

Professor W. Seeley

BUILDER OF THE BODY
BEAUTIFUL

After a very successful trip to Hart's Content, Carbonear and Brigg, meeting many friends and enrolling a number of pupils, I will now be in St. John's for about four months: December, January, February, March. Along with my training and studies, I will promote some very interesting boxing and wrestling bouts, will also enroll many pupils both personally and by mail. Don't miss seeing the big performance in the Star Theatre Friday and Saturday nights, December 4th and 5th. You will see four strong men perform, three of my pupils and myself and I can guarantee we will please you. Professor Seeley has always something new to show to the audience. One act will be the chewing of a heavy tea cup; I can break any tea cup or glass tumbler with my teeth. This show will be for men, women and children; it is well worth your while to come and see our local boys perform and to see what can be accomplished through physical culture under the proper training in a short space of time. All three men have only been training about nine weeks. You will see their photographs on display at the Star Theatre, Thursday, Friday and Saturday; you will have the pleasure of seeing many of my pupils perform in the near future, both boys and girls. Are you going to join the large number and be strong, healthy and happy? Don't forget the special offer I made you all a few days ago. I can do things that no other man living can do. I can also build up the weak faster than any man living. Are you ready? You will find me at my office, Renout Building, Phone 2146, P. O. Box 1302.

PROFESSOR W. SEELEY.
dec.2,21

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dec.3,12,11,1



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First Motor-Driven Passenger Liner

COMING SOON FROM SWEDEN.
Steamless Gripsholm, Cutting Trip to 8 Days. Run by Two Diesel Engines and Otherwise Electrically Operated.

A little more than a hundred years ago the first steamboat in America was tried out on the Hudson, and at the end of this month the banks of the same river will witness the first entry into New York of a steamless, smokeless, motor-driven trans-Atlantic passenger liner of the "de luxe" class—which may in time render the steamship as obsolete as the steam driven boats once did the fast clipper ships of the pre-Civil War era.

The name of this pioneer in the motor driven class of ocean-going vessels is the Gripsholm, built at the Armstrong-Whitworth yards at Newcastle-on-Tyne for the New York service of the Swedish-American Line. Though it is a big craft of 23,500 tons displacement, 574.6 feet long and 74 feet wide, with six decks and accommodations for 282 first class passengers, 382 second cabin and 1,002 third cabin, with all the modern comforts of ocean travel, it has neither coal bunkers nor boilers, no stokers, no smoke, no soot, no chimneys, nor does it use steam in any form for any purpose whatever, not even for cooking and heating. It is in fact the first steamless ocean greyhound to enter New York Harbour, and its coming may mark the beginning of a new epoch in trans-Atlantic shipping.

Ship Makes 17 1/2 Knots.

The motive power of the Gripsholm is furnished by two Diesel engines of a new type, built by the Burmeister & Wain Works of Copenhagen—the two largest Diesel engines ever constructed for any purpose. Their fuel is crude oil, forced into the cylinders by means of compressed air at 65 atmospheres' pressure and then exploded very much as gasoline is exploded internally in an automobile. At 125 revolutions a minute these two engines, each driving a propeller to which it is directly geared, are capable of developing 17,000 horsepower, and at the trial runs of the boat, just held in the North Sea, prior to the departure from Gothenburg to New York on the maiden trip, the average speed attained was 17 1/2 knots, which means that the direct trip from Sweden to New York and vice versa will be made in less than eight days, as compared with the customary nine or ten.

Hitherto motorships have usually been freighters, moving slowly, but capable of half circling the globe and returning without refueling, but now they have also entered the fast passenger service. Of all the new vessels completed at Swedish shipyards last year 80 per cent. were motor driven, according to the United States commerce reports, while of those now under construction 85 per cent. are to have the new power. In Great Britain the motorship tonnage under construction increased last year from 22 to 35 per cent., and in all other countries from 35 to 54 per cent., so that roughly half of all the new ships now being built are to be propelled by motors instead of steam. The world's largest motor freighters, the Svealand and Amerikaland, of 22,000 tons each, have been launched during the present year at the Deutsche Werft of Hamburg for the Brostrom Line, of Sweden, and are now in commission for the United States Steel Corporation, carrying ore from Chile to the Sparrow's Point yards at Baltimore.

Two Dummy Funnels.
Being smokeless, the motorships do not require funnels, but on the Gripsholm they have been retained for their outline effect. Designers of ships are as much bound by the current fashions, it seems, as the designers of clothes or hats, and since the traveling public is accustomed to seeing smokestacks on big liners two dummy funnels have been placed on the new ship. They are not merely ornamental, however, for one is used as an electric elevator shaft, and the other for ventilation and to carry off the exhaust from the motors. Inside the second there is also a smaller elevator for the crew—another unique feature.

Throughout the Gripsholm is lighted by electricity, of course, but what is more unusual is that machinery for hoisting and steering is also run by electric current, so that even the time-honored donkey engine has been displaced. The kitchens are likewise operated by electricity, and the heating system is similarly electrical. The electric power for driving the auxiliary machinery is taken from the main engine, but is delivered from a special power room forward, where there are three dynamos, coupled directly to three auxiliary Diesel motors of 650 horsepower each. Forward of these are installed three air compressors, each connected with a separate four-cylinder Diesel motor, developing 950 horsepower each, so that the total power generated on board is equivalent to about 22,000 horsepower. The main Diesel motors are started by compressed air at a pressure of 35 atmospheres, and when once running the fuel oil is injected by the same means.

