

RETIRING FROM BUSINESS

BUY YOUR CLOTHING AT WHOLESALE PRICES

Our New Stock

of Winter Merchandise is complete in every detail. It will all be placed on sale at cost.

If you want to buy SUMMER UNDERWEAR, SILK HOSE, WASH TIES, or in fact, anything in summer furnishings, cost price is all we ask.

If you feel that you need a new OVERCOAT, cost price is the only price we know during this sale.

Having decided to retire from active business, I could not force myself to accept a rate on the dollar and step out; it seemed like breaking faith with my customers. If I have to take a loss, why not let the people, to whom I owe my prosperity, receive the benefit? Now, I am going to place the entire stock on sale at cost. You can buy any article in the store, in any quantity, at wholesale price, and in many cases less than the factory price even for next Spring.

Just a word in closing. We all know that prices have been highly inflated, and lower prices are long over-due; but the actual price levels for next season are very little below 1920. All this irresponsible newspaper "high cost of living" propaganda seems to have about as much influence on the actual markets as the late Board of Commerce, but you can rest assured that during this great sale Men's Clothing and Furnishing prices will be cut to the quick. Watch for my price list.

A. F. RONEY.

A Few Samples

- BOYS' OVERCOATS from . . . \$6.50 up
- MEN'S OVERCOATS from . . . \$10.00 up
- BOYS' SUITS from \$7.50 up. Some at \$5.
- CHILDREN'S SUITS from . . . \$5.00 up.
- HEAVY WORK SOX 19c. up
- WOOLLEN UNDERWEAR . . . \$1.15 up
- BOYS' SWEATERS from 65c. up
- MEN'S SWEATERS from \$1.50 up
- VELOUR HATS \$6.00
- WORK TROUSERS \$2.25 up
- CAPS from \$1.00 up
- HATS from \$2.00 up
- FINE BLACK HOSE 40c. up
- Wool-lined WORK MITTS from . . 65c. up

And an extensive list of Bargains in Monday's paper.

RONEY'S - PRINCESS ST.

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Auto Repair Shop is now located at MARTIN'S GARAGE 110 CLERGY STREET
All kinds of work promptly attended to.
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PLUMBING and TINSMITHING
Now is the time to have your Furnace repaired before the cold weather sets in. See us for prices.
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Published by Special Arrangement With the Aeroplane News Bureau.

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Scales, Talking Machines, Bicycles, Baby Carriages, Lawn Mowers, etc. We do repair work right and guarantee satisfaction.
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is to enjoy good health. The secret of good health is chiefly to maintain normal activity of the stomach, bowels, liver, skin and kidneys.
BEECHAM'S PILLS
Largest Sale of Any Medicine in the World. Sold everywhere in Canada. In boxes, 25c., 50c.

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All kinds of Phonographs repaired, cleaned, recharged and adjusted. Main and governor springs for all makes in stock. Quick service, expert workmanship.
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A Crown Life Policy is the ideal combination of protection and investment.
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WE HAVE A BEAUTIFUL ASSORTMENT OF ELECTRIC TABLE LAMPS TO CHOOSE FROM FOR CHRISTMAS PRESENTS.
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Phone 441. 167 Princess Street

The Handley-Page Wing.
F. Handley-Page has at last made public the secret of the much discussed Handley-Page Wing. It is over six months since he first made the announcement that the Drawing Office of his firm was at work on a new form of wing which would greatly increase the efficiency of the aeroplane. Since then the aeronautical world has been anxiously awaiting developments, and its interest has been kept awake by periodical announcements concerning the progress of the experiments. Of course many rumors were bruited about as to the nature of the invention but the actual secret was well kept. At last, however, the foreign patents have gone through and there was a general feeling of excitement when the firm issued an invitation to the press and others to attend at Cricklewood aerodrome to see a demonstration and hear an explanatory address by Handley-Page himself. As a matter of fact the attendance of the public was not great but the press enclosure was very well filled.
On our arrival there, we saw before us two D.H. 9 aeroplanes with 240 H.P. Puma engines, one a normal machine and the other with the new device attached to the leading edges of the plane. In appearance the device looked like a false leading edge made of aluminium, some eight or ten inches in chord, and held at a distance of a few inches from the plane itself by a series of metal brackets connecting with the ribs. The plane itself had been cut down along the leading edge, so that the chord of the new wing was equal in measurement to that of the normal wing of the machine. We had expected to see something of that nature, but had also expected to find the false leading edge adjustable and were surprised to find it an immovable fixture.
The smiling giant, F. Handley-Page, then proceeded to explain the matter to the pressmen. He said that his device consisted in having slots right through the plane. To the uninitiated it might appear that these slots would allow the air to escape through the plane and so deprive it of all life; but as a matter of fact exactly the reverse took place. In effect the reverse slots would convert a single plane into a whole series of planes and so increase the lifting power of the wing. The experimental machine which was before our eyes had only one slot, which increased its lifting power by about 55 per cent, but experiments had been made with various numbers of slots up to five (as in the illustration) which increased the lift up to about 400 per cent. We gathered that these experiments had been made in the wind tunnel. The ways in which this increased lift could be turned to advantage are, Handley-Page pointed out, numerous. In the

