RANCE TO ENGLAND BY THE AIR ROUTE

Count De Lesseps Makes Easy Landing—Flew High to Avoid Fog.

London, May 21.—Jacques de Lesseps, grandson of Count Ferdinand de Lesseps, the builder of the Suez Canal, duplicated Bleriot's feat of July 25, 1909, flying across the English Channel today. He used the same type of monoplane that Bleriot used, but his engine was of 50-horsepower instead of 30. His time is unofficially given as 50 minutes, compared with Bleriot's 31 minutes.

De Lesseps has thus fulfilled one-half of the conditions of the Ruinart prize of $2,500, which was offered for the first aviator doing the round trip across the Straits of Dover.

The start was made at 3:40 p.m. from the same spot near Calais that Bleriot started from. De Lesseps promised to return if the weather was not too thick.

He ascended gradually and made a big circle to the left over the land. He then sailed out over the coastguard station at a height of 300 feet. After bearing westward along the coast for half a mile he shot over the torpedo-boat in attendance on him, the siren of which signalled the route.

At 4:17 he landed in a field near St. Margaret's Bay in the presence of two or three people, who although at first they could hear the whirr of the motor were unable to see the monoplane owing to the fog until De Lesseps gradually descended from a height of 1,000 feet.

He had been compelled to fly above the fog. After leaving France he soon passed from the sight of those on the torpedo boat. He kept at a much greater height than Bleriot all the way across.

On landing he was quite cool. He said that from starting he heard nothing and saw nothing until he reached the English coast, when he sighted Dover Castle. His compass was useless for the reason that it turned round and round. He was compelled to rise above the fog and to steer by the sun.

When he was near enough to see the Bleriot monument, a large monoplane in white stone on the spot where Bleriot landed, he turned to the right and continued along the coast until he found a place that would be suitable for an ascent on his return journey.

De Lesseps wished to start immediately on his return to France, but Chereau, his manager, dissuaded him from doing this. He will start tomorrow, as the conditions of the Ruinart prize require the journey to be made on Saturday and Sunday.

De Lesseps proposes to start on his return to France between 6 and 7 o'clock Sunday morning.

HOW HALLEY'S COMET APPEARED IN 1835

Stellar Visitor Attracted More Attention Then Than at the Present Time.

New York, May 22.—Waldemar Kaempffert, the expert astronomer, says that Halley's comet attracted even more attention in 1835, the date of its last return, than it does in 1910. The Turin Academy of Sciences made its movements and disturbances since 1759 the subject of a prize, which was eventually won by Baron Damoiseau, after most arduous mathematical labors. Similar prizes were awarded by the Paris Academy to Pontecoulant, and by the Royal Astronomical Society to Rosenberger.

The predictions of the comet's appearance made by these famous mathematicians were verified on Aug. 6, 1835, by the election at Rome of a minute blur almost in the exact place where mathematics had proved that the comet might be expected. About the middle of September that little speck began to throw out a tail, and the head gleamed on the naked eye like a ruddy star, brighter than Aldebaran or Antaraes. The tail behaved in a most singular manner. The matter ejected from the comet's head assumed the form of a partly opened fan, which, contrary to all cometary laws, pointed toward the sun instead of away from it, only to be swept back when a certain point had been reached. To one astronomer the comet seemed like a blazing rocket, and the fan of light, which semed to supply the tail, swung to and fro very slowly in a period of nearly five days, like a huge pendulum of light.

Strange, indeed, was the transformation which the comet suffered. From a hazy speck it changed to a true comet, and from a comet into a star. Next it seemed like a sphere, and then like a parabola. The last man who saw it was Herschel. On May 5, 1836, it very slowly dwindled away, just as if it were a gas flame gradually turned off.

As a general rule the tails of comets are longer when they are nearest to the sun, but Halley's comet proved an exception. Just before it swung around the sun on Nov. 16, its tail dropped off as it were, and disappeared. A new tail was not formed for more than two months. The comet changed with marvellous rapidity. On one night it seemed like a dim star without a measurable diameter. Yet two nights later it was not only measurable in diameter, but brilliant. In a week its mass increased forty-fold.

