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**The Future of Aviation**

(By Glenn H. Curtiss in the Christian Science Monitor.)

The flight of an American seaplane from continent to continent represents more than a marvellous display of skill and efficiency by our navy. It has a significance for aviation in general.

The trans-Atlantic flight sets the seal on aircraft efficiency. It is the final big test of a number of tests that have been successfully carried out. What, indeed, has not been done with the aeroplane? Men have been carried safely and swiftly in parties of from one to fifty-one. Aerial mail has been passing between New York and Washington on regular schedule. Everything from pianos to washing machines has been sent by aerial express. Valuable and accurate maps, once impossible, have been made by aeroplane. Timber surveys, aerial policing, advertising, coast patrol, and ambulance service have all become aerial activities. The Atlantic has been crossed. It only remains to fly around the world to complete all the tests possible with the earth or ocean as a starting point.

**Ready for Business.**  
In short, the aeroplane is ready for business. The pertinent question in aviation has now become, is business ready for it?

For it is true that, despite the constant aerial demonstrations being made, the aeroplane is waiting on the public. Aerial advertising, aerial mail, aerial express, and a certain amount of passenger carrying by aeroplane have been established as regular practices. The seaplane, because it can have a landing field wherever there is a body of water, seems to have entered on a steady and extensive development. Nevertheless, the facts are these—the machine is ready, but the stations, auxiliary services, and equipment which are necessary to flying have not been forthcoming in the desired quantity or quality.

The aeroplane is to a large extent an automobile without a road, a ship without a harbor. It needs landing fields (or over-the-land machines), meteorological reports from a series of stations covering the entire country, better radio and telephonic apparatus and legislation to govern flights.

**A Government on the Job.**  
There are two sources of help. One is the government. It must be stated that the government, if at first slow to appreciate the peace situation of the aeroplane, is now alert and active. The navy has made possible the trans-Atlantic flight. The division of military aeronautics has mapped 50,000 miles of aerial roads, and appointed 32 cities as official aerial termini.

Congress has established a meteorological bureau for aviation, and the post office has completed a successful year of aerial mail carrying. Under government direction, the wireless telephone is being improved.

**Landing Fields the Necessity.**  
The important work which the division of military aeronautics initiated with respect to landing fields should be pushed vigorously. Landing fields are the rails and stations of an aerial transportation service. Thirty-two is a beginning, but only a beginning. Every municipality of respectable size should have a field.

A landing field is not expensive to establish or to maintain. The United States Government recommendation calls for a "600-yard runway in every direction with no obstacles." "L-shaped" fields could not be used, however, with each arm of the "L" 300 yards wide and 600 yards long. This field should be levelled carefully, and should be given a surface which will be as good as possible for landing under all weather conditions. Supplies of oil, gas, etc., should be available at a field hangar. A wireless apparatus should be installed. Arrows, lighted at night, should indicate wind direction. The name of the station should be displayed, readable from a 10,000-foot altitude.

Fields like this every 25 miles would do away forever with accidents due to forced landings. Compare the cost of a chain of these stations with that of an asphalt road or a railroad bed, and one can see what an easy problem aerial highways present. As the government offers to furnish a hangar to every municipality which it accepts as a landing field city, the burden of the communities will not be heavy.

For seaplanes less will be required in the way of landing facilities than for overland machines, but cleared spaces in harbors and hangars for the supplying and housing of flying boats and "hydros" are absolutely vital to progress.

**The Support of the Public.**  
In connection with landing fields especially, and with aerial progress in general, the support of the public is important. The public is the second great source of help. It can quicken governmental action by its interest and enthusiasm. It can make possible a purely commercial development outside the sphere of governmental encouragement. Through it the aeroplane can work toward the large sphere of usefulness which it will undoubtedly have. This sphere will include every type of transportation service. It will mean the superimposing of an entirely new carrying

system upon our present one. The automobile, locomotive, motor boat, motor truck, ocean liner, yacht, barge, dray—all will have their aerial counterparts.

**Seaplanes at Once.**  
The immediate development of aviation will be twofold. Seaplane service should occupy the largest place for the next few years, over-the-water craft requiring few facilities for landing. Passenger, express, and sporting seaplanes will be produced and used in large numbers. The northeastern United States is a nest of lakes, rivers, and bays, ideal for the introduction of the flying boat in its many forms. The Atlantic will have its aerial liners in several years. Designers are already planning with regard to the experience of the Navy-Curtiss boats.

