

# GREENER'S "British Empire" GUN

Here's the world's best gun—a Greener's Hammerless—its price within the reach of all sportsmen; its features, hard hitting, far shooting, lasting wear; nothing better; price \$63

Catalogue FREE

W. W. GREENER

45 Beaver Hall Hill Montreal, P.Q.

THE S.S. COMPANY OF B.C., Ltd.

The new steel Passenger Steamer

**Camosun**

leaves

Prince Rupert every Sunday at 9 a.m. for Vancouver, arriving Monday afternoon.

Stewart City on arrival from Vancouver Friday night.

Northbound, leaves Vancouver Wednesdays at 9 p.m.

Passenger Fare \$6.00

"Camosun" is the only steamer on the run having water-tight bulkheads and double bottom, thus ensuring safety of passengers in case of collision or wreck.

H. Rogers, Ticket Agent.

PRINCE RUPERT INN

AND

**ANNEX**

A large stock of dry finishing lumber on hand. Boat lumber a specialty. Delivery made at short notice.

Our prices are as low as any. Call on us before ordering.

OFFICE: Cor Centre St. and First Ave.

**F. M. DAVIS** BOAT HOUSE

General Machine Shop and Ship's Carpenter. Also agents for Fairbanks-Morse and Knox Gasoline Engines. Gasoline Engines and Accessories carried in stock.

Launched and Boats for Hire N.E. end of Wharf

Application for Charter for a Railroad

NOTICE IS HEREBY GIVEN that application will be made to the Parliament of Canada at the next session thereof, for an Act incorporating a Railway Company under the name of "The Pacific, Trans-Canada and Hudson Bay Railway Company," with power to lay out, construct, operate a line of railway from a point in the Province of Alberta, at or near the City of Edmonton, thence northerly by the most feasible route to, at, or near Athabasca Landing; thence northerly to the northeast of Lesser Slave Lake to Wabiska or Loon River; thence northerly to a point at or near the junction of the River with the Peace River, or at a point near the junction of the Red River with the Peace River, below Fort Vermilion on the Peace River; thence northerly to Fort Smith on the Slave River; from a point on the said railroad near its crossing of the Wabiska River or the Loon River easterly to Fort McMurray on the Athabasca River; thence easterly along the Clear River and Churchill River through the Province of Saskatchewan to Fort Churchill or Port Nelson on the Hudson Bay; from a point on said railroad near its crossing of the Wabiska or Loon River, westerly to Peace River crossing on the Peace River; thence westerly on the north side of the river through Laurier Pass to Prince Rupert or Fort St. John on the Pacific Coast or British Columbia; with power to construct and operate telegraph and telephone and cable lines for general public purposes; to carry on, construct, maintain and operate boats and ferries for the purposes of the railway and other purposes; to acquire and make use of lands, water, wharves, docks, dock-yards, ships, warehouses, elevators and other conveniences; and with power to enter into agreements with other Companies.

SMITH & JOHNSTON

Solicitors for the Applicants

Dated at Ottawa this 12th day of September, A. D., 1911.

COAL NOTICE

Skeena Land District—District of Queen Charlotte

Take notice that thirty days from date, I, C. E. Bainter, of Prince Rupert, B. C., by occupation bookkeeper, intend to apply to the Chief Commissioner of Lands and Works for a licence to prospect for coal and petroleum on and under 640 acres of land on Graham Island described as follows:

Commencing at a post planted two miles north of C. E. B. Coal Lease No. 10, marked N. E. corner of C. E. B. Coal Lease No. 16, thence south 80 chains, thence east 80 chains to place of commencement.

Dated Sept. 11, 1911. C. E. BAINTER, Locator

Pub. Sept. 23.

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# Mr. Linton Hope Non-Resident

Write us regarding the value of your Prince Rupert property. We will be pleased to keep you posted as to conditions here.

**O. M. Helgeson, Ltd.**

Real Estate and Rentals

Offices: Helgeson Block

**- Church Services -**

FIRST PRESBYTERIAN CHURCH

Services every Sunday in the Empress Theatre, 11 a.m. and 7:30 p.m. Sunday School and Bible Class at 2:30 p.m.