Altogether, the physical appearance of Halley's comet in 1835 and 1836 seems to have been most remarkable, so remarkable, that, were the writings in which it is described, not the utterances of the most distinguished astronomers of the day, we might be well inclined to doubt their veracity. For all that the comet was disappointing from a popular standpoint. It was neither big nor dazzling. Only the professional astronomer derived any pleasure from its curious variations in magnitude and brilliancy.

The appearance of the comet in 1835 is no criterion for its splendor or its dimness in 1910. The past history of Halley's comet indicates that sometimes it is startlingly brilliant, sometimes disappointingly dim, for which reason no safe forecast of the nature of its light at the end of May, 1910, can be made. After perihelion passage, as the swinging around the sun is called, a comet is apt to present a finer appearance that before.

Long hair, it seems, is to be the fashion for men this year in London. The flat has gone forth from the hairdressing establishment on Bond street

ARRIVAL OF THE ROYAL EDWARD CANADIAN NORTHERN'S FLAGSHIP

The Latest Addition to the Canadian Leviathans On the St. Lawrence Route—A Triple Screw Turbine With 20-Knots' Speed—A Luxurious Vessel.

That wonderful team of Empire-builders, Mackenzie & Mann, having nearly spanned the continent with their railway, have now linked up the mother country with their system. They have thrown an arm across the Atlantic, in the shape of a fleet of steamships, and in all probability they will stretch another arm across the Pacific as soon as their road reaches the western coast.

Another chain of transportation between Europe and Asia will have been forged by Canadian enterprise, and the world's highway, which lies through Canada, will have been broadened.

The maiden Atlantic voyage of the

The English Port.

the Royal Edward, the flagship of the Royal Line, as the Canadian Northern fleet will be called, was naturally made the occasion of ceremony at Bristol, the point of departure, and the English port of the Canadian Northern, and at Quebec and Montreal, upon its arrival last week. There was a grand banquet at Bristol and the harbor board commissioned Alderman Triggs to represent it on the voyage and convey the greetings of the English port and city. The Royal steamers are the first fast passenger boats between Bristol and British North America. They renew for the west of England the living, direct connection with the new world that it had long before the St. Lawrence was discovered. Cabot sailed from Bristol and discovered North America—Newfoundland—in 1497. At Bristol the first steamer that crossed the Atlantic was built in 1838. She was the "Great Western"—once more a coincidence, for it is the Great Western Railway that furnishes the special trains that take the Royal Line passengers from Bristol to London. Bristol was for hundreds of years the second city and the first port in the kingdom; partly because of its general geographical situation, and also because vessels could come, on the deep tide of the narrow Avon, right into the heart of the city, as, indeed, big steamers do today. Bristol has the further advantage of being only two hours' distant from London.

A Rapid Passage.

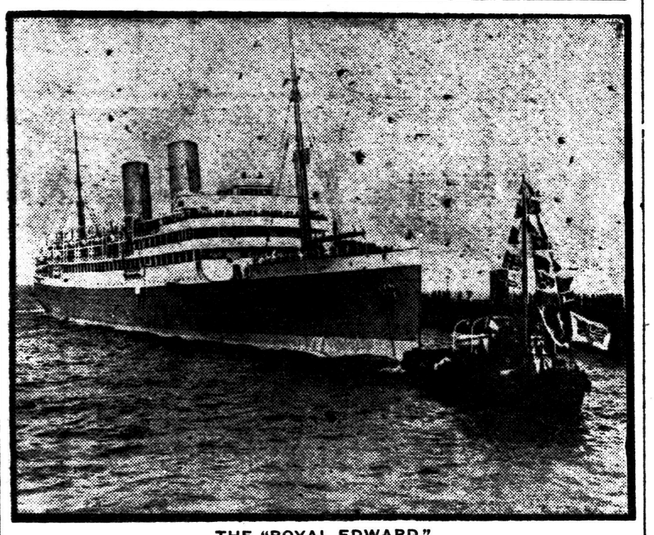
A company of newspaper men from Montreal, Toronto, Hamilton, London, Ottawa, Kingston, Buffalo and Chicago journeyed to Quebec, chaperoned by Mr. Rex Croasdell, of the Canadian Northern, to meet the Royal Edward on her arrival. The party was taken over the Canadian Northern Railroad from Montreal to Quebec, the last portion of which is new, and for forty miles runs along the edge of the St. Lawrence River. The road runs through an agricultural district all the way and also touches several great pulp-making centres, which derive their motive power from the St. Maurice, the Baptistcan and other affluents. The steamer arrived at Quebec at midnight on Wednesday, having been retarded by ice and fog in the gulf. Her passage was a notable one in Canadian steamship annals. In favorable weather she broke the speed record, making 480 knots in 24 hours, an average of 20 knots ,or a fraction over 23 miles, an hour.

