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The Trans-Atlantic Flight.

A Summary of the Six Attempts.

(By J. R. SMALLWOOD, of The Evening Telegram Reportorial Staff.)

Editor's Note.—Mr. Smallwood, in his capacity of reporter and staff correspondent on The Evening Telegram, has had the opportunity of interviewing the pilot of every aeroplane, seaplane and dirigible to arrive in Newfoundland, and is therefore qualified to write a general resume of the Transatlantic flight, now an accomplished fact.

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THE BLIMP C-5.

On Saturday, May 10th, the American cruiser "Chicago" arrived in port. Aboard her were men who constituted an advance guard to prepare a landing place for still another attempt at crossing the Atlantic. This was the American dirigible, C-5, which arrived at Pleasantville from Montauk Point, N.Y. The balloon arrived in St. John's, having flown the 1200 miles without stop, on Thursday morning, May 15th. Pleasantville and vicinity were long with people, and the cheer that rose as she gracefully floated in between the hills forming Cuckhold's Cove, with the sun shining on her beautiful fabric sides, was the most enthusiastic heard in connection with any Transatlantic attempt. Seen by me on board the U.S.A. "Chicago," a few minutes after alighting, Commander E. W. Coll, head of the crew of six gave these facts: The gas bag was 200 feet in length. The car, suspended beneath, was thirty-five feet long. In this the crew rode. She was fitted with two Union motors, driving one screw, and was, in fact, quite an ordinary balloon, having no special features at all. The speed was 55 miles an hour, plus or minus the wind. The flight from Montauk Pt., N.Y., to Pleasantville, lasted 26 hours and 50 minutes, the additional time being consumed by extra distance flown while the balloon had lost her way on the South-West Coast of the country. The dirigible arrived in the morning. In the afternoon she drifted out to sea, passing over Signal Hill. The men who were in the carriage jumped out, one, Lieut. C. H. Little, having to jump from a height of thirty-five feet. He suffered no further injuries than a sprained ankle. The American cruiser "Edwards," which had arrived in port in the morning, was despatched to look for the balloon, but had to return without even seeing her. Thus ended this attempt at crossing the Atlantic by air. The crew, very downhearted, left port soon after by the Chicago.

THE FIRST NON-STOP BEGINNING.

On Saturday, May 19th, the first beginning of a non-stop flight was made, the machine to undertake it being the Sopwith biplane, flown by Hawker and Grieve. Most people had gone down to Pleasantville where the "Raymor" was, and the first sign that they had of the Sopwith's get-away was the sound of her Rolls-Royce motor as the little aeroplane hummed out over the city, passed over the Raymor, and turned out over Cabot Tower. When outside she dropped her undercarriage and wheels, which left her minus these almost essential parts for landing. The Martinsyde men, seeing Hawker get away before them, rushed things and jumped into their machine. Just an hour after the Sopwith aeroplane passed out to sea the Raymor made her start.

THE MARTINSYDE DISASTER.

At 4.20 the stand-clear signal was

headquarters in England. The wreck was removed to a store on King's Road, where it was rebuilt. A new navigator, in the person of Lieut. C. H. Biddlecombe, soon arrived, and the Martinsyde has by now made her trial flight, preparatory to another attempt.

THE VICKERS-VIMY.

