

AVIATION.

"Castrol R's" Close Connection With It.

Seen by the Telegram reporter last evening, Mr. D. Woods Mason, aeronaut and seaplane pilot, gave many facts concerning matters aeronautical, and we are to-day enabled to pass these on to the readers of the Telegram. Mr. Mason, who is released from service in the Royal Air Force, Great Britain—commonly known as the R.A.F.—is here as the special representative of the Aviation Department of the C. C. Wakefield Co., lubricating engineers, in connection with this and other proposed Transatlantic flights. The Wakefield Co. is in the unique position of lubricating, free of all charge, practically every British machine entered in the flight. The whole of the firm's knowledge and material is being placed at the disposal of all the competitors at absolutely no cost to themselves. The firm was the first in the world to realize the great necessity of employing experienced engineers in each department of its business. These departments are, roughly, divided into three: the motor and aviation, locomotive, and general engine lubrication departments. Just at present we are mainly concerned with the aviation department, and a brief resume of this great firm's connection with the greatest of modern sciences may prove of interest to our readers.

In the early days of aviation all high-speed internal combustion engines were lubricated with Castor oil, which was the only lubricating fluid that would in any way stand up to the enormous variations of temperature imposed upon it. Sir Charles Wakefield, the governing director of the firm, realizing that the supply of Castor oil was uncertain in both quality and quantity, employed an expert staff of chemists and engineers, who, working under his guidance, attempted to solve the difficulties involved. Months of expensive trials on every type of engine were made. During the whole of these trials money was being poured out and no return was being made. Only the faith of Sir Charles in the ultimate success of aircraft, now so obviously justified, caused him to persevere in spite of others' lack of faith and their opposition.

Before the first meeting held at Bournemouth, England, took place, Sir Charles Wakefield was able to put before the aviators an oil, afterwards known as Castrol R., which was not only as good as Castor oil, but possessed a superiority of every quality essential to perfect lubrication. Castrol R. was used by every aviator who succeeded at this meeting. Also at subsequent meetings held at Doncaster, Blackpool, Scotland and at Hendon, so great being the success of the oil, that every machine competing at these earlier contests demanded Castrol R.

Looking back at the names of old familiar aviators, such as Hamel, the first British pilot to loop the loop; Binks, the well-known Hendon passenger pilot; Colonel Coady, better known as "Buffalo Bill," since killed in his machine; and others too numerous to mention, we find that in those records they were staunch adherents to Castrol R. Throughout the war this oil has been supplied to the British Air Board at the rate of from fifty to sixty thousand gallons a month, and it is, in fact, the only proprietary brand of lubricant supplied for aircraft to the British and Allied Governments. It has played a prominent part on every front where aeroplanes have been used. Rolls-Royce, the premier motor and aircraft engine builder, insists that on his engine no other oil is used.

Castrol R. has materially assisted in every British record that has been made. Three of the latest are Capt. Lang's for height, he having flown to an altitude of six and a half miles in a "De Havilland 9" fitted with a Napier "Lion" engine. The endurance record recently made by a semi-rigid airship fitted with Fiat motors, also goes to the Company's credit. This record was 101½ hours of continuous flying, covering a distance of over 5,000 miles. When it is known that the distance across the Atlantic is under 2,000 miles, it will readily be understood what a gigantic journey this was.

