

## For Sale! Motor Boat F.P.U.

Built for R. H. Silver, Esq., at their premises, Greenspond, in 1912. Used by President Coaker the last two summers during his cruises North.

Boat is fitted with a 27 h.p. Fraser Engine, which has given splendid satisfaction. The boat is 40 feet long and 9 feet wide, and would make an ideal mission boat.

She contains sleeping accommodation for four, and tanks for 250 gallons of fuel. Nineteenth of the fuel consumed by the engine is Kero oil.

The reason for selling is, the boat is not large enough for the purpose she is now used for.

The boat cost about \$1800, and is well fitted in every respect. She is provided with sails. She would make a fine boat for collecting bait or for fishery uses.

Apply to

**W. F. Coaker.**

## The Elite Tonsorial Parlor,

Prescott Street, near Rawlins' Cross,

**F. ROBERTS, Proprietor,**

Mr. F. Roberts, of the Elite Tonsorial Parlors, begs to announce to his many patrons, that he has installed the very latest Massage machines for face and hair; also that he will carry full assortment Choice Cigars, Cigarettes and Tobacco.

On and after to-day the Parlors will be open each weekday from 8 a.m. until 11 p.m.

## Headquarters —FOR— Motor Boat Supplies

In Stock, a full supply of

**Batteries, Spark Plugs, Spark Coils, Magnetos, Trouble Lights, Propellers,**  
ETC., ETC.

**Lowest Prices**

—ON—

**Gasoline, Kerosene**  
—AND—  
**Lubricating Oils.**

AGENTS for

**New FERRO Kerosene Engines,**  
The Standard of the World.

DISTRIBUTORS for

**Imperial Oil Co., Limited, Canada.**

**OUR Stock is Complete—Prices Right.**  
INSPECTION INVITED.

**A. H. Murray**  
Bowring's Cove.

## FLASHLIGHTS ON THE BRITISH FLEET

### 2.—ARMAMENTS IN THE AIR

WITHOUT the shadow of a doubt aviation has now arrived at a stage in its career when even the greatest of its military opponents must see that in the near future warplanes will play a very important part in the battles of tomorrow. France, Russia, Germany, Italy, Austria, America, and, in fact, every power that has an army or a navy has its air machines, and is diligently training its fighting men either at home or abroad in the mysteries of aviation. So rapid is the growth of military flying that it is difficult to compile any accurate statistics of the number of machines in use, or ordered, by the various foreign powers, but we can safely say that by the end of next year France will have no less than 1,000 machines for the use of the army and navy.

#### A Cheap Weapon

Unlike the huge super-Dreadnought, the aeroplane is a comparatively cheap weapon. Our most expensive machines, such as the Short hydro-aeroplanes that have been so successful, cost but \$6000 each, against two millions of money we spend on the building of a battleship of the latest class. Incredible as it appears at first glance, it is quite possible for our Government to purchase for the price of one of these huge ships no less than 3,000 warplanes, divided into two groups—the first, heavy, tractor-screw biplanes, fitted with floats and capable of carrying not only the pilot but a bomb-dropper, with his requisite cargo and explosives; the second and larger group, composed of light machines of high speed, and costing approximately \$2500 each, which would be used as aerial scouts.

Let us assume that the model battleship be pitted against this fearsome array. What could she do to defend herself? Practically nothing. Her great 13.5-inch guns could not be raised high enough to rake the crowded sky above her, her secondary battery of 4-inch and 6-inch quick-firers would be likewise of no practical use, and she would simply have to grin and bear it.

Now, we have it on the highest authority that the bomb-dropping aeroplane could not destroy the huge floating mammoth below her. Perhaps there is a certain amount of truth in this, but if the 3,000 could not actually smash up the battleship, a bomb, ingeniously constructed to suit its particular game, is not the sort of thing to receive joyfully aboard any battleship from a height of 1,000 feet. Even if the interior of the vessel remained intact, the fire-control instruments, and possibly the guns themselves, would undoubtedly receive such a shaking, and the funnels so many hard knocks, that the fighting and steaming power of the mighty vessel would be seriously impaired.

#### A New and Terrible Force

Therefore it is clear to all that there is coming into being at an alarmingly rapid pace, a new and terrible force, as yet in its infancy, that may one day make our mighty fleet of no use at all. Fortunately for us, we have men in control at the Admiralty and in the War Office, who are now beginning to recognise this, and though the meagre sums we are spending upon the "third arm" is absurdly small compared with the 100,000 francs to be spent next year by our neighbors across the Channel, we

are keeping our eyes and ears open. At Eastchurch aerodrome, the headquarters of our naval airmen, we have trained some very excellent fliers, ranging from Commander Samson to the latest pupil to take his certificate, and we can say that the British Admiralty have so pushed ahead with their side of the problem that we are holding our own with the other navies of the world.