Meanwhile, two new parties had arrived in Newfoundland. These were Alcock and Brown, pilot and navigator of the Vickers-Vimy machine, and the Handley-Page party, consisting of Admiral Mark E. F. Kerr, Majors Brackley and Gran, and twelve mechanics. The Vickers-Vimy aeroplane was a biplane, with a span of sixty-eight feet. The planes were each sixteen feet six inches wide, or chord, as it is called in aeronautical parlance. She carried two Rolls-Royce motors, each three hundred and fifty horse-power. The propellers, which were tractor, meaning that they were in front, as distinguished from pushers, which go behind, were four-bladed. She had four wheels, like the Handley-Page. The petrol carried amounted to eight hundred and seventy gallons, while fifty of oil and sixty-four of water were also taken. There were three unusual features about the Vickers-Vimy biplane. The tanks, of which there were nine, were arranged on the machine so that she could carry a large quantity of petrol than on ordinary occasions, while one tank, a seven foot one, is carried on the top or upper deck of the fuselage in the same place, in Hawker's machine, the little safety boat was carried. The oil in this tank was the first used, the tank then serving as a life-boat in case they were obliged to descend. The second feature was the large amount of metalwork there was in the machine. Thus, the front half of the fuselage was all metal, the very nose being of brass, so that the compass, which was kept there in the cabin, would not be affected. The undercarriage, also, was made of metal, being both strong and light. This extra amount of metal was meant to make the machine doubly strong to contend with the rigors of the great Transatlantic air voyage. The third feature was the extra filters on every tube, which were meant to obviate the danger that overtook and brought failure to Hawker. The total weight, when loaded, was fourteen thousand pounds, or seven American tons. The maximum speed was a hundred and five miles, still air. There was a crew of two, pilot Captain John Alcock, D.S.O., and navigator Lieut. A. W. Brown, both R.A.F. men of long service and thrilling careers. Alcock was big, rosy faced, simple in manner and quite pleasant and easy to talk to. Brown, who was much the same, was smaller than his confrere. They were both brave men and very conversant with all the details of matters aeronautical. Their machine was assembled on the Martinsyde ground at Pleasantville, the tent being used to store parts of the machine. The latter, which was too large to go in the tent hangar, was assembled just outside, the fuselage being kept covered with rain-proof canvas. It was not the intention of Alcock and Brown to take-off from there on the Transatlantic flight, and a field near the Rope-walk, measuring four hundred yards in length, was rented and prepared. Thus, the machine took off at Pleasantville and flew to this latter aerodrome, where the fuel was kept. This was put aboard there and the commencement of the great flight made. The Vickers-Vimy biplane made her get-away at quarter to one on Saturday, June the fourteenth. Stepping into their machine, the aviators waved their hands to the great crowd that had assembled, and started along the ground. The little trouble experienced in taking off is too fresh in the reader's mind to need reminding. Suffice it to say that within a few minutes she had passed out over the city to sea, and was lost forever to Newfoundland. In sixteen hours and twelve minutes she landed at Clifden, Ireland, having accomplished the feat of which the world had been talking for months, and to accomplish which some hundreds upon hundreds of thousands of dollars had been spent. For this feat the brave men received The Daily Mail prize of \$50,000 and Knighthoods from the King.

THE HANDLEY-PAGE.

The Handley-Page machine was the biggest one to come to Newfoundland. It was the biggest biplane in the world, and was the same type machine that accomplished the stop flight from England to India. It was assembled at Hr. Grace, a large aerodrome of nine hundred yards length, and two hundred width having been made. This aerodrome alone cost \$20,000, while the machine cost \$100,000. There were twelve expert mechanics engaged on the assembling, under the supervision of Colonel E. W. Stedman. The total weight was sixteen tons—a great weight to go hurtling through ethereal space. She was equipped with four Rolls-Royce motors of four hundred horse-power each. The span was one hundred and twenty-six feet, while the fuselage measured sixty-five. There were four wheels, measuring fifty-nine inches in diameter. She had a petrol capacity of two thousand gallons, seventeen hundred of which was to be utilised in the Transatlantic flight. She carried three sets of wireless, a transmitting and receiving, a spare and an emergency set. The crew numbered four, two pilots, a navigator and a wireless expert. This same machine once carried fifty-one men at one time over London, a fact that will help to give an idea of her great power. Her cruising speed was put at ninety miles, although a much greater speed could be attained. The crew consisted of Vice-Admiral Mark, E. F. Kerr, R.N., C.B., M.V.O., soldier, sailor, aviator and diplomat. Admiral Kerr, who was sixty-three years old, was decidedly the most likeable of all the aviators that came to Newfoundland. During a couple of weeks or so that I spent at Handley-Page-On-The-Sea, Hr. Grace, I had a good opportunity of seeing and knowing what kind of a man he was, and the result of the hours of talk and chat I had with him is that I am an enthusiastic admirer of his. He was the commander of the plane, and one of the two pilots. The other pilot was Major Brackley, a young man of twenty-three who had had a most interesting flying career. Major Gran was the navigator. Gran was a Norwegian who had been with the Scott Polar Expedition. The wireless expert was Mr. F. Wyatt. When the Vickers-Vimy machine got safely across, and the dirigible R-34 made the flight, and the Aero-Club of America had invited him to make the flight to Atlantic City, Kerr at the last moment abandoned the intention of flying the Atlantic and accepted this invitation. Unfortunately to relate, this ended in disaster, the machine being forced to descend at Parrsboro, N.S., where the machine was badly wrecked. No one could possibly have been more sorry than I that this happened, for I think that the Handley-Page team was the best and most likeable of them all. Certainly they were my favorites. To Admiral Kerr and his brave associates go the hopes of all that they will in some measure make up for the sore disappointment I can assure the reader this was to Admiral Kerr. He had set his heart on the accomplishment of the Transatlantic flight, and I am sure it was with feelings of deepest regret that he eventually abandoned the idea.

THE R-34.

