

AIR!

r has

DANCE!

Andrew's Ladies' Auxiliary,
New Building Fund)

HALL,

20th, 1919.

Dancing at 8.30 p.m.

Gent's, \$1.50. Dress

AD AT THE DOOR.

Fishing Tackle!

24th, are you ready for it?
Basket, Bait Can, Fly Book,
? Perhaps you have, but
you are short of anything
bookstore. Prices right and

7-9 Water Street.

SINS!

Seedless, Loose ... 25¢
Seeded, Loose ... 25¢SEEDED, Pks.
"Sunmaid".

FRUITS

EGG PLUMS,
ed; BARTLETT PEARS,
ROYAL ANNE CHERRIESLADE, Cherries in Mara-
chino.
Pure Honey.
Preserved Ginger
Chicken (Tins)
Sheet Gelatine.
Knox Gelatine.
Shelled Walnuts.os., Limited,
PARTMENT.

PAPERS!

ive Wall Papers see our New

ce up.

e and block designs to select
at bargains in LACE & SCRIM

EW, Water St.

C. L. E. RE-UNION. — A big
union of the G.L.B. ex-members is to
be called shortly, and a meeting of
the Old Comrades will be held at the
armoury at 3.30 to-night to arrange
for the affair.MINARD'S LINIMENT CURES
GET-IT-COWS.

The TRANS-ATLANTIC FLIGHT.

The Handley-Page Attempt—Machine to Fly Over St. John's.

Special to Evening Telegram.

HR. GRACE, To-day, directly, and without display or ostentation, preparations for the Trans-Atlantic flight by the Handley-Page biplane have been going on in St. John's for the last week or so, and to-day things are in a fair way toward completion.

The time when Mr. Grace was seen more important than St. John's, and with the successful accomplishment of the "big adventure" by the machine now being assembled here, Harbor Grace should regain some, if not all, of its lost importance. The citizens of the town are jubilant over the second town and the men connected with the proposed flight, together with the machine itself, are already held in high esteem and every possible thing is being done to assist them.

For a month, under the capable direction of Lieut. Robin Reid and Mr. P. O'Driscoll, local Transatlantic flight organizing managers for the Handley Page firm, a large staff of men was engaged in preparing the field from which the start will be made. After searching around Mr. Grace and his machine a choice of the spot from which the flight will be made, as the most suitable for the purpose. This ground, which runs parallel with the railway line and Water Street, which, in turn runs parallel with the harbor, extends from one side of the station 900 yards, ending at Bear's Cove. It was not originally one big field, but rather a series of small gardens and farms, with rock pile fences separating them.

There were three houses and one building that had to be removed. Trees, some of them pretty big, grew along the selected ground, and in all they had a hard job to get it cleared. Some hundreds of tons of rocks and stones had to be collected and carted away. The Old Barracks in which soldiers were quartered as late as 85 years ago, was completely demolished, while the three houses were simply shifted holus bolus to sites out of the way of the machine. Some of those houses were old and had been in the family possession for long periods. Consequently it was like tearing up the roots of old days and old associations. Despite this, however, their owners were willing to have them removed for the sake of the giant aeroplane that was to re-establish, probably, the town's former prestige. When everything had been cleared and removed, a heavy roller, drawn by three horses and weighted with some hundreds of extra pounds of iron bars, was gotten into action and speedily rolled the hummocks and even eliminated the hollows. Thus, after just a month's work, a splendid aerodrome of nine hundred yards' length and two hundred width, with hardly an elevation, was made ready. The general public is permitted to enter this field, and may stand nearby the machine and witness its assembling, may taking advantage of an opportunity that many in Great Britain, the home, almost, of aircraft, would envy.

Mr. Walter Pritchard, representing Gurnett Co., moving picture producers, is on hand, cinematographing the firm in assembling the machine. His film holds the sole cinematograph and still picture rights, and Mr. Pritchard will be in the biplane when she makes her test flight, to take moving pictures of the country below.

