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NOTICE OF REMOVAL AND PARTNERSHIP!

Hon. R. A. Squires, K.C., LL.B.

ANNOUNCES the removal of his LAW OFFICES to the New BANK OF NOVA SCOTIA Building at the corner of Beck's Cove and Water Street, and the formation of a PARTNERSHIP for general practice as Barristers, Solicitors and Notaries, with MR. J. A. WINTER, eldest son of the late Sir James S. Winter, K.C., under the firm name of Squires & Winter.

Address: Bank of Nova Scotia Building,
January 3rd, 1916. St. John's.

Hon. R. A. Squires, K.C., LL.B.

Mr. J. A. Winter

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**"Every British and French Aviator
Is Dreaming of It; Germany
Sees It and is Preparing as
Best She Can to Meet It."**

"Wonder Aeroplanes" is the title of an article in the January number of the American Magazine, by Merle Crowell, in which the writer tells of what is now being done by Glen H. Curtiss at his plants in Buffalo and Toronto in turning out aeroplanes for the Allies for their contemplated aerial drives against the Germanic powers.

The writer contrasts the air craft of to-day, with their speed, convenience and safety, with those of Antebellum days, and points out that the marvellous advance has been made under stress of necessity. "When the war is over," he says, "the wings of the wind will have been harnessed so effectively that a splendid profit will be written on the balance sheet of peace." The air dreadnoughts of the day are the prototypes of the aeroplane-de-luxe of the morrow; the winged waifs that carry a ton of explosives will be commandeered for commerce; and the safety devices that stand the gaff of shot and shell will find no very great test in the trade winds of the world.

Preparatory to describing the progress made by Mr. Glen H. Curtiss in the manufacture of aeroplanes, Mr. Crowell quotes from a conversation on this subject he had with an authority on these machines:

An Air Raid Preparing.
"Some morning the world will wake up, and Essen will be only a memory."

I turned sharply and stared at the speaker. Here was no crack-brained enthusiast with a typhoonic imagination. The man before me ranked high among aeronautical authorities. He was not given to idle talk.

"ReaMy," he continued, smiling "this proposed air raid is almost an open secret among those who know most about the aircraft orders with which the Allies are deluging America. Every British and French aviator is dreaming of it; Germany sees it, and is preparing as best she can to meet it. Yet in the last year aerial attack has so far outstripped any possible defence against it that I don't see what can prevent the raid from going through." His eyes strayed over the staid carpet at his feet. Then he added: "The Allies are girding themselves to see that it will go through."

We were both silent for a while. I was trying to visualize from memories of photographs a general picture of Essen-on-the-Ruhr, the seat of the greatest gun factories in the world.

What's Doing in Toronto?
"Do you know anything about what Curtiss is doing up in Toronto and Buffalo?" he asked.

"Something."
"You'd better learn all you can. They're building some wonderful aeroplanes. Any of the new ones will carry a ton of explosives. There will be more than a hundred big eagles of the air in the swoop on Essen."

The description of the machines now being built at this city is given with considerable attention to detail. The central factory at Toronto, the article says, is not far from the waterfront of Lake Ontario. Anybody who goes into it will see a spectacle which he will remember long. But, alas! it is about as easy for a Russian nobleman to slip into the monthly meeting of the Petrograd Loyal Order of Nihilists, Local No. 13, as for a visitor without a very definite mission of a very relevant nature to pass the portal. The British War Office has whispered into Mr. Curtiss' ear; the detectives that cordon the plant are a result of that whisper. Yet here are a few of the inside facts about the "Canadas."

An Armored Car with Wings.
Dressed up in its armor a "Canada" is known as a war destroyer. In a garb of peace it would be called an aerial express or an "aeroplane-de-luxe." The general set of the planes resembles that of the original "America." In other respects the two machines have hardly a family resemblance. The "America" is a flying boat; the "Canada" looks like an armored touring car with enormous wings—provided one can imagine a touring car—with a body sixteen feet long, capable of carrying two men, two guns, and a ton of explosives.

The upper wing-plane of the "Canada" runs along eighty-five feet, eleven feet more than the "America's." Set midway of the lower plane (which is a little shorter) and hitched tightly to uprights, is the cabin, or "armored touring car," peeping out from its fore and aft, are Maxim or Lewis aeroplane guns

**Troops on Torpedoed
Ship Fell in for Drill**

1,700 Soldiers on Southland Cool in Face of Peril—Colonel Among 30 Dead

MELBOURNE, Australia, Dec. 31.—Censorship upon the subject having just been lifted, the Australian public is now for the first time acquainted with the details of the torpedoing of the transport Southland, formerly the Red Star liner Vaterland, in the Aegean Sea by a German submarine while bound from Egypt to Lemnos, early in September.