**Mail, Taxi, and Advertising Service.**  
Over land three types promise to be dominant in the near future. Mail planes will become important as the United States rapidly extends her aerial postal system. The aerial taxi will be even more frequently seen, a three or four-passenger runabout which can carry business men to distant appointments, enable cattle and lumber and oil kings to cover large properties, and solve the problem of commutation for many who do not desire to live in or near a large city. A third type especially adapted to the delivery of goods, the distribution of advertising matter, etc., promises to find favor as a purely trade proposition. These, however, will merely form an entering wedge for the aeroplane, which has the establishment of a new transportation system as its definite future work, a system entailing eventually millions of aircraft representing hundreds of specialized types.

**Making Lips Kissable.**  
Some Almost Forgotten Beauty Hints  
Modern mothers and modern men condemn the art of powdering and rougeing which even the young girl of to-day flaunts in the face of her elders (and upon her own) as if it were a custom newly grown. The fact that daughters even of sixteen years, cannot be controlled by their mothers is a new one, though rougeing is a century-old practice.

Beauties of mediaeval days, when their lords returned from the wars, heated red sandalwood with vinegar and honey, and used this to conceal the ravages of anxiety. Instead of powdering, they bleached their skins with a decoction of parsley and rain water.

Another old rouge was a decoction of rose petals beaten in fine vinegar, and many stage beauties rely on this mixture to-day for their beauty-coloring.

**Beetroot Juice for the Skin.**  
Vermilion and some carmines are poisons to the skin, so that the component parts of rouge should be known before it is applied. The homely cochineal, again, mixed with borax, alum, and this time isinglass and water, is therefore used by many women who fear the made-up brands.

To their sorrow, many women on using a new face powder, find, after they have been walking about in daylight for a little while, beautified by it, that their faces assume a blue or even deep grey hue.

This happens because the powder contains either bismuth or lead. The seventeenth century court beauty of France believed firmly in the juice of carrots and of beetroots mixed with corn-starch as a skin beautifier. Many women swear by the virtues of horse-radish mixed with sour milk to remove brown stains and sunburn from white skins.

These simple beauty hints are well worth a trial.

**Dawn of Hope.**  
A golden sun has risen to-day,  
Across a world just now bestilled,  
From mighty turmoil and dispute;  
A sun blazes forth in lurid glow,  
Midst which is set a rainbow bright,  
That stretches wide from pole to pole.  
Seen by all on Earth to-day,  
As promise of a peace to come,  
When man and man no more shall war,  
And lands that God hath given us,  
Shall not reap again, a storm of hell;  
When children born to love and live,  
Shall go not forth to wars and death;  
A time when we can live in light and love,  
With no aching sorrows and distress,  
No partings—with a chance to meet no more,  
With some dear one that we have thought our own.  
It is the promise of a long sought dawn,  
When wars shall cease to be—an ever dread;  
When homes and hearts inviolate shall be,  
From desolation, sorrow and remorse  
A golden sun has come to-day,  
That rises, spans, and sets, in radiant hue,  
Across a world of gladness, bought of pain,  
To which has come this day, a Peace of Joy,  
A Peace of Glory, a Peace of Lasting Hope.  
—L. D. Breton.

**Bigger Heroes If—**  
The Germans treated the interned war fleet in the Scapa Flow the same way they treated other ships. But, as the New York Herald suggests, how sad they must be over the fact that there were no women or children aboard.



**Dr. A. B. Lehr,**  
Dentist,  
203 Water Street.

This is the Old Reliable Office. Established 27 years.  
**DISEASED GUMS AND TEETH.**  
Of all the poisons taken into the blood, the germs and pus contributed by the diseased gums and teeth are the most destructive to the human system. If every red blood cell is forced to fight against numbers of germs to the cell, the blood cannot attend to the building up of the body, and it allowed to continue the system is bound to break down and eventually you are an invalid. Kidney, stomach, heart trouble, rheumatism and many other diseases are brought on by diseased gums and teeth.  
**EXAMINATION FREE.**

**PIPES!**

We have just received a new stock of Pipes in Cases, medium and large bowls with Vulcanite and Bakelite mouthpieces. All good shapers.

Prices very reasonable.  
**T. J. DULEY & CO.**  
THE RELIABLE JEWELLERS.  
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We want to purchase for cash any quantity of Used Postage Stamps of Newfoundland, especially Caribou 1918 now in use, and will pay the following prices:—

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- 4c. value, each . . . . .1c.
- 5c. value, each . . . . .3c.