The Handley-Page aeroplane, it will be remembered, arrived in St. John's by the S.S. Digby, on Saturday week, being shipped here on Sunday afternoon. The fuselage, wings, motors, propellers and other big parts, were contained in six huge, wooden, four-bound cases, while there were no less than 105 smaller boxes and packages connected with the ship. Several of the bigger cases are small houses in themselves, containing doors and windows. They are now grouped on the 20th in the form of a square, the machine being in the centre on the ground and uncovered. The aerodrome, as the field is called, is situated about a quarter of a mile from the railway station, and at first sight it would appear that the task of transferring the boxes and cases from the cars to this would be an almost herculean one. This was overcome, however, by attaching the huge wheels that will be part of the aeroplane, underneath the cases, and simply wheeling them along the road and onto the field. Progress in the construction is going on apace, and in about a month she will be ready to make her test flights. The fuselage, or body, of the machine, is already in position, while one section of the great wings was attached yesterday. A big scaffold, some fifty feet in height, has been erected over the machine, and this, with pulleys and blocks and tackles, will be used for lifting the machine into position when the wings are being put on and the wheels affixed. The fuselage, comprised of very tightly drawn canvas, regular aeroplane fabric, and the best Irish linen—is stretched over a wooden frame, and is painted brown. This fuselage, from the bow, or nose, to the stern, or rudder, measures just over 60 feet. At its biggest part, in front, it is 8 feet deep by 6 feet wide. This, in itself, will give a good idea of the monstrosity of the plane. The wings, of which there are two—one running out at right angles from the fuselage, on top, the other running parallel to it, underneath the fuselage, with the body contained between the two, are made of canvas also. They each have a spread, from tip to tip, of 120 feet, and are 12 feet wide. Both wings and fuselage are painted with a mixture, technically known as "dope," which serves to tightly stretch the canvas and to make it waterproof.

To get a good idea of the general shape of the aeroplane it would be good to picture a big cross. The wings, of course, constitute the cross-stick. There are four engines, all 400 h.p. Rolls-Royce, "Eagle 8's." They are situated on either side of the fuselage between the two wings. Each has a propeller, making four in all. Two are pushers, the propellers being turned behind, and two tractors. The two pushers are four-bladed each, and the tractors two-bladed. These, and the tractors two-bladed, are not made of metal, but of a very tough but light wood. They are sometimes edged with bronze. To give an idea of the terrific air current caused by the four propellers, it could be told that, to stand by the rudder of a small, one-motored machine when the engine was being warmed up and the propeller revolving at a very moderate speed (as propeller speed goes) one could lean one's full weight against the wind that blows back. Imagine, then, the wind caused by four propellers, two of them four-bladed, and run by such powerful motors. And yet, of course, it takes such a force to move such a monster machine.

The ordinary aeroplane has two wheels. The Handley-Page has four. These wheels will be placed in a row, with a distance of 25 feet between the two outside ones. Each one is 55 inches in diameter, and is fitted with a rubber tyre of 13 inches' thickness. The tyres are inflated, not solid, as might be supposed. The wheels, which are the ones that were used to trolley the cases from the station, are very powerful ones, and will be placed under the fuselage, near the bow or nose. When making a "take-off," the machine shoots along the ground for a distance of between eight and nine hundred yards, varying according to the strength of the wind blowing against it, on the wheels, and when sufficient velocity has been attained, a back portion of the wings is turned down, against the wind. This resistance against the terrific air current,

G. Knowling, Ltd.

We have just opened another shipment of Women's and Misses'

Dainty Millinery.

These should have arrived some time ago, but have now only come to hand.

G. Knowling, Ltd.

may 19, 24, m. h.

lifts the buoyant machine, and the take-off is accomplished. She has tankage capacity for 2,000 gallons of gasoline, although that quantity may not be taken across. A large tank of water, for cooling the engines, will also be carried. When thoroughly completed, the aeroplane will weigh 16 tons—a great weight to go thundering through the ethereal space between Newfoundland and the British Isles. When it is remembered that the little Sopwith biplane weighs 6,000 and some odd pounds, it will readily be seen what a giant the Handley-Page boat is.

She is fitted with three sets of wireless. One, a receiving and transmitting set, has a radius of receiving, from ships, of 250 miles, and from land stations according to the power of the senders. Then there is a directional wireless, for finding the course. Lastly, she is fitted with an emergency set, which can be used from the water, should the machine be compelled to alight on the surface. This last, however, the pilots confidently think, will not be needed.

