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TRANS-ATLANTIC FLIGHT MADE IN BOMBING PLANE

Successful Aviators Had Distinguished Careers With the Air Forces During the Great War—Brown was for a Time a Prisoner in Germany—Took Part in the Dardanelles Campaign—Something About the Machine in Which Trip Over the Atlantic was Made.

St. John's, Newfoundland, June 16—The Vickers-Vimy bombing machine in which Capt. Alcock, who won the Distinguished Flying Corps Cross for aviation exploits in the Dardanelles, is the pilot and Lieut. Arthur Brown, who also has had a distinguished career in the Flying Forces, and was for a time prisoner in Germany, having been shot down behind the enemy lines, as navigator, was from the day it arrived regarded by flying experts in St. John's as having a very good prospect of successfully achieving the conquest of the Atlantic. It arrived here on the steamer Glendevon on May 24 and the work of erecting it was started promptly on the ground at Quidi Vidi, where the Martinsyde machine in which Messers Raynham and Morgan so hopelessly attempted the trans-Atlantic flight, was erected the actual canvas hangar in which the little Martinsyde machine was put together being used for the storage of the fittings for the Vickers machine, though the aeroplane itself was too large to be housed therein and had to be erected in the open air.

This machine is a good deal larger than either of the previous competing machines, the Sopwith or Martinsyde, and has done such good work in the war in the way of bombing operations that a high opinion of its possibilities is entertained by many observers here who are experienced in air flights themselves. The wing span of the Sopwith and Martinsyde machines was about 46 feet in each case; whereas this is 63 feet. The fuselage measurements of the two previous machines was 25 feet; while that of the Vickers is 43. The Sopwith machine weighed, when fully loaded, about 6200 pounds, and the Martinsyde about 5,400 whereas this machine weighs 14,000. The other two had but one motor each. The Vickers carries two. The propeller blades actually used by the Sopwith and Martinsyde machines were two-bladed, though Hawker in his first trials used a four-bladed one. The Vickers uses four-bladed propellers entirely.

Capt. Alcock's Career

Captain John Alcock, D. S. C., the pilot, was born at Manchester, and served an apprenticeship at engineering when he left college. He first took up aeronautics in 1909 as a hobby, flying on ordinary kite gliders, without engines. During the next three or four years he worked with several aviation companies and in 1912 got his certificate as pilot. Before the war he took part in numerous air flight competitions, coming second in the London to Manchester flight promoted by the London "Daily Mail" for a prize of £5000 making this in a Farham machine fitted with 150 h.p. Sunbeam engine of British make. Later he won several small competitions, such as cross-country flights, and carried off speed and an altitude record the latter of 12,000 feet, a height then considered remarkable. At the beginning of the war his machine was commandeered by the Royal Air Force and he going with it, was appointed instructor at Eastchurch, Kent, from which Captain Wood recently flew his Short machine at Easter which had an ignominious ending by coming down in the Irish Sea a few hours after leaving.

Later he was engaged in home defence aviation work and took part in the repulse of every Zeppelin raid. Subsequently he was chief inspector of an acrobatic school for the training of aviators in pilot work and air fighting. Subsequently he went to the Dardanelles and Salonica and saw considerable fighting there, being awarded the D.S.C. (Distinguished Service Cross) for bringing down 7 German machines. During his fighting in this area he bombed Constantinople, Adrianople and other large cities of Turkey and Bulgaria, and once was on a night bombing expedition with a big Handley Page machine when, at a place 100 miles outside the Allies lines one of the propellers burst and return had to be made on one motor. When within 12 miles of the base, the machine was forced to descend into the sea near Suvla Bay. There they floated for two hours and he and his two companions swam ashore, reaching the beach where they had to lie all night with Turkish soldiers patrolling in every direction. When daylight came and discovery was made, they surren-

dered themselves and were taken to Constantinople and imprisoned for a month, thence going to an internment camp where they remained until the signing of the armistice. The type of man that Captain Alcock is may be gathered from the fact that while in the Dardanelles area when the Allied forces became short of light scout machines, having only big bombers, he actually constructed one himself with material obtained from Malta, a naval base, and put together from designs drawn by himself before he left England.

Lieut. Brown

Lieutenant Arthur Brown is 33 years of age and was born in Glasgow of American parents. He is perhaps the most scientific of all the airmen who have come to Newfoundland holding the degrees of A.M.I.E., M.I.M.E., and A.M.F.F.A.I.E. He is an engineer by profession, having received

A PROBLEM FOR THE EDITOR

It has been asked whether stepping on a man's corns gives provocation for swearing. Answer: Keep the toes clear of corns by using Putnam's Corn Extractor. It's the best, 25c. at all dealers.

