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American Fancy Goods and Novelties

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Our Buyer has just returned from the American Market, and has been successful in securing a most attractive display. Particulars will be advertised in a few days.



Can He Fly Right Across the Ocean?

(By Charles M. Chapin, in Boston Transcript.)

In July, 1909, a wind-battered aeroplane landed near Dover after crossing the English Channel. Throughout the world the feat of Bleriot was hailed with amazement and awe. Today, half a decade later, we are contemplating with equanimity, almost with confidence, the traverse of the Atlantic by air. Thus rapidly has aeroplane construction and the art of aerial navigation progressed.

Five years since, no aeroplane had travelled 100 miles without alighting, nor had any pilot remained in the air for three hours at a time. Only this week a German airman flew continuously for more than two-thirds of a day and covered a distance greater than that between Boston and Chicago.

method for transporting gasoline sufficient to insure a flight exceeding 1,500 miles. Evidently Glenn H. Curtiss, builder of the Manamaker machine, encountered the same difficulty in solving the fuel problem, and the plans were changed in such a manner as to divide the journey into three stages, via the Azores and Vigo, Spain, to England. With this alteration, the project was brought at once within the limits of possibility. The first stage now becomes 1,200 miles, instead of 1,000, with an opportunity to replenish supplies and effect repairs in harbor at Fayal. Thence to the Spanish coast, 900 miles farther, the course should be far easier than the journey to Fayal, where the final run to the British coast, 600 miles, becomes, by comparison, mere child's play.

As now proposed the three stages, separately, lay but slightly greater demands on the aeroplane that have hitherto been accomplished in other heavier-than-air craft, so far as distances are concerned. The fuel question, therefore, goes into the background and another problem, much harder to solve, emerges.

Piloting an Aircraft.
Granting the possibility of flying 1,200 miles, will Lieut. Porte, pilot and navigator of the Manamaker aircraft, be able to guide his machine as to, pick up the pilotage of the Western Islands? The reader will readily understand that the navigation of an aeroplane during flight differs greatly from the navigation of an ocean liner. It will be far from

difficult for the airman to use his latitude and longitude, to say nothing of the task of figuring out his exact position, once his observations have been secured.

Again, in a water-borne craft, particularly a steamer travelling over a well-known course, the position can be very closely approximated by dead-reckoning. The marine navigator is aware of the drift caused by ocean currents, and by the wind, both of which can be determined with precision. Thus between observations he need vary little from his true course.

In the case of the aeroplane, however, dead-reckoning is out of the question. With a machine in the air or fifteen miles an hour the velocity of the air movements. Suppose, for instance, that he has a good breeze athwartship. In this case there would be a possible error of ten miles an hour, even though the pilot takes an observation every sixty minutes, or a total of 200 miles in the twenty hours which Lieut. Porte estimates will take him from St. John's to Fayal. Where the margin above failure is so small as in the present case it will be seen that the navigation problem wears a very serious aspect.

Picking Up the Azores.
Particularly is this so with the Azores as the destination. At the start, the load to be carried by the America will total two tons and a half. One ton of this will consist of gasoline and lubricating oil; another ton, the machine and boat hull; while the remainder will include the crew, instruments, food supplies, etc. As the fuel and oil consumption will approximate 80 pounds an hour, the weight carried will rapidly decrease, lightening, as has been said, the burden of the engines.

From tip to tip the upper surface of the biplane, spans 72 feet, the lower plane measuring 46 feet. As the depth of the wings is seven feet the total supporting area is just under 800 square feet. Even at the start, therefore, the loading, six pounds per square foot, will not be large in comparison with that of most modern machines, and will drop under four pounds as the gasoline nears exhaustion. As a consequence the problem of landing and getting away, in case of necessity, has been greatly simplified, a factor of safety by no means to be despised.

Marine Disasters' Fund.

Already acknowledged \$257,980.22
Liverpool Fund (additional) per P. C. Bowring, Hon. Treasurer, and Bowring Bros., Limited, £130, sig. 5 00
W.M. and Members of Leeming I.O.L. No. 54, St. John's (additional) per J. C. Puddister, Treasurer 20 00
\$258,005.22
R. WATSON, Hon. Treasurer.
July 13th.

DE J. W. SILEIKER has just received in conjunction with the other Maritime Dental Parlors of Canada and the United States the latest and best Anaesthetic for the painless extraction of teeth.—July 12, 1914

Where Responsibility Lies.

No matter how large, or how small, a business may be, nobody can deny that its Office is the nerve centre of the firm. Every transaction, important or trivial, must be recorded at the Office. An order is received at the Office, its history is recorded at the Office, and finally payment is received at the Office. If the Office makes an error the firm stands the loss. That's why you must be sure that your office is adequately and especially equipped for the care of all important papers. To do this effectively you need the up-to-date equipment of the "GLOBE-VERNECKER CO." When sixty offices in St. John's have found this necessity this equipment can surely be of use to you. Mr. Percé Johnson represents this world known firm in Newfoundland.—April 17, 1914

The Grateful Beggar.