In the event of the aeroplane falling to the sea, the possibility of the crew's escaping is good. She is fitted, before starting, with rubber air bags, placed around the machine. The bags, already inflated, together with the wooden frame, of which there is more than is usually found, will keep the machine afloat for some time. The four wheels, with their inflated tyres, will in themselves float a weight of two tons, so that, should she be compelled to "land," she will stay afloat long enough to receive assistance. The fliers will wear, in addition to their ordinary flying suits, India rubber tube belts, which may be inflated automatically by simply "pressing a button."

The food to be taken in the aeroplane will be ordinary sandwiches and coffee, to be kept heated in Thermos flasks. There will be enough food for twenty-four hours. Provided that the machine needs same, she will land at Ireland, where fuel will be taken on board. From that the flight will be continued until London is reached. Of course, if the fuel is not required, no stop will be made in Ireland, and she will go on to London.

It would not matter were one of the engines to break down in mid-Atlantic, the remaining three could take her across. If the greater part of the flight had been accomplished, and two engines broke down, the voyage could still be finished. According as the fuel lessens less motors are required, for with the reduction in weight, thereby easing the strain on the engines.

When the ship is completely assembled and ready to make her test flight, a small steam tractor—"Clayton"—will be used to haul her into position. The Handley Page machine is not like the Sopwith and Martinsyde ones, in that it cannot be lifted by half a dozen men and wheeled out to the flying course. Sixteen tons—the weight of three hundred ordinary men—is no feather weight, and nothing less than a tractor would work the trick. This tractor, which was built for agricultural purposes—such as dragging ploughs, etc.—is in appearance a miniature whippet tank, such as was used on the Western Front in France.

The Handley Page aeroplane is a type of machine which was specially built to bomb Berlin. These had been constructed and were complete and ready to set out on their expedition the very day the armistice was signed. The great flight from England to India was also made with the identical type machine, the measurements and style being the same as the one here. A better augury for her success could not be thought of.

She had made several test flights in England before being disassembled and shipped here. In one of these she carried 51 men at one time. Her crew across the Atlantic will number four. Admiral Mark Kerr, R.N.; Major H. G. Brackley, R.A.F.; and Major T. Gran, R.A.F., are the pilots. A wireless operator, Mr. Wyatt, a Marconi expert, is a passenger by the S. S. Digby, and will make the fourth of the crew.

The speed of the plane is 105 miles an hour, still air. This speed, of course, will be plus the wind with it and minus that against it. Thus, if the wind was blowing 40 miles an hour behind the machine she would do a speed of 145 miles. And if the wind was blowing against them, the speed would be cut down accordingly. The aviators anticipate an average speed of 90 miles.

The wireless is being installed by Mr. J. A. Pritchard, the Marconi expert, who has been here a week now, and will remain until the machine makes its flight. Mr. Pritchard will install the wireless of any machine that comes to Newfoundland to

make the flight, so that it may yet be some time before he gets away. He says he likes Newfoundland and intends to spend his summer holidays here in future.

There are twelve expert mechanics at work on the machine, while a number of local men are also employed at various jobs.

Lieut.-Col. E. W. Stedman is engineer in charge of the construction, and under his able management things are progressing very favourably. Major G. I. Taylor, the meteorological officer, who is at present in St. John's, will keep the aviators informed on weather and atmospheric conditions.

The mechanics are boarding in the town, while Col. Stedman, Lieut. Reid, and any of the aviators that happen to be here stay in a railway car No. "66" placed on a siding near the station. A cook has been engaged, and the quarters are comfortable enough.

At present the machine is being constructed in open air, but a great Alban-Richards tent-hanger is coming from Newfoundland and in this the plane will be kept. The tent is 130 feet long, 60 feet deep and 25 feet high.

Major Gran, one of the aviators, was a member of the Scott South Pole Expedition, and has had a very interesting career. Major Brackley, also a pilot, had considerable aviation experience in the late war, doing much night bombing at Zebrugga and at Ostend.

