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FOUR UNITED STATES AIRMEN ARRIVE BUT ONE MACHINE BADLY DAMAGED WHEN ALIGHTING; WILL BE DELAYED FOR POSSIBLY TWO WEEKS.

(continued from page one)

to give the throttle and regain control but there was not enough space left so I was compelled to shut off the engine and pancake down in order to avoid the shore and buildings. The impact on striking the water was so great that it caused the collapse of the wings and the breaking of the struts.

Repairs Difficult

"The ship can be repaired but, due to the fact that there are only the four of its kind built especially for this flight, it may be difficult to get the parts. If repairs can be effected here at all, it will be a matter of ten days or two weeks before the machine can fly again.

"I feel the accident very keenly. It was all my own fault. It was caused by erring judgment when I should have been more particular under the conditions. Eight hours in the air under adverse conditions and entering a strange harbor were, doubtless, contributory factors. I never had any trouble before and I did not realize until it was too late that I was getting into trouble this time. The quarters were so close and the ship was so heavy that it was necessary to make the best of a bad job. Had it not been snowing and had the mountains been visible there would have been no trouble. I was on the look-out to avoid hitting a mountain or getting into a place from which I could not extricate myself and that was just what happened. I feel as though I had thrown away the greatest opportunity I ever had.

Long Delay

"The accident will mean that the machines will be here for ten days or two weeks unless we are directed to ship the machine back to the States."

Major Martin last night wired to Washington for instructions. A reply should be received today. The machine was taken out of the water at the dry dock this morning and a minute inspection is being made to ascertain the exact extent of damage.

Major Martin, Lieut. Smith



For **CUTS, BRUISES & SORES**

"When Hazel cut her foot, poison got into the broken skin causing a bad sore," writes Mrs. D. S. Green, of Kingston, Ont. "For some time the limb remained terribly painful and swollen. Then I left off ordinary salves and used herbal Zam-Buk. This soothed, cleansed and healed the sore so well, that in a few days Hazel was able to wear her shoe and again attend school. This experience taught me the wisdom of keeping Zam-Buk always handy."

A SURGERY IN A TWO-INCH BOX!

Every cut, burn, scald, scratch or other injury needs this grand herbal Zam-Buk. It's not only instantly soothing and healing, but it gives broken tissues thorough protection against poisonous germs. Every home needs Zam-Buk for troubles like eczema, ulcerated legs, piles, poisoned sores, pimples, boils, abscesses, scalp sores, etc.



Nothing Like **Zam-Buk** For HEALING

and Lieut. Nelson followed the inside steamboat passage all the way up the coast to Cape Galvert when they went outside. The sea thereafter was very rough and, had the machines been forced down, they would undoubtedly have been wrecked. Stating that flying conditions were very poor, Major Martin complimented his fellow pilots on their good work of staying with the course and negotiating the trip successfully. "We always knew where we were and were confident of our ability. We never felt that we were taking unnecessary risks and never considered coming down before we reached Prince Rupert."

Weather Reports

Major Martin referred to the misleading weather reports that were issued at Seattle yesterday morning prior to taking off. The fliers were advised that there might be some rain but were assured that there would be no fog. Snow was not taken into consideration.

The maximum altitude at which the fliers enroute north was 1000 feet. It was necessary at times to go less than 100 feet to obtain visibility which never exceeded one mile on either side after striking the rain and snow area. The speed of the flight varied from 70 to 85 miles. The machines on the flight yesterday were carrying the maximum load that will be called upon to take on any hop in the course of the entire globe-circumference cruise. They each carried 342 gallons of gasoline, 200 gallons of which was used between Seattle and Prince Rupert.

Starting Point

While the official starting point of the flight was Santa Monica, Major Martin stated that from California to Seattle constituted nothing more than a cross-country flight. With the starting of the flight with pontoons at Seattle, the chances became greater and, flying from Prince Rupert to Japan, a course never covered before by aviators, he and his fellow pilots became pioneers of the air called upon to exert the best of their abilities.

The machines are known as Douglas world cruisers. They were built at Santa Monica and are similar to Douglas torpedo planes with some modifications, however, which suit them particularly for the work which they are to be called upon to perform. Loaded with pilots, gas, baggage, etc., the machines weigh a little over eight thousand pounds, without, 5,400 pounds. The wings are 35½ feet long and have a spread of 50 feet. Their height is 13 feet 7 inches. The fuselage

and wings are made of aluminum and are partly covered with canvas. The motors are 500 horse power Liberties. The maximum speed of the machines is 100 miles per hour with pontoons and 105 miles with landing gear. Their cruising speed is 75 miles, this having been exceeded at times during yesterday's flight.

The aviators and mechanics all belong to the United States Army under the auspices of which the globe flight is being attempted. The purpose of the flight, Major Martin said, is to demonstrate the feasibility of communication by air between the nations of the world.