For giving up their only bed to a sick and apparently penniless beggar, Mr. and Mrs. George Smith, a poor working couple, residing at Sunbury, Pennsylvania, have been rewarded with a legacy of £1,500.
The beggar, a man named John Pell, who was about eighty years of age, arrived at the Smiths' home at the beginning of the month, and asked for shelter, saying he was friendless and ill. The man looked so old and infirm that, although the Smiths had only one bed, they gave it up to him, and themselves slept on the floor.
They told Pell that he was welcome to share their food, but they had no money with which to buy medical comforts. The next day the beggar produced a dirty cheque book and drew a cheque on a Northumberland (Pennsylvania) bank for £10. The cheque was duly honored.
Pell grew worse and died, but before the end came he drew up a will leaving all that he was possessed of to Mr. and Mrs. Smith for their "kindness and self-sacrifice."

Three Spanish Toreadors Go to Hospital as the Result of Bull Fight Yesterday.

New York, July 6.—A cable from Barcelona to the Tribune says: The most tragic bull fight in history of the local bull ring occurred Sunday, when one after another of Barcelona's three leading toreadors were retired to hospital, only one of the six bulls having been killed.
The first accident occurred just at the beginning of the fight. Rafael Gomez, one of the most noted fighters in Spain, was sore in the right thigh and sustained a broken collar bone.
Punteret, who was called to finish the wounded man's work was wounded in the leg, but he succeeded in killing the bull.
The next bull had not been in the arena for more than five minutes when Belmonte also fell with a serious wound in the leg, whereupon the day's "amusement" was suspended.
Gomez is in a dying condition.

More Fires.

Fires provoke immediate sympathy for the sufferer and also, thankfulness for personal escape. Another thought should be whether one is personally and sufficiently protected? An insurance policy with Percé Johnson would provide for you this insured security, and at an all expense. Have you enough insurance?

The Situation in Ireland.

Special to Evening Telegram.

LONDON, July 11.

The situation in Ulster to-day, is without parallel in the United Kingdom since the Jacobite rebellion of 1745. Short of actual hostilities the position, according to the opposition newspapers, could not be more desperate. This is the eve of the 27th anniversary of the Battle of the Boyne, and only the exercise of great restraint on the part of the Ulster Volunteers will prevent disturbances on Monday. Tension is extreme throughout Ulster, especially in Londonderry, where the people are said to be in a state of apprehension, almost bordering on terror, for fear of what may happen between now and Tuesday.

In reference to strong representation from headquarters, the Orangemen have agreed to hold their demonstration two miles outside the town.
The next move, the Unionist press insists, lies with the British Government. A meeting of the Cabinet will be held on Monday, to decide what course is to be taken as to the drastic changes made by the House of Lords in the Home Rule Amendment Bill. These changes, it is again insisted, are the only alternative to civil war. If Redmond and Devlin agree to the total exclusion of Ulster from the scope of the bill, with the consequent depletion of the Irish Treasury, all will be well; but the Irish leaders say they do not want Home Rule without Ulster.

The bill comes again to the Commons next week, and it is the intention of the Government to delay consideration of the question. This, it is

hoped by the Unionists, will at once bring the Cabinet into conflict with the Nationalists. For this course, the Government has certain justification in the backward state of the Budget. Bonar Law, as a matter of tactics, will press the Premier on Monday, to move that the Home Rule Amending Bill have immediate consideration by the Commons. This, it is feared, the Government will resist.
Redmond is reported to favour a large degree of conciliation for Ulster, and in consequence to be threatened in his own party by Mr. Devlin, who sits for a Belfast constituency.

GLASGOW, July 12.

Twenty-five thousand West of Scotland Orangemen held a demonstration at Lanarkshire, this afternoon. Grand Master Rev. David Neas, declared that their policy regarding Home Rule was "No Surrender." Great crowds witnessed the procession, and lively skirmishes occurred, but only four arrests were made.

LARNE, Ireland, July 12.

"If it be not peace with honor, it must be war with honor," said Sir Edward Carson, in addressing the Central Antrim Volunteers here today. "There is no alternative," Sir Edward declared. The Ulsterites are not aggressive, but they had told the Government they would never submit to be turned out of the Imperial Parliament, and by that decision they must win or go down together; there would be no drawing back. As to the immediate future, the Ulster leader could see no evidence of peace.

The Finding of the Disaster Commission.

Special to Evening Telegram.

HALIFAX, July 11.

