

WINTERING IN THE ANTARCTIC

Captain Scott was Within One Hundred and Fifty Miles Off the South Pole on January Third

WELLINGTON, N. Z., April 1.—Captain Robert F. Scott's vessel, the Terra Nova, which carried the British expedition to the Antarctic, has arrived at Akaroa, a harbor in Banks Peninsula, N. Z., but has not brought back Captain Scott or the members of his expedition. The commander of the Terra Nova brought instead the following brief message from Scott:

"I am remaining in the Antarctic for another winter in order to continue and complete my work."

The latest news sent back by Capt. Scott to his base at McMurdo Sound showed that on January 3 he had reached a point 150 miles from the South Pole and was still advancing. It was clear that had the explorer delayed sending back notification of his progress until he actually reached the Pole, word from Captain Scott could not have been received by the Terra Nova before his death, was compelled to leave, owing to the setting in of winter and the freezing of Ross Sea.

Those on board the Terra Nova are well. Great disappointment was felt when it became known that the Scott party had been left behind. The Terra Nova is expected to reach Lyttelton on Wednesday.

Will Reach Goal

LONDON, April 1.—Though the last word from the British Antarctic expedition under commander Captain R. F. Scott left the explorers still 150 miles from the South Pole, the opinion of the experts here are strongly of the opinion that Captain Scott will achieve the object for which he set out.

The fact that his message brought back to New Zealand by the Terra Nova said that he was remaining in the Antarctic for another winter in order to complete his work, is taken as an indication that his party is in good health, abundantly supplied and in a position to continue the march to the pole.

Captain Scott was advancing on the date of his last message and those familiar with Antarctic exploration, expressed the opinion that he probably would reach the pole before the end of January.

All the London morning papers publish extracts congratulating the members of the Scott expedition. They emphasize the fact that it was not a mere dash for the pole like that of Captain Amundsen, but a thoroughly planned expedition on a large scale without any idea of racing for the pole and that it has achieved results of the highest importance.

A striking point of difference in the experiences of Amundsen and Scott, was that of sheer luck. Captain Amundsen was favored greatly by the weather in the later stages of his journey, while Scott at approximately the same time, met storms of great severity. Amundsen was able to cover his 150 miles in ten or twelve days. Thus with anything but the most favorable weather, Captain Scott could cover the distance which separated him from the pole on January 3 well within the remaining days of the month.

Captain Amundsen reached the pole on December 14, and during the days he was occupied in making observations there, the Englishmen were struggling through the snow drifts in the lower reaches of Beardmore glacier.

The opinion is held here that if Captain Scott had known of Captain Amundsen's success, he would have made some mention of it in his final message. As in the case of the Shackleton expedition, valuable exploration work was done by the Scott expedition. Probably no further word will come from the expedition until well along in 1913.

An Unequalled Feat

LONDON, April 1.—Mrs. Scott, wife of the explorer, has received no message from her husband; neither has the Royal Geographical Society. The Daily Telegraph in an editorial says it is much too early to begin an appraisal of the scientific results of Capt. Scott's expedition, which it appears departed the end of June into the perpetual darkness of the Antarctic winter.

After five weeks of extraordinary hardships and in cold, unequalled in that region, they returned to camp, having accomplished the first winter journey yet dared by any traveler in the Antarctic.

Though Scott had done, he also stated much for the success of the expedition on ponies and this reliance cost him many anxious and perilous days, especially on account of the desperate efforts to save a number of the ponies after the animals were jumping from ice to ice at the risk of the rescuers' lives and all but one of these animals were lost at the end.

Again the Telegraph points out, Captain Scott was confronted with great difficulties in traveling as he and his companions continually had to dig out the ponies and tents when snow fell.

Sir Ernest Shackleton, in an article contributed to the Chronicle, says that the dogged determination and incessant toil against disasters and difficulties, which members of the Scott party displayed, must forever place this expedition among the great efforts of mankind.

rarely was seen. The misty light made it difficult to move in a straight course, but the ponies still were in good condition. The parade from the ice barriers to the Beardmore glacier was accomplished in twelve hours. On December 21, the party reached latitude 85.7, a height of nearly 700 feet. Up to December 17 terrible weather was encountered. The explorers struggled through masses of snow making only five miles daily, although laboring ten to twelve hours. After that the weather improved.

Captain Scott sent back all but eight men at latitude 85. Approaching the 87th parallel the surface grew difficult. On January 3 they reached 87.32. Sir E. Shackleton notes how closely Captain Scott followed his own movements in the same region and says it is remarkable how the sets of observations coincide.