A short mention of the successful return flight of the R-34 essential to an article of this kind. Suffice it, then to say that she left East Fortune, Scotland, on July 2nd and crossed

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- 100 cases Sour Mixed Pickles,
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- 100 cases Pimento Relish,
- 200 cases Syrups,
- 200 cases Ass'ted. 12 oz. Jams.

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the Atlantic in 108 hours, landing at Mineola, Long Island, N.Y., staying there for three days before the return flight was commenced. This was successfully accomplished after a flight of 75 hours, and completed the first non-stop Transatlantic flight by a lighter-than-air machine. The R-34 was 670 feet long, carried five motors and a crew of thirty-four under Commander G. F. Scott.

I will conclude this with an attempt at a prophecy. You and I, I prophesy, will live to see the day when it will be very little more unusual to cross the Atlantic by air than it is now by a liner. Surely that should satisfy those that like "impossible" prophecies!

THE VICTORS!

St. John's—Clifden, Ireland, 16 hours, 12 minutes.
Machine, Vickers-Vimy.
Crew, Alcock and Brown, knights.
Machine: span, 28 feet; fuselage, 42 feet; motors, 2 Rolls-Royce, 350 h.p.

each; weight, 14,000 pounds; gasoline, 870 gallons, with 300 gallons left, or sufficient for ten hours' flying; average speed, 120 miles an hour.
Distance, 1,930 miles.

ALL HAIL THE VICTORS!

(Note by Editor, Nfld. Magazine.)
Mr. Smallwood is certainly the best informed journalist in this country on matters aerial. He has seen every heavier-than-air machine as well as the solitary blimp that the dwellers on Avalon peninsula have been privileged to see. He has conversed with all the aeronauts who have landed on our shores, and if he is a bit enthusiastic one must not conclude that he is in any way "up in the air." He indulges in no flights of fancy but gives plain, unadorned facts of the conquest of the air by the chivalry of the clouds, and tells them in language that compels attention.

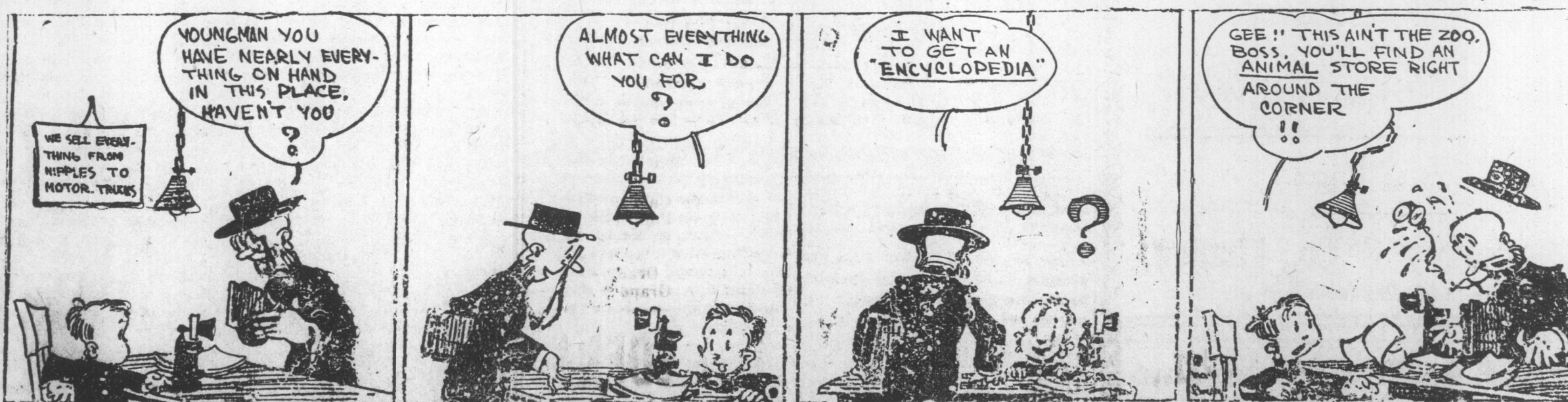
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FADS AND FASHIONS.

Satin and velour are combined in the new coats.
High roll collars appear on fur shoulder capes.
Tassels appear as trimming on some Fall capes.
The fall suit will button closely around the neck.
The new circular skirt has its fullness in front.
Long-haired furs are in less demand than usual.
The short sleeve and long waist are seen together.
Pearl-gray Georgette is the latest wrinkle for lingerie.
A practical raincoat is of rubberized checker mohair.

When you want something in a hurry for tea, go to ELLIS—Head Cheese, Ox Tongue, Boiled Ham, Cooked Corned Beef, Bologna Sausage.

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