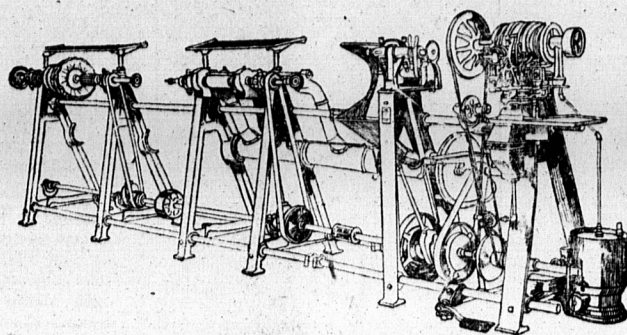


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A DARING ADVENTURE
Columbus in his caravel never faced such dangers as lie in the path of the audacious aviators who have been preparing to launch their "ships" into space for the passage of the Atlantic from the rocky shore of Newfoundland in a latitude where fogs abound at this season of the year and high winds are common. When Wilbur Wright made a pioneer flight up the Hudson, a six-mile breeze was all the weather he cared to encounter. Half a gale doesn't bother an aviator today; the question he asks himself is whether he will have fuel enough and his engine will hold out for the distance he plans to travel. The development in the power of the airplane since the beginning of the great war has exceeded even the predictions of the visionaries. Yet in considering that the aviators at St. John's purpose to fly to Ireland across nearly 2,000 miles to sea, it must be borne in mind that no aviator up to this time has made a nonstop flight of 1,000 miles.
Nevertheless, Hawker and Lieut. Commander Grieve with their Sopwith biplane and Capt. Raymond and Major Morgan with the rival Martin-Syde, neither of which is a machine of impressive size and both of which are experiments, engaged to make the attempt to drive them over the Atlantic, an undertaking that would keep them in the air not less than twenty hours. There must be an irresistible fascination about aviation to cause men to risk their lives in attempting what seems to be the impossible. Would any insurance company write a policy upon the performance of these daring spirits? Lloyd's, which tackles almost any enterprise may have given figures, but must have regarded the sporting chance as desperate.
It is not in the blood of the born aviator to balk at any danger. What the four men at St. John's engaged themselves to attempt is not an undertaking of obligation, like going into battle against an alert and crafty enemy. The odds are heavily against the success of a trial of the Atlantic passage by airplanes at any season of the year, and at this season, when fogs quickly form and fitful northeast gales may blow with extraordinary violence, the odds pile up

alarmingly. Old Father time, if he could have had his say, would have got out an injunction against the aviators at St. John's, but for men to interfere would be an infringement of personal liberty. Science argues that the thing might be done; success would be splendid; and the spectacle of these men defying death to achieve the heroic makes us all hold our breath in admiration.
If there were patrol boats all the way across the ocean a few miles apart, the flight to Ireland would not be facilitated, but the risk would be reduced to a minimum. However, no preparations to keep the aviators in countenance, to aid them in a pinch, have been made, and they have not been disposed to wait for guides and succor, so fierce has been their rivalry. And they have seemed to think that their reputation for courage was involved. Blow high or blow low, sunshine or fog, there will be two attempts to cross the Atlantic, leaving the gull and the bettel behind. In the history of aeronautics there has been nothing more desperate than the decision that Hawker and Grieve made to sacrifice their directional wireless equipment and drop their undercarriage for the sake of speed. It was as if they were willing to embark on an uncharted sea and reach Europe or die in the attempt. Relying upon compass and sextant, that is to say without communicating by wireless with vessels at a distance, they cannot be sure of their course. They will carry a wireless equipment, it is true, but of a limited range, and in the event of not coming across ships almost in their path, navigation will be dubious, especially in thick weather.
As a matter of fact, Lieut. Commander Grieve may not know where his ship of the air is heading, or where it will come down. Should a descent into the sea be necessary, only an empty tank would keep them up, and the tank could not be emptied in an emergency without risking an explosion. Both the Sopwith and Martinsyde teams have lessened their chances of success and greatly increased the danger of the undertaking by rushing preparations to get away. If the Atlantic passage is practicable with airplanes, (as distinguished from seaplanes which float as well as fly) it may be a sober and leisurely candidate who will do the trick in triumph in a halcyon time. — N. Y. Times.

