

LATE SIR HENRY ROYCE WAS DESIGNER OF ENGINE FOR THE WORLD'S MOST FAMOUS CAR

Sir Henry Royce, the George Stephenson of the motor industry, immortalized in the name Rolls Royce, has just passed away.

For more than fifty years he has designed engines, and everything he made was supreme in its class.

His first automobile engine was a ten-horsepower affair.

It started with the first swing of the handle, and an hour after it was made carried him sixteen miles to his home.

His last engine was of 2,300 horsepower, and it won for us the Schneider Trophy, the world's land and water speed records.

Of all the great men I have met he was the simplest and most charming. Though almost unknown to the public, his name is undoubtedly the best-known British name in the world.

It is even an adjective implying excellence.

For years this brilliant engineer had not worked for a minute at his factory in Derby.

Finest Work

His most superlative work, for strangely enough, it was in the last five years that his finest work was done—was executed either in a room set apart in his house on the Riviera or in Sussex, where he kept a staff.

He was fundamentally a great artist in machinery. He would not go to the drawing office at Derby. He had engineers and draughtsmen come to him in the quiet of the country.

While his great Schneider Trophy engines were being tuned up at Calshot a few days before the race he was introduced to Colonel Lawrence, of Arabia, who, as Aircraftman Shaw, was on duty at the seaplane base.

He was as delighted as a child.

"Who would of thought that that little fellow would be Lawrence of Arabia?" he muttered to me afterwards. He fingered his white beard. "I can hardly believe it." Then he smiled at his own boyishness.

I used to chat with him for hours at Calshot while these engines of his were being prepared for their great test, and I know that it never occurred to him that he was probably a greater man than the Lawrence who caused a stir every time he walked across the air base.

Simplicity

One day I experienced a wonderful instance of his directness and simplicity.

We journalists at that time were anxious to know, though we could not publish, the exact increase of horsepower which this gentle genius had been able to get out of the engines which had won the trophy the previous year.

"Would it be a dreadful calamity if your designs were known in America?" I asked him.

"Oh! I don't know that it would matter very much. The designs are not the most important part of the business by any means.

"What I mean is there: you can design any engine, but after that you have got to find a man who can make it.

"The design of the engine is really quite simple, but only the finest engineers could make it effective."

Never did a great name arise from such complete obscurity as that of Henry Royce.

His father died when he was nine years old. There was little chance of education for him.

He went out on the streets as a newsboy of Clapton and then at Bishopsgate stations.

In all his life he spent but three years at school. Then he became a telegraph boy in Mayfair. He earned a halfpenny for each delivery.

He was then thirteen.

Then came the chance for which he had yearned. He went into the Great Northern Railway shops at Doncaster.

When he was sixteen he was earning 11s a week. He worked sixteen hours a day.

Having learned all he could of steam he went after electricity, first in London and then with the old Liverpool Electric Company.

At nineteen he was chief engineer.

Then the company collapsed through lack of capital, and Royce decided to start his own company.

Royce, Ltd., he called it and installed it rather humbly at Manchester.

Motor cars were not in use then; he made almost everything else for which he could get an order.

Then the Boer war brought depression in its train.

For the first time for years he had time to think.

At the Paris exhibition he had bought a motor car.

He pulled the car to pieces, saw how it was made and decided to make cars at once.

His first cars were so good and so reliable that they caught the eye of the Hon. Charles Rolls, a fine pioneer motorist at that time.

He asked a friend to introduce him to Royce. They met for lunch in London.

It was a historic lunch when this hard-working engineering genius who had thrust his determined way from orphanage and poverty to become the leader in an industry sat down to eat with Rolls, the fearless and aristocratic young sportsman.

Rolls' enthusiasm after chatting with Royce caused them to join hands.

Royce, Ltd., after a while could not handle the work, so in 1906 these two widely assorted men formed

Rolls-Royce, Ltd., and built a factory at Derby.

Royce, designed the factory. An architect would have cost them about £1,000, and they had only £10,000.

Tragic Fate

We then started making cars until we designed the luxury chassis, which we have been making for so long," he told me, and for more than twenty years that "luxury chassis" has been the most famous car in the world.

"When the war broke out," I remember him telling me, "there was not so great a demand for the luxury chassis, but of course, a real need for engines for aircraft."

Rolls in the meantime, in 1910 had been killed flying. This tragic death broke a wonderful friendship and partnership. It was a shock to Henry Royce from which it is doubtful that he ever recovered. Royce took up the question of aero engines.

Five-eighths of the engines used in our fighting machines during the war were made by Henry Royce. It was with these engines that Alcock and Brown flew the Atlantic in 1919.

Then, when the Schneider Trophy contests produced really great speed, Royce put his mind to the designing of an engine of minimum size and weight and maximum horse power.

He produced the lightest and most powerful machine ever made, and not once in the great contests did it fail.

The engine produced nearly 1½ horse-power per pound. It was 40 inches high and 30 inches long. A marvel.

The King conferred a baronetcy on this great and simple man in 1930.

Even before than he had been an ailing man. Most of his time has been spent on the Riviera.

There, in a sunny room equipped for the purpose, he would design his wonderful engines, and, more often than not, would see nothing of the manufacture of them till the finished produce was brought to him.

LOWER MAUGERVILLE

The B. Y. P. U. of Lower Maugerville met as usual last evening for the last meeting until November. A picnic is planned for the near future.