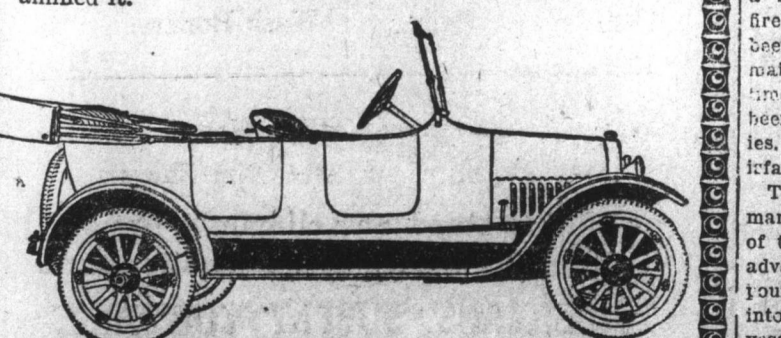
Castrol R. again came into prominence when a fully loaded machine, the Sopwith Snipe, accomplished 156 miles an hour. This machine was fitted with a 360 horsepower A.B.C. engine, and used the Wakefield oil. This speed is the best ever recorded. To be short, every record made in Britain was with Castrol R. The company holds practically every motor car, cycle and boat record made in the British Isles since motor racing commenced.

Sir Charles Wakefield, late Lord Mayor of London, is well known throughout the length and breadth of Britain for his prominent support of all true British sporting efforts. His name is a byword for philanthropy and bigness of heart.

We understand that it is the intention of the C. C. Wakefield Co. to appoint a local agency for their products, so that our people will have the opportunity, if they wish, of trying out an article which is truly British and at the same time the best of its kind.

That the Company will add to its many laurels by the winning of the London Daily Mail Prize with one of the many competitors, is the hope of the Telegram, and we feel sure that our readers will join with us in wishing the best of success to both the crew of the machine and to the company that is supplying the oil that is so necessary to the accomplishment.

"Stafford's Phorator" for all kinds of Coughs, Colds, Bronchitis, Asthma and various Lung Troubles.—Feb 14, 1919.



BERT HAYWARD,

Bank of Montreal Building.

P. O. Box 246.

Plan Aeroplane To Go Straight Up.

English Experts at Work on Secret Device.

London, March 13.—It is understood that experiments with an apparatus destined to be embodied in a helicopter airplane are being secretly carried out by authorities near London.

The helicopter is a type of airplane which is capable of rising and descending vertically and able to hover. This said there is good reason to hope that an airplane completed on the lines of the experiments would not only rise straight up, but also would be able to alight on housetops, or even on barges, and thus the dangers of landing at night or in a fog would be minimized.

An aeronautical authority told a reporter that if perfected the helicopter will be the greatest step yet made toward complete mastery of the air with a heavier-than-air machine.

"Extensive experiments with the helicopter," he said, "are a success. Since the war many notable British aeronautical engineers, at first skeptical, have turned their attention to the problem, which is now well on the way to being solved."

Prize Winners.

THE FAMOUS BUDDY BOOTS. A share in our profits for 1919. The following prizes to be given away free for Christmas of 1919:

Six \$50.00 Victory Bonds.

\$50.00 in Gold.

One Lady's Gold Watch.

12 pairs Men's Long Boots.

12 pairs Boys' Long Boots.

12 pairs Youth's Long Boots.

12 pairs Women's Long Boots.

12 pairs Misses' Long Boots.

12 pairs Child's Long Boots.

Every one who purchases the Famous Buddy Boots or Bear Brand Rubbers has a chance to win one of these great prizes.

Start now and buy Buddy Boots right through the year. Men, Women, Boys and Girls, you all have a chance to be a winner.

Health, Wealth and Happiness, all three combined in Buddy Boots.

Buddy Boots mean Health.

Victory Bonds mean Wealth.

Buddy Boots and Victory Bonds mean Happiness.

Buddy Boots are superior to all other Rubber Boots. Quality absolutely guaranteed. The colour of Buddy Boots is Grey.

Register your name with Dealer or send to us.

CLEVELAND RUBBER CO.

164-166 Water St., St. John's.

jan8,tu,fr

The Battle

Cruiser "Repulse."

Of the new ships, built for the British navy during the war, none have created greater interest than the "Repulse" and "Renown."

When the war started they were included in the 1914 program of new construction.

These two and another ship were intended to form part of the "Royal Sovereign" class, ships of 25,750 tons displacement and 21 knots speed.

