indulge in comparisons  
between nations as regarding the  
true sporting spirit, and so will create  
or revive old animosities to the full  
extent of their ability.

It is a miserable business, all that,  
and in this case without any good reason  
at all, and with only a very poor  
excuse. That Hawker said what he  
should not have said is obvious, just  
as it is that the slight and oblique  
element of truth in what he said did  
not justify the saying. He, however,  
can hardly be expected to realize, at  
this time, that between his attempt and  
that of the American naval authorities  
there are so many and such essential  
differences that the judicious do not  
put them in the same category or com-  
pare merits that are incomparable.

After such an experience as his it  
is no wonder that, with nerves all  
jangled by hardship and cruel disap-  
pointment, something of indiscretion  
has marked his speech. Not on that  
account will anybody of sense cease to  
appreciate, or appreciate less, the  
man's remarkable courage—his readi-  
ness to take desperate chances to win  
a laudable glory. And he is far from  
being the only aviator who is "tem-  
peramental"—the only one whose pe-  
cculiarities of mood and temper make  
trouble for himself and those around  
him. Surely he should not be con-

## T. J. EDENS,

151 Duckworth Street.

10 Barrels  
NEW YORK CORNED BEEF  
by S. S. Adolph.

200 sacks MIXED OATS,  
4 bushels each, \$5.00 per sack.

FRESH FRUIT AND  
VEGETABLES.

CALIFORNIA ORANGES.  
GRAPE FRUIT.  
WINE SAPP APPLES.  
CALIFORNIA LEMONS.  
BANANAS.  
RHUBARB.  
TOMATOES.  
CUCUMBERS.  
BERMUDA ONIONS.  
TURNIPS.  
NEW CABBAGE.  
100 Half Sacks  
P. K. I. POTATOES.

FRUTELLA—  
Table Dairy and Cream.

LEMONADE.  
ORANGEADE.  
WELCH'S GRAPE JUICE.  
LEMON CRYSTALS.  
SCHWEPPE—  
Lemon Squash.  
Lime Juice Cordial.  
Raisin Wine.  
Ginger Wine.  
Dove's Ale.  
Lager Beer.  
Porter.

## T. J. EDENS.

151 Duckworth Street.  
(Next to Custom House.)

## MAJESTIC THEATRE

Wednesday and Thursday,

### 5 Reels "Pamela's Past" 5 Reels

Featuring the favourite Film Actress and Actor, MAUD FEOLY and IRVING CUMMINGS,  
supported by a strong caste.

Owing to the fact that such a great many people could not gain admittance to see Hawker's  
attempt at the trans-Atlantic flight, the management announces that the picture "HAWKER'S  
GREAT ADVENTURE," will be shown the remainder of the week. Thus everyone will be  
enabled to see it.

MAIN FLOOR 10c.

MATINEE DAILY, 5 and 10c.

BALCONY 20c.

## MAJESTIC THEATRE

demned, or even harshly criticised,  
for having some of the defects of his  
high and enormously valuable quali-  
ties.—N. Y. Times.

### Flight of Paul Freeman.

Paul Freeman, the "human ocean  
derelict," is becoming a political  
question in Australia. He was de-  
ported from that country for political



You don't press a  
button any more but  
we still do the rest.

Expert workmen,  
modern methods, im-  
proved equipment &  
tested chemicals in-  
sure results.

Let us finish what  
your Kodak began.

TOOTON'S,  
THE KODAK STORE,  
220 WATER ST.

## Republic Motor Trucks, 7 Models, 3-4 Ton to 5 Ton.

In the United States REPUBLIC leads  
in every State in the Union as well as in  
every foreign country.

The reason can be summed up in two  
words: QUALITY and SERVICE.

## T. A. MACNAB & CO.

Distributors for Nfld.

## From the Circula- tion Man.

Gold Coast Nation.—Although 20  
years have passed since the following  
notice appeared in the maiden number  
of the Gold Coast Aborigines, the dan-  
ger it sought to remove in connection  
with the upkeep and maintenance of  
the Fourth Estate—the press—are as  
prevalent to-day as then, if not on the  
increase.—"It is earnestly hoped and  
requested that all subscribers and  
purchasers will do something to dis-  
courage that almost universal practice

of lending for perusal, papers to those  
individuals who, loudly mourning the  
want of a local paper, are never known  
to support the press, but ever prefer  
to borrow from their too indulgent  
and obliging friends.

For your new Spring Suit,  
made in the very latest style,  
pinch back or plain, or any style  
you want, go to SPURRELL  
THE TAILOR, 365 Water St.  
mar24, eod, tf

## PILES

Do not suffer  
another day with  
itching, bleeding,  
etc. of Prolap-  
sing Piles. No  
surgical op-  
eration required,  
and as certainly cure you. 65c a box; all  
dealers, or Edmondson, Hales & Co., Limited,  
Toronto. Sample box free if you mention this  
paper and enclose 2c stamp to pay postage.

MINARD'S LINIMENT CURE S  
COLDS, ETC.