

New Silks, Voiles, Gingham and Prints

New Silks in Poplin from \$1.65 to \$1.90
New Voiles from 55c to \$1.35.
New Gingham in pretty plaid patterns 35 and 45c yard.
New Print, light and dark, 25c yard.
New Blouses, Wash Skirts and Raincoats

Wm. R. Fraser & Co.
P. O. Box 317. 430 Queen Street. Phone 423

The Garden Court Line
PERFUME, TOILET WATER, FACE POWDER, DOUBLE COMBINATION CREAM, COLD CREAM, Etc. A Toilet Line in a class by themselves. Sold only by
ARTHUR J. RYAN, - Central Pharmacy
THE PENNSLAR STORE, Corner Queen and Carleton Sts.

Your Summer Outing
WILL BE MORE ENJOYED if you are clad in one of our PRETTY GINGHAM, VOILE or SILK POPLIN DRESSES.
DRESSES in Plaid Gingham or Plain Outing Clothss, \$3.00 to \$9.00.
COOL VOILE DRESSES in White and Fanciness, \$5.50 to \$20.00.
SILK POPLIN and SHANTUNG SILK DRESSES—\$10.00 to \$20.00.
CHILDREN'S DRESSES in Gingham, Voile, Silk, Poplin, etc., in all the popular and select styles, for all ages. Prices ranging from \$1.00 to \$15.00.
BOYS' WASH SUITS, ages 2 to 8 years. Prices \$1.00 to \$3.75.
BOYS' BLOUSES, ROMPERS, OVERALLS, ETC.
R. L. BLACK, YORK STREET
AGENT for STANDARD PATTERNS

SUGAR
Best Fine Granulated Sugar, 9 lbs
\$1.00, \$10.40 per 100 lbs.

MASON			PERFECT SEAL		
	Each	Doz.		Each	Doz.
Pints	12c.	\$1.40	Pints	13c.	\$1.50
Quarts	13c.	1.45	Quarts	14c.	1.55
Half-gallon	16c.	1.75	Half-gallon	17c.	2.00

TEA		COFFEE	
Blue Banner Tea—55c. lb.		Try a pound of our fresh-ground Coffee—49c. lb.	
3 lbs. \$1.55.			

SODA BISCUIT		ROYAL FANCY	
Small boxes—15c. lb.		Small boxes—18½c. lb.	
FLOUR		FEED	
Blue Banner Flour \$6 bag.		Middlings \$2.50 bag	
Blue Banner War Flour \$5 a bag.		Cornmeal 4.25 "	
		Cracked Corn 4.25 "	

Yerran's
BRANCH STORE - WOODSTOCK

THE BIG DIRIGIBLE R-34 COMPLETES ROUND TRIP

Made Voyage From Long Island to Pulham, England, in 75 Hours—Made the Landing Without Mishap or Difficulty—The Voyage Home was Without Incident—Members of the Crew Were Given a Cordial Welcome.

Pulham, Norfolk, Eng., July 13—Great Britain's mammoth Transatlantic pioneer, the dirigible R-34, arrived at the air station here, 6.56 o'clock Greenwich time, today completing her round trip from the British Isles to the United States and return.

The R-34 poked her nose out of the clouds northeast of this village and after circling the flying field three times, glided gently to the ground and ten minutes later was housed in the dirigible shed. The voyage from Long Island was without particular incident and was completed in approximately seventy-five hours.

Soon after daybreak four hundred men stationed at the airdrome were roused from their sleep to prepare for the landing of the Transatlantic voyager. Lookouts took positions in towers and wireless operators prepared to pick up messages from the airship. The sun rose bright, but soon afterwards was obscured by clouds. There was no wind and those on watch were confident that the dirigible would arrive on time.

Saw Her Mile in Air
Shouts from those on the field greeted the first sight of the long gray body on the horizon. As the R-34 approached the field she dropped from a height of five thousand feet to two thousand. The men who were to aid the airship in landing, were ordered to their positions and waited silently as the ship circled the field, dropping lower and lower.

When Major G. H. Scott her commander had manoeuvred the airship into position for landing, the water ballast was thrown overboard to steady her and a rope was thrown from the bow. The rope was grasped by eager hands and the giant ship moved gently across the field to the shed where the delicate operation of berthing her was completed quickly without accident.

A military band stationed on the field played "The Call of Duty" as the airship began to settle and then changed to the strains of "See, the Conquering Hero Comes." As the ship was warped in the shed the band played "Keep the Home Fires Burning."

The crew was too intent in watching the ship to notice the music while the whirr of the propellers made it inaudible to the men in the R-34.

Breakfast First Consideration
The tired, unshaven but smiling men who composed her crew quickly climbed from the gondolas and were greeted warmly and with many slaps on the back by the officers and soldiers gathered on the field.

"The voyage home has been without incident, said Major Scott, "we want breakfast."

After breakfast and while enjoying the belated luxury of his little black pipe, smoking not being permitted on the airship, Major Scott told the story of the return flight.

"We estimated we would make from seventy to eighty hours," he said. "We made it in seventy-five. When we left, we had a strong wind behind us and we covered the first 800 miles in about eight hours. When we circled over New York we could plainly see the crowds on Broadway waving to us as we passed, but we could not hear them because of the noise of the engines. South of Newfoundland we encountered head winds and our progress from then was slower. We travelled at an average height of from 3000 to 5000 feet and found much low clouds and fog. Once we saw nothing but fog for twenty-four hours.

"We struck Ireland at Clifden and made good progress from there although our steering engine broke down Saturday morning. We started with 4,900 gallons of gasoline and had 1000 left.

