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Evening Telegram

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Wednesday, October 24, 1923.

Child Welfare Work

Lady Allard's appeal on behalf of Child Welfare in Newfoundland was both touching in its sincerity and impressive in its earnestness. She told in words, the meaning of which could not be mistaken, of the real and pressing need which existed in St. John's and in the outports for a greater measure of financial assistance and for a larger staff of workers in the cause of the children.

Since her arrival Lady Allard has taken an active part in the work to which many of the ladies in Newfoundland have for several years been devoting their time and labour unsparringly. The field is wide, however, the needs of the poor are great—greater now perhaps than ever before, and all who can assist in however small a measure will at least have the satisfaction of knowing that they are engaged in staying the ravages of the dread spectre which always reaps its richest harvest among the children who live in poverty stricken homes, and that their efforts will result in the raising of a stronger and more virile race throughout the Island. That the appeal will be heard, and that the devoted work of the Child Welfare Association will meet with the practical support that it deserves are certain.

Ocean Going Ships in the Middle West.

While considerable discussion has centred round the proposal to dam the Straits of Belle Isle and effect results which are of a purely speculative character, plans are being made in America to carry out an engineering feat which, if not as spectacular in design, possesses at least the redeeming features of being based on well established laws, and its importance from a commercial point of view are self-evident.

The plan is to make a waterway for all but the largest class of ocean going ships from the mouth of the Mississippi to the estuary of the St. Lawrence. The feasibility of the undertaking is apparent from a glance at the map of North America, from which it will be seen that the headwaters of the great river which flows into the Gulf of Mexico are in close proximity to the St. Lawrence system, and that the divide does not consist of a barrier of mountains or even of an elevation that could be called a range of hills. In fact the level of Lake Michigan is only about five hundred and fifty feet above the water of the Gulf of Mexico.

Engineers who have been at work estimating the cost of the project state that it is not only practicable, but that it could be constructed for less than it cost to complete the Panama Canal.

The distance from the mouth of the Mississippi to Chicago is approximately sixteen hundred miles, and from Chicago to the mouth of the St. Lawrence, about seventeen hundred. Already a great part of the latter is of sufficient depth for ships

with a draught of twenty-four feet, which would be the minimum depth of the waterway. The Welland Canal between Ontario and Erie is already being deepened to twenty-five feet, and but for a stretch of rapids for about fifty miles in the upper St. Lawrence, there are no serious difficulties to overcome along the route.

The chief factor upon which the promoters of the scheme base their plans is the advantage of water transportation. The shipment of a ton of goods by rail costs anywhere from five to ten times as much as it would to convey it for the same distance by water. The commercial advantages that such a water transportation system would give to the United States are too numerous to mention, but the enormous network of railways which a map of the Mississippi basin shows, is sufficient evidence of the productiveness in agriculture, mining, and manufacturing of the Middle West. Naturally strong opposition to the project will be raised by the railway corporations, but the necessity for a full development of these vast resources will lead to the overcoming of such obstacles.

The secret of the success of such countries as Germany before the war can largely be attributed to the extensive use of waterways, and while they are not used in England to as great an extent to-day as they were in the past, they are still an important means of transportation.

An outlet through the St. Lawrence gives to the great commercial centres of the Mississippi valley a short sea route to Europe. An outlet on the Gulf of Mexico would bring the ships bound east immediately into the Gulf Stream. Its speed as it journeys towards the Old World would add considerably to the rate of travel of vessels, and if they were bound westward the gateway into the Pacific, the Panama Canal, is close by.

In thus opening up the interior of her country to ocean going traffic, the United States sees the fulfillment of her great ambition, to secure the commercial supremacy of the world.

Trophy on Exhibition

GIFT OF SIR JOSEPH OUTERBRIDGE TO C.I.B.C.

On exhibition in the window of Messrs. R. H. Trapnell and Co., Ltd., Jewellers, is a handsome shield, kindly donated by Sir Joseph Outerbridge to the C.I.B.C. First Nfld. Regiment. The trophy, which will be presented at an early date, is for Inter-Section competition, and replaces the old one which has been filled out. The shield is a splendid piece of workmanship, having been made by the firm of R. H. Trapnell & Co. Eleven silver miniature shields, which will be inscribed with the names of the winners each year, have been set in around the outer circle of the model, while a silver scroll of a most excellent design has been mounted on top, the words inscribed being: "Presented by Sir Joseph Outerbridge, November, 1922." The Regimental crest, coat of arms, and crossed rifles which all show up very prominently in the centre makes a perfect finish, and it certainly reflects great credit on the designers.

