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The man who gets on is the man who can draw on big reserves of energy. If you wish to succeed in life increase your strength and vitality by taking Bovril. Bovril builds up body and nerve and gives new and greater vitality. The man who tires easily is not likely to "get there."

Don't get tired  
—drink

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is an old Axiom.

We advise the use of a Good Tonic  
and we know of no better than

## BRICK'S TASTELESS.

Brick's Tasteless is a wonderful nerve tonic and blood builder that we gladly recommend. If you have no appetite, and feel tired, no energy for anything, try a bottle of BRICK'S and see how quickly it will help and improve your condition.

You can purchase a bottle of this excellent tonic at nearly every store in the country.

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(Sole Agents for Newfoundland)  
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ADVERTISE IN THE EVENING TELEGRAM.

## Photographing Electricity Without Light.

The remarkable discovery that electrical disturbances lasting twenty billionths of a second can be made to record themselves on a photographic plate, without light, has been made by Mr. J. P. Peters, electrical engineer, Westinghouse Electrical & Manufacturing Company.

Photographs made in such an infinitesimal time are most remarkable. To gain an idea of this most unbelievable speed it is only necessary to point out that light could travel around the earth seven times in one second and in twenty billionths of a second it can travel only twenty feet. The projectile of the monster cannon used by the Germans to bombard Paris would have gone in this length of time approximately five thousandths of an inch—not enough movement to be visible.

The instrument used by Mr. Peters to obtain his photographs is termed a Klydonograph. It consists of a suitable plate holder for receiving a photographic plate, and is provided with suitable electric connections so that electrical disturbances may be brought into contact with the sensitized side of the plate.

When surges occur in the transmission line they photograph themselves. The surges may last two billionths of a second, or longer, so that the photographic plate must register them in that minute space of time. Mr. Peters states that he has never yet detected visible light in the camera while photographing a surge and that therefore the impulse must contain some property in themselves that affect the plate. The prints obtained from such plate exposures show many geometrical figures of beautiful shapes and also take on certain definite forms according to the character of the voltage at the time the surge or impulse occurred. It is possible to observe from the developed plate whether the voltage at the time of the surge was positive or negative, whether it was alternating or unidirectional and the direction the surge was travelling, and its intensity.

Mr. Peters states that the photographs obtained by the Klydonograph are of immense importance to transmission engineers. The instrument for taking the photographs is the only practical device yet invented and made for obtaining data in regard to that type of line disturbance, known as surges. Heretofore, engineers have only known that surges occur but where they occur and their nature has been largely guesswork. The photographic plate now gives the characteristics of surges, thus giving the engineers data with which to devise line protection.

The instrument, Mr. Peters states, will do much to enable the engineering profession to increase the reliability and continuity of service on existing power lines. The device is applicable to transmission lines of all kinds and is connected to them by means of an electrostatic potential meter.

In early tests Mr. Peters used a condenser discharge to simulate the condition that occurs during the period of a surge. From these discharges were obtained his first photographs of electrical impulses. Later, tests were made with the Klydonograph connected directly on a transmission line.

Mr. Peters is a native of Franklin County, Pennsylvania, U.S.A., and joined the Westinghouse Company in 1905, working first in the shop, but soon being transferred to the Engineering Department. His first engineering work was in the Transformer Engineering Department and he has remained in that department since.

In the last few years, Mr. Peters has interested himself greatly in high voltage phenomena and did a great deal of work in connection with the 1,000,000 volt transformer at the Westinghouse High Voltage Laboratory that has created a sensation in the engineering world. While on this work, he was directed to develop some device for recording surges that occur on transmission lines. The Klydonograph is the result of his investigation.

## 210 Miles of Jointless Pipe

TO GARY MARSH'S GAS SUPPLY.

KIRBYVILLE, TEX.—C.P.—A continuous steel tube 210 miles long, without a coupling or a screw-thread connection will be laid this summer between the Texas-Louisiana natural gas fields near Shreveport, La., and Beaumont, Tex.

When completed, the longest 16 in. diameter pipe line in the world will cross two rivers, numerous creeks and run underground through four countries to carry the natural gas to Beaumont. Oxygen-line welding will seal every joint, replacing the old method of screw couplings, thus reducing the upkeep of the line to the vanishing point, and conserving a great quantity of gas from the leakage which has always been unavoidable with threaded joints.

MINARD'S LINIMENT FOR CORNS.



## Cuticura Complexions Are Smooth And Clear

Use Cuticura Soap daily for the toilet and have a healthy, clear complexion free from blackheads and pimples. Acid when necessary by Cuticura Ointment. Cuticura Talcum is ideal for powdering and perfuming.

Sample Book Free by Mail. Address: Cuticura Department, P. O. Box 511, Montreal, Quebec, Canada.