Vice-Admiral (Major General R. F.) Mark Edward Frederic Kerr, R.N., C.B., M.V.O., has had a most distinguished career as a soldier, sailor, diplomat and aviator. He holds honours from Russia, Italy, Greece, Spain, and wears quite a strip of medals. Admiral Kerr is the author of several books, and altogether is one of the most famous men to have visited Newfoundland for some time.

St. John's people will be interested to hear that the plane will fly over St. John's on her test flight, when every one will have a splendid opportunity of seeing this monarch of the air. The people of Mr. Grace are deeply interested in the flight, and intend to give some kind of a demonstration in honor of the fliers.

"Handley-Page-On-the-Sea" is a busy scene, and as we write, the resounding blows and metallic clink of hammers and spanners penetrate the stillness of the air and bring back to the old Harbor Grace memories of days that are gone—but days soon to be resurrected. So let us hope.

REPORTER.

McMurdo's Store News.

MONDAY, May 19.
Ceringol will solve a Gardener's problem at the present moment—that of preserving Rose Trees and other shrubs and plants from the ravages of insects. A solution of Ceringol will destroy red spider, green fly, worms, caterpillars, slugs, snails and other garden pests. One twenty-five cent tube will make twenty gallons of strong syringing liquor if made according to directions. If you have rose trees, fruit shrubs, or potted plants, it will pay to use Ceringol just now.

Ideal After Shave will make your face smooth after shaving, and do away with the smarting and soreness often experienced after a clean shave. Price 35c. a bottle.

At the Majestic.

Beginning to-night the Majestic Theatre will put on an entirely new picture service, one which is educational, instructive and interesting. "Laugh-Bill Hyde" will open the series. This picture is without peer on the screen and in securing the rights to produce it here, the Majestic has accomplished a scoop in the cinema world, and all picture lovers will be delighted with this gripping illustrated story, which has eclipsed all modern production, in the human side of the greatest story of the Alaskan gold-fields yet told in picture or print. The author of the book around which the play is written is Rex E. Beach, one of the most successful of modern novelists in his portrayal of character outside the ordinary avenues of civilization. Space does not permit us to give the outlines of the story to-day, but we can assure patrons that they will be more than compensated by the vivid scenes in "Laugh-Bill Hyde," which will be filmed at the Majestic to-night and to-morrow night, with the usual comedy presentation as a corollary.

FOR SERVICE.
Standard Bred Stallion
"HOWARD MANN,"
Time Record 2:17.
(Sire of "Moko Axworthy", 2:17 3/4).
Leading Sire of 1917.
Leading Sire of 1918.
Splendid in conformation and already a demonstrated breeder of very high class horses.
FEE \$10.
Registered Yearling Bulls:
"Westernland Milkmaid," 4:01.2.
"Westernland Delahub," 4:01.2.
Imported Jersey Bulls:
Jersey Prince, Fee \$1.
These animals stand at WESTERLAND.
Send for tabulated pedigree.

may 19, 24, m. s.

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Select a Responsible Investment House

For the average investor, one of the most important considerations in selling or buying bonds is to be assured of the character of the firm with which he is doing business, its experience and the facilities which its various departments afford for selling, buying and investigating the worth of any security.

As an investment house with eighteen years' experience in buying and selling high-grade Canadian bonds we invite you to consult us in regard to your investment problems.

Correspondence Invited.

DOMINION SECURITIES CORPORATION LIMITED

Canada Life Building
Toronto MONTREAL London, Eng.
Established 1901.

C. A. C. BRUCE, Agent, St. John's

Supreme Court.

Court met pursuant to adjournment. Present: Horwood, C.J., Kent, J. The Grand Jury are in attendance and are addressed by His Lordship the Chief Justice on a bill of indictment against one John Duggan for larceny. The Grand Jury retired to consider and returned to court with a true bill. On motion of Mr. McNelly for the Crown, it is ordered that the session be resumed this afternoon at 3 o'clock.

Jessie Thomas.
John Robertson.
On motion of Mr. McNelly for plaintiff, and by consent of Mr. Hunt for defendant, it is ordered that the trial be set for Tuesday next, the 27th at 11 o'clock.

Reids' Boats.

The Argyle arrived at Placentia at 11 a.m. yesterday.
The Clyde left Musgrave Harbor at 12.30 p.m. on the 17th, coming to Lewisporte.
The Dundee left Port Union this morning.