The old shield was also the gift of Sir Joseph Outerbridge, and with the new one replacing the old, the members of the Brigade will no doubt look forward to keen competition for a first win on such a valuable trophy. The first competition on the old shield was won by Lt.-Col. W. D. Edwards in April, 1909, and last year Corp. Bartlett's squad were the victors, and were the last to have their names inscribed.

Senef Going North

The Government Shipping Department has decided to send a. Senef on a special trip North, going as far as Cook's Harbor. A considerable quantity of freight is still offering for the various ports of call, and as this will be the last trip North before navigation closes, those desirous of shipping freight should get in touch with the coastal officials immediately. The Senef replenished her bunkers yesterday, and is expected to sail on Friday morning at the very latest.

H. B. Thomson, Optician, will be at his office for this week only. Phone 483 for appointment, office 216 Water Street (over T. J. Duley & Co.) Oct 24, 25, 26.

Mount Cashel 25th Anniversary

To-day, Mount Cashel celebrates the twenty-fifth anniversary of its inception. St. John's owes a great debt to the untiring zeal and systematic efforts of the organization known as the Christian Brothers in the work they have accomplished in the cause of education in its broadest sense. Their schools established in different parts of the town are monuments to the success of their efforts, but none of them redounds more to the credit of the Brotherhood than that collection of buildings and the wide cultivated areas known as Mount Cashel, which is the work of their own hands.

Since the late Bro. Slattery laid the foundation of the present institution, which formerly was established at Villa Nova, Manitoba, under the supervision, first of the late Father Morris, and afterwards of the late Rev. J. J. McGrath, its progress has been most marked, and to-day under the capable supervision of Bro. Bannis it is an institution of which any country might be proud. The boys who pass through the hands of the Brothers are not only prepared to fight life's battles fully equipped with knowledge, but they have also been taught the principles which go to make up the best type of citizen. The admirable work of Mount Cashel has received the approval and support of all classes and creeds of the community, and that the institution may continue to flourish and expand is the wish of all its many friends.

Accident to Roxburgh

A rather unusual accident happened this morning at the Furness Willy Pier where the s.s. Roxburgh is reloading pit props. As the last sling was about to be placed on board, the steel matman broke off at the heel of the derrick and crashed to the deck. A number of workmen had a narrow escape from being killed by the falling mast, as it was two men Benedict and Earle were hit by some of the falling rigging and knocked out. Benedict, who belongs to the Battery, was the more seriously hurt. The Roxburgh is now ready for sea and it is understood that the mishap will not delay her sailing.

Card Party and Dance, Columbus Hall, October 29th, Prince's Orchestra. Tickets including Supper \$1.00, to be had from C. J. Ellis, P. O'Mara, Geo. F. Kearney. Oct 24, 11.

Knocked Down Child

A chauffeur of a motor car owned by a prominent Government official, whilst backing out of a garage at the rear of the Post Office this forenoon, knocked down a child which had been playing around the door. At first it was thought that the little one's leg had been broken, but an examination showed only a few scratches.

A poor loaf is better than no loaf, but a good loaf is the best of all. Ring 2093, CENTRAL BAKERY, for the best loaf. Oct 24, 25.

Express Passengers.

S.S. Kyle, Capt. Stevenson, arrived at Port aux Basques 6 a.m. to-day bringing the following passengers: G. C. Evans, G. E. Stone, Mrs. T. Harvey, S. Brinton, W. McDonald, Major H. Powell, J. J. Powell, J. H. Leamy, F. E. Geer, F. Wright, E. G. Mosher, Mrs. W. H. Baird, M. Hannon, E. F. Daniels, Thos. Bowring, A. Poole, Adm. H. Jerrett, G. Parsons, Julia Reid, J. S. and Mrs. Ayre, Rev. Fr. Kerwin, J. Callahan, Mrs. J. Rose, J. Colley, Mrs. R. Dill. The express with the above passengers left the western terminus at 8 a.m.

Any complaints? No, we use CENTRAL BAKERY Bread. If you want it ring 2093. Oct 24, 25.

Meigle Due This P.M.

S.S. Meigle, Capt. Burgess, is making a quick trip from the Labrador, having left Oupids for this port at 8.45 this morning. Before navigation closes the Meigle will make one more trip, leaving here on Saturday next, and she will make the various ports of call as far North as Cartwright.

Get your Tickets for the Big Card Party and Dance in Columbus Hall, October 29th, from W. J. Oakley, H. Peddington, Leo O'Mara and Royal Stationery. A big time in store. Oct 24, 11.