first place, a given machine will be able to lift the same load as at present with a very much reduced wing area. This reduction in wing area will in itself reduce drag and therefore make for increased speed, though it was confessed that the H.P. wing firm reduced the speed of the machine. In the case of the D.H. 9 it knocked about 10 m.p.h. of the top speed (a very serious matter) but on the other hand it lowered the landing speed to about 44 m.p.h. which was one of the greatest boons which it conferred. With smaller wings it do the same work as the large ones do at present, it would, of course, be possible to indulge in much stouter wing construction, and accordingly all-metal wings became much more possible commercially. (Incidentally, opinions are much divided at present as to the desirability of all-metal wings, but that is another story.)
To counteract the loss of speed, Handley-Page said that ultimately the wing "slats" (if I may borrow a term from Venetian blinds, which the H.P. wing will somewhat resemble) will be made adjustable, while in flight so that the slots can be closed and the H.P. wing converted into a normal type high-speed wing. We are given to understand, however, that this improvement has not yet advanced beyond the experimental stage. If it can be made practicable it will undoubtedly mean a revolution in commercial flight. As warned the pressmen against describing his slot device as a revolution or thinking that it would result in the skies being immediately darkened by the wings of innumerable aeroplanes. It was an improvement, which has achieved the two great advantages of greater lift and lower landing speed, but time must elapse before the public could benefit by it.
We were then invited to inspect the device and ask questions. Frankly, some of us were puzzled. The one slot or small wing (as can be

seen from the illustration, by regarding only the leading one of the six shown) has a negative angle of incidence. It cannot, therefore, have much, if any, lift on its lower surface. Apparently the rush of air through the slot increased the lift on the upper surface of the rest of the plane. One can picture for oneself the series of problems to be worked out in varying the size, shape, angles, and number of the slats and slots. However, Handley-Page intimated that Captain Geoffrey de Havilland is associated with his drawing office in supervising the experiments, and as the famous designer of the D.H. aeroplane is one of the most brilliant men in the work at this sort of work, we may reflect that difficulties only exist in order to be overcome.
The next proceeding was demonstration flights by the two machines and the good climb and very low landing speed of the one with the H.P. wing were apparent to all. In the air, however, the ordinary D.H. 9 made rings round the other, as was to be expected.
I hear from another source that Handley-Page is of opinion that his slot device can be used in conjunction with the principle of the Alula wing, but has not yet succeeded in converting all authorities to that point of view. The present position, therefore, is that two plans have been made public in England for increasing lift at the expense of speed, while the H.P. wing claims to give in addition a very greatly reduced landing speed.

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Rich in flavor and delicious—
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A French Device.
Three days after the publication of the details of the H.P. wing, a French inventor made public the principle of increasing the plane area of the upper wing while in flight. Two sliding extensions are fitted, one to the leading and one to the trailing edge, and the pilot when about to land can slide them outward and so increase the area from, say, 30 square metres to 50 s.m. The speed, it is claimed, is thus reduced from, say 125 m.p.h. to 35. This invention has been developed by Levasseur, the inventor of the Antoinette monoplane, Robert Gastambide and a M. Latham, a cousin of Hubert Latham. It is curious to see how the same result of low landing speed can be obtained in one case by employing an enormously high aspect ratio and in another by effecting an enormous reduction in that ratio. But of course aspect ratio is not the only consideration which enters in, because so far as I have yet been able to grasp the principles at work in the H.P. wing, aspect ratio will only enter into account when several slots are let into the wing. With the present arrangement of one slot it seems to me that the leading small wing with its negative angle of incidence must function rather by directing the current of air than by itself contributing to the lift.

Harrowsmith Happenings.
Harrowsmith, Nov. 24th.—In the fire at the Bank of Nova Scotia, Monday, Mr. and Mrs. Hamilton, who reside over the bank, had some of their household effects damaged by smoke. Mrs. J. S. Gallagher spent a few days

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