Two Great Ships.

The advent of such ships—the Royal Edward's twin, the Royal George, also sails from Bristol this week—is another epoch in the development of the St. Lawrence route. That route is attracting a rapidly increasing share of trans-Atlantic travel from Europe, from the United States, and from Canada. It has the natural advantages of the beauty of the river and two days' sailing within sight of land, for the most part in smooth water, and the renown of these has spread, as they could not have spread in the days of small ships, through the growth of the speed and luxury of the steamship service in recent years. The Royal George and Royal Edward are 540 feet long, with a registered tonnage of 120,000. Their triple turbine engines can speed them at over 20 knots an hour, with a minimum of vibration. They were built by the celebrated Fairfield Shipbuilding Company, and are the last word in steamship construction. All the great ears in furniture-making and decorating have been laid under contribution to the enjoyment of the passengers. Whether you walk the spacious decks, sit in the secluded alcoves and watch the rolling waves, or occupy yourself in the public or private apartments, there is a pervading sense of elegant comfort and swift progress to "the other side." The cafe and library are furnished in the Louis XV. style; the music room in the Louis XVI. style; and the smoke room is reminiscent of the Elizabethan period. The first-class dining saloon, as wide as the ship and one-seventh of her length, is a great achievement. Old voyagers will remember, by blessed contrast, the long, narrow tables which used to make the best-served saloons look like charitable institutions. The very aspect of things here is an incitement to sociability. The largest table holds but sixteen people—a manageable family party—and all around are sheltered nooks in which no more than five can foregather.

Third-Class Quarters.

The second-class quarters are almost as luxurious as the first-class, and the third-class accommodation is a revelation. Fancy a piano in the steerage dining rooms! There is genuine humanity in the provision for this class of passengers. The British-speaking voyagers are placed at one end of the ship and the foreigners at the other. They do not come into contact at all. They have not only their own sleeping rooms, but their own dining and lounge rooms and their own share of the deck space. The atmosphere in every part of the third-class quarters is kept pure and fresh by a system of ventilation which cools the air. From top to bottom, and from stem to stern, the Royal George and the Royal Edward are in the highest stage of the ship-builders' art. They are a credit to their builders and their owners, and will enhance the popularity and prestige of the Canadian Atlantic route.



THE "ROYAL EDWARD."
The Flagship of the New Canadian Northern Steamship Fleet.

ELEVEN VICTIMS.

Ottawa, May 22.—Two of those who were injured in the recent Hull explosion died today.

George Coleman, aged 19, of Wrightville, Quebec, who was struck on the knee by a flying stone, seemed to be recovering, but blood poisoning developed, and he was removed from the hospital to his home to die.

Arthur Garneau, aged 22, of Hull, had his spine injured, but his recovery from the first seemed hopeless.

The death list is now eleven.

A clear brain and
Steady, dependable nerves
Can win wealth and fame
For their owner.

Clear-headedness and a
Strong, healthy body
Depend largely on the
Right elements in
Regular food and drink.

Coffee contains caffeine—
A poisonous drug.

Postum is rich in the
Gluten and phosphates that
Furnish the vital energy
That puts "ginger" and
"hustle"
Into body and brain.

"There's a Reason."

MICROBES AND FLATIRONS.

Ironing linen has a greater effect than is commonly believed. As the temperature of the iron may greatly exceed 266 degrees Fahrenheit, it has been suggested that the process of ironing may suffice to sterilize surgical dressings and hence be of valuable service, especially in rural districts and elsewhere, in the absence of disinfecting ovens and sterilizers. Nearly all microbes can be killed by a sufficiently long application of a temperature of 158 degrees Fahrenheit, but a temperature of 266 degrees Fahrenheit is required to kill certain spores of bacteria and to produce absolutely complete sterilization.

It has been proven by experiment that it is possible to disinfect clothing very satisfactorily by ironing. Clothing which has been worn by children affected by various contagious diseases, and which contain bacteria or pus, diphtheria and the like, was sprinkled and ironed.