REV. F. W. KERR, M.A., PASTOR

THE FIRST BAPTIST CHURCH

Services every Sunday at 11 a.m. and 7:30 p.m. Sunday School 2:30 p.m. Bible Class 2:30 p.m.

REV. W. H. McLEOD B.A.D.D. PASTOR

THE FIRST METHODIST CHURCH

Services every Sunday at 11 a.m. and 7:30 p.m. Sunday School at 2:30 p.m.

REV. C. R. SING, B.D. PASTOR

SALVATION ARMY CITADEL

Sunday Services 11 a.m. and 7:30 p.m. Sunday School 1:30 p.m. Public Services 7:30 p.m. Wednesday, Thursday, Saturday at 8 p.m. Everybody welcome.

ENSIGN JOHNSTONE, C.M.'G OFFICER

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**Lumber and Mouldings**

A large stock of dry finishing lumber on hand. Boat lumber a specialty. Delivery made at short notice.

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# The Hydroplane and Modern Warfare

Will the 50-Mile-an-Hour Flyer Make the Torpedo Boat Obsolete?

Is the work of the modern torpedo boat likely to pass to the hydroplane or "skimmer"? This is the possibility which with marine engineers are making experiments at the present moment. It is obviously suggested by the enormous speed which this type of motor boat can attain. No torpedo destroyer yet built can come within twelve or thirteen knots of the fifty-knot speed which a hydroplane has achieved. If, therefore, a boat could be devised of the skimming type, yet retaining its skimming capacities and speed while carrying a Whitehead torpedo and its gear, the offensive advantages of practical invulnerability would be secured by the mere fact of the speed.

The possibility of this development was discussed with a newspaper representative recently by Mr. Linton Hope, who has had considerable experience with hydroplanes. "There is no boat afloat," said Mr. Linton Hope, "which can compare with Mr. Mackay Edgar's hydroplane Maple Leaf III. For the actual speed accomplished in short runs. But the hydroplane could not carry the weight of a torpedo at present. It seems to me that the development, so far as it has yet proceeded, points to the skimmer's utility for scouting and intelligence purposes and general inshore work, rather than for torpedo-boat work at sea. The Duke of Westminster's Pioneer and the Maple Leaf III. are the most successful hydroplanes yet built. Both these have a length of about forty feet, which is insufficient for a torpedo-boat. The Thornycroft Maple Leaf III. is, I believe, generally considered to be the best hydroplane afloat, and I know that this firm is experimenting with models in tanks at the present time. Sir John Thornycroft has devoted great attention to this kind of designing, and assured scientific results may be anticipated. But the difficulties which have to be met are considerable.

"The chief present trouble is with the engine. The Pioneer, for instance, broke down, or rather stopped running, both last year and this year, in the race for the International cup. It does not seem possible to get an engine sufficiently light and with sufficient power to produce this speed without the possibility of breakdown. There is, of course, a terrific strain on the boat, and it is certainly questionable whether one will be able to build a hydroplane of any considerable size, or even a hydroplane which can go to sea in rough weather, that is not liable to break up under the huge impacts of the water. Hydroplanes can do about 30 per cent more speed than an ordinary boat with the same engine power and the same weight, but there is no large engine yet devised which can bear the strain of the work.

"You can imagine that with a draught of only a few inches amidships, and with the hydroplane jumping through the water, so to speak, off her inclined planes, each impact is exactly like that of jumping on to a stone. Water becomes practically a solid to a vessel travelling at that high speed, or, conversely, one may say that the vessel becomes a cannon-shot. Then the strain on the eyes from the spray and on the nerves and spine from the vibration is unbearable to the helmsman and the one of two engineers who man such boats. So that, if the engines strain were not exactly like that of putting a motor car up a hill on the top speed all the time, one has to contend with the difficulty of the strain on mere human capacity.

"In fact, we know that the hydroplane principle—which was invented, by the way, by an English rector, the Rev. C. M. Ramus, in 1872, and which Englishmen have, therefore, a special claim to adapt to use—does give a greater speed for a given power and a given size and weight, but we do not yet know how far that principle can be applied in the matter of size and weight. A hydroplane Mauretania is outside the range of practical possibility, and scouting appears to me to be the objective towards which the actual and tested qualities of the hydroplane at present point.