Carries 2,322 Tons of Oil.
The fuel oil is stored in the double

bottom tanks of the vessel, which hold in all 2,322 tons. Before being used in the motors this oil is first pumped into settling tanks, where all dirt and water is separated previous to oil being fed to the engines. The main motors are equipped with a special forced lubrication system in such

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KING GEORGE

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a manner that large quantities of oil are constantly circulated through each bearing. The lubrication oil is stored in a special tank in the bottom of the vessel and the pumps which circulate the oil have a capacity of 200 tons an hour. Two pumps are provided for each main engine, so that there is ample reserve against hot bearings in case of emergency. The main engines are cooled with fresh water which is circulated continuously, and in order to cool this fresh water salt water is continuously circulated through the cooler by means of two centrifugal pumps, each of a capacity of 250 tons an hour. All these pumps are electrically driven.

The interior decorations of the Gripsholm are no less original than the mechanical equipment and power production. Instead of the conventional designs used in the plans for so many of the steamships of the present day, the builders of the Gripsholm boldly copied the royal halls of the very same castle for which the boat very same castle for which the boat is named, located on an island in Lake Malar, near Stockholm. Thus the first-class smoking room, reproduces faithfully the beautiful Astrak Hall of the original Gripsholm, a true sixteenth-century Viking hall, where the war-like Kings of Sweden used to foregather with their nobles. Even the window panes are leaded in the old-time manner, and across the ceiling run heavy beams of silver oak. In the second cabin lounge travelers will recognize the old royal hall of ceremonies at Gripsholm, while the smoking room is a replica of an apartment known as Duke Charles's chamber. The first-class lounge across the top deck has been furnished in the style of the eighteenth century period, introduced in Sweden during the reign of Gustavus III., who was an intimate friend of Marie Antoinette and Louis XIV. The first-class reading room represents the Empire style, while the novel open-air veranda cafe suggests the most popular Stockholm restaurants.

CONFEDERATION LIFE.

nov.23,11

Alterations in Wave Lengths

ULTRIOR MOTIVES ALLEGED.

New York—A hitherto little discussed but vastly important aspect of proposed wave-length changes was revealed at the National Radio Conference in Washington and is now engaging the attention of the radio industry. It was to this effect: That opportunist manufacturers were active propagandists for alterations in the broadcasting wave lengths to permit broadcast stations to use as low as 150 meters—and that the whole process of stabilization in the radio industry would have been most seriously damaged if the idea had gained endorsement.

Joseph D. R. Freed, president of the Freed-Eisemann Radio Corporation, as a member of Committee No. 1, dealing with the Allocation of Frequency or Wave-Length bands, called attention to the manifold dangers of the proposal, and emphasized the extent of the economic disturbance and the misleading of the public that would ensue if wave bands were suddenly extended so as to include 150 meters.

"Just think, first of all, what it would mean in the virtual scrapping of 5,000,000 sets," Mr. Freed exclaimed. "Thousands upon thousands of families have purchased receivers within the last year, and I need not dwell on the injustice to them that would be brought about by a quick change in broadcast wave lengths. It is easy to load receivers for higher wave lengths but very difficult to provide for the reception of low wave lengths, meaning that nearly all the sets would have to be discarded."

"Then again," Mr. Freed continued in an interview, "it would be a great injustice to amateur operators at this time to take away their wave lengths."

Consensus of opinion at the conference backed the warm opposition as expressed by a representative of the leader of the amateurs; Mr. Hiram Percy Maxim. Besides, change would lead to the opening of many new stations, which policy would not favor, in view of the congestion of the ether by so many stations sending regularly to-day.

Then we come to another vital consideration. The radio history is slowly being stabilized after its sudden and phenomenal growth which naturally brought in a number of evils. When the manufacture of receivers began there were only two wave lengths for broadcasting, 360 and 400 meters. The extension of the wave bands to their present status meant months of research and the expenditure of millions of dollars by radio manufacturers in order that efficient apparatus to cover these wave lengths should be provided to the public at reasonable cost, and the public has looked to these manufacturers with increasing confidence; likewise the manufacturers feel their responsibility to the public.

What would happen if 150 meters was assigned to broadcasting? The opportunist manufacturers, with no reputation for permanent worth to maintain, would instantly turn out nondescript apparatus, advertising

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yourself if you live to old age.

Our free booklet, "The Creation of an
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THE IMPERIAL LIFE

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the forests to get him," said Mr. Philip. "and marched with bearers for twenty-six hours, and had to cut a way through the jungle to reach the explorer just in time to save his life and carry him to the coast. The leopard and most savage animals the natives to encounter. Just before 10 P.M. Tumu-Tumu one of these ferocious beasts attacked a woman in the village, and she would have killed if the chief of one of the big, powerfully built men, had jumped on its back and choked death.

"The American fiver has been invaluable value in opening up Africa and covers a journey of the jungle in five hours that would have occupied five days or more. Dr. Livingston's time. Roads are built in every direction and natives have become accustomed to the fivers.

Mr. Philip said that this was first visit to the United States and had come to spend six months in studying the latest scientific national systems at Tuskegee and other American negro institutions.

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