It was then rubbed on plates of gelatin prepared for the culture of bacteria, but not a single colony was developed.—The Chicago News.

TIDES IN THE SOLID EARTH.

The ebb and flood of tides of the sea are familiar phenomena. Everyone knows that the ebb follows the flood at regular intervals of six hours, and that the flood succeeds the ebb tide after a similar interval of six hours. Moreover, almost everyone knows that this rising and falling of the water is due chiefly to the attraction of the moon. It follows, therefore, that the moon should affect not only the water, but also the land, and that it ought to produce tides in the solid earth. This conclusion has recently been verified by actual measurements. The moon produces tidal waves which constantly distort the earth.

Our solid globe, by which we mean not merely the crust, but the entire planet itself, is incessantly deformed by the tremendous, disruptive, attractive forces of the moon, and periodically changes its shape, according to the moon's position. This earth, which we are accustomed to regard as solid and immovable, is therefore not absolutely rigid, but is traversed by an elastic flood tide. There is something strange in the thought that a city like New York, with all its huge buildings, is imperceptibly rising and falling twice a day through the distance of half a yard. Delicate instruments of precision prove beyond question that this rising and falling does occur—Harper's Magazine.

THE REMEDY FOR FEAR.

The Paris Revue, in order to find out how men of thought and action stand toward the feeling of being afraid, has asked some notable Frenchmen whether they know fear. M. Alfred Loisy, the well-known professor of the College de France, explains that he has not the military temperament, and though he cannot boast of bravery he has never known fear. "Perhaps," he adds modestly, "it is because I have never been in great peril." M. Victor Marguerite, the author, boldly avowed that "sometimes" he had been afraid, but that "fear is more of a physical trouble than a feeling"—in fact, like being hot or cold, hungry or thirsty.

M. A. Meziere, though he has never trembled, not even under fire, knows what fear is, for he looked into its face one day when galloping along on horseback he suddenly found himself facing an express train. M. Lucal-Championniere of the Academie de Medecine owns up to frequent pangs of fear, and points out that those who have never been afraid must be blind, because they have never seen danger, or dense, because they have not felt its threatening approach. M. R. Poincare, the orator, while explaining that he knows no fiercer battles than those fought at the bar and the tribunal, admits that he never goes to these without fear. But, he adds, the remedy is always the same. "Go ahead! You are afraid as you put your armor on, afraid before the battle, afraid as you rise to speak; but once you are on your feet and speaking you are no longer afraid."—Westminster Gazette.

For use in manual training schools a Wisconsin man has patented a tool chest which may be converted into a work bench by clamping it to the top of two desks.

Mrs. Winslow's Soothing Syrup
has been used for over THIRTY YEARS by MILLIONS OF MOTHERS for their CHILDREN WHILE TEETHING, with PERFECT SUCCESS. IT SOOTHES THE CHILD, SOFTENS THE GUMS, ALLAYS ALL PAIN; CURES WIND COLIC and is the best remedy for diarrhoea. Sold all over the world.

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On Sale May 25th

READ through this list of Records—forty good reasons for having an Edison Phonograph. And remember this is just one month's list. Each succeeding month's Record list brings forth as many more reasons for having an Edison Phonograph in your home. All of the best music that has ever been published, and all that ever will be published, as fast as it comes out, you can have in your home on Edison Amberol (four minute) and Edison Standard (two minute) Records. Think of all the Records you have missed, think of all the Records on this list and of all the lists to come—why, there are thousands of reasons for having an Edison Phonograph in your home! Ask your dealer to play these new ones for you:

Amberol

433 Dem Dear Ole Days...United States Marine Band
434 The Garden of Roses....Joe Maxwell and Chorus
435 Larboard Watch.....Stanley and Gillette
436 When He Sings the Songs my Mother Sang to Me.....Ada Jones and Chorus
437 My Hero (from the Chocolate Soldier) Marie Florence
438 The German 5th.....Josie Sadler
439 One More Day's Work for Jesus Miss Marvin and Mr. Anthony
440 Selection from "The Tattooed Man" Victor Herbert and His Orchestra
441 Molly Lee .....Manuel Romain and Chorus
442 Two Gentlemen from Ireland Len Spencer and Billy Murray
443 Foxy Kid.....Edison Concert Band
444 Forgotten.....W. H. Thompson
445 My Jesus, As Thou Wilt Edison Mixed Quartette
446 Moraima (Spanish Caprice) American Standard Orchestra
447 Red Clove.....Frederick H. Potter and Chorus
448 Peaches and Cream...Ada Jones and Len Spencer
449 Moter King March.....New York Military Band
450 Casey Jones.....Billy Murray and Chorus
451 Farmyard Medley.....Premier Quartette
452 Morganblätter Waltz.....Sousa's Band