"No national government seems to have undertaken experiments yet, though the Russian government is doubtfully reported to have done so. The existing sea-going types are only two in number, although other types, which may also prove successful, are being tried all over the world. In fact, the advent of the internal combustion engine did certainly renew the hydroplane type, and that type has come into some sort of use. But the experiments are extremely expensive, and I hardly think that many private

firms without Admiralty support would care to undertake them. Indeed, the hydroplane is more costly than the aeroplane, because the engines are of a higher power, and the completed machine costs perhaps as much as two or three Blériot monoplanes together. There is, however, no kind of impediment in the skimming type itself—that has recognized advantages—but the impediment lies in the unsuitability of any present engine for the high speed and still more in the difficulty of building a boat sufficiently large to be used for torpedo work. It is a mere speculation at present whether one will ever be able to get a skimming motor-boat carrying a single torpedo and run by one or two men, though its comparative cheapness, as set against the modern torpedo-boat, would commend it even without the maritime advantages. The men to run hydroplanes would easily be found, as engineering skill plus seamanship and absolute recklessness are the only qualities necessary. We must first solve the problem of the engine before we can approach the problem of carrying weight to which torpedo work gives rise. Then we can at least scout and do offensive operations of reconnaissance with an advantage over the enemy, whether or not we can ever subsequently launch torpedoes from hydroplanes running at 50 knots."

**LAND PURCHASE NOTICE**

Skeena Land District—District of Coast Range

Take notice that I, Thomas McLennan, of Prince Rupert, B. C., by occupation bookkeeper, intend to apply for permission to purchase the following described lands:

Commencing at a post planted at the S. W. corner of pre-emption record 412, thence east 80 chains, thence south 40 chains, thence west 40 chains, thence north 40 chains to place of commencement; containing 320 acres, more or less.

Dated Sept. 11, 1911. H. M. CLIFF

Pub. Sept. 23.

Skeena Land District—District of Coast Range

Take notice that I, H. M. Cliff of Dundalk, Ireland, occupation gentleman, intend to apply for permission to lease the following described lands:

Commencing at a post planted at the N. E. corner of Lot 33, thence north 20 chains, thence west 40 chains, thence south 20 chains more or less to shore line, thence following the shore line easterly 80 chains more or less to point of commencement; containing 320 acres, more or less.

Dated August 31, 1911. H. M. CLIFF

Pub. Sept. 23.

Skeena Land District—District of Coast Range

Take notice that I, H. M. Cliff of Dundalk, Ireland, occupation gentleman, intend to apply for permission to lease the following described lands:

# LAND PURCHASE NOTICES

Skeena Land District—District of Coast Range

Take notice that Leroy F. Grant of Prince Rupert, B. C., occupation civil engineer, intends to apply for permission to purchase the following described lands:

Commencing at a post planted about 1.2 miles in a northerly direction from the northeast corner of Lot 132, Range 5, Coast District, thence east 30 chains, thence north 60 chains, thence south 60 chains, thence west 60 chains, thence north 60 chains to point of commencement; containing 160 acres, more or less.

LEROY F. GRANT

Dated Sept. 9, 1911.

Gordon C. Emmerson, Agent

Pub. Sept. 23.

Skeena Land District—District of Coast Range

Take notice that I, Christopher James Graham of Prince Rupert, B. C., occupation locomotive engineer, intend to apply for permission to purchase the following described lands:

Commencing at a post planted at the southwest corner of Lot 173, vicinity of Lake Lakelse and marked Christopher J. Graham N. E. corner, thence west 40 chains, thence south 40 chains, thence east 40 chains, thence north 40 chains to point of commencement; containing 320 acres, more or less.

CHRISTOPHER J. GRAHAM, Locator

Dated Sept. 22, 1911. 11:55 A.M.—Witnessed T. D. Laird.

Pub. Sept. 23.

Skeena Land District—District of Coast Range

Take notice that R. H. Stewart of Vancouver, B. C., occupation truckman, intends to apply for permission to purchase the following described lands:

Commencing at a post planted 40 chains south of the Naas River (S. W. C.), thence north 40 chains, thence east 40 chains, thence west 40 chains, thence north 40 chains to point of commencement; containing 160 acres, more or less.

RICHARD HOWARD STEWART

Dated Aug. 12, 1911. James T. Fullerton, Agent

Pub. Sept. 23.