For higher values we will allow one-third each of the face value and take any number of these at above prices.

Stamps must be in good condition, not torn, damaged or too heavily cancelled.  
We will also buy for cash all other values, issues, etc., of Newfoundland Postage Stamps.  
Send us all the stamps you have and we will remit promptly on receipt. We also buy West Indian Stamps. Price list free on request. We are the Oldest and the Largest Dealers in Postage Stamps in British North America.

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(Next to Custom House.)

**Order by Mail.**  
Prompt and careful attention is given to every order, whether large or small. If you cannot conveniently visit the store, order by mail. We are waiting to hear from you. In this way you can do your shopping without difficulty and with the utmost satisfaction.

**Summer Needs at Fractional Prices.**

All housewives should be interested. If you don't find something in the list below that fills a present want, many of the things mentioned will be profitable to buy at these prices against future needs—take our word for it.

**Girls' Gingham Dresses.**  
Delightful frocks for holiday wear. They are made of Gingham and the styles are as new as money just from the mint. Light and dark colours in stripes, handsome plaids, etc. To fit 6 to 8 years. Reg. \$2.30, now **\$2.00.**



**Women's Summer Hose.**  
This excellent Hose affords the welcome combination for 18c. of quality with low a pair. prices.  
Women's Black Cotton Thread Hose, full fashioned feet. Were 25c. a pair, for to-morrow, 18c. a pair, or **3 Pairs for 50c.**

**Summer Needs for the Boy.**

**BOYS' WASH SUITS**—In dark saxe only, warranted to launder well, and styles that are manly. Made in strong, firm hard wearing goods that will stand the rollicking play of the vacation season. Regular \$1.50. Now . . . . .**\$1.35**  
**BOYS' BLOUSES**—In white with navy collar, plain white, and striped. Made in washable fabrics. Blouses that will appeal to every mother who likes to see the little fellow at his best at all times. . . . .**55c., 75c. and 85c. each**  
**BOYS' LINEN HATS**—Here is the right thing for the boy to wear during his vacation. Colours: white, blue, brown, striped, etc., and are easy to wash . . . . .**30c. each**



NOTHING TOO GOOD FOR THE BOY.  
**MILLEY'S.**

**ROUGHING IT IN A "CARLINGTON."**



Roughing it, where the roughing it is roughest—tracking round the lakes—up the mountains—on a long hike—anywhere you go, the CARLINGTON will prove a goodfellow pal worth taking along—an un-wettable barrier between you and the weather.

When you tighten the belt around your CARLINGTON before you get after your dinner—hunting it—fishing it, you just don't care what kind of weather comes, because you know the CARLINGTON will never back down from our Guarantee. The oiled silk lining in this Master Trench Coat just keeps the rain sliding off the duck's back—and that's where you fool the rain. And the thickness of the wool cloth that goes into every CARLINGTON, and the fine lining close to your backbone, gives you the nice, warm feeling that you get inside your winter coat—and thought you couldn't get inside of anything else.

It feels so good to be inside this Prince of Rain Repellers while the weather man is working overtime outside—and you with your belt tight and your big reefer collar tickling your ears, you act like a kid with a new toy.

Guess you won't worry much about roughing it on vacation once you hitch up with a CARLINGTON.

For any old job—motoring, camping, fishing; for any old weather, rain, hail, snow—the CARLINGTON will so fit into your scheme of things that you'll find it as handy as a medicine chest—and you'll bring it around with you wherever you go, just because you feel safe having it with you—a pal you can depend on when the whole blamed world seems to go crooked on your week-end!

We'll have a private showing of the CARLINGTON for you—BUT, DO IT NOW!



**Regular in Attendance.**  
Referring to a much-married, and also very well-known American actor, Mr. Erlanger, who, in conjunction with his partner, Mr. Klaw, controls the greater part of the theatrical business in America, tells a typical American story.  
It appears that the actor in question, being temporarily in need of pecuniary assistance, had recourse to a certain New York money-lender, giving as a reference the name of a pastor of a fashionable church off Fifth Avenue.  
The clergyman, however, when applied to, was distinctly non-committal. "I am sorry," he said, "but I can give you no guarantee, my good sir; I have merely a desultory acquaintance with the gentleman, as he is not a member of our church. Indeed I've very rarely seen him."  
"Why, that's very strange," said the money-lender, perplexedly; "he told me that he came here regularly."  
"He does," returned the pastor, with a reminiscent smile; "he always gets me to marry him."

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may 29, th, fr, ff.