

TODAY - CHARLOTTETOWN HOSPITAL PLAY PRINCE EDWARD TUE. WED. THUR. EXTRA Eagles of the Navy (In color) Hike or Bike (Sports) Unusual Occupations PANAMA HATTIE STARRING Red SKELTON Ann SOTHERN with "Rags" RAGLAND • Ben BLUE "RHANDOM HARVEST" Opens MAY 8th

CAPITOL - NOW PLAYING Play Ball! LLOYD NOLAN CAROLE LANDIS IT HAPPENED IN FLATBUSH SARAH ALLOD WILLIAM FRAWLEY ROBERT ARMSTRONG JANE DARWELL Also - NEWS Monkey Doodle Dandies SHOWS AT 2.15 - 7 and 8.45

Brooklyn Comes Into its Own in Baseball Film The borough of Brooklyn, honored in a 20th Century-Fox movie, had a great deal to do with writing the story of the Brooklyn's streets... New Addition To Ryerson Chap-Books A notable achievement in wartime is the continued publication of the Ryerson Poetry Chap-Books... Skelton, Ann Sothern Star In "Panama Hattie" Musical Comedy Taking its place at the top with the season's best musical, Metro-Goldwyn-Mayer's "Panama Hattie," starring Ann Sothern and Red Skelton, opens Tuesday at the Prince Edward Theatre.

CENTRAL GUARDIAN (This column is reserved for news of local interest, but advertisements of a new nature may be inserted, at five cents a word, strictly payable in advance.) CRASWELL for Photographs. VICTORY PARADE today 3 o'clock. CONFEDERATION LIFE INSURANCE. POLICE COURT—There was a clear docket in the City police court on Saturday. TRAIN ARRIVAL—The Borden train arrived in Charlottetown at 7.20 on Saturday evening with 288 passengers. NEW SERIAL STORY—A sporty new serial starts this week entitled "Girl of the Turt" by Mary Douglass Stowall. Watch for opening chapter. FUNERAL THIS MORNING—The funeral of the late Alexander O'Hanley will take place this morning from the A. A. Bennett's Funeral Home to St. Dunstan's Basilica, leaving at 8.45. SALE WELL ATTENDED—The auction sale held at Mr. Charles Horton's store at Murray River on Saturday was largely attended, giving residents of the surrounding districts an opportunity of stockpiling up some valuable merchandise. Mr. W.H. Beaton was the auctioneer. HOLY WEEK SERVICES—Services were conducted in Trinity United Church during Holy Week and a good attendance was shown. Dr. Millar was assisted at these services by Rev. B. J. Skinner, the Y.P.U., Murray and Ross. A very well attended Preparatory Service was held on Friday evening and 50 new members were received into full membership. CARFERRY MOVEMENTS—On Saturday the car ferry S.S. "Prince Edward" Island" made eight trips to the mainland making each crossing in less than an hour. There were 10 loads of potatoes and turnips exported to the island and 36 loads of freight were brought here. By midnight on Saturday all the freight was cleared from both the Borden and Tormentine terminals. STUDY CLUB MEETING—The regular weekly meeting of the Study Club of St. Ann's, Lot 65, was held on Tuesday evening, April 20th at the home of Mrs. J. M. Clark. Sixteen members were present. The subject "The Ceremonies of the Mass" was read by Mrs. Matthias Flood. Various questions were then asked pertaining to the Mass, etc., and much information was gained by these presentations. A delicious lunch was served.