Preliminary Enquiry

The preliminary enquiry into the case of perjury preferred against John Crickard, a witness in a recent Prohibition Case, heard Const. John Byrne vs. A. Dussart will be heard before Mr. McCarthy, J.P., this afternoon at 2:30.

Barratt's English Boots and Shoes for Ladies and Gentlemen at SMALLWOOD'S. Oct 24, 11.

The Tax on Boots and Shoes

As far as can be learned the Government has not taken any action in reference to the protest of the trade re the new duty on boots and shoes. It is likely however that the matter will be discussed at a meeting of the executive being held to-day. There is quite a strong feeling in the city over the new tariff especially in relation to women's and children's boots. According to the head of one business firm on children's boots which he now sells for \$1.20 the new tariff calls for a duty equal to the present selling price. A lady's shoe which sells for \$2.70 will when a new shipment arrives sell at \$4.50 and a man's boot selling now at \$4.50 will sell for \$6.00, that is adding at the same rate of profit and the same original cost. In reference to local factories not paying, our informant submitted for examination a balance sheet issued January 1923 of a factory having a paid up capital of \$47,000 which showed that a profit of \$8,875 had been made for the year. The depreciation charge was set at \$1,500. Over 15% on capital is not a bad showing and there is no reason why this factory should close even under the old tariff.

Young People's League

The Cochrane Street Church Young People's League which has recently been organized is going ahead with leaps and bounds. Its membership is rapidly growing. On Monday evening last, the Rev. Mr. Lightbourn of St. Thomas' Parish addressed the young people, who gave a very helpful and instructive talk, at the close of which a vote of thanks was moved by Mr. G. P. Gimes, M.H.A. and seconded by Mr. Stackless.

Will Lecture on Proposed Distributing Centre

On Thursday at 3 p.m. Mr. H. C. Thomson will lecture before the members of the Board of Trade on a project to establish on the South Coast of Newfoundland a centre for the distribution of the products and manufactures of the St. Lawrence basin destined for the Old World and South American countries. The new shipping port will also serve as a collecting depot for goods from these countries. Mr. Thomson has been working on this project for some time, and it is understood that his proposals are receiving favorable consideration from the Government.

Good Catch of Fish

Capt. Stanley Barbour, who fished at Solomon's Island, sixty miles above Muford, Labrador, arrived yesterday and began unloading his fish, 1,000 qts. this morning at Job Bros. premises. Capt. Barbour is a very successful fish killer, and had good luck the past summer.

Train Notes

Tuesday's express arrived at Bishop's Falls 1 hour and 25 minutes late.

The incoming express with the Kyle's passengers left Port aux Basques on time.

The Carbonar train arrived at 1:15 p.m.

The regular cross country express will go out at 1 p.m. to-morrow.

Shipping.

S.S. Rosalind left Halifax 3 p.m. yesterday and is due early to-morrow morning.

S.S. Sable I left Halifax last midnight calling at Sydney and St. Pierre. The ship is due here Saturday morning early and sails again Saturday night.

S.S. Harmony, 3 days from Labrador, arrived in port this morning.

S.S. Elka III has cleared and sailed from Port Union, taking 12,127 qts. fish for Spain and 7,500 qts. for Patras, Greece.

S.S. Cranley has sailed from Botwood for London, taking 4,440 tons paper from the A.N.D. Co.

S.S. Canadian Sapper arrived at Charlottetown at 3 a.m. to-day and sails again at midnight for this port.

S.S. Sachem is scheduled to leave Liverpool to-morrow for this port.

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From Cape Race

Special to Evening Telegram.

CAPE RACE, To-day. Wind west, fresh, weather fine, the steamers Oberon with barge Pelican in tow passed west yesterday afternoon, several unknown steamers passed west and east this a.m.—Bar. 30.25; Ther 48.

The Girls' Friendly Society Club Rooms will be closed this week as the rooms are being cleaned. Oct 24, 11.

Friday Night at the Kirk

NOTES ON THE ADDRESS OF THE REV. DR. HANSON, DELIVERED AT THE CLOSING SERVICE OF THE SERIES HELD LAST WEEK, AT ST. ANDREW'S PRESBYTERIAN CHURCH.

(I. C. M.)

With such a chapter as the first of Genesis for a text it is not to be wondered at that the address which was full of meaning, and deep personal convictions. A lot of higher criticism had ruled out the principles and teachings of the first chapter of Genesis, and what is worse, they have not yet given anything in place of them; nor have they given any clearer solution as to the origin of life, either physical or spiritual, than is taught in Scripture.