is doing to meet the world need. First—in every six weeks, at the request of the Protestant churches of our Empire, it is publishing some part of the Bible, or all of it, in a new language, in fact, during the four years of war it added thirty-four tongues; each week-day of the year it puts out over thirty thousand copies of the Word; it is now giving the Book to the world in five hundred and fifteen different languages; through its colporteurs it circulates each year four and a half million copies and through its various avenues, including colportage, ten million copies per year.
It is expected that the Rev. Mr. Boy-

er will hold meetings in this province this month and June as follows:
Sunday, May 25: Tryon, morning; Victoria, afternoon; Crapaud, evening.
Monday, May 26: Hampton
Tuesday, May 27: Bradalbane
Wednesday, May 28: Springfield
Thursday, May 29: Hunter River
Friday, May 30: Brookfield
Sat., May 31: perhaps New London
Sunday, June 1: Princeton; French River, Kensington.
Monday, June 2: New Glasgow
Tuesday, June 3: Cavendish
Wednesday, June 4: West River
Thursday, June 5: Cove Head
Friday, June 6: Mt. Stewart

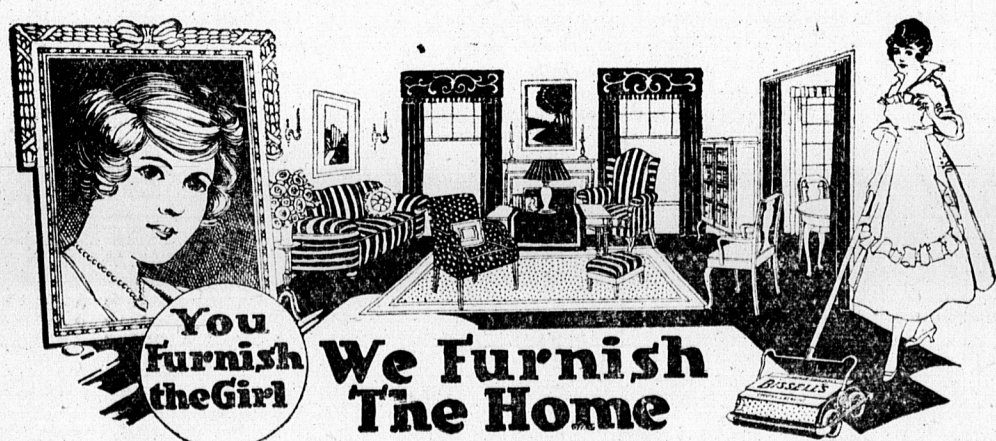
STOCK QUOTATIONS
HALIFAX, May 12.—Quotations furnished by F. B. McCurdy & Co., stock and bond brokers, members of the Montreal Exchange.

Alb.	76	76%
Amundide	63%	65%
A. R.	75%	77%
Cruc.	70	71%
Cent.	76 1/2	77 1/2
C. P. R.	165 1/2	165 1/2
M. F. C. F.	117%	118%
M. R. S.	78%	78%
M. N. P.	180 1/2	178 1/2
S. P.	107 1/2	107%
Reading	86 1/2	86%
Stu.	82 1/2	80 1/2
U. S.	99%	101%
U. T.	78	79
V. P.	132 1/2	133

Saturday, June 7: Amundide
Sunday, June 8: Dundas; Bridgetown, Cardigan.
W. S. LOUSON,
Pres., Prince Edward Island Bible Society.

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CANADIAN BIBLE SOCIETY.
Rev. R. H. Boyer, of St. John, N.B., Maritime Secretary of the Canadian Bible Society, intends visiting Prince Edward Island this month. In a personal letter, Mr. Boyer reports much interest and success in this world-wide organization, the British and Foreign Bible Society and its branches.

The following facts will give an idea of just what the Bible Society
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