EASTER SERVICE—On Sunday evening, April 19th a very lovely presentation of "Be Not Afraid," the Easter message in story and song was presented in Victoria United Church under the auspices of the Y. P. U. The story was read by Miss Annie Gordon. The music was under the direction of Mr. Peter Macdonald. Soloists were Miss Donald MacLeod, Miss Isabel Inman, and Mr. Edward Beckett. The last wonderful days of Jesus' life were vividly portrayed, culminating in the agony of the Cross and the glory and triumph of the Resurrection. C. W. L. MEETS—The regular weekly meeting of the Study Club of St. Anne's Lot 65 was held at the home of Mr. and Mrs. Ernie Kelly, New Willshire, Friday evening, April 24th. The story was read by Mrs. J. M. Clark. The subject, "The Ceremonies of the Mass and the Cross and Calvary" were read by several of the older and more experienced members. This followed by a Question Box asked by Mrs. Louis Crombell, Mrs. Patrick Clark and Miss Mary Callaghan and by the answers much valued knowledge was gained. A delicious lunch was served by the hostess Mrs. Ernie Kelly, assisted by Mrs. P. Callaghan. CROKE-MAHAR—A quiet early morning wedding was solemnized at Baillies on Monday, April 19th, at five-thirty o'clock when Rev. Louis Douvan united in holy bonds of matrimony Elizabeth Mary Croke, daughter of Mr. Croke and the late James Croke of St. Brendan's, Newfoundland, to P. O. Wilfred Joseph Mahar, R. C. N. son of Mr. and Mrs. Thomas Leo Mahar of Charlottetown. The young bride looking exceedingly attractive in a street length coat dress of romance blue crepe with white accessories to match. She wore a corsage of pink roses. She was attended by her cousin Miss Joan Walsh of Owen Sound, Newfoundland, who wore a street length dress of ruby rose, with accessories to match her dress. The ceremony was officiated by Rev. Louis Douvan. After the ceremony the happy young couple proceeded to the home of the groom where a delicious wedding breakfast was served to immediate relatives and friends. Mrs. Tilla MacLeod, Guardian Head has received a cable from her husband, Mr. MacLeod announcing his safe arrival overseas. Little gems of this kind. Here is another selection which is too tempting to leave unquoted: MIDNIGHT The silver fish of Sleep go by each with a glittering tail and I have come down to the river grass to watch the slow procession pass. Eleven fishes by have gone... I seize the last wet gleaming one slipping forward silently through Sleep's dark river to the sea.

SORE FEET? JUST RUB IN MINARD'S KING OF PAIN LINIMENT

GYRO SUPPER DANCE EASTER MONDAY CHARLOTTETOWN HOTEL C. A. (B.) T. C. Dance Band Dancing 9 to 1. Tickets \$1.50 each. Tickets on Sale Reddin Bros. and Jenkins' Pharmacy. "It's a Gyro Dance"

VICTORY HEALTH LEAGUE OF CANADA STRETCHING THE TEA AND COFFEE RATION One of the real problems under present rationing is the shortage of tea and coffee. This is particularly felt by the hospital households where visitors are always welcomed. There are two methods of solving this difficulty: The first is by making the most of your ration. There are on the market now some very good coffee substitutes. Most of these are not very appetizing used alone, but mixed half and half with real coffee they make a brew that is highly satisfactory even to coffee addicts. There is no known substitute of satisfactory method for stretching the tea ration. Properly made however more tea can be produced from a given quantity of tea than was usually done in the past. It is important to see that the water is fully boiling and that the tea is steeped for a good five minutes. It should be stirred before pouring. If this method still doesn't cover the need, straight substitution must be resorted to. These are toasted cereal grains in commercial preparations which have been on the market for years. Some of these are made by adding boiling water and some by adding cream and sugar. Most of these are improved in flavour as well as in nutritive value by making with milk instead of water. Skim milk may be used if desired. For variety a can of tomato soup (or an equal quantity of home-canned tomato soup) diluted with a quart of milk makes a delicious and unusual beverage. Serve with cheese sandwiches or cheese dreams. For a very good and economical late supper for evening visitors, soup in this dilution needs a little extra salt and some butter if you can choose green onion, chives or parsley over the top. A post card request to the Health League of Canada, 111 Avenue Road, Toronto, will bring you a free copy of its authoritative Vitamin Chart.