Grand Opera (Amberol)

B193 Zaza—Mamma? non l'ho arita mai (*Leoncavallo*) Sung in Italian. Orchestra accompaniment Carmen Melis, Soprano
B194 Pagliacci—Bellatella (*Leoncavallo*) Sung in Italian. Orchestra accompaniment Marguerita Sylva, Soprano
B195 Werther—Ah! non mi ridestar (*Massenet*) Sung in Italian. Orchestra accompaniment Luigi Cilla, Tenor
B196 Ballo in Maschera—Eri tu (*Verdi*) Sung in Italian. Orchestra accompaniment Ernesto Caronna, Baritone
B197 Simon Boccanegra—Preghiera di Fiesco (*Verdi*) Sung in Italian. Orchestra accompaniment, Luigi Lacenti, Bass

Standard

10365 Salute to Washington March United States Marine Band
10366 My Husband's in the City.....Sophie Tucker
10367 Underneath the Monkey Moon..Collins & Harlan
10368 Annie Laurie (Harp).....Roxy P. LaRocco
10369 What's the Matter With Father...Billy Murray
10370 We shall Meet, Bye and Bye..Stanley and Gillette
10371 I've Set My Heart on You.....Manuel Romain
10372 The Flatterer..Victor Herbert and His Orchestra
10373 Dreamy Town.....Joe Maxwell
10374 Cupid's I. O. U.....Ada Jones and Billy Murray
10375 Don't Go Upin that Big Balloon, Dad..Murry K. Hill
10376 Love's Torment Waltz American Standard Orchestra
10377 I'm Looking for A Angel.....Marie Dressler
10378 The Bulldog.....Peerless Quartette
10379 Bachelor's Button.....Sousa's Band

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PERE MARQUETTE
Victoria Day Excursions

Between all stations in Canada. Single first class fare for round trip, good going May 23 and 24, returning May 25.

Extra service between London and Port Stanley, May 24. Special trains leave London 1:20 p.m. and 7 p.m.; returning, leave Port Stanley 6:30 p.m. and 9 p.m.

H. F. MOELLER, G. P. A.
83c-wtz W. M. HOOD, T. P. A.

London and Lake Erie Railway and T. Co.
"TRACTION COMPANY."
Victoria Day Holiday Rates

Tickets good going May 23 and 24. Return limit, May 25.

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Leaves Hamilton 12 noon; Toronto, 7:30 p.m., Tuesdays, for Bay of Quinte, Thousand Islands, Montreal and intermediate ports.

TORONTO—MONTREAL LINE.
Steamers Toronto and Kingston.
Commencing June 1 steamers leave Toronto 3 p.m. daily, except Sunday. From July 1, daily, for Rochester, Thousand Islands, running rapids St. Lawrence to Montreal, Quebec and Saguenay River points.

For folders, rates, etc., apply to F. B. Clarke, W. Fulton or R. H. Ruse, or write H. Foster Chaffee, A.G.P.A., Toronto, Ont.

TRAVELERS' GUIDE

GRAND TRUNK RAILWAY.

SARNIA TUNNEL TO SUSPENSION BRIDGE AND TORONTO.

Arrive from the east—*2:45 a.m. 10.50 a.m., *11:12 a.m., *11:28 a.m., 6:30 p.m., *8:00 p.m., 10:10 p.m.

Arrive from the west—*12:09 am., *3:35 a.m., *11:30 a.m., 1:10 p.m., *4:1? p.m., 6:25 p.m.

Depart for the east—*12:14 a.m., *3:43 a.m., 7:30 a.m., 9:00 a.m., *11:40 a.m., 2:05 p.m., *4:25 p.m., *6:50 p.m.

Depart for the west—*2:55 a.m., 7:40 a.m., *11:17 a.m., *11:48 a.m., 1:40 p.m., 8:18 p.m.