At this point Captain Scott sent back the last party of three men, advancing with four others: Dr. E. A. Wilson, chief of the scientific staff; Capt. L. E. G. Oates, in charge of the ponies and dogs; Lieut. H. R. Bowers and Lieut. E. R. Evans. They were provisioned for one month and in Sir E. Shackleton's opinion ought to succeed.

FIRST WOMAN LAWYER

At the meeting of the benchers of the Law Society yesterday, Mr. G. E. Corbould, K. C., the senior benchers, was elected treasurer in succession to the late Mr. Pooley. A resolution of condolence with the family of Mr. Pooley, and expressing the loss which the Society sustained by his death, was on motion of Mr. H. D. Helms, K. C., seconded by Mr. E. V. Bodwell, K. C., passed, and ordered to be transmitted to Mrs. Pooley.

The results of the following examinations were announced.

Preliminary: Messrs. M. G. Thomson, J. H. McLeod, and Alex. McE. Young. Students for call: Messrs. E. L. Tait, L. C. Boulton and W. D. Gillespie.

Articled clerks for admission: Messrs. E. L. Tait, L. C. Boulton, W. D. Gillespie and C. H. Pitts.

B. C. barrister for admission: Mr. C. B. S. Phelan.

B. C. solicitor for call: Mr. Alex. Campbell.

Eastern Canadian barristers and solicitors for call and admission: Messrs. W. D. Carter, G. A. Grant, J. W. P. Ritchie, J. B. Jackson, O. Ritchie, T. Robertson, F. P. H. Layton, Miss Mary P. French, Messrs. A. Macneil and J. McD. Mowat.

English solicitor for admission: Mr. G. Jones.

Irish solicitor for admission: Mr. R. McKane.

Scottish solicitors for admission: Messrs. H. Campbell, W. H. McFarlane and J. A. Davidson.

English solicitor and Australian barrister and solicitor for call and admission: Mr. A. F. Crossman.

Those eligible (including Messrs. John Emerson and W. A. Campbell, who passed their examinations in December), appeared before the benchers and were called and admitted, and were subsequently presented to the court by Mr. H. Dallas Helms, K. C., and sworn in before Chief Justice Hunter, who welcomed them in a short but kindly speech.

PRINCE GEORGE HAS A ROUGH PASSAGE

The steamer Prince George, of the G. T. P. Captain Saunders, arrived from Prince Rupert on Sunday morning and left again for the north yesterday. The steamer brought 100 passengers south and will take about 150 north. The passengers who embarked here were: Mrs. M. A. Buck, C. A. Vaughan, W. Ashdown, Green, W. H. Johnson, Dave Critchley, Calvin Cameron, Mr. and Mrs. R. Cameron, Mrs. J. H. Koon, W. J. Jepson, G. Frohisher, Mr. and Mrs. W. Craig, Miss Craig and Master Craig. From Seattle the steamer had 30 saloon and many steerage passengers and about a hundred passengers were taken from Vancouver. The cargo taken north included 76 replugs made at eastern American mills for the Prince Rupert water system.

The Prince George reported on arrival that she encountered the roughest weather of the season while crossing Queen Charlotte sound. The blow was practically local in that section, but it was sufficient to cause alarm among the passengers, who tumbled out of their berths after the clothing had been piled to the floor. Passengers declared it to be the roughest trip they had ever experienced crossing the open sea from point to point of land. For about two hours the vessel rolled and pitched, and then, sliding behind the shelter of Vancouver Island, resumed an even keel.

Robert Latham, one of the arrivals on board the Prince George, said that previous to the construction of the extensive fisheries enterprises of the British Columbia Fisheries Ltd., he commenced at Alford Bay, on the south side of Skidegate. He states that Mr. Wilfred Doughty, accompanied by Mr. J. H. Pillsbury, a civil engineer, have gone to the Queen Charlotte Islands to complete the survey of two hundred acres of Crown grant land at Alford Bay, where the first of the great Doughty enterprises will be located.

"The plant for Alford Bay," said Mr. Latham, "is to comprise a big cannery which will have a large salting plant and work for the manufacture of fish meal. At Skidegate, on a half mile of water frontage, there will be established a fish oil works and a feature of the new system will be the manner in which by-products are made from all the usable portions of fish caught. When the plant is placed in operation the number of men will be employed, and this number will be increased as the operations demand. The new Alford Bay cannery is expected to be ready for operations within the next four or five months."

It is understood the fishing concern's expenditure for this year in construction work will amount to \$250,000.