Good Quality Tea, properly brewed, takes away fatigue, and is absolutely harmless, as a daily beverage - TRY

"SALADA"

once, and you'll never forsake its use.

a complete training with the British Westinghouse Company which is now allied with Vickers Limited the great engineering concern which built the machine he will assist in operating. A thorough knowledge of surveying and an interest in aviation led him to the study of aerial navigation as applied to surveying, and for the past 12 months he has devoted himself almost entirely to the problem of navigating through the air, not with the idea of taking part in trans-Atlantic air-flights but because he was convinced that there is a great future for aviation, and that a man thoroughly competent in the science of aerial navigation could go far in this profession. In 1914 he enlisted in the "University and Public Schools Corps" for service in the war, later receiving a commission in the Manchester Regiment. He served with its second battalion in France and later transferred to the Royal Flying Corps as an observer, being wounded and taken prisoner in the same year. In 1917 he was repatriated, after being interned for a period in Switzerland. On his return to England he was employed in aero engine work with the Ministry of Munitions and did much flying on home stations. He is a pilot of exper-

ience and has flown many types of machines. He will rely upon a system of navigation similar to that employed in sea travel and operate wireless instruments capable of despatching messages over 250 miles radius and receiving from a distance of 2,500 miles. He has himself developed several instruments which he thinks will likely prove of considerable value in his trans-Atlantic trip, and looks forward with eagerness to the opportunity of using the same.

What our highway bridge needs is a floor that will be safe for democracy to throw lighted cigarettes and burning matches around promiscuous like.

Before rocking the boat put on a bathing suit and a life preserver. If you have enough sense for that you'll have too much sense to rock the boat.

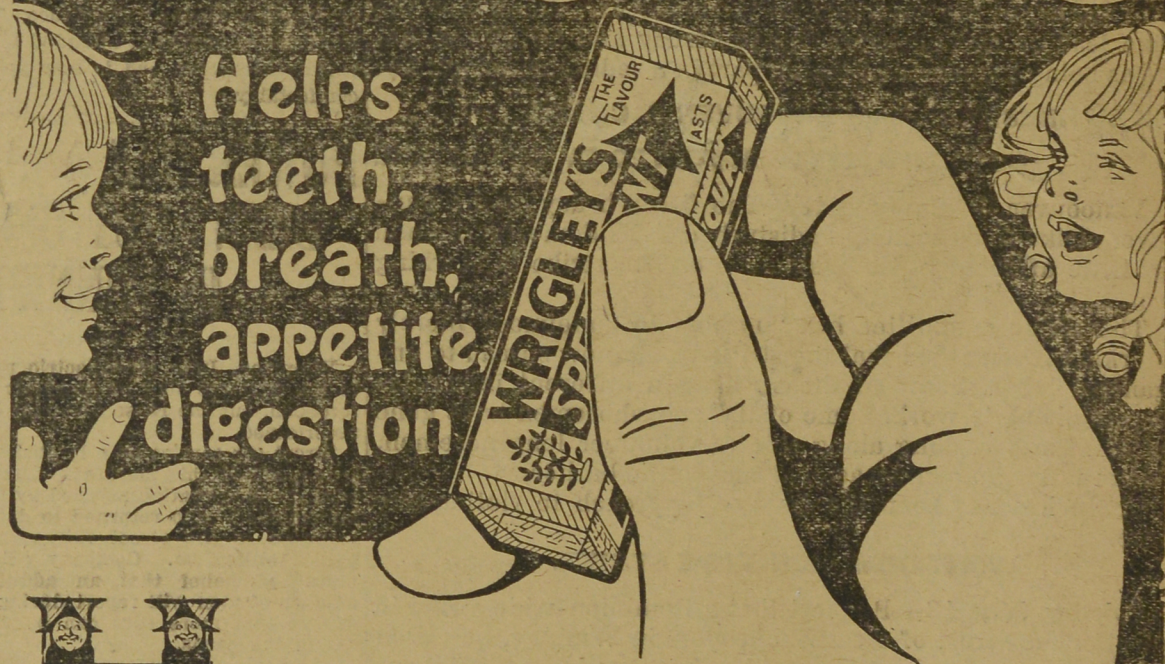
ON THE JOB.

Smythe—I dropped a halfpenny in front of a blind beggar today to see if he'd pick it up.

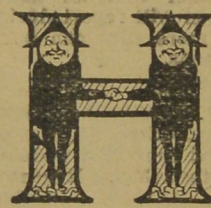
Tompkins—And did he?

Smythe—Not a bit of it. He said, "Make it a sixpence, guv'nor and I'll forget myself."

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