

GOODRICH

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The BEST ON RECORD

Sales Continue to Increase.
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BOWRING BROS. Limited ST. JOHN'S — N. F. —

Floating Fort.

Britain's Latest Fighting Machine.

...the days when the Dread-
...was in building, no greater in-
...has been aroused about the de-
...of any ship of war than about
...the Hood. She is the latest
...capital ship to be completed.
...er rightly described as a battle-
...or battle-cruiser, she partakes
...the characteristics of both types.
...may be said to combine all the
...the and attributes which war
...ence showed to be desirable,
...as this is possible in one ves-
...There is a likelihood, moreover,
...she may be not only the latest
...of Lord Fisher and Sir Percy
...the last of the great warships
...tain of her kind, says the naval
...pendent of the London Times.
...is the production of Sir Euse-
...d'Yncourt and the Constructive
...ment of the Admiralty, and in
...the navy will receive an acces-
...of material strength which em-
...the most up-to-date features
...technical skill and foresight
...suggest. In the future the Di-
...of Naval Construction will
...ly have to supply, in the suc-
...of the Hood, still further pro-
...in both above and below water
...aircraft attack. This implies
...power of submerison for the
...ship, with which no vessel of
...the and fighting capacity of the
...has yet been provided.
...The new vessel was originally one
...class of four, all named after
...admirals, but after the annull-
...the contracts for the Anson,
...and Rodney, which were not
...advanced, were abandoned, so
...the Hood is the sole represen-

tative of her type. The design was
approved and orders were placed in
the summer of 1916, when Mr. Bal-
four was First Lord and his board
included Admiral Sir Henry Jackson,
as First Sea Lord, and Rear-Admiral
F. C. T. Tudor, as Third Sea Lord
and Controller.
The contract for the Hood was
allotted to Messrs. John Brown & Co.,
Limited, of Clydebank, which firm
put afloat in the same year the Re-
public, sister ship of the Renown.
They were also the builders of the
Barham, of the Queen Elizabeth
class, and the Tiger, the last battle-
cruiser to be launched for the Brit-
ish Navy before the war broke out.
The first keelplate of the Hood was
laid on September 1, 1918.

It is interesting to note that the
Hood is the first capital ship in the
British—and probably in any—navy
to be built since the battle of Jut-
land was fought on May 31, 1916.
She was launched on August 22,
1918, by Lady Hood, the widow of
Admiral Lord Hood of Avalon, who
was First Sea Lord at the time of the
passing of the great Naval Defence
Act.

Since the building of the Dread-
nought, the course of British naval
construction, so far as the capital
ship is concerned, has taken two dis-
tinct directions, that of the battle-
ship, and that of the battle-cruiser.
In the former, weight of metal, was
considered to be the primary factor;
in the latter, speed was considered
to be of relatively more importance;
but in both classes the one-gun prin-
ciple was paramount. The last com-
pleted representatives of the two
types were the Royal Sovereign and
the Renown.

In the Hood, what appears to have
been aimed at is a fusion of the two
designs, and gun-power, speed, and
armored protection are provided in
such a degree that it cannot be said
that any one quality has been sacri-
ficed for the other. It is for this reason
that the Hood is most remark-
able, and presents a complete change
from previous practice.
The main armament of the Hood
consists of eight 15-inch guns,
mounted in four gun-houses on bar-
bettes, two pairs forward and two aft.
The disposition, indeed, is the same
as in the Royal Sovereign and Queen
Elizabeth, which also have eight 15-
inch guns. The Renown class have
only six 15-inch guns in three tur-
rets. The gun-houses are protected
by armor of a maximum thickness of
15 inches, reduced in places to 11
inches, and there is 12 inch armor
on the barbettes. The main arma-

ment is thus afforded better protec-
tion than in the Hood's predecessors,
which had 11 inch armor, and in
this respect there is reflected the
greater importance attached to this
feature since the Battle of Jutland.
Provision has been made for giving
increased elevation to the guns over
that allowed in earlier ships.

Complete details of the armored
protection have not yet been afforded,
but the Hood has an armored belt
at the waterline of 12 inches, taper-
ing to 6 inches and 5 inches, and
completed at the ends by a 1-inch
armored deck forward and a 2-inch
deck aft.

Against under-water explosion the
ship is protected by a bulge or bil-
ster, the invention of Sir Eustace
d'Yncourt, and there is a very com-
prehensive system of bulkhead and
subdivision. What protection has
been given to the deck and the tops
of the barbettes is not indicated in
the plan, but since all the larger ves-
sels were improved in this respect
after Jutland, it may be assumed that
similar precautionary protection has
been afforded in the Hood.

Geared turbines of Brown-Curtis
type, with a shaft horsepower of
144,000, will drive the ship at a de-
signed speed of 31 knots, steam be-
ing supplied by water-tube boilers.
The power of the engine far exceeds
that of any previous vessel in the
British navy. The drive is more than
five times as great as that of the
Dreadnought, and more than three

times that of the Inflexible. The fur-
naces are adapted for oil fuel only,
of which the ship has a carrying
capacity of 4,000 tons. Her engines
were manufactured by the builders
of the hull.



BEING YOUNG.

There is no treasure, sought or sung.
So sweet as that of being young;
Monarchs look down upon the boy
And envy him his years of joy;
Rich men the bare-foot lad behold
And for his chance would give their
gold;
All men of skill would give their
fame
Their vanished youth once more to
claim.
He that has youth still holds the
seeds
Of greatness and its manly deeds;
To him the morning skies are fair
And there is beauty everywhere,
Upon his heart no burden lies,
Tears have not over-drained his eyes;
The glories of the world remain
For him to fight for and to gain.