"We are naturally pleased with the trip all of us. I expect important changes in the size and speed of future airships, big ships that will travel seventy to eighty miles an hour and powerful enough to crawl through anything."

"This has been a great trip," said Colonel W. N. Hensley, Jr., of the United States Army Air Service as he climbed out of the car and shook hands with the British officers.

The members of the crew were eagerly surrounded by friends who were waiting at the airdrome. George Graham the chief engineer, proudly carried his pet kitten which was born at East Fortune. The kitten suffered no inconvenience during the trip and

manifested its delight on reaching land again by jumping on the backs of its master's friends.

Spoke Two Steamships

"We were never out of touch with the world although we met a lot of fog," said Lieutenant R. D. Durrant the wireless officer. "It was hot in New York, cold in the middle Atlantic and you see what it is here. We signalled two ships, the Cumberland, and one going to Mexico. When they ask us who we were we said we were a British airship from New York to England. Their wireless operators expressed surprise. They had been at sea for some time and did not know about us."

Brigadier-General E. M. Maitland, the representative of the air ministry on the R-34, who kept the log of the voyage said:

"We were sent by the air ministry to demonstrate that airships can do a long sea voyage with the ultimate view of their commercial value later. Airships undoubtedly will be used in the future over sea and land. They will not conflict in any way with the airplane or seaplanes but all will work together.

"The airship will go on long voyages while the other fliers will radiate for short distances from the air ship terminal.

"Our reception in America was extraordinary. The people there, impressed with our voyage, fully realize the commercial possibility of the big airship. It was a wonderful sight as we passed over the great electric signs in New York, the signs being particularly bright spots below."

The members of the crew of the R-34 were disappointed because they were not able to land at East Fortune where most of them have their homes. They were taken in charge by the officers at Pulham and provided with clothing as they had nothing but their flying clothes on the ship. All were glad to get back but said they were anxious to make another trip, being confident that their successful adventure was only the beginning of a life which will include not only transatlantic flights but regular trips to other countries, particularly in Europe and Asia. All agreed that a long voyage entailed no harder work than many other duties of flying.

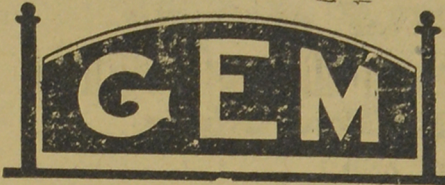
The R-34 rested today in the shed beside her sister ship, the R-33.

REMEMBERS GREAT FIRE ON MIRAMICHI

Mrs. Fanny Kirby, of Alton, Me., observed her 100th birthday, Monday, July 7, and the day was regarded as a holiday by the people of that town. Mrs. Kirby who was born in Blissfield on the South West Branch of the Miramichi River, Northumberland County, N. B., July 7, 1819, is one of the very few survivors of the great Miramichi fire and is always ready to talk enlighteningly on that subject. Mrs. Kirby was then five years of age but remembers the day clearly, the women being obliged to wrap themselves and their children in wet blankets. Very few articles were saved but among them was a feather bed owned by her grandmother with one corner burned off, which is now the property of her nephew at Smyrna. Her father suffered very extensive losses having placed his money and also much of the money of his employees of the lumber mill in a trunk and put it in the river, the trunk being burned and the papers which covered very valuable property.

When Mrs. Kirby was a young woman she moved to Old Town, Me., where she married Robert Kirby, but she had been a resident of Alton for most of her life in this country, living in Old Town but a few years. Mrs. Kirby comes naturally by her long life, her grandmother being 97 years of age when she died, her oldest sister, living until she was 96 and her surviving sister, Mrs. William Keymes, of Old Town, is now 90 years of age.

At noon Monday a delicious dinner was served to 150 guests by Mrs. Mary J. Gardner, daughter of Mrs. Kirby. Mrs. Kirby was the recipient of many beautiful gifts, among them being a check for \$100.



TO-DAY

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Matinee . . . 5c. and 10c.

Evening . . . 10c. and 15c.

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A Fight for Love

Featuring the Most Beloved Western Character

Actor on the Screen

Harry Carey

Supported by

Neva Gerber

Folks, here's a treat! A peach of a picture! Whimsical, human, reckless, lovable, punchful Harry Carey, greatest or all Western character portrayals, in a perfectly delightful outdoor romance that will grip you with thrills and fill you with chuckles. It's name? "A FIGHT FOR LOVE"—and it's just splendid.

Comedy - News Reel

Wednesday - - - ENID BENNETT

COMING— "MICKEY" IT'S GREAT ! DON'T MISS IT !

GAIETY TODAY AND TUESDAY

WALLACE REID

— IN —

'Alias, Mike Moran'

Also - - - LYONS and MORAN COMEDY.
GAIETY TOPICAL REVIEW

Wed.—DOUG. FAIRBANKS in "He Comes Up Smiling."

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More reasonable in price than shingles. More easily and quickly applied. Everything included in each roll to apply it with. No extra expense for nails. Fireproof, weatherproof. Your property is worth a lot more today if you had to rebuild. Why not protect it with a coat of Brantford Roofing. From the smallest to the largest building there's a roofing to suit.

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LAWLOR & CAIN

SPECIAL NOTICE

ALL PERSONS USING ELECTRIC LIGHT who purpose moving on May first will find it to their advantage to notify the Lighting Company AT ONCE, inasmuch as there generally are a large number of meters to be changed on said date with a limited number of men to attend to same.

MARITIME ELECTRIC COMPANY, LIMITED.

HARRY D. WHITE, Manager.

IMPERIAL COLD CREAM

Softens and Beautifies the Skin. Cleansing and Antiseptic
Price 50 cents.

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