Beginning with the thought of life, Dr. Hanson spoke of the seed, and what a mere atom it really is, and how insignificant it really looks, when held between one's fingers. At best it was a seed, but in it there lay manifold possibilities. At an illustration of this truth one writer has said "We may count the apples on a tree, but we cannot count the trees in the apple." The origin of life presented many mysteries, and doubtless it took ages to bring the world and physical life to perfection. Life was not created in full. It began in embryo, and man was the first creature who became a perfect body from the creator, and the only one endowed with intelligence. Following the creation of man, the order of perpetuity became the same as all other creatures.

Thus we have conception, and we have birth, then the babe, the lad, and finally the man. Man was creation's crowning work in the beginning, and he is its masterpiece still. His intelligence and freedom of choice make him a being of responsibility; thus, with his choice in his own hands, he is his own architect, and makes his own destiny. If he would, he could take a wrong course, and therefore make a wrong end. He could bring sorrow to his friend, and suffering to himself and others, according as he began his career, and according to the seed which was sown in early life.

On the other hand, he might make a good choice, and by following the dictates of his conscience, and the moral standards of the Church, he could be a blessing to himself and to all about him, and thus lead a good life, and in the end die a good death. These were tremendous possibilities, and they all lay in the seed sown in the schoolboy of life. They all lay in the seed which the seed sower, in his divine spiritual and religious sense, this truth is even more profound—it is tremendous. Who could tell the results of simple Christian service?

Many of the world's greatest leaders, and religious teachers, the best poets, were influenced by the work of some humble Christian. Perhaps by a word spoken, or some prayer offered; but whatever it was, it was as a seed in good ground, which in due time brought forth a hundred fold. In this respect the lesson of the text especially appeals to young people. To young men and to young women. They want to be at their best. They have the chance and opportunity of doing good. What would be their choice? What young man, considering and bearing in mind the importance of the harvest, would cast his lot for higher service? What young woman would do the same? This is a deep personal thought. The harvest implies the reaping, or the gathering in, and the sowing up, of the seed.

These were deep and worthy thoughts, and were such as concerned the children of men. Such as concerned them individually. For as life as it is lived, so sure does each life beyond—the harvest. What of the harvest of all the present, sowing and nurturing and teaching? And of all the hopes that are centered in the young and rising generation? What shall the harvest of all these things be? Even in this life there is a harvest, which is found in temporal things; but in the life beyond there is that harvest which is eternal and forever. A small beginning here, but a wider life hereafter. The seedling of the present bears the fruit of the future.

Such was the thought of the address, and as the good man closed and repeated the words "What shall the harvest be?" and then devotedly bowed in prayer, the question still seemed to repeat; it still seemed to reverberate; it still seemed to be heard. Yes! it seemed to be felt, and to be carried beyond the Church; but the words of Dr. Hanson last Friday night cannot be shaken off; especially when in closing, he appealed to the vast congregation and said "Young men and young women, what shall the harvest be?"

There was much to impress. The prayer and devotion of the week was over. The good man had done his work well. In the performance of his duties he had engaged into many lives, and he was conscious that some harvest would follow from his work. What would that harvest be? Where had the seeds fallen? They all could not be lost. No! There must be some harvest. What then, would the harvest be?

Magistrate's Court.

Const. John McGrath summoned into court three young men named O'Toole, Stamp and Patent for being drunk and mis-conducting themselves in an improper manner on the public street, on the afternoon of the 19th inst. A second charge was also laid against each of the accused for breaking a quantity of glassware in the shop of Mrs. Green, Mundy Pond Road on the same date. The defendants who were represented by counsel admitted that they were under the influence of liquor but were quite ignorant of their actions. Mrs. Green the proprietress of the shop in which the evidence stated that the three men forced their way into her premises, and called for drinks but refused to make payment. One of the accused who appeared to be the ringleader of the three, quite overcame by liquor created a disturbance in the store and smashed a number of glass tumblers, while the woman who is an invalid became very frightened and had to call in a doctor. Witness recognized the three men and claimed damages in the sum of \$15.00, which included broken glass, doctors' fee, etc. After the evidence had been submitted the chief magistrate was fined \$25.00 or 30 days imprisonment while the latter two were granted their freedom as there was no evidence to show that they did any wrong.

Const. Matthew Grouchy summoned the defendant, who was convicted in the first case for overdriving his horse on the public street, on the same afternoon. Two witnesses for the prosecution in giving evidence as to how the accused acted, while in charge of his horse differed in their statement, whereupon the Judge dismissed the case.