On the outbreak of war, at the instance of Lord Fisher, a strong advocate of the battle-cruiser, the plans of two of the ships were redrawn on battle-cruiser lines.

Persistent reports of a semi-official character led to the belief that these ships were considerably over 800 feet in length and of 32,000 to 33,000 tons displacement and 33 knots contract speed.

If the London Engineer is correct that is an over-statement and the length is slightly under 800 feet and the contract speed was about 31½ knots—the highest speed on trials being 33 knots.

The armor is light and disposed on a novel plan, protection against sinking by gunfire and torpedo being assured by an elaborate system of cofferdams and sub-division.

They are shapely vessels, in which lofty super-structures have been avoided, the masting, smokestacks, etc., being of moderate height—the target presented to enemy gunfire being thus relatively small for ships of this great size.

The displacement being less than 30,000 tons, and the engine power large (reported to be 112,000) the armament is lighter than that of the "Royal Sovereigns" which they superseded.

Only six guns are carried in the main battery, viz, four 15-inch forward and two 15-inch aft—the former in two turrets with super-turret fire for the guns of the forward turret of the pair.

A novelty is the adoption of the all-centerline position for the torpedo battery of 18 4-inch guns, which are mounted in three-gun shield mounts, open to the rear.

Also the director-fire principle has been applied, all the guns being trained and elevated from a single fire-control station by the fire-control officer. This method has been in use for some years for the main batteries, and this is the first time, as far as we know, that it has been applied to the secondary batteries. The results have given great satisfaction.

The hull of the ship, forward, is marked by a pronounced flaring out of the bows above water—a doubtful advantage as it results in heavy pounding if the ships are driven hard into head seas.

It is stated that the vessels have had to be strengthened by extra bulkheads, amidships, to meet the bending stresses.

These two battle-cruisers, built on the Clyde in 17 months, constitute a record for rapid construction of capital ships.—Scientific American.

Hot Coffee for Breakfast this Morning?
GASERVICE

Good Food Well Cooked!
GASERVICE

English Girl Weds "Indian Chief."

Goes Home Sadly Disillusioned.

A strange case of romance mingled with tragedy was brought a few days ago to the attention of patriotic women workers who attend the arrival of returned soldiers at West St. John and care for the soldiers' dependents.

In receiving and conversing with the many English brides who have cast in their lot with Canadian men and who have come to this country to settle with their soldier husbands, their notice was attracted to a particularly distinguished looking young lady, cultured and of fine attainments.

On inquiry they learned that this English girl of splendid family had become acquainted with a New Brunswick Indian in the ranks of the army.

He presented himself to her imagination as being chief of a great tribe and wielding immense influence over a vast territory.

The possibility of being queen of such a realm no doubt appealed to her romantic nature after her quiet life among the peaceful pastoral surroundings of the English country village, and the two were wed.

In her youth she had probably read with many thrills the story of Pocahontas and the romantic union of the squaw-girl with John Smith; of the subsequent influence which, between them, they held over the tribe and over many tribes; and of the pride with which many Virginians of today trace their ancestry to this strange marriage.

The young lady's conversation betrayed the castles she had built in the air; how she proposed to govern with queenly grace a great band of Redskins and how, in her charitable nature, she was planning to improve their "primeval" conditions.

It took but few minutes for the women to realize that the pretty bride had been victimized as much by her own false conceptions perhaps as by misrepresentations, but at the same time they approached with reluctance the task of disillusioning her.

Sympathetically they advised her that she had made a mistake and urged her not to proceed to her husband's home. She insisted, however, that she should go and rule the tribe of which she was chief.

As delicately as possible she was told that there were no "big chiefs" now. She was still unmoved, however, interpreting the solicitations of the kind women as advice against adopting the Red Man's life. She still believed her husband was head of a tribe and a big ruler.

