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Is built in ST. JOHN'S, NEWFOUNDLAND, by GAS ENGINEERS; MEN who know the BUSINESS thoroughly. There are no false claims made about these Engines, but are exactly as REPRESENTED.

These Engines are sold to the Fishermen with the absolute understanding that he is able to secure within a moment's notice any PIECE or PART for any size CHAMPION at St. John's.

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REMEMBER, if you want a "CHAMPION" order early. WRITE or WIRE for the "CHAMPION" Catalog, which describes this Engine. Ask for terms if you need them.

CHAMPION MACHINE & MOTOR WORKS, Ltd.

Manufacturers of
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Factory and Offices: - - - - St. John's, Newfoundland.
Jan 21, 1919, Ch. S. T.

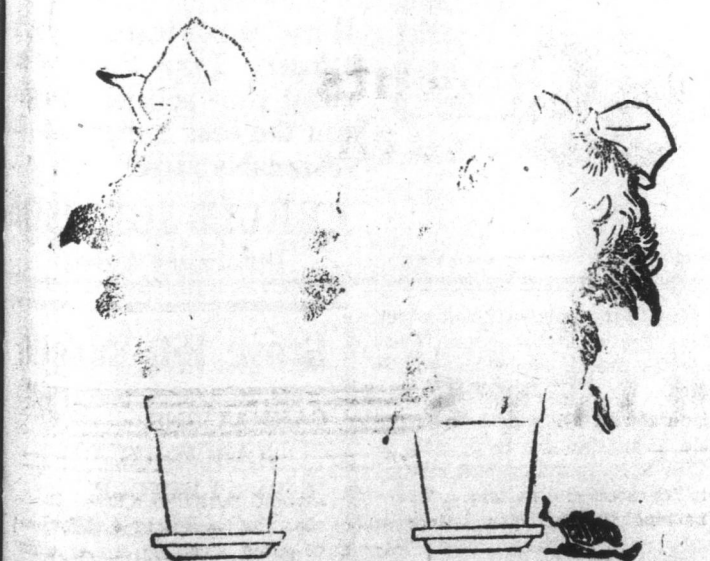
Decoy Ships for Submarines.

Some Details of Naval Actions Which Brought the Victoria Cross.

(Scientific American.)
"All the world loves"—a sailor, when he is of the heroic type of the men in our own and the Allied services, who when duty called have not stayed to count the cost. From time to time our Navy Department has told the story of valorous deeds done by the officers and men upon the high seas, and here and there, men on returning ships add to the brilliant record. All the Allied navies have contributed their quota of recorded heroism to brighten the tragic histories of this great war on sea and land.
Recently the British Admiralty has made known why the Victoria Cross was awarded to certain naval officers and men during the war. It seems that the coveted decoration was won upon certain ships, whose existence and operations were kept a profound secret during the war. These were special craft of the "mystery" type, which carried a camouflaged anti-submarine battery and were manned by carefully selected volunteers.

"Mother's Tender Flowers"

Watch the tongue of your young! Children droop and wither if you permit constipation to be absorbed into their delicate systems. Hurry! Give Cascarets to clean the little clogged-up liver and bowels. Children love Cascarets because Cascarets taste like candy. — Only 10 cents a box! Grand!



When a child's tongue turns white, breath feverish, stomach sour, mothers can always depend upon safe old "Cascarets" to gently, yet thoroughly clean the little liver and bowels. Cascarets are just dandy for children. They taste like candy and no child need be coaxed to take them even when cross, bilious and sick. — Each 10 cent box contains directions and dose for children aged one year old and upwards.

guns' crews had to remain concealed in their gun houses for nearly half an hour, while the ship slowly sank lower in the water. Commander Gordon Campbell, for this action, was awarded the Victoria Cross.

One scarcely regards a little 200-ton schooner as standing much chance in a fight with a U-boat; so the following official story has special interest.

"Lieut. William Edward Sanders, R. N. R., was awarded the Cross for an action of H. M. S. 'Prize' on April 30th last. The 'Prize' a top-sail schooner of 200 tons, sighted an enemy submarine, which opened fire at three miles' range, and approached slowly astern. The 'panic party,' in charge of Skipper William Henry Brewer, R. N. R., (Trawler Section), immediately abandoned ship. The ship's head was put into the wind, and the guns' crews concealed themselves by lying face downwards on the deck.

"The enemy continued deliberately shelling the schooner, inflicting severe damage and wounding a number of men. For 20 minutes she continued to approach, firing as she came, but at length, apparently satisfied that no one remained on board, she drew out on the schooner's quarter seventy yards away. The White Ensign was immediately hoisted, the screens dropped, and all guns opened fire. A shell struck the foremost gun of the submarine, blowing it to atoms and annihilating the crew. Another shot demolished the conning tower, and at the same time a Lewis gun raked the survivors of the submarine's deck. She sank four minutes after the commencement of the action in clouds of smoke, the glare of an internal fire being visible through the rents in her hull.