Skeena Land District—District of Coast Range

Take notice that Harold E. Smith of Morely, Alta., occupation station agent, intends to apply for permission to purchase the following described lands:

Commencing at a post planted at the southwest corner of Lot 1115, Harvey's Survey Coast District Range 5, thence north 40 chains, thence east 40 chains, thence west 40 chains, thence north 40 chains to point of commencement; containing 320 acres, more or less.

Harold E. Smith

Dated Sept. 18, 1911.

Fred W. Bohler, Agent

Pub. Sept. 23.

Skeena Land District—District of Coast Range

Take notice that I, Gordon C. Emmerson of Prince Rupert, B. C., occupation real estate agent, intends to apply for permission to purchase the following described lands:

Commencing at a post planted about 2.34 miles in a northerly direction from the northeast corner of Lot 132, Range 5, Coast District, thence north 40 chains, thence west 40 chains, thence south 40 chains, thence east 40 chains to point of commencement; containing 160 acres, more or less.

GORDON C. EMMERSON

Dated Sept. 9, 1911.

Pub. Oct. 14.

Skeena Land District—District of Coast Range

Take notice that I, Benjamin A. Fish of Townsville, N. D., occupation merchant, intend to apply for permission to purchase the following described lands:

Commencing at a post planted on the east boundary and about five chains from the south-east corner of Lot 4484, thence north 60 chains, thence east 30 chains, thence south 60 chains, thence west 30 chains to point of commencement; containing 320 acres, more or less.

BENJAMIN A. FISH

Dated July 25, 1911.

Fred E. Cowell, Agent

Pub. Sept. 23.

Skeena Land District—District of Coast Range

Take notice that Hiram Roy McTavish of Winnipeg, Man., occupation barrister, intends to apply for permission to purchase the following described lands:

Commencing at a post planted at the southwest corner of Lot 1116, Harvey's Survey Coast District Range 5, thence north 60 chains, thence east 40 chains, thence south 60 chains, thence west 40 chains to point of commencement; containing 320 acres, more or less.

HIRAM ROY MCTAVISH

Dated Sept. 23, 1911.

Fred W. Bohler, Agent

Pub. Sept. 23.

Skeena Land District—District of Coast Range

Take notice that Jesse M. Tallman of Cedar Rapids, Iowa, occupation lawyer, intends to apply for permission to purchase the following described lands:

Commencing at a post planted on the southerly shore of Kutzmeyer Inlet on the right bank of a small stream flowing into said Inlet just east of the shore line, thence north 20 chains, thence west 20 chains more or less to the shore line of Crow Lake, thence northerly and easterly following the shore line of Crow Lake, the Inlet to Crow Lake and Kutzmeyer Inlet to the place of commencement, containing fifty acres more or less.

JESSE M. TALLMAN

Dated Aug. 12, 1911.

Pub. Aug. 12.

Skeena Land District—District of Coast Range

Take notice that Frank S. Miller of London, Eng., occupation surveyor, intends to apply for permission to purchase the following described lands:

Commencing at a post planted at the N. E. corner of Lot 4406, thence north 80 chains, thence west 80 chains, thence south 80 chains, thence east 80 chains to point of commencement; containing 160 acres more or less.

F. S. MILLER

Dated Aug. 15, 1911.

P. M. Miller, Agent

Pub. Aug. 25.

Skeena Land District—District of Coast Range

Take notice that Frank S. Miller of London, Eng., occupation surveyor, intends to apply for permission to purchase the following described lands:

Commencing at a post planted at the N. E. corner of Lot 252, thence north 40 chains more or less to northern boundary of lease No. 1 applied for by H. M. Cliff, thence following the shore line easterly 80 chains, thence north 40 chains, thence west 20 chains to point of commencement; containing 40 acres, more or less.

H. M. CLIFF

Dated Aug. 28, 1911.

William McNair, Agent

Pub. Sept. 30.

Skeena Land District—District of Coast Range

Take notice that H. M. Cliff of Dundalk, Ireland, occupation gentleman, intends to apply for permission to lease the following described lands:

Commencing at a post planted at the S. E. corner of Lot 251, thence south 40 chains more or less to northern boundary of Lease No. 1 applied for by H. M. Cliff, thence following the shore line easterly 80 chains, thence north 40