News was brought by the Prince George of a suicide at Ocean Falls. A workman there named McBride, after taking three bottles of "pain killer," committed suicide by fixing a loaded rifle with a wire attached to the trigger and firing the charge into his back. Constable Owens, who was near Ocean Falls at the time, investigated the case.

PROROGATION OF PARLIAMENT

H. R. H. in Speech from Throne Reviews Legislation of Session—Far Reaching Measures are Enacted

OTTAWA, April 1.—The first session of the twelfth Canadian parliament is over. At 4 o'clock this afternoon His Royal Highness the Duke of Connaught, the Governor-General, in the senate chambers, read the formal speech from the throne, which contains the announcement that the labors of the legislators are finished for the present. Considering the number of members who, with their wives and families, have gone home, there was a brave showing in the upper house. For the first time the Right Hon. R. L. Borden, the Prime Minister, appeared in his Windsor uniform. The bright uniforms of the officers on the headquarters staff and the dainty costumes worn by the ladies, added to the brilliancy of the scene.

His Royal Highness was accompanied from Rideau Hall to Parliament Hill by an escort provided by the Princess Louise Dragoon Guards, and was received on the lobby by a guard of honor from the Governor-General's Cavalry Guards, which was drawn up in front of the Parliament buildings. The customary salvo was fired from Nepean Point by the 23rd battery. Large crowds assembled on the hill to watch the arrival and departure of His Royal Highness and his brilliant cavalry escort.

Speech From the Throne

The speech from the throne, read by the Duke of Connaught at prorogation of parliament today, was as follows: Honorable Gentlemen of the Senate: Gentlemen of the House of Commons:

I am glad that this comparatively early period of the session to be able to relieve you from further attendance in parliament.

The diligence with which you have applied yourself to your public duties, and the fact that you have extended the boundaries of Manitoba and to make substantial provision commensurate with the requirements of its enlarged area, will, I am sure, be welcome alike by the present inhabitants of that province and by those who dwell in the added territory now admitted to the advantage of the provincial status.

The enlargement of the limits of the provinces of Ontario and Quebec will undoubtedly contribute to the progress and development of those northern territories, which hitherto have been little known and which will henceforth form part of these great provinces.

Highly important and far-reaching advantages will result from the measure to aid and encourage agriculture, in concert with the several provincial governments, which I doubt not will materially contribute to the development and progress of that great basic industry. The act respecting grain, a most comprehensive measure, will, it is hoped, assist the farmer in the marketing of his products, as well as in obtaining better prices, thus relieving him of disadvantages under which he has hitherto stood. Gentlemen of the House of Commons: I thank you for His Majesty's name for the liberal provision you have made for the requirements of the public service.

Honorable Gentlemen of the Senate and Gentlemen of the House of Commons: I am happy to congratulate you upon the many indications of the abounding prosperity of this country, and I earnestly pray that the blessings of Providence may always attend this favored land.

Senate's Death List

The senate, at the bidding of Sir Wilfrid Laurier, signalled the end of the session by killing four government measures. By one of the acts the killing of the highways bill, it has cost the province of Quebec the sum of \$278,964 and British Columbia \$54,660. The senate's death list had on it the highways bill. This was one of Mr. Borden's specific promises in the recent general election and was specifically approved by the people of Canada. It was put before the House of Commons fresh from the people's lips. The measure to pass just legislation in part Sir Wilfrid Laurier fought it in the House of Commons, and ordered his nominees in the senate to kill it. The senate made no end of amendments, some of which the House of Commons accepted. Two, however, it could not accept as they would have rendered the bill unworkable. The senate insisted on every syllable of every change it had originally proposed and the bills are dead. The tariff commission bill was pronounced upon and was approved by the people on September 21. The creation of such a body was advocated on a thousand Conservative platforms. The Liberals fought it in the house and Sir Wilfrid Laurier instructed the senate to defy the mandate of the people. The subsidy to the Remikaming and Northern Ontario Railway was killed outright. This is the measure of which ample notice had been given before the election.

The bill to amend the inspection and sales act was refused consideration. The debate took place, wholly upon the tariff commission bill and occupied an hour which elapsed between the reassembly of the house at 3 o'clock and the prorogation ceremonies at 4 o'clock.

Hon. W. T. White moved that the house adhere to its former attitude on the senate amendments. He clearly demonstrated the unworkable nature of the amendment upon which the senate was insisting and insisted that the senate and Sir Wilfrid Laurier must accept responsibility. Sir Wilfrid Laurier defended the senate and said that the rejection of the bill would be an unmitigated blessing.

When Mr. Foster rose he had only ten minutes to speak. In a splendid speech, which brought the Conservatives to their feet with enthusiasm he laid

the responsibility at Sir Wilfrid Laurier's door.