## Flying Autos in 20 Years

AN EXPERT'S VISIONARY PICTURE OF MOTOR TRAVEL IN THE FUTURE.

By E. V. RICKENBACKER.

Ace of Aces in the World War. Within the next two decades autos will be made with folding wings so that when on a straight stretch of road they can be spread and the machine will take to the air. The present day tendency to lighten the construction of automobiles through the extensive use of aluminum alloys, without sacrificing the safety factor, and the great progress made in airplane construction as the result of recent experiments with motorless gliders, as well as motor gliders, are the two factors that will make this probable.

This combination automobile-airplane will have a body shaped similar to the present hydroplane hull, making it both a water and land machine. The wheels will protrude sufficiently to permit the machine to be driven on the highway after the wings have been collapsed, propeller disengaged and the automobile control mechanism applied, which in reality will give a three-in-one conveyance.

Imagine the convenience of being able to drive around in the city, as is done nowadays, and then when you start for some other town and get on a straight of way or enter a near-by pasture, to unfold the wings on the machine and take to the air! It will mean quicker transportation for the suburbanite, for people living at a distance from a large city, and for the traveling salesman who now uses the motor car and highways to cover his territory.

Recent glider trials held throughout Europe have shown ways of increasing the lifting power, while reducing the spread of airplane wings. Further, it has been demonstrated that with properly constructed wings and properly designed motors it is possible to fly almost any type of fuselage.

The development of automatic safety devices to control flight will decrease the liability of accident. Today, flying is no more dangerous than motoring on the streets and highways—sometimes I think not as dangerous. However, people have a fear of flying that will have to be overcome just as they had to overcome their fear of traveling 20 miles an hour in the horseless carriage of 20 years ago.

Save in time of war, there is no need for stunt flying, and that is the only really dangerous part in flying. It is a good bit like driving through heavy traffic at 60 miles an hour—every one doesn't have the skill to do it.

Rigid rules will be laid down for flying, much the same as there are rules for vehicular traffic to-day.

In the combined automobile-airplane I see a machine, that is not greatly different from the present-day motor car, except in its decreased size. The body will be narrower and shorter, to reduce weight, and will be of a modified streamline design. The engine will be made

lighter and smaller, but with about the same horsepower as is used to-day through the use of a supercharger.

The wings will fold back against the sides of the car when driving along the street and will have sufficient span to lift the car off the ground at a moderate "take-off" speed. The 25-foot span that it is possible to build on the present-day motor-car—12½-foot wings on each side—will be sufficient to lift the lighter and more efficiently built machine of 1940.

Consider what such a machine will mean to the man who works in the city. He could live several miles farther away from the heart of the city and spend less time getting to and from work. By flying, more speed could be made with a greater degree of safety than now possible on the streets and highways.

It would not take a great stretch of imagination to foresee municipalities regulating the height of buildings to uniformity, the streets to be bridged, in order to form one vast landing-field in the center of each city for flying machines. The landing-field or tops of the buildings could be connected with the street level by elevators so that a machine alighting could descend to the street and be driven about as an automobile. At the end of the business day it would be driven on back to the elevator and lifted to the roof to take off for the homeward flight.

Such a forecast is more than pure fancy. It is founded on present progress in automobile and airplane design.

## Desert Cliffs Yield Ancient Secrets

Of America's little-explored natural wonders that are being opened to tourists by the completion of new automobile highways, few are more interesting from a scientific standpoint than the majestic cliffs that mark the site of an ancient lake in the now waterless wastes of the Mojave Desert in southern California.

Here from the depths of deep defiles rise great buttressed walls fashioned through the ages by nature's architecture. These strange formations in the heart of desert lands, hold for the scientific explorer a fascinating story of the ages, giving up new secrets of evolution on the American continent.

Millions of years ago, geologists tell us, the present waterless country of the Mojave Desert was dotted with lakes and rivers. Into the lake waters year after year spring freshets and floods washed sand and clay, laying down layer after layer of mud in the lake bottoms.

Now, by some unrecorded convulsion of the earth, these lake bottoms have been lifted up, and the rains of the centuries gradually have cut through them, creating the buttress-like formations. The projecting, shelf-like layers mark the harder strata, where the material deposited in the ancient lake bottom happened to be sandier and solidier than usual. These harder strata have resisted the rains more than the rest.

In the softer between the harder layers, modern geologists have found the bones of animals long extinct—animals that reveal important stages in evolution as it was enacted on the North American continent. The clay layers have yielded, for example, the bones of a remote ancestor of our modern horse.

Scientific interest in these discoveries have been increased by the recent finding of five prehistoric human skeletons, standing upright in undisturbed strata at Los Angeles, only a comparatively few miles to the west. Scientists believe the skeletons date to the last Ice Age, 125,000 or more years ago. Further excavations will be undertaken in the hope of revealing relics of glacial days.