Miss Lizzie Perley of St. John is a guest at the home of her brother G. A. Perley. Miss Perley who has been in poor health is much improved.

Everett Keetch of St. John, west, was a recent visitor at the home of his mother Mrs. Emery Keetch.

Frank Maxon made a flying trip to Saint John lately.

The Ladies' Aid of the Baptist Church held a quilting bee recently at the home of Mrs. Jennie Upton.

Mr. Lorenzo Kierstead accompanied by Miss Mary Wardin and Mr. Lloyd Perley motored to Havelock on Thursday and are spending a few days there at Mr. Kiersteads' old home.

Residents of Maugerville were much relieved to hear that arrangements had been completed for the deportation of the Vissen family to Holland and that they left on Friday for Mon-

RUMOR SAYS DAVIS WILL RESIGN POST

Washington, June 16—Norman H. Davis, ambassador-at-large of the United States, will resign his position in the near future, it is learned today from sources close to the State Department. He will then return to this country, it is reliably reported, to represent the Rockefeller, Morgan, Chase National Bank and other large interests in the proposed Kreuger and Toll reorganization involving bonds and other obligations totalling approximately \$9,000,000,000.

Subjected to demands in the Senate and the House that he resign when the Senate banking and currency committee investigation of J. P. Morgan and Co., revealed him to be on the "preferred lists," Mr. Davis has not given any public intimation yet of his intention to resign. Neither has President Roosevelt indicated that he would ask Mr. Davis to resign.

Material Unearthed

Now, however, it is learned that Ferdinand Pecora, counsel for the Senate committee, in preparation of his investigation of Kuhn, Loeb and Co., which will start shortly has turned up material linking Mr. Davis with the extension of credits to banking interests in Chile which, while not deemed illegal, is calculated to raise further popular and political demands for Mr. Davis' retirement from his post as this country's spokesman in Geneva and Europe—a post which he has held through both the Hoover and Roosevelt administrations.

The large interests in the proposed Kreuger & Toll reorganization, who are reported to be putting Mr. Davis forward to represent them, are bitterly opposed by an independent group of security holders headed by former Secretary of State Bainbridge Colby. The group includes the Marine Midland Bank, Max Winkler, a financial writer and has as counsel Samuel Untermyer. This group will fight the selection of Mr. Davis when the reorganization plans get into court.

Seek Other Leadership

This group aims to have the Federal Trade Commission take charge of the reorganization and the attempt to collect the \$9,000,000,000. Its members protested vigorously to the President when he announced his intention of appointing former Congressman Edwin Davis—the brother of the ambassador-at-large to the trade commission, but Mr. Roosevelt went through with the appointment over their protests.

Those opposing Mr. Davis are making much of a United States Supreme Court and Circuit Court of Appeals decision some years ago against the Las Ovas Co., of Cuba, a land concern of which Mr. Davis was a moving spirit. The latter decision said that the company, "instead of acting in good faith practised deceit."

Expectations make us nervous. It is getting so that every time we turn acorn the mind visualizes the possibility of running smack into prosperity.

Show business is so terrible on Broadway that actors who once demanded good roles are now satisfied with stale bread.

Its time for the June brides to be getting nervous, and for the grooms to be getting numb.

treat thence to New York where they sail on the S. S. Veendam same day next week. A guard from Halifax met them in Fredericton, to accompany them to the International Boundary. Mr. Vissin and family have been in Maugerville since 1930 and failing to make good have been Parish charges since last November, so steps were taken to have them sent home.

Th local boys have organized to form a baseball team and are going strong under the management of Ray Dykeman.

Mrs. Robert Eliot and her sister Miss Edith Strothard made a trip to Fredericton on Wednesday.

Among those attending the 4th district annual meeting at Patterson Settlement were Rev. & Miss Mary Warden and Mr. and Mrs. Henry Dykeman of Maugerville.

Friends of Mrs. J. A. Burns who has been ill at her home here, are glad to know she is much improved in health and are able to be out again.

U. S. FLAG UPSIDE IS CHINESE WAY, SAYS FONG ENG

New York, N. Y., June 16—Fong Eng, owner of a chop suey restaurant, whose love of his adopted America led him to fly the stars and stripes above his doorway at the Feast of the Great Dragon was arrested for flying the flag upside down in violation of Section 1145 of the Penal Code.

When arraigned in court Thursday he said he had never heard of the law which he had broken, but only "wanted to remember America during a Chinese feast."

"Besides", he added triumphantly, "we Chinese read backwards. I was taught that way and we do not consider it a disgrace."

The court freed Fong, but advised him to take lessons regarding the proper display of the flag.

RED TAPE SEVERED FOR MISS KELLER

New York, N. Y., June 18—Through the personal intercession of President Roosevelt, the red tape of the immigration officials in Washington was severed in order that a re-entry permit could be obtained expeditiously for the Scottish secretary of Miss Keller, blind author, before she sailed yesterday aboard the U. S. liner Pretorian. Miss Keller explained that she herself would not have been able to depart without her secretary, Miss Polly Thomson.

Miss Keller was elated over the personal reply she received from President Roosevelt, in which he informed her that the return permit was being forwarded at his request. Miss Thomson received the permit on Tuesday. The reason for the delay in the handling of the permit was not explained.

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