The finding in the inquiry into the Empress of Ireland disaster, concludes as follows: Captain Kendall, of the Empress of Ireland, would have been better advised to have given the Storstad a wider berth, but we do not consider his failure to give a wider berth a contributory cause to the disaster. The chief officer of the Storstad was wrong in altering his course, changing the course of his vessel, and Captain Kendall, of the liner, blameless, his actions up to and after the disaster being approved by the Commission. The report further agreed that the accident was not caused by special characteristics of the St. Lawrence River route, but would have happened under similar circumstances in any other river. In an interesting part of the report, suggestions are made for safeguarding life at sea in future. It was found that the port holes open helped to make the vessel sink rapidly, and the watertight doors could not be closed. In future all port holes should be closed, and as many watertight doors as possible closed in a fog. It also suggests the use of rafts that would float away when a vessel went down. A change in the system of taking on pilots at Father Point, is also suggested.

QUEBEC, July 12.

The whole blame for the disaster to the Empress of Ireland, which was sunk by the collier, Storstad, has been placed upon the shoulders of Alfred Tuttness, Chief officer of the collier, by the Dominion Wreck Commission. The Commission found Tuttness wrong and negligent in

changing the course of his vessel, and Captain Kendall, of the liner, blameless, his actions up to and after the disaster being approved by the Commission. The report further agreed that the accident was not caused by special characteristics of the St. Lawrence River route, but would have happened under similar circumstances in any other river. In an interesting part of the report, suggestions are made for safeguarding life at sea in future. It was found that the port holes open helped to make the vessel sink rapidly, and the watertight doors could not be closed. In future all port holes should be closed, and as many watertight doors as possible closed in a fog. It also suggests the use of rafts that would float away when a vessel went down. A change in the system of taking on pilots at Father Point, is also suggested.

Readers of the Great Harry Thaw Case should further satisfy their curiosity by our getting Bvelyn Thaw's "Story of My Life." The extraordinary advance orders have induced the publishers to offer it at only 30c. GARLAND'S Bookstores.

We offer one good second hand Emerson Piano at a great bargain for cash only. This piano is worth double what we ask for it. Snap it up. CHESLEY WOODS, Nfld. Agent, 140 Water Street, up stairs.—July 21.
Minard's Linctum Cures Diphtheria.

MUIR'S Marble Works,

Established 1847.
Cabot Building, Water Street.
Monuments, Headstones, Memorials, Cemetery Decorations in Marble and Granite.
Latest and most chaste designs. Largest stock to select from in the city.
The distinctive features of our work are Superior Carving, Finish and Materials.
Designs and price list mailed to any address.
Mail Orders have special attention.
E. CHISLETT, Manager.
April 23, 1914.

NORTH SYDNEY COAL!

Received ex s.s. Beothic, June 19th, 1914.
500 Tons Best Screened North Sydney Coal
A Choice Cargo.

H. J. Stabb & Co.

Mr. Justice Emerson.

1914 No. 261.
In the Matter of the Alleged Insolvency of James J. Hearn, of Bell Island, Shopkeeper.
Upon reading the Petition and Affidavit of Ted Swedlin, dated the 11th day of July, A.D., 1914, and upon hearing Mr. Wood of Counsel for him I do order that James J. Hearn, of Bell Island, in the Island of Newfoundland, shopkeeper, and his creditors do attend before Hon. Mr. Justice Emerson, in Chambers, at the Court House, in Saint John's, on Friday, the 24th day of July, instant, at 11 o'clock a.m. to be examined and heard touching the alleged insolvency of the said James J. Hearn.
Robert W. Miller, of Saint John's, Commission Agent, is hereby appointed interim Trustee of the Estate of the said James J. Hearn in whom the same is hereby vested.
Dated the 11th day of July, A.D., 1914.
(Sgd.) W. H. HORWOOD, C.J.
On motion of Mr. Wood, K. C., for Petitioner.
July 13, 1914.

Band Concert!

On the College Campus, 14th Inst., from 8 p.m. to 10 p.m. (weather permitting) as part of day's celebration. A cordial invitation to be present is extended to all members of the Ladies' Association and their friends and all ex-pupils and their friends by St. Bonaventure's Association (Old Boys).
JAS. J. McGRATH, Hon. Sec'y.
July 11, 21

SMALL HOCKS and PORK LOINS Just Received.

THERE'S A SMILE IN EVERY CUP of "HOMESTEAD" Tea. Whenever enjoyment is at its height, whenever there is refinement and good taste, time and occasion call for "HOMESTEAD" Unmatched in purity and incomparable in flavour it is a most tempting and delectable cup, that is equally appropriate for feast and festside.
"HOMESTEAD" TEA, 40c. lb.
For 5 lb. parcels 10 per cent. discount.

20 boxes New Grass Irish Butter.
30 British Cream Cheese. Just landed.
Ex s.s. Florizel: New York Corned Beef. Bananas. California Oranges. California Lima Beans. Fresh Tomatoes.
Fresh Salmon. Fresh Veal.

C. P. EAGAN,

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