"We are fresh from the people, a source of all power," he exclaimed. "After an agitation of six or eight months in parliament, after a campaign in the country in which the issues were clearly stated, the senate is overruling the people's will. Sir Wilfrid Laurier found himself defeated. The new government proceeded to implement its pledges. It had a plain mandate. Sir Wilfrid had met his death."

"Why is he alive now?" called some one in the opposition.

"How is he alive?" replied Mr. Foster. "By virtue of the men fed by him with patronage, who are earning positions he gave them. Like busy bees, using the sunshine Sir Wilfrid Laurier during his season of power had placed his own heels in another part of parliament. When he died he hoped to live again in those whom he had placed in the senate. Did Sir Wilfrid Laurier share the responsibility? No, it was his responsibility. It was not the senate, it was Sir Wilfrid Laurier, who had done those things."

"We place the responsibility on him," Mr. Foster exclaimed, "though he may be successful now, the hour is coming when he will rue this ill-adviced resurgence of an unpopular branch of this parliament against the people's will."

The debating of the session ended and the ceremonial of prorogation then took place.

OIL USED TO SAVE SCHOONER

David Evans Sails Into Royal Roads After Eventful Passage From Osaka in Ballast—Encountered Gale

All the gaffs of the schooner David Evans of Victoria, B. C., which sailed into the Royal Roads yesterday morning from Osaka, Japan, were broken when a hurricane in which the vessel was being buffeted fell away, to use the words of Capt. Saunders, "as though someone shut down a great door," leaving the four-master rolling in a heavy sea, five days after the schooner left the Japanese coast. When the wind fell off, leaving the sails flopping empty while the vessel strained in the big seas, gaff after gaff cracked and broke, and the next three days after the storm subsided were spent in mending repairs. In another gale, on March 5th, the oil tank, to be freely used, and the schooner, in the opinion of Captain Saunders, would never have survived had she been loaded.

Captain Saunders said: "We had a good sail until five days out from Osaka, when we ran into a southwest gale with a tremendous sea. When the schooner was laboring in this the wind fell off with startling suddenness, as though a great door had been slid down, and every gaff was broken when the vessel was left rolling in the mountainous seas with not a breath of wind in the sails. Three days were spent in making repairs."

"On March 5th and 6th, when in 40 north and 140 east, the worst hurricane I have encountered when crossing the Pacific prevailed, and although we didn't lose a rope yarn and did no damage except to chafe the sails where they were made fast in the gaskets, it seemed for a time as if the schooner would founder. Had she been loaded I don't think she could have escaped. The wind was licking up the sea, and the apone made everything like a fog. The only thing that saved us was the free use of oil. The timbers cracked with every sea that pounded against the hull, and the masts shivered and vibrated. I thought they would come down again and again. The vessel was riding high, being in ballast, but nevertheless the seas pounded on her deck and waves flooding fore and aft swept away everything that was moveable."

"The gale started on the afternoon of March 6th, and by 8 p. m. we took in all the canvas and ran under bare poles. The glass went down then to 28.90, and on the following day, when the storm was at its worst, the glass registered 28.50. At 11 p. m. on the second day the wind hauled around to the westward and gradually fell off. We were still using oil on both sides, and at midnight we were able to bring in the oil bags and make sail."

"Until we were in 170 east the weather was better, but then we ran into a strong northeast gale, which lasted for four days, and during this storm the wind and sea set the vessel far to the southward. She drifted from 42 north to 37 north. After this blow we made for the Strait by dead reckoning and arrived off Umattila reef on Thursday last. From that time we hovered off the entrance until we got a fair wind to run in and sailed into Royal Roads yesterday morning."

The David Evans is 86 days from Osaka. On a previous voyage to Fochland the four-master ran across the Pacific in 24 days, beating the Norwegian steamer Henrik Ibsen by one day. The vessel will tow to Vancouver to load another cargo of lumber for Osaka on account of her owners, E. J. Hunter & Co., of Osaka, who do the largest timber business in Japan.

Attempted Suicide

After making two attempts to commit suicide, first jumping overboard from the steamship Princess Charlotte as she was en route from Vancouver, B. C., to Seattle, and later by choking himself with his handkerchief, Albert Farrar, 19 years old, was tied up in the stateroom by officers of the vessel, and when the vessel arrived in Seattle Sunday morning he was sent to the city hospital. Physicians there believe that Farrar is either insane or suffering from the effects of a drug.

SANTA BARBARA, CAL., April 1.—The oil steamer Roscombs, which went ashore on March 12, was safely floated by tug tonight and will start tomorrow for San Francisco, in tow for repairs.