Shoe Workers in Accord With New Tariff

The special meeting of the Boot & Shoe Workers Union Local 482 held last night was largely attended. Quite a lengthy discussion took place over the recent imposition of a mill-mum duty for boots and shoes. A vote of resolution bearing on the shoe workers position was passed and will be presented to the Government. The boot and shoe workers are heartily in accord with the action of the Government in placing the new high tariff on the imported article. According to a prominent Union official if some such action was not taken many of the men would soon be walking the streets in search of work.

Not satisfied with this, Mr. Constantine took his passengers and the ferry for a tour of Hammersmith, Barnes, Roehampton and Putney. This was the first appearance on the stage of a device which seems certain to revolutionize motor design.

Amazing New Mechanism for the Motor Car

WONDERFUL DEVICE TO "MULTIPLY PULLING POWER OF ENGINE."

The motor world appears to be on the verge of a revolution as the result of a wonderful invention patented by Mr. George Constantinesco, a British engineer and mathematician, who achieved fame during the war by a device which enabled a machine-gun to fire through the blades of a revolving propeller.

His new invention, which is to be known as the "C.C. Torque Converter," entirely dispenses with clutch, gearbox and the usual form of back-act drive on a motor-car.

In addition to the saving in initial cost of production owing to the absence of these component parts, the new device is so efficient that when coupled to an engine of 10-h.p. it will do the work of an ordinary engine of four or five times the power, thus giving great economy in petrol and oil consumption.

Explaining his invention to the Daily Mirror yesterday, Mr. Constantinesco claimed that his is the first application, in an engineering sense, of the theory of relativity, as operations hitherto accomplished by electrical methods are achieved mechanically.

"A single-cylinder engine developing about five horse-power at a thousand revolutions per minute should be quite powerful enough for any motor-car fitted with my converter," he said.

"I am quite satisfied, as the result of experiments that I have made, that the £100 motor-car is a thoroughly sound proposition. Such a car would carry an average load anywhere where there are roads and at the same time be a vehicle of sound construction and high quality throughout."

Mr. Constantinesco demonstrated converters ranging from one-hundredth of a horse-power to thirty-five horse-power. As an experiment the engine of a thirty horse-power car was replaced by a light-car engine of ten horse-power and a "C. C. Torque Converter" was fitted between the engine and the back wheels of the car.

In addition to Mr. Constantinesco, who drove, ten men clambered into a fully-loaded four-ton lorry was attached, and without any undue effort, the little ten horse-power engine hauled its immense load to the top of a hill.

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Argyle left Argentina 3.50 p.m. yesterday, on western route.

Clyde arrived at Lewisport 2.45 p.m. yesterday.

Glencoe arrived at Port aux Basques 2.45 p.m. yesterday.

Home left Three Arms 4.10 yesterday, inward.

Kyle arrived at Port aux Basques 10 o'clock this morning.

Meigle is due from Northern rador this afternoon.

Sagana left Briggs Bay 1 p.m. yesterday, going north.

Malakoff left Greenspond 10.15 yesterday, inward.

Prospero left Conche 10.15 yesterday, going north.

Nfld. Highlanders Dance, C. Hall, Prince's Orchestra, Tuesday, October 31st, Hall specials. Caterers: Ladies' Auxiliary. Tickets from W.O. O's and Officers of Brigades. Oct 23, 24, 25.

Personal

Mr. W. J. Bugden, who has been north in the interests of his firm, returned to town this morning.

Mrs. Levi Sharpe of Whitton arrived in town to-day, to enter General Hospital.

Mr. James S. Ayre and bride passengers on the incoming ship due to-morrow afternoon.

Mrs. W. H. Baird who has been an extended visit in the Old Country is returning by the incoming ship.

Major B. Butler who has been town during the past few days business in connection with the strong Whitworth Co., is returning to Corner Brook by to-morrow's ship.

IN LOVING MEMORY

of my husband, Edward Larkin, died October 24th, 1919. May the red Heart of Jesus have mercy on his soul.

NOTE OF THANKS.—Mr. and Mrs. O. Omond and family wish to thank Mrs. Keegan, Fox, Wilson, and Nurses Sheppard, Pidd, and O'Reilly, Blasco, Garside, and O'Neill for their kind attention of their little son and daughter, while at the General Hospital, and also the many kind who visited him there.—21.

NOTE OF THANKS.—Mrs. Edwards, Grand Falls, wishes to thank Mrs. Keegan, and Wilson, Pippy, Miss Taylor, (matron), Cullinan, Nurses Taffe, Tull, Cross for kindness shown her while at the General Hospital.

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