## BEECHAM'S PILLS

The Safest and Best Family Medicine

## Jumped Into the Sea to Save Balloon

A French balloon, one of eleven which started from St. Cloud, Paris, in competition for the Aumont Thierville Cup, landed at Broughton, Hampshire, with only the pilot aboard, his companion, M. Boitard, having jumped into the sea when the balloon was caught in a Channel storm.

During the night the balloonists lost their bearings, and while over Solent they found the sea was escaping from the bag. They threw out all the ballast, but the balloon continued to sink and was in danger of falling into the sea, when Boitard adopted the daring expedient of jumping overboard.

He was seen by a man on the cliffs swimming about two miles out to sea. Coast-guards put out in a boat and effected a rescue. Boitard was suffering from exhaustion from his half-mile swim and taken to a hospital. Meanwhile, the "balloon," relieved of Boitard's weight, rose again and the pilot was able to effect a safe landing at Broughton.

## The Answer to Problems of the Complexion

In the Three Flowers line of toilet preparations one may not only find the requisite articles for the daily toilette and the toilette of special occasions, but the answer to many perplexing problems in the care of the complexion. Three Flowers Face Power, Vanishing Cream, Cleansing Cream and the many other beautiful and dainty toilet needs in the Three Flowers line can now be obtained at our toilet counter.

J. J. KIELLEY,

June 7, 31, s. tu, th Druggist.

## NEYLE'S

READY FOR FISHING.

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T W I N E—Cotton, all sizes; Hemp, all sizes.

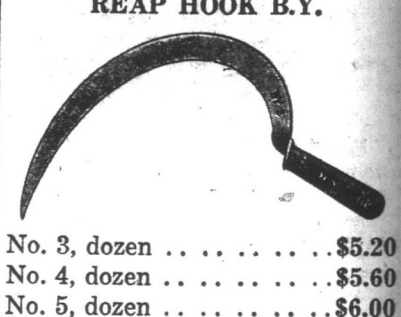
HOOKS—Trawl and Hand Line. SALT SHOVELS—Job, \$4.00 a dozen.

GAFFS, PEWS, BOAT HOOKS. COMPASSES—Brass Dory, 2 in. to 2½ in., from \$1.00 to \$1.50 each.

GUN POWDER—Best quality Black Powder.

SCYTHES: Rivetted Back—\$15.60 and \$16.20 a dozen.

Solid Back—\$22.80 a dozen. REAP HOOK B.Y.



RAKES: No. 3, dozen . . . . . \$5.20 No. 4, dozen . . . . . \$5.60 No. 5, dozen . . . . . \$6.00

SPADES: Per dozen . . . . . \$2.80

MATTOCKS: Each . . . . . 80c.

SPRING BALANCES: To weigh 200lbs., ea. . . \$ 6.00 To weigh 250lbs., ea. . . \$10.00 To weigh 300lbs., ea. . . \$12.50

TROUT POLES: Bamboo, 12ft., dozen . . . \$1.50 Bamboo, 14ft., dozen . . . \$2.00 Bamboo, 16ft., dozen . . . \$3.00

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SPLIT BAMBOO POLES: Each: \$2.40, \$2.75, \$3.00, \$3.25, \$3.75.

WOOD POLES: 3 Joints, each . . . \$1.30 & \$1.80 3 Joints, with extra top each . . . \$2.25 & \$3.00

CAT GUT BAIT HOOKS: 20c., 36c., 50c. dozen.

TROUT LINES: 65c., \$1.10, \$1.30, \$1.50, \$1.80 a dozen.

COMMON BAIT HOOKS: \$1.10 a m, 12c. a 100.

CAST LINES: 2 yards, each . . . 20c., 50c., 60c. 3 yards, each . . . 30c., 70c., 80c.

TROUT FLIES: 70c., \$1.00, \$1.10 a dozen.

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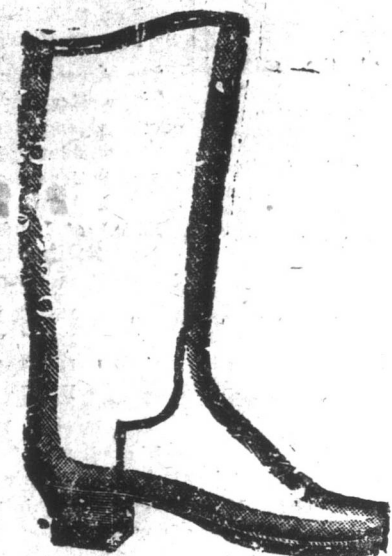
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Riding habits of linen are often sleeveless. The peasants sleeve is prominently vogue. A small white hair hat is trimmed with green ribbon and red roses—a unique combination. The side drapings of an evening gown caught to the wrist.