Finally the young bride consented that two of the women should accompany her to her husband's home to see if she was satisfied with conditions. Still in good spirits she travelled with the two local women to a place not many miles from St. John, where the Indian had made his abode.

There her romantic vision received a rude jolt. Instead of the encampment that was painted in her imagination she found but a few rude huts and her husband's relatives living in squalor without one relieving touch of romance.

The shock was so great that she fainted away.

The next train back to St. John brought the bride of a few weeks and her two guardians. After but a few minutes' visit to what she expected would be her home, she gave up dreams of future glory and incidentally parted from her Indian husband. The next boat took her back to England to rejoin her family.—St. John Telegraph.

From Cape Race.

Special to Evening Telegram.

CAPE RACE, To-day.

Wind east, light, with fog and rain; shore blocked with ice; no vessels sighted. Ba. 28.80; Ther. 43.

For wonderful flavor, says Betty, bread isn't in it with Post Toasties

(MADE OF CORN)

Canada's Best Baked Flakes

FRESH HALIBUT

FRESH COD TONGUES.
PICKLED PIGS' TONGUES.
PICKLED OX TONGUES.
TINNED SALMON (Local).

SCOTCH CURED HERRING.
KIPPERED HERRING.
BOLOGNA SAUSAGE.

TINNED SALMON (British Columbia).
TINNED SARDINES in Oil.
TINNED SARDINES in Mustard.
WELSH RAREBIT, CREAMED CHICKEN A LA KING.
GRACED SPAGHETTI, APRICOT PULP, ORANGE PULP.
PURE HONEYSREAD, PURE COMB HONEY, EXTRACTED HONEY.
CRYSTALLIZED GINGER, CHERRIES in MARACHINO.
MARMALADE in Glass and Tins.

"OVALTINE," The Great Body Builder.

Sole Agents,

AYRE & SONS, Limited

PHONE 11.

GROCERY DEPARTMENT.

PHONE 11.

MAJESTIC PRESENTATION.

MONDAY and TUESDAY,

'The Cowardly Way.'

Featuring Florence Reid.

It is not possible to please ALL the people ALL the time, but we would like to say to those who are difficult to please—"See this picture and then kindly let the management know in what particular it failed to meet with your approval.

MATINEE EVERY AFTERNOON.

Adults, 10 cts. - - - Children, 5 cts.

PERMIT US

To Quote You Our Very Attractive Price

ON

FLOUR.

Harvey & Co., Ltd.

SLATTERY'S

Wholesale Dry Goods

are now showing:

Boys' Tweed Suits.
Men's Wool Socks.
Blouse Flannelette.
Dress Goods.
Misses' Dresses.
Remnants of Dress Goods
White Flannelette.

Crib Blankets.
Chintz Quilt Cotton.
White Nainsook.
White Cambric.
Children's Dresses.
White Pique.
Ladies' F. L. Underwear.

A large assortment of SMALLWARES always in stock.

SLATTERY BLDG., Duckworth & George Sts.

Later Particulars of "Hush" Ships.

The latest statement of dimensions regarding the so-called "hush" ships built for the British navy during the war, indicate that their dimensions, speeds, etc., as published during the war were greatly exaggerated. Thus, The Engineer gives the following dimensions for the battle-cruisers "Renown" and "Repulse": Length, 794 feet; beam, 90 feet; draft, 30 feet; normal displacement, 26,500 tons; and for the celebrated trio "Furious," "Courageous" and "Glorious," the dimensions given by the same authority are: Length, 786 feet; beam, 81 feet; normal draft, 25 feet; and displacement, 18,600 tons. After the "Furious" was changed to a seaplane carrier, airplanes had no difficulty in landing on her deck after returning from a flight. She is credited with 18 torpedo tubes and with 90,000 horse-power for a speed of 31 knots, which, we are told, was very greatly exceeded in actual service.

Minard's Liniment Cures Diphtheria.

Forty Years in The Public Service—the Evening Telegram.