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**BOWRING BROS. Limited** ST. JOHNS —N.F.—

### Australian Government Flying Competition.

With a Brief Description of the  
Fliers.

Messrs. Vickers Limited have entered a standard "Vickers-Vimy" to compete for the £10,000 offered by the Government of Australia for a flight from Great Britain to Australia, with Capt. Ross Smith, M.C., D.F.C., A.F.C., and his brother, Lieut. Keith MacPherson as Pilots.

**Biographical Sketch.**  
They were both born and educated in Adelaide, South Australia. At the outbreak of war, Capt. Ross Smith joined the 3rd Australian Light Horse Regiment as a Private, and was promoted to Pilot Officer in the Australian Expeditionary Force, landing in Egypt in August, 1914. After four months on the Western Front he gained his Commission, and later on contracted enteric fever which was invalided to England. He returned to his Regiment in March 1916, and afterwards sent back to the Western Desert, and took part in the capture of the Roman, during the last of the attack on the Suez Canal in August 1918. In October of the same year he joined the 67th (Australian) Squadron, Royal Flying Corps, as an observer, qualifying as a Pilot in July 1917. He then rejoined his old Squadron, now known as the 1st Squadron, Australian Flying Corps, stationed in Southern Palestine, and remained there until the outbreak of the war in December 1918, he accompanied Air Vice-Marshal Sir W. H. Salmond, K.C.M.G., C.B., D.S.C., and Air Commodore A. E. Borton, D.S.C., D.S.O., A.F.C., on the flight from Cairo to Calcutta, after arriving at Calcutta, proceeded with Air Commodore A. E. Borton on his reconnaissance for aerodromes in Burma, Siam, Malay States, and the Netherland East Indies. He returned to England about a month ago.

His brother, Lieut. Keith MacPherson, R.A.F., will act as reserve pilot and Observer. After leaving Adelaide, Lieut. K. M. Smith joined the 1st Squadron, Australian Flying Corps, and on the outbreak of war offered his services for Overseas duty with the Australian Imperial Force, but was rejected. Several attempts to enlist in 1915 and 1916 met with the same result, but subsequently he underwent an operation which considerably improved his health, and afterwards, proceeded

to England by the P. & O. S.S. "Medina," which was torpedoed and sunk in the English Channel during the voyage. On arriving in England he joined the Royal Flying Corps as a Cadet, shortly after becoming a Pilot of unusual ability, and was serving as an Instructor in the North of England until the Armistice. Captain Ross Smith and his brother will be accompanied by Sergt. J. W. Bennett, A.F.M., M.S.M., and Sergt. W. H. Shiers, A.F.M., who will act as Mechanics.

**Their History.**  
Sergt. W. H. Shiers was also born and educated at Adelaide, and spent his early life on a farm. Later on he went to Broken Hill, New South Wales, and worked at the North Mine as an Electrical Engineer. He was a student at the Technical College at

Broken Hill, studying Engineering and Mechanics in his spare time, and seven years afterwards proceeded to Barren Jack Irrigation Scheme in New South Wales as an Electrician for the Yanks-Leeton area in connection with Government contracts. In March he enlisted in the 4th Divisional Artillery at Sydney, and was sent to Egypt, where he transferred to the 1st Australian Light Horse Regiment. He took part in the battle of Romani, and in October 1916 was posted to the 67th (Australian) Squadron, Royal Flying Corps, as a Mechanic. He rapidly gained promotion, and owing to his ability and resourcefulness he was on many occasions sent out to the desert to bring in crashed or damaged machines, which was at times a most difficult and arduous task. He has handled almost every type of engine, and for the last 12 months of the war was working on Rolls-Royce engines. This is Sergt. Shiers' first visit to England, and being a great admirer of the Rolls-Royce engines, which he considers to be the finest in the world, recently seized the opportunity of paying a visit to this firm's works at Derby.