Simpson's Store WILL BE CLOSED DURING THE VICTORY LOAN PARADE ON MONDAY 3 - 4 P. M. THE KIRK OF ST. JAMES Large and devout congregations in the Kirk yesterday celebrated the Easter Festival at both morning and evening worship when special music under the direction of Miss E. Lillian McKenzie, Mus. Bac. was provided by the Choir and Junior Choirists. The Rev. Canon H. B. Russell Somers preached the sermon for the day and said in part: Easter is God's insistent "Yes" to man's peevish "No." It means that Jesus was so inseparably one with whatever was in the heart of Creation that both He and His sermon could afford to be wiped out and yet win. It means that you can still give great thanks to the hands and feet and yet not hold them down. It means that evil institutions and evil forces do at last encounter a mightier force that leaves them in solitaires and still that God has a greater and still that maintains an order which human life, be it ever so strong, cannot defy! Men may cry "Barabbas" all they like but theirs is never the last word. God in His mercy has said "Christ" and says it unmistakably. You can't hurl up into God's face such a glibly concocted lie and then go about your business as if you were through with "His. Some things just won't be pilloried forever.

Easter Service At St. Pauls Easter Morning at St. Paul's Church was observed by four centuries of the Holy Communion, the principal celebration being at 11 a.m. At this service the Rev. A. LeDrew Gaxner was the celebrant, assisted by Sq. Squadron Leader the Rev. J. M. Gardner, Rev. Mr. Gardner preached the sermon. The music, which was beautifully rendered by the large choir, was appropriate to the Easter festival, the Kyrie, Sanctus and Gloria in excelsis being sung to settings by Plummer, Hurst and Tallis respectively. "Ye Sons and daughters" was by Burdett. For his sermon, Mr. Gardner chose as his text Rev. 1, verse 18: "I am He that liveth, and was dead, and behold, I am alive for evermore, Amen; and have the keys of hell and of death." When our Lord came down from the Mount of Transfiguration, He set His face towards Jerusalem, to which He meant to go, knowing that death awaited Him there. And when He awoke through the stress of that coming, a King on the Palatine and final challenge to the Jews—the challenge which led inevitably to His death, for which He was crucified on Good Friday. And the world thought that for Him that was the end! But on that Easter Day He rose from the tomb, triumphant over death and the grave. And now, as He tells us in our text, He has the keys of hell and of death. These keys are the symbol and figure of power and authority. Your pastor has given those keys when he is inducted into the parish, and should he relinquish his charge, he gives up the keys. Here is quoted, whose authority did our Lord receive when he took the keys of hell and death? He came that He might destroy him that had till then the power of death—that is, the Devil. Jesus went into Satan's domain of death, and when He came back from it on Easter Day He gave Him the keys of Satan's kingdom, which He had forced Satan to give over to Him. Jesus tells us: "I have the keys of death." No one henceforth can pass through portal of death, except by permission of the door-keeper, Jesus Christ. And that door will not be opened to anyone, unless our Lord will it to be so. So we can each of us say to ourselves: "If Jesus opens that door for me, it must be right for me to pass through. So I need fear nothing, for He is the door-keeper, and He will be with me in going through that door and in the land that lies beyond." For He has the keys of Hades, or Paradise, too, and in appointed and due time He will admit us to the place which He has prepared for us there, where we will be at home with Him. But let us remember that He could get those keys only after His total victory over Satan. So thereafter Satan can never win, though he may stir up a lot of trouble for us at times. Through Christ's Easter triumph, the Devil has lost his ancient power over us. And now we are assured that good will always win out in the end, and evil will always be defeated. Christ is the ever living One—the all victorious, We who know this, have a great task in the defeated and pessimistic world around us. Our task is to give to the world the story of His Easter victory over Satan, death and hell, and to proclaim to all that there is no power on Earth or Hell that can withstand the might of His redeeming love. Death's mightiest powers have done their worst, And Jesus hath His foes dispersed. Let shouts of praise and joy outburst! Alleluia! WINSLOE SOUTH W. M. S. The W. M. S. of Winsloe South met at the home of Mrs. Earl Jordan on Wednesday evening March 24th with the president in the chair. Meeting opened by singing hymn What a Fellowship, followed by the program taken from the Missionary Monthly. The scripture lesson found in 1 Cor. 1-13 verses read by different members after which hymn Bless Be Thee That Bindst was sung. Mr. Constable led in prayer followed by the Lord's Prayer in unison. Little Miss Eleanor Rodd sang Jesus Bids Us Shine. Minutes of the last meeting were read and approved and roll call was responded to by six members and one visitor. It was decided that all members bring to the next meeting that material they had for program for the Easter meeting. It was also decided to send for six Missionary Monthlies for the different members of the society, each member paying for same. Next meeting to be held at the home of Mrs. Ivan Turner Easter Monday, roll call to be answered by a verse of Scripture containing the word "Resurrection." Receipts for evening Collection 59 cents. Total \$1.00. Total \$2.09 cts. Meeting closed with the hymn "Rescue The Perishing" followed by the Missal Benediction. MONCTON, N.B., April 20 (CP)—Application for several post-war air routes across the North Atlantic from Boston, via Moncton, has been filed with the United States civil aeronautics board by Northeast Airlines, Inc. Boston, it is learned here. The proposed service to London, Paris, Amsterdam, Moscow, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Northeast airlines already operates between Boston and Moncton.