Up to the present we have pinned our faith to the machine fitted with light floats, that can not only fly above the water, but can rise from it and alight upon the surface whenever desired. But here again we find the greatest experts divided into two camps, one section viewing the hydro aeroplane as the ideal naval machine and the other faction equally decided that we must in the near future evolve a machine of an entirely different type. Without doubt, the naval warplane of to-day has its limitations, wonderful as it appears—a yellow-sheathed object skimming around the masts of the huge fighting ships, dipping to the surface and skimming the calm water in masses of gleaming foam. But the case would be entirely altered if, as would happen in time of war, the machines are called upon to fly in winds that could raise a sea sufficient to smash the finest hydroplane in less than ten minutes.

#### Two Types of Air Machines

Hence the present type of machine, no doubt excellent for coast defence, where it can always rise or go to rest upon land-locked harbors, plainly has its limitations; a new type is required for the rougher work at sea. This type will, in course of time, come into being, and will in every probability follow something on the lines of an exceedingly light and buoyant boat. The tractor screw will be so placed that it will rise above the water, and the machine will be so powerfully engined that it will be able to fly in winds up to nearly fifty miles an hour—for we must not forget that it is owing to the surface of the sea being absolutely flat that men can fly over water in winds that would be dangerous, if not impossible, ashore.

Thus we have a warplane following something on the lines of the now famous Nieuport monoplanes, of small size, well able to be stowed in the interior of any big battleship or cruiser, having wings and propeller easily detached, and taking up little more room than the modern 21-inch torpedo, and easily launched from a light and simple platform fixed to the ship's deck.

When it has gone ahead to "spy and make room"—for at a height of 3,000 feet the naval scout should have an arc area of over sixty miles within the radius of his sight—it comes rattling back, to alight upon the water and be picked up instantly by the "mother-ship" with the special apparatus provided for the work. Of course, in every probability wings would be constantly damaged and propellers smashed, but as wings cost little over \$100 a pair, and propellers but a quarter this sum, the item is insignificant compared with the \$1,000 it costs to fire a modern big naval gun.

#### The Advantages of the Dirigible

Though the heavier-than-air machine will undoubtedly become the true air-fighter of the future, we must not forget the possibilities of the dirigible balloon. Our friends

across the North Sea have already placed one of their huge Zeppelins at the disposal of the fleet, and this great gas-bag has undertaken several trips out to sea.

What you may ask, are the advantages of the airship for naval work?

First and foremost, they would prove of undoubted use during a blockade, for they can remain for long periods perfectly stationary in the air, observing all that is going on below, and sending a continuous stream of wireless messages to the admiral. Their slower speed would also enable them to carry out careful observations for the detection of submarines, and, finally, for night work they hold a commanding advantage over the aeroplane, which is, of course, sadly handicapped by the darkness. On the other hand, their huge but frail bulk is their undoing, for they are not only difficult to transport and to handle in anything but light winds, but form a huge target for the guns of their foes.

Of naval flying bases, in addition to the "Nursery" at Eastchurch, we now have Harwich, to be used as an important centre for our air fleet, and shortly Portsmouth will also receive attention. Fort Cumberland, to the eastward of Eastney Barracks, will probably be selected for this base, whilst the upper waters of the harbor will form an ideal spot to train the budding marine aviator.

#### The "Handy Man" of the Air

Finally we come to the men that go to form the brain of this our new aerial navy. Here, without question, we can say without a blush that we hold a commanding lead. Though the flying Lieutenant Comenau, of the French Navy, is known throughout the civilised world, though the Germans have made their air passage from Heligoland to Emden, we have in such men as Commander Samson, Lieutenant Porte and a dozen others, not only excellent aviators, but men of genius in this new branch of the Service. Not only the officers, but that grand fellow, the British handyman, is throwing his heart and soul into this new work. Wherever there is a spice of danger Jack is to the fore. It will not be long before the non-commissioned ranks will have their pilot-aviators, men, mind you, that can not only drive their aerial craft, but know by heart every atom of its construction, with nimble brains that see the defects and grapple with them, and in overcoming them add bit by bit to the efficiency of the Service.

This is a good omen for us, for every man that has any knowledge at all of naval matters recognises that we have a complex problem to solve, and it is "up to us" to not let the moments slip, but to solve the riddle well ahead of our rivals. For the naval arm, we must perfect wireless telegraphy when fitted to an aeroplane, so that the observer can instantly "tap off" to his commanding officer what is under observation. There is also vast room for the inventive genius in working upon the question of the right type of bombs and their special method of launching from the aeroplane.

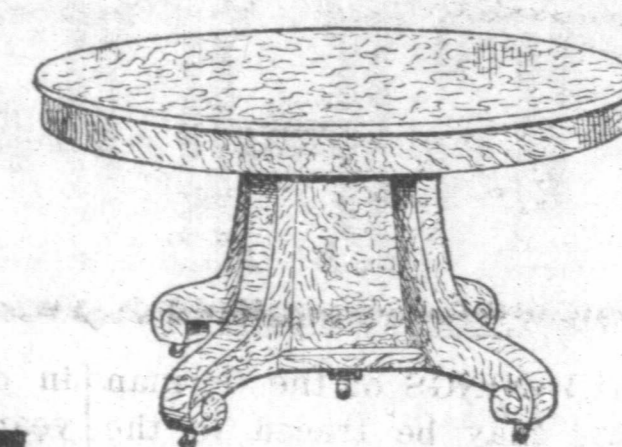
To-day the machine has to come dangerously low to stand any chance of making a square hit upon the capacious deck of a first-class battleship, which, as we have previously mentioned, could not be really seriously damaged from aloft, but with light cruisers and destroyers the case is altogether different. At between sixty and seventy miles an hour, the aeroplane could easily catch the fastest destroyer afloat, and, should she succeed in hitting her prey, there is not a shadow of doubt but that the vessel would quickly make the acquaintance of Davy Jones's locker—her fragile plates would not be able to withstand the smashing blow from high above her, and the explosive would do the rest.