LONDON AND WINDSOR.

Arrive—10:25 a.m., *4:00 p.m., 6:50 p.m., 11:05 p.m.

Depart—6:35 a.m., *11:35 a.m., 2:05 p.m., *8:10 p.m.

STRATFORD BRANCH.

Arrive—*2:25 a.m, 11:15 a.m., 1:33 p.m., 6:45 p.m., 11:25 p.m.

Depart—6:00 a.m., 10:26 a.m., 2:45 p.m., 6:55 p.m.

LONDON, HURON AND BRUCE

Arrive—10:00 a.m., 6:10 p.m.

Depart—8:30 a.m., 4:50 p.m.

Trains market * run daily. Those not marked daily, except Sunday.

CANADIAN PACIFIC RAILWAY.

Arrive from the east—*11:25 a.m., †6:30 p.m., †7:02 p.m., *10:52 p.m.

Arrive from the west—4:45 a.m., †12:30 p.m., *5:35 p.m.

Depart for the east—*4:55 a.m., †7:43 a.m., †12:45 p.m., *5:42 p.m.

Depart for the west—*11:33 a.m., †7:10 p.m., *11:00 p.m.

*Daily. †Daily, except Sunday.

MICHIGAN CENTRAL RAILWAY.

Arrive—8:55 a.m., 11:10 a.m., 5:10 p.m., 9:35 p.m.

Depart—7:20 a.m., 2:20 p.m., 5:35 p.m., 10:25 p.m.

PERE MARQUETTE RAILWAY.

Depart—5:05 a.m., †7:10 a.m., 9:40 a.m., 2:30 p.m., †5:40 p.m., *7:15 p.m.

Arrive—8:45 a.m., †12:20 p.m., 1:50 p.m., 6:40 p.m., †9:20 p.m.

*To St. Thomas only. †To Walkerville. Trains not starred to and from Port Stanley. ‡From Walkerville.

OCEAN STEAMSHIP TICKETS

AMERICAN LINE.
N. Y.—Plymouth—Cherbourg—S'hampton.
Philadelphia—Queenstown—Liverpool.

ATLANTIC TRANSPORT LINE.
New York—London Direct.

LEYLAND LINE.
Boston—Liverpool.

RED STAR LINE.
New York—Dover—Antwerp.

WHITE STAR LINE.
N. Y.—Queenstown—Holyhead—Liverpool.
N. Y.—Plymouth—Cherbourg—S'hampton.
Boston—Queenstown—Liverpool.
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Special Steamboat EMPRESS

Commencing Saturday, May 21

Will leave Toronto 1 p. m. and run direct to wharf at Owen Sound to connect with following sailings:

MONDAY S.S. ATHABASCA
TUESDAY S.S. KEEWATIN
WEDNESDAY S.S. ALBERTA
THURSDAY S.S. MANITOBA
SATURDAY S.S. ASSINIBOIA

For Soo, Pt. Arthur, Ft. William, direct connection for Winnipeg, Western Canada, Pacific Coast, Japan, China, Australia.

Victoria Day---Single Fare
Going May 23 and 24
Return limit May 26.

Full information C. P. R. city office, 161 Dundas street, corner Richmond street, London.

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VICTORIA DAY
SINGLE FARE FOR ROUND TRIP

between all stations in Canada, also to Niagara Falls and Buffalo, N. Y., Detroit and Port Huron, Mich. Tickets good going May 23 and 24. Return limit, May 26.

Upper Lake Steamers

Sailings of passenger steamers from Sarnia, for Soo and Port Arthur, every Wednesday and Saturday at 3:30 p.m. Also additional sailings on Friday, May 20; Monday, May 30, and for Duluth May 20.

Sailings from Collingwood, 1:30 p.m., and Owen Sound, 7:45 p.m., Wednesdays and Saturdays, for Soo and Georgian Bay ports.

Secure tickets and full information from E. DE LA HOOKE, city passenger and ticket agent; E. RUSE, depot agent.

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From May 28 to June 3 inclusive, the Wabash will sell round trip tickets from St. Thomas to Portland, Ore., Seattle and Tacoma, Wash., Victoria and Vancouver, B. C., at the low rate of $74 60, one way; via California, $89 60. Tickets good for ninety days, with stop-over privileges.

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