"The Captain of the submarine, a warrant officer, and one man were picked up and brought on board the 'Prize,' which was then herself sinking fast. Captors and prisoners, however, succeeded in plugging the shot-holes and keeping the water under with the pumps. The 'Prize' then set sail for the land, 120 miles distant. She was finally picked up two days later by a motor launch and towed the remaining five miles into harbor."

Another thrilling story is that of a little 360-ton collier, commanded by her designer:

"Lieut. Harold Auten, V. C. D. S. C. R. N. R., was in command of H. M. S. 'Stock Force' on July 30th, 1918, when she was torpedoed by an enemy submarine at 5 p.m. The torpedo struck the ship abreast No. 1 hatch, entirely wrecking the fore part of the ship, including the bridge, and wounding three ratings. A tremendous shower of planks, unexploded shells, hatches, and other debris followed the explosion, wounding the first Lieutenant (Lieut. E. J. Grey, R. N. R.) and the navigating officer (Lt. L. E. Workman, R. N. R.), and adding to the injuries of the foremost gun's crew and a number of other ratings. The ship settled down forward, flooding the foremost magazine and between decks to the depth of about three feet. The 'panic party,' in charge of Lieutenant Workman, R. N. R., immediately abandoned ship, and the wounded were removed to the lower deck, where the surgeon (Surgeon Probationer G. E. Strahan, R. N. V. R.), working up to his waist in water, attended to their injuries. The captain, two guns' crews, and the engine room staff remained at their posts.

"The submarine then came to the surface ahead of the ship half a mile distant, and remained there a quarter of an hour, apparently watching the ship for any doubtful movement. The 'panic party' in the boat accordingly commenced to row back toward the ship in an endeavor to decoy the submarine within range of the hidden guns. The submarine followed, coming slowly down the port side of the 'Stock Force,' about 33 yards away. Lieutenant Auten, however, withheld his fire until she was abreast, when both of his guns could bear. Fire was opened at 5.40 p.m.; the first shot carried away one of the periscopes, the second round hit the conning tower, blowing it away and throwing the occupant high into the air. The next round struck the submarine on the waterline, tearing her open and blowing out a number of the crew.

"The enemy then subsided several feet into the water and her bows rose. She thus presented a large and 'mobile target, into which the 'Stock Force' poured shell after shell until the submarine sank by the stern, leaving a quantity of debris on the water. During the whole of the action one man (Officer's Steward, Second Class, R. J. Starling), remained pinned down under the foremost gun through the explosion of the torpedo, and remained cheerful and without complaint, although the ship was apparently sinking, until the end of the action."

"The action may be regarded as the supreme test of naval discipline. The chief engineer and engine room watch remained at their posts to keep the dynamo working until driven out by the water, then remaining concealed on top of the cylinders. The

Flyers Develop Ability to See at Night.

A physician who makes a close study of flying men says that a pilot who has become inured to flying at high altitudes may be capable of holding his breath for fifty or sixty seconds. Another developed sense is that of being able to see considerable distances at night. Of course, only men with perfect vision are suitable for night flying, but even they could not at first see nearly so far in the pale moonlight as they can now. It is definitely accepted by American, as well as British doctors who have had charge of flying men, that the better a man becomes as an air pilot the worse he becomes as a sailor! He cannot stand the roll of the sea—Canadian Motor Boat.

Few Cents Destroys Your Dandruff and Stops Fallig Hair.

Save your hair! Make it thick, wavy and beautiful—Try This!

Thin, brittle, colorless and scraggy hair is mute evidence of a neglected scalp; of dandruff—that awful scrub. There is nothing so destructive to the hair as dandruff. It robs the hair of its lustre, its strength and its very life; eventually producing a feverishness and itching of the scalp, which it not remedied causes the hair roots to shrink, loosen and die—the hair falls out fast. A little Danderine to-night—now—any time—will surely save your hair. Get a small bottle of Knowlton's Danderine from any drug store or toilet counter, and after the first application your hair will take on that life, lustre and luxuriance which is so beautiful. It will become wavy and fluffy and have the appearance of abundance, an incomparable gloss and softness; but what will please you most will be after just a few weeks' use, when you will actually see a lot of fine, downy hair—new hair—growing all over the scalp.

The Paravane.

A Steel Shark Which Protects Vessels in Mine-Infested Waters.

The naval mine is a far more treacherous weapon than the torpedo. It gives no warning of its presence as it swings some distance below the surface, ready to strike a crushing blow the moment it is touched by a ship. In the great war the mine has accounted for many ships, among them the British Dreadnought "Audacious" and the American cruiser "San Diego," the latter having been sunk off the coast of Long Island. Indeed, the Germans, fully realizing the effectiveness of the naval mine, sent large numbers of mine-laying submarines into enemy waters with the object of sowing mines at the entrance of harbors and in the well-known shipping lanes.