PLAYGROUND OF THE PROVINCE

Government to at Once Commence Systematic Development Work at Strathcona Park—Secures Expert

The intention of the provincial government to lose no time in the systematic and thorough exploitation and development of Strathcona Park, British Columbia's incomparable pleasuring ground in the heart of the Island Alps, is evident in arrangements which are now nearing completion and which fore-shadow an exceptionally busy season devoted to the preliminary work of mapping out the park system and organizing the general roads programme for Vancouver Island with recognition of the park as a focal point and the laying out of trunk roads so as to provide best avenues of communication therewith. It is expected that the entire plan of park improvement and the establishment of road connections will necessarily continue over a period of at least four and possibly five years.

There has this year been provided in connection with the work a sum of \$100,000, and this will be expended in completely surveying the entire two hundred and forty square miles of the park area, both photo-topographically and otherwise, and in the construction of roads, bridges, etc., within the park confines.

In connection with this work the government has sought to obtain the best specialized expert assistance, and has retained the services of Colonel Thomson, chief engineer of the port of Seattle, and one of the pre-eminent good roads champions of the Pacific coast. Colonel Thomson will arrive here this week and on Monday next, accompanied by Deputy Minister Foster of the Public Works Department, will leave for Port Alberni, which point he will make his base of operations.

leaving there a few days later with a small reconnaissance party to locate and erect stations and take a varied tour through the park, preliminary to the main operations of the season.

He expects to return in three weeks or thereabouts and by the end of the present month the main expedition will be organized and take the field. It will include engineers and road-building experts from the Public Works Department, timber cruisers, surveyors, a naturalist, a botanist and an expert photographer.

The entire summer and early autumn will be spent ashore and as a result of the thorough investigations contemplated, the chief of the party expects to be in a position upon his return to place all necessary data, together with his recommendations in connection with the full scheme of park development, before the Premier and the government.

Following this season's operations and the receipt of Colonel Thomson's report, the carrying forward of the provincial trunk road extension programme for Vancouver Island will necessarily be held in abeyance.

Incidental to this it may be stated that the Provincial authorities have for some time past been in communication with the chief officials of the Canadian Pacific Railway and the Canadian Northern, the former suggesting co-operative action toward securing the early construction of a first class motor road from Sproat Lake.

Through to Long Beach

reputedly (in embryo) the finest seaside resort of Canada. The distance to be traversed is approximately forty miles, and although about one mile of heavy rock-work would be encountered, engineers who have been over the ground assert that a good grade can be secured that the road when built will be for picture-queens second to none in Canada or on the American continent.

Construction of this road—for which an engineering reconnaissance and rough survey will be made during the present season by the provincial authorities—will give Victoria and visiting motorists a direct route, by way of Cameron lake and Alberni, to the seashore, where the warm Japanese current first strikes the Vancouver Island coast, and where the beach extends in unbroken continuity and with scarcely a pebble to disturb the smooth surface of magnetic sand, for a distance of fourteen miles or more.

Besides offering exceptional advantages for all common seaside delights, this beach is spoken of as equal to that of Florida as a motoring course, the sand Florida so hard that galloping herds of make but the faintest impression upon it with their knife-sharp hooves.

Shortly after noon Russell started out on a fishing expedition and walking along the edge of the cliff he made as though to start down a cliff which is almost sheer. There was a shout for the man to go back, but it was too late. Russell had made the first step down. He stopped on a rock, it slipped, and the man went down with it. He disappeared over the ledge, but the goodness of luck was with him. As he fell he threw out his hands and grasped a bough. It was enough to hold him until he was rescued by some sightseers.

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Heinz Sweet Mixed Pickles, per bottle.....	40c
Heinz Sour Mixed Pickles, per bottle.....	40c
Heinz Onion Pickles, per bottle.....	25c
Heinz Spiced Gherkins, per bottle.....	40c
Heinz Indian Relish, per bottle.....	35c
Heinz Chili Sauce, per bottle.....	45c
Heinz Euchred Pickles, per bottle.....	40c
Bayley's Sweet Midget Gherkins, per bottle 35c and.....	20c
Gillard's Pickle Relish, per bottle 35c and.....	20c
Morton's Red Cabbage, per bottle.....	35c
Noel's Mixed Pickles, Globe, per bottle 50c and.....	35c
Heaton's Pints, Chow, per bottle.....	25c
Rowat's Pints—Onions and Walnuts, per bottle.....	25c
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Home-Made Sweet Spiced Mixed Pickles, bottle.....	50c
Morton's Sweet Mixed Pickles, per bottle.....	25c
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