Major Martin says no attempt is being made to race with the British. He admits that Stuart MacLaren has a good opportunity of beating the Americans around. The only handicap to the British, he states, is that they have not enough supplies laid enroute. If they have good going, however, they should beat the Americans hands down. In a long distance flight a single machine has the advantage over a greater number providing there are no mishaps.

Well Sheltered

Major Martin stated that the cove selected for the landing of his machines was well sheltered and suited to the purpose although he did not realize at first that it was so small.

The American machines will fly with pontoons until they reach Calcutta. There they will be replaced with wheels for land flying. At Tokyo the pontoons and engines will be changed. There will also be engine changes at Calcutta and Hull, England. Thirty-five new engines are set out along the route.

The decks of the pontoons are very thin three ply veneer. On the top the slightest crack will break them but underneath they will withstand more. An examination made yesterday established that the pontoons of Major Martin's machine were not leaking through his impact with the water.

First Foreign Territory

The flight to Prince Rupert was the first with pontoons and over water and also marks the introduction of the machines to foreign territory.

Major Martin also complimented Lieut. Wade on his navigation abilities in successfully making the flight and following alone under adverse conditions. Lieut. Wade came up the inside passage all the way and did not go outside of Cape Galvert as the first three machines did.

All the officers of the flight recently underwent a special course of training at Langley Field, Virginia, for the flight upon which they are embarked. All United States Army fliers, the personnel of the flight is as follows:

Pilots

Major L. F. Martin, flight commander, who was in charge of Chanoot Field, Rantoul, Illinois. (Machine No. 1.)
Lieut. Lowell Smith of Rockwell Field, San Diego. (Machine No. 2.)
Lieut. Leigh Wade, Bowling Field, Washington, D.C. (Machine No. 3.)
Lieut. Erik H. Nelson, McCook Field, Dayton, Ohio. (Machine No. 4.)

Mechanics

Lieut. Leslie Arnold, Bowling Field, Washington, D.C. (Machine No. 2.)
Second Lieut. John Harding.

A Fairview Cake



Pacific Milk makes Cakes that "melt in your mouth"—a Fairview cook tells us. And she proved it. While we admit the cake with its deep chocolate icing was exceptionally fine both in flavor and texture, we must make a generous allowance for the splendid skill of the cook herself. Still she says that not even fresh cream gives her the same quality as Pacific Milk puts in her baking.

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McCook Field, Dayton (Machine No. 4.)

Staff Sergeant Henry H. Ogden, Selfridge Field, Detroit. (Machine No. 3.)

Staff Sergeant A. L. Harvey, Chanoot Field, Rantoul (Machine No. 1.)

Mayor Newton and the city council, S. J. McLeod, president of the Board of Trade, and Joe Greer, president of the Fair Board, were on hand to take in a proposed official reception yesterday afternoon but this was postponed at the request of Major Martin who was very anxious to make an inspection of his machine. Jarvis McLeod, local representative of the flight, had charge of the arrival arrangements and is looking after the interests of the airmen during their stay here.

Major G. P. Tinker met Major Martin last night and offered the fliers the courtesies of the North B.C. Regiment.

SILVER WEDDING IS CELEBRATED

Mr. and Mrs. Hugh Killin Guests of Honor at Event at Central Hotel Saturday Night

The silver wedding of Mr. and Mrs. Hugh Killin was celebrated on Saturday evening at the Central Hotel when a fine spread was prepared and a goodly party of guests sat down at 8.30. In the course of the evening a presentation was made to Mr. and Mrs. Killin by Peter Black on behalf of those present, the gift being a beautiful silver tea service. Songs and games and dancing were indulged in and the time passed all too quickly. Among those present were Mr. and Mrs. A. Hunter, Chief of Police and Mrs. W. Vickers, Mr. and Mrs. W. Robb, Mr. and Mrs. McKechnie, Mr. and Mrs. J. Wat-

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PHONES 43 and 385.

son, Mr. and Mrs. J. Murray, Mr. and Mrs. J. Arthur, Mr. and Mrs. W. Murray, Mr. and Mrs. R. Wiggins, Mr. and Mrs. A. Clapperton, Mr. and Mrs. P. Black, Mr. and Mrs. W. Horrobin, Mr. and Mrs. T. A. Ross, Mr. and Mrs. Hugh Killin, Messrs. James Davis and Arthur, Misses H. Goodwin, H. Arthur, M. Murray, C. Watson, E. Vickers, Messrs. R. Murray, W. Murray and J. Kelly.

Tuesday next week at eight o'clock the Oakland broadcasting station of the General Electric Co. will give H. Trovatore and on Thursday at the same hour there will be a three act drama "Kindling" and music by the Sweetbriar Trio. Saturday a musical program by the concert orchestra of the Soroptimist Club, Oakland, California. On each night dance music after ten o'clock

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