Sergt. J. W. Bennett was born at St. Kilda, Melbourne, in 1892, and spent 14 years of his early life at Hawthorn, Melbourne, where he received a Public School education, and attended night Technical classes. He took great interest in all things connected with the early progress of the internal combustion engine, both for Car and aviation use, and received a thorough and early training with Salmay Motor Engineers, and was employed for a considerable time with other prominent Motor Firms in Australia. At the outbreak of war in 1914, he was on the mechanical staff of Messrs. Denny Lascells, Motor Department, Melbourne, but enlisted in the Mechanical Transport, Australian Imperial Force, as a 1st Class Air Mechanic in No. 1 Squadron, Australian Flying Corps, with which he served in Egypt and Palestine until the Armistice.

On account of the excellent records of these two Sergeants, they were specially selected to accompany Air Vice-Marshal Sir W. G. H. Salmond, K.C.M.G., C.B., D.S.C., Air Commodore A. E. Borton, C.M.G., D.S.O., A.F.C., and Capt. Ross Smith, M.C., D.F.C., A.F.C., on the first Cairo to Calcutta flight. Air Vice-Marshal Sir W. G. Salmond stated in India that the success of the flight was largely due to their skill and knowledge. They were subsequently awarded the Air Force Medal for their work in connection with this flight, and accompanied Air Commodore A. E. Borton and Capt. Ross Smith on their reconnaissance for aerodromes in Burma, Siam, Malay States, and Netherland East Indies. On returning to India, they both served with the

North-West Frontier Forces in the late Afghan War.

**The Plane Itself.**  
The Aeroplane is identical to those supplied to the Royal Air Force. It will be remembered that one of these machines was earmarked for the bombing of Berlin just previous to the Armistice. It is also similar to the machine used by Capt. Sir John Alcock, K.B.E., D.S.O., except that for this flight a smaller petrol capacity is required. The engines used are the Rolls-Royce "Eagle" Mark VIII, the petrol is drawn from the main petrol tanks by two Vickers Mark II Centrifugal Petrol Pumps, and delivered to the service tank, which forms a section of the top plane, from whence it falls by gravity to the Engines.

The dimensions of the Aeroplane are as follows:—  
Span . . . . . 67' 9"  
Overall Length . . . . . 42' 8"  
Overall Height . . . . . 15' 8"  
Gap . . . . . 18' 0"  
Chord . . . . . 10' 0"  
The maximum speed is over 100 miles per hour, but Capt. Ross Smith intends to throttle the engines down to a cruising speed of about 90 miles per hour. The weight of the machine empty is three tons; when carrying her full load on this flight of 4 men, 516 gallons of petrol, 40 gallons of oil, and 10 gallons of water, together with Spares, Kit, Tools and Sundries (adding another 300 lbs.), the total weight fully loaded will be nearly 5½ tons.

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### Notice to Ex-Service Men

With the return of the darkness it has been arranged to open the Night School for the winter months, beginning on Monday, October 6th. The Night School will be in session from 8 o'clock to 9.30 every Monday, Tuesday, Thursday and Friday nights until further notice.

All ex-service men are entitled to free tuition in the Night School. This affords a splendid opportunity to men who are at work during the day to fit themselves for education in their special branch for promotion. All applications for admission should be made to the Vocational Officer.

### NERVOUS PROSTRATION

May be Overcome by Lydia E. Pinkham's Vegetable Compound—This Letter Proves It.

West Philadelphia, Pa.—"During the thirty years I have been married, I have been in bad health and had several attacks of nervous prostration until it seemed as if the organs in my whole body were worn out. I was finally persuaded to try Lydia E. Pinkham's Vegetable Compound and it made a real woman of me. I can now do all my housework and advise all ailing women to try Lydia E. Pinkham's Vegetable Compound and I will guarantee they will derive great benefit from it."—Mrs. FRANK FITZGERALD, 25 N. 41st Street, West Philadelphia, Pa.

There are thousands of women everywhere in Mrs. Fitzgerald's condition, suffering from nervousness, backache, headaches, and other symptoms of a functional derangement. It was a grateful spirit for health restored which led her to write this letter so that other women may benefit from her experience and find health as she has done. For suggestions in regard to your condition write Lydia E. Pinkham Medicine Co., Lynn, Mass. The result of their 40 years experience is at your service.