The Southland had no board about 1,700 men, mostly Victorians. There were a small number of New Zealand troops. Col. Linton and staff of Victoria were on the vessel, and his death was among the thirty-odd due to the submarine attack, he died of shock and exposure. Although the Southland was badly damaged she kept afloat and was worked to Mudros, partly by the aid of soldiers who had volunteered to assist the stokers.

Following is a copy of a special order of the day issued by general headquarters:

"The commander-in-chief publishes this plain account of the submarine attack on H.M.S. Southland without any comment, except his compliments to the volunteer stokers. The Southland was struck by a torpedo at 9.45 a.m., on Sept. 2, south of Mudros Bay. A second torpedo passed astern of the transport a few minutes later.

Almost immediately after the explosion the ship listed noticeably to starboard and by the head. Both fore-holds were soon awash above the level of the upper troop deck. The troops on board, the Twenty-second battalion and one company of the Tenth-third battalion, Australian Imperial Forces, were just about to parade. They fell in just as for ordinary drill, and awaited orders to be passed from the boat decks for the required numbers to be sent up, without any sign of anxiety to get an early place. A large number of the troops had to stand for nearly two hours on the enclosed promenade deck of what, during the first thirty or forty minutes was believed to be a sinking ship. The first boats on the davits were lowered quickly and successfully, but a considerable delay took place before the boats on board could be got to the davits and lowered, with the assistance of the troops. Two boat-loads with Col. Linton and six of the infantry brigade staff, were capsized.

Private Smith of C company, Twenty-first battalion, distinguished himself by diving from the deck to prevent a patent raft from drifting away.

A Pretty Test.

"When a young man proposes you should always be careful and test his love," cautioned the chaperon.
"But I go one better, auntie," twittered the pretty Bayswater girl. "Do you see this tiny bottle?"
"Yes. Does it contain perfume?"
"No, it contains acid. I test the engagement ring."—Philadelphia Ledger.

which can fire five hundred shots a minute. Since the cabin spreads out several feet on both sides of the planes, the guns have a full arc of fire.

Mile and a Half a Minute.
On each side of the cabin, where fuselages run back to the rudder, or tail, is set a 160-horse-power motor. The two motors, which run without vibration, drive the taucha mahogany propellers to the tune of ninety miles an hour.

The "Canada's" wings are constructed of selected woods and steel wire, cunningly wrought together; in some places they are a foot thick. The ribs are three-ply, gumwood within and two thicknesses of birch without, all solidly glued together and reinforced with brass tacks. When they are finished the planes, like those of all the new warbirds, can absorb shot and shell with the immunity of a professional sword swallower. In the Cour d'Honneur of the Invalides, at Paris, they show a bi-plane which bears over four hundred wounds from rifle bullets, shrapnel, mitrailleuse, balls and splinters of shell, received in five months of service.

The "Plane is "Fool-Proof."

Back in the cabin we find the pilot's seat, made of aluminum and covered with a leather cushion filled with a highly buoyant substance. Thus the cushion serves as a life preserver if the machine is unlucky enough to tumble into the sea. The passenger, or "observer," has a similar seat, while in front of him is a map case with a celluloid front, to protect the precious paper from wind and rain.

By virtue of the Sperry stabilizer, which has contributed more to the stability of aeroplanes than any other invention, the pilot, if he wishes, may disregard the controls and devote his time to the gentle art of dropping bombs. The stabilizer, with its little gyroscopes rotating at twelve thousand revolutions a minute, looks after things during the bombardment. They claim that a stabilizer makes a "plane" "fool-proof."

A bomb-dropping device is hitched to the stabilizer; and by an intricate mechanical device the speed of the machine, the wind-drift, and the exact angle of the plane from the horizontal are determined with exactness. When the pilot, looking through a sighting-glass, sees the object which he wishes to hit, he pulls a lever and a bomb drops through the bottom of the machine straight to the mark.

Now for a "Super-Canada."

War orders are shrouded with so much secrecy that it is impossible to tell just how many aeroplanes are being furnished the Allies. There is excellent authority for the statement that all the "Canada's" possible are being sent. The original "America" behaved so well in the war zone that Great Britain immediately ordered one hundred more. The Russian Government is reported to have sent out a hurry call for a large number of oversea flying boats of the same motor power as the "Canada."

The "Canada" type will soon be surpassed in its own shops. Already draughtsmen have prepared blue prints for a "super-Canada" which will have a speed of 120 miles an hour, a wing spread of 125 feet and an engine equipment of four 180-horse-power motors. Its carrying capacity and armament will exceed greatly those of the "Canada."

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