Thus we have demonstrated the power of the new arm that is at the present moment receiving so much earnest attention, and it is to be hoped that the responsible Ministers and officials will not shrink from duty for one instant in providing us with a fleet of these little messengers of death and destruction, for so rapid is the stride of this new and awful power that the air-craft will, in a matter of a few short years, be every bit as important to us as our grey steel-clad first line is to-day. Thus the problem of defence is ever changing in form.

#### PREPARE FOR THE WORST.

Are you prepared for a fire? Most folk are not! One of my liberal policies will make the calamity easier to bear. It will cost you nothing to ask for a low rate and very little to be perfectly secure with Perle Johnson's Insurance agency.

ADVERTISE IN THE  
MAIL AND ADVOCATE  
FOR BEST RESULTS



## A DINING ROOM

That makes one feel at home in it at once is a Good sauce to the diner. The Dining Room should be made as cheery and attractive as possible, while it needs to be handsome and dignified withal; and we can help you to do this in its furnishing.

Dining Tables, Round and Oval, Buffets, China Cabinets, Settees and Chairs en suite, weathered, fumed or Early English Oak and upholstered in Real Leather, Rugs and Carpets in rich soft colors that will make the furniture look still more stately and dignified. All are here for your selection, in an assortment that allows of the wisest choice. Let us give you an estimate for YOUR Dining Room. Our prices are honest ones.

**U.S. Picture & Portrait Co.**

Complete House Furnishers.

## ASPHALT FELT

We have just received a shipment of

**1000 Rolls No. 3  
Asphalt Felt**

**OUR PRICES WILL SUIT YOU.**

WHOLESALE ONLY.

**BIRD & SON, Hamilton, Manufacturers**

**The Direct Agencies, Ltd.**

SOLE AGENTS.

## CABBAGE, POTATOES, Etc.

To Arrive Ex S.S. Florizel tomorrow Thursday

100 Barrels GREEN CABBAGE  
200 Bags NEW POTATOES  
30 Cases SWEET ORANGES  
20 Bunches BANANAS

**George Neal**

## REGATTA Requisites!

J. M. DEVINE'S Store, corner Water and Adelaide Streets, will be open this TUESDAY evening to 10.30. Full line Regatta Goods on hand. Some of them:—

10 Doz. Men's Straw Hats. Regular \$1.40, now 75c.  
7 Doz. Men's Straw Hats. Regular 50c., now 25c.  
4 Doz. Boys' Linen Hats. Regular 40c., now 20c.  
25 Doz. Men's Negligee, the Shirt that made us famous. Regular 75c. Regatta price 50c.  
10 Doz. Men's Caps, Job Line; 50c. kind for 25c.  
Men's Vici Kid Boots, Blucher make. Regular \$3.00. Now \$2.50.

**J.M. DEVINE**

The Right House.

Cor. Water and Adelaide Streets.

## THE AERIAL FLEETS.

### TRIPLE ALLIANCE.

Germany.

War airships . . . . . 11  
Passenger airships . . . . . 6  
Aeroplanes-Army and Navy. 152  
Private aeroplanes, estimated . . . . . 200

Austria.

War airships . . . . . 2  
Passenger Airships . . . . . 1  
Aeroplanes, army . . . . . 40.  
Aeroplanes, navy . . . . . 6  
Private aeroplanes, estimated . . . . . 35

Italy.

War airships . . . . . 3  
Passenger airships . . . . . 8  
Aeroplanes-army and navy. 130  
Private aeroplanes, estimated . . . . . 100

In construction for Triple Alliance, January 1, 1914—Germany, five rigid type dirigibles; Italy, one non-rigid, one semi-rigid type dirigibles.

In construction for Triple Entente, January 1, 1914—France, seven non-rigid, one rigid, two semi-rigid type dirigibles; Britain, three non-rigid, two rigid-type dirigibles; Russia, two non-rigid, two rigid type dirigibles.

### TRIPLE ENTENTE.

France

War airships . . . . . 13  
Passenger airships . . . . . 1  
Aeroplanes-army and navy. 450  
Private aeroplanes, estimated . . . . . 1000

Britain.

War airships . . . . . 7  
Aeroplanes, navy . . . . . 60  
Aeroplanes, army . . . . . 148  
Private aeroplanes . . . . . 154

Russia

War airships . . . . . 23  
Aeroplanes (army and navy) 150  
Private aeroplanes (estimated) . . . . . 150