There's none so great or rich, but he
Wishes once more a boy to be;
Life grants to none such treasures
rare.

As those which youth alone may
share—
The glow of health, the radiant smile,
The freedom from the sham of style,
Great deeds not done, and songs un-
sung,
Belong to him who still is young.

Richer is he than millionaire
Who has not yet come into care;
Monarchs with all that they possess
And all their pomp and regal dress
Have no such bank accounts of joy
As those belonging to a boy;
Like shining pearls the years are
strung
For him to count who still is young.

The Patronage System.

HOW IT WORKS.

The new farmer government of Onta-
rio has got a lot to learn if it is
going to live up to its own advance
notices. We have been told weeks on
end, by the various advocates of far-
mer government, that with the birth
of the new regime all forms of pat-
ronage would be cast to the winds.
The first slide from grace is now being
laid at the door of the Hon. F. C.
Biggs, Minister of Works for Ontario.
And a long slide it was, considering
the short start of only a few weeks
in office. The Minister desired to pur-
chase for his department a number of
motor vehicles to use in food-making.
It was no mean order, a hundred thou-
sand dollars. Did he advertise for
tenders? He did not. Did he let his

LODGE SPARK PLUGS,

MADE IN BRITAIN.

The LODGE PLUGS were used for aircraft work
during the War in GREATER QUANTITIES than those
of any other make.

They hold the World's ALTITUDE RECORD, 30,-
500 feet (5 miles) above sea level. They were used on
the ROLLS-ROYCE engines and Handley-Page Aero-
planes, winners of the prize flights from London to Con-
stantinople, and from Cairo to Delhi.

WILLIAM HEAP & CO., Ltd.,

Sole Agents for Newfoundland.

Nervous Women



Nothing is so good for you as

Vinol

Why drag around weak, tired
and nervous? Vinol will make
you strong, feel well and banish
nervousness.
Your money back if it fails
—at leading drug stores—Ask
for the Vinol sign on windows.
CHRYSTIE KEW & CO., WINDSOR, ONT.
THE ARTHUR SALLIS CO., TORONTO.

wants be known, far and wide? Did
he notify the hundred or so general
agents of motor trucks in the country
of his needs? He did not. He just
walked up to Len Parkin, of Dundas,
and said in effect: "Len, old top, send
me down a hundred thousand dollars'
worth of motor trucks," and Len, who
is a garage keeper in Brigg's home
town, did that very thing. Further-
more, Len slipped a nice little com-
mission into his own pocket, some
fifteen thousand dollars, it is said. Is
Len grateful? Ask yourself.—Toronto
Saturday Night.

The Nova Scotia "Lumber King"
says:

"I consider MINARD'S LINIMENT
the best LINIMENT in use.
"I got my foot badly jammed late-
ly. I bathed it well with MINARD'S
LINIMENT and it was as well as ever
next day."
"Yours truly,
"T. G. McMULLEN."

For 15 years Ella Shields, an
American girl, has been all the rage
in the music halls of London. Her
audiences were sure she was an Eng-
lish actress. She has just returned
to visit her native Baltimore. Her
personations are male characters.
She is the wife of a Scottish colonel.

Foxes Make Good Spies.

The use of dogs to spy out the land
and give warning of the closeness of
the enemy in wartime is, of course,
very well known; and the Allies used
thousands of dogs on the fighting
fronts during the Great War.

Few people in England, however,
know that the cleverest animal spy
is not a dog, but the wild fox.

This fact was discovered centuries
ago by the Japanese, and for gener-
ations they have trained foxes to help
them in wartime till now they have
reached a cleverness which is prac-
tically human. This cleverness is best
shown when the fox is working with
his master when the latter is spying.

This is the kind of thing these
trained foxes will do. When a spy,
for example, comes to a cliff he can-
not climb he puts the end of a rope
in the mouth of the fox and the ani-
mal finds its way up the cliff where
no human being could get unaided.

When it reaches the top it goes to
the nearest tree and walks round and
round it, with the rope in its mouth,
and holds it, to prevent it slipping,
while his master climbs up.
So intelligent is the Japanese fox,
in fact, that it has been trained to

fasten a rope to a tree, using a bow
knot, and if the spy is going down
the cliff the fox will untie this knot
when the master is at the bottom, so
letting him recover the rope.

These foxes have a much keener
sense of smell and hearing than any
man, and for this reason Japanese
sentries often have one by their side
to give them warning of the stealthy
approach of anyone.

Why February Was Shortened.

To the wisdom of one Roman ruler
and the whim of another we owe
our leap year. Julius Caesar found
the Roman Kalends in such a muddle,
for ignoring the seasons it often
produced summer in the middle of
winter, that, finding the astronomical
year was 365 1/4 days, he made that the
civil year too, dividing the days be-
tween the months in 30's and 31's, ex-
cept that February had 29 days, with
an extra one in leap year. But later
came Augustus, who, annoyed that his
name month had only 30 days, took
one day from February and added it
to August. Thus August now has 31
days, and February, except in every
fourth year, only 28.

**Little Tots
on Chilly Mornings.**
...comfortable homes mean
...happy children. No winter
...from evening or morning ex-
...in homes equipped with the
...Dry Radiant Fire. Ask the Gas
...for full particulars.
6,004,011