The Ethie arrived at Humbermouth at 11 p.m. yesterday.
The Glenora left Burin at 9.30 a.m. on the 17th, going west.
The Kyle arrived at Port aux Basques at 6 a.m. yesterday.
The Meigs arrived at St. John's this morning.

The Sagona arrived in Port this a.m.
The Petrel arrived at Clarendville at 1 p.m. yesterday.

Special to Evening Telegram.

CAPE RACE, To-day.
Wind south, light weather, clear; ten icebergs in sight; the steamers Mackay Bennett, Meigs, Sagona and Lord Kelvin passed in and a American warship west; yesterday the steamer Neptune passed in at 11.30 a.m. to-day; Bar. 29.80; Ther. 56.

INFECTIOUS DISEASE.—A case of smallpox was reported to the Health authorities this morning from the Southside. The subject, a man, was removed to hospital.

The S. S. Diana left Tilt Cove yesterday morning, coming south.

The schr. Edith M. Cavell arrived at Burgeo from Oporto on Saturday. She made the run in 25 days.

Late Openings.

Ladies' American Straw Hats

Ladies' American Crepe de

Chine Blouses in White

and Flesh Coloured

Ladies' American Muslin

Blouses

Ladies' American Silk and

Bengaline Dresses

Ladies' American Black Silk

Underskirts.

Also Assortments:--

Ladies' Overalls and Aprons

Ladies' House Dreuses

Ladies' Mercerised---or Imitation Silk---Sweater Coats.

HENRY BLAIR

may 19, 24, m. s.

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may 19, 24, m. s.

St. John's
Municipal Council.

TENDERS!

Tenders addressed to the undersigned and marked "Tender for Hay," will be received at the City Hall until Thursday, 22nd inst., at 4 o'clock p.m., for the immediate delivery of forty tons No. 1 Prime Timothy Hay, duty free.

The Council does not bind itself to accept the lowest or any tender.

By order,
JNO. L. SLATTERY,
Secretary-Treasurer.

may 19, 24



CASH'S CIGARS

Are Always Good.

Our Governors and

Conchas Cigars

are recognized as unsurpassable in merit. The constant smoker who seeks uniformity of aroma and flavor in his cigars need never be disappointed if he buys his Cigars at our Store.

JAS. P. CASH,

Tobacconist,
Wholesale and Retail,
Water Street.

FISHERY RULES.

Rule 58 is amended as follows:—

"No cod-trap, part of trap, leader or moorings, no net, netting or twine of any sort shall be set, for the purpose of securing a cod-trap berth for the ensuing season, in the water between Sugar Loaf and the Northern Head of Petty Harbour, before 6 o'clock a.m. on the 25th of May in any year.

"No cod-trap shall be set in the waters before the 25th day of May in each year."

"In order to facilitate the setting of cod-traps on the date specified, all nets, netting, lines, twines and gear of every kind and description shall be removed from the said waters before noon on the 24th day of May in each year, and shall not be reset until noon on the 26th day of May in each year."

"From noon on the 24th to noon on the 26th of May, no gear as above described—with the exception of cod-traps—shall be set in these waters."

"If during this period stress of weather shall prevent the removal of any gear previously set, no such gear shall in any way hold a cod-trap berth."

"If the 25th day of May fall on a Sunday in any year, cod-traps may not be set until 6 o'clock a.m. on the Monday immediately following."

"In this event all gear as above mentioned shall be removed from these waters from noon on the Saturday until noon on the Tuesday immediately following, during which period no such gear shall be set."

"On the day on which traps are set, no person shall use or employ any steamer of any description, or any boat propelled by motor power the total development of whose engine or engines exceeds 12 horse power, conveying a trap, traps or fishing gear to the fishing grounds in setting a trap or traps or in the said waters."

"The above Rules do not apply to the waters between Big Black Head and Deadman's Bay."

may 19, 24, eod

NOTICE.

After four weeks application will be made to His Excellency the Governor in Council for a grant of Letters Patent to George Herbert Nicholl of Shoal Harbor, Trinity Bay, Telegraph Operator, for new and useful improvements in or relating to Boots and Shoes.

GEORGE H. NICHOLL.

may 19, 24, m.