But whatever may have been the destructive qualities of the mine as compared with the torpedo, its actual effectiveness has been largely curtailed by the introduction of a protective device for vessels crossing mine-infested waters. This device is known as the paravane, and it is reported to have been instrumental in making the German mine fields more or less impotent against Allied vessels.

Briefly described, the paravane may be said to comprise a hollow torpedo-shaped body, a plane member terminating in two castles, horizontal and vertical rudders forming the tail, and a cable-cutting jaw. In operation the paravane is towed by the ship which it is to protect on either side by means of a single cable leading back from the bow. The point of attachment to the bow is about ten feet below the surface, and each paravane maintains a parallel course about twenty-five feet away from the ship's side. As they are being towed at a depth of about ten feet, the paravanes can be plainly seen from the deck of the ship, having much the appearance of sharks.

The plane member and the rudders of the paravane, as well as the position of the towing cable, maintain this device at the proper depth and hold it to the parallel course. Aside from the towing cable, there is another cable connecting the paravanes with a small boom or davit on the ship's side. The purpose of this cable is to haul in the paravane, as well as to operate the cutting jaw in the more recent models. The hauling cable is pulled taut, while the other cable is practically free from strain except when it is working the cutting jaw.

Given two paravanes and two taut cables which form a V-shaped fender at the bow of a ship, it is a simple matter to understand what happens when such a combination enters a mine field. The mines are anchored to the sea bottom by means of steel cables. The paravane cable nearest the mine engages with the mine cable pushing the mine aside and causing the mine cable to slide along until it comes to the jaw of the paravane. The jaw soon cuts the mine cable, releasing the mine which then bobs up to the surface. At this point in the game the floating mine is exploded by rifle or machine-gun fire, thus ending its empty career. In the earlier forms of paravane the cutting jaw consisted simply of a

For Biliousness

Biliousness is a common form of indigestion. It is brought on by food-waste which the stomach, intestines and bowels fail to expel. If you will take a few doses of Beecham's Pills, when bilious, you will soon rid yourself of the impurities, relieve sick headache, stimulate the liver and bile and tone the stomach. Healthy conditions are quickly re-established by using

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at Prices that will Please

We are slashing the prices of all our stock of Ladies' Suits rather than carry them over until the Fall.

Our entire stock of Ladies' Costumes—exclusive and becoming Models in Serge, Gabardine and Cloth—is now on sale at a great reduction.

We shall be glad to have you see these Suits, try them on, and compare their quality, style and value with those elsewhere. A few of our special bargain prices are given below.

Regular \$35.00.	Now \$27.00
Regular \$41.00.	Now \$33.00
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Have us to quote on your specifications.

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rigid wedge with saw teeth. The force with which the mine cable came into the jaw, as well as the twisting and twisting of the mine and its cable, was depended upon to cut or tear the cable. In a more recent form the second cable of the paravane extends from the jaw to a winch on board the ship. The winch is arranged to operate continuously, but allows the cable to slip each time it has been wound up tightly. Thus the cutting jaw, which is hinged in this case, is alternately opened and closed so as to act as a pair of powerful shears.

Most ships traversing mine-infested waters have been equipped with the paravane. American transports have all been equipped with the device. The "Leviathan," for instance, is understood to have carried four paravanes on each trip, two for use in mined waters, and two in reserve. At the high speeds made by this giant transport much trouble has been experienced with the paravanes, and it is said that a trip was seldom made in which two or three were not lost. In fact, it is the difficulty of handling the paravanes on high-speed ships that has often tempted the crew to get along without them, although they are recognized as a reasonably sure form of mine protection. On slow vessels, however, the paravane is readily managed.

The paravane has its limitations, to

be sure. There is involved the element of chance as in many other phases of warfare. If the ship equipped with paravanes strikes a mine nose on, nothing can save it from a smashed bow, which entails the flooding of only a small portion of the ship. But if it passes a mine but a few feet to one side, the paravanes take care of that mine in an efficacious manner. It is stated that the British fleet assigned to visit the German ports following the signing of the armistice, traversed the German mine fields without an untoward incident, thanks to their paravanes.—Scientific American.

STAFFORDS' PHORATONE.

A reliable combination of expectorants for relief of pulmonary affections.

Coughs, Colds, Hoarseness, Bronchitis, and other inflamed conditions of the lungs and air passages. Manufactured only by

Dr. F. Stafford & Son, Wholesale Chemists & Druggists, St. John's, Newfoundland.

ERECT MONUMENT. — It is that the Sergeants at Winchester voted £200 for the erection monument to the Sergeants of Royal Nfld. Regiment, killed in The design will be decided