mit us to the place which He has prepared for us there, where we will be at home with Him. But let us remember that He could get those keys only after His total victory over Satan. So thereafter Satan can never win, though he may stir up a lot of trouble for us at times. Through Christ's Easter triumph, the Devil has lost his ancient power over us. And now we are assured that good will always win out in the end, and evil will always be defeated. Christ is the ever living One—the all victorious, We who know this, have a great task in the defeated and pessimistic world around us. Our task is to give to the world the story of His Easter victory over Satan, death and hell, and to proclaim to all that there is no power on Earth or Hell that can withstand the might of His redeeming love. Death's mightiest powers have done their worst, And Jesus hath His foes dispersed. Let shouts of praise and joy outburst! Alleluia! WINSLOE SOUTH W. M. S. The W. M. S. of Winsloe South met at the home of Mrs. Earl Jordan on Wednesday evening March 24th with the president in the chair. Meeting opened by singing hymn What a Fellowship, followed by the program taken from the Missionary Monthly. The scripture lesson found in 1 Cor. 1-13 verses read by different members after which hymn Bless Be Thee That Bindst was sung. Mr. Constable led in prayer followed by the Lord's Prayer in unison. Little Miss Eleanor Rodd sang Jesus Bids Us Shine. Minutes of the last meeting were read and approved and roll call was responded to by six members and one visitor. It was decided that all members bring to the next meeting that material they had for program for the Easter meeting. It was also decided to send for six Missionary Monthlies for the different members of the society, each member paying for same. Next meeting to be held at the home of Mrs. Ivan Turner Easter Monday, roll call to be answered by a verse of Scripture containing the word "Resurrection." Receipts for evening Collection 59 cents. Total \$1.00. Total \$2.09 cts. Meeting closed with the hymn "Rescue The Perishing" followed by the Missal Benediction. MONCTON, N.B., April 20 (CP)—Application for several post-war air routes across the North Atlantic from Boston, via Moncton, has been filed with the United States civil aeronautics board by Northeast Airlines, Inc. Boston, it is learned here. The proposed service to London, Paris, Amsterdam, Moscow, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton, Newfoundland, Iceland, Faroe Islands, Oslo and Stockholm. Supplementary routes would extend from Faroe Islands to Glasgow, London and Paris, and from Oslo to Copenhagen and Prague. The application requests authorization for the transportation of persons, property and mail over various routes totaling 22,866 miles. The principal Boston-London route would be via Moncton and Newfoundland. Intermediate stops proposed for the Boston to Moscow route are Moncton,