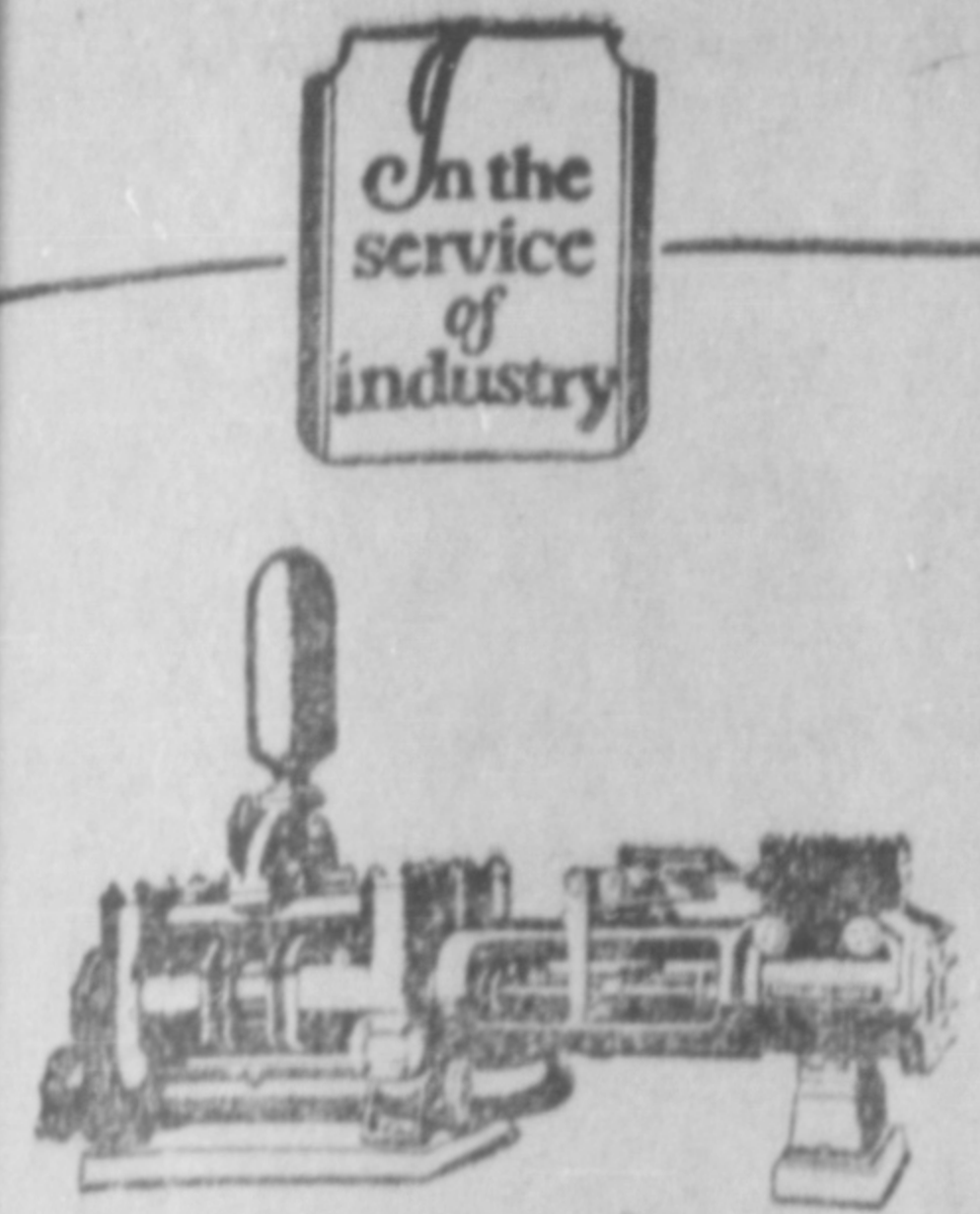




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Overcoats, steamed and pressed	75c
Overcoats, cleaned and pressed	\$1.75
Trench Overcoats	\$2.50
Raincoats	\$2.00
Fancy Vests	50c
Boys Suits	\$1.00
Caps	35c
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Sweater Coats	75c

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A Terrible Looking Sea Horse Climbed Aboard the Schooner But Was Repelled With Two Guns

Story Told by Fishermen on Atlantic Coast of Huge Creature Seen When on Banks

LUNenburg, N.S., March 6.—It is not easy to secure evidence from responsible sources to prove that the sea contains giant, horned, scaly monsters, half horse, half serpent and altogether horrible, such as may be seen in tiny form in aquariums, or reproduced in imaginative drawings. But occasionally a veteran of the sea, braving criticism, will disclose an experience that tends to strengthen the belief that these monsters have existed. A veteran "salt" of this famous fishing center, has been induced to describe his encounter with a sea monster 22 years ago on the deck of the schooner Aqua on the Banks. Here's his story.

"We were fishing one morning on Quere Bank. The dories had gone to the trawls and Captain Jim and I went below for a smoke to kill time. 'We, with two boys, made up the 'dressing gang' remaining on board while the dorymen went to the trawls. The boys were forward-yarning with the cook in the fore-cabin. The day was clear and Rover, the captain's Newfoundland dog, was left on deck watch.

"Captain Jim and I filled our pipes, and were chatting but a few minutes, when the barking of the dog attracted our attention. As this was the usual signal that the dories were coming from the trawls, I went on deck. But, on looking around and seeing no boats near, I concluded the dog had given a false signal and returned to the cabin. 'I was just about seated, when the dog

again started a furious barking. Again I went on deck and, this time saw a sight that almost made my hair stand on end.

THE APPARITION

"Just ahead of the main rigging, with two paw-like fins hooked over the rail, and head extended about five feet in the air, was the most awful looking creature I had ever seen.

"The head on the five foot neck was shaped exactly like that of a horse, two short fins, one on either side resembling ears, and a fin starting between these ears and extending down the back. I let out a yell that brought Captain Jim on deck. He gave one look and hurried back into the cabin, calling out: 'That thing is too horrible to look at, come down and get my axe and kill it.'

"He had in the cabin, under his mattress, in case of an emergency, a chopping axe, ground to a sharp edge. I ran for the axe, and on getting back to the deck, found the unsightly creature had pulled itself farther in over the rail. No doubt, I was nervous, and did not get close enough, but the axe rose and fell, seemingly close to the creature's head, not one blow taking effect.

"Hearing the rumpus, the cook and boys came out of the fore-cabin. I yelled to the cook: 'Get your gun, while I run to the cabin for mine.'

"In the excitement, the boys skeddaddled to their bunks and were not seen until everything had quieted down.

COMING ABOARD

"It took the cook and myself a few minutes to load the guns, and when we got back on deck the sea monster had got on board far enough to get its teeth firmly fastened in one of the planks running on edge along the deck, that formed a fish pen, and was slowly but surely pulling itself on board.

"The full length of the monster we could not determine. By this time there was fully eight or nine feet of its length over the rail. Part of the body and tail were still in the water and swishing at such a rate that the spray flew in all directions over the deck.

"Placing ourselves with the loaded guns in front of, and slightly to the right and left to the sea-devil's head and taking aim simultaneously, we pulled the triggers. For about a minute its teeth remained fixed in the plank, then, gradually, they let go, and the slimy body slipped out over the rail from out right.

"It was an experience that I shall never forget, and in after years, Captain Jim often referred to this incident as the strangest in his sea-going experience."

LEARNING

Whoso neglects learning in his youth loses the past and is dead for the future.—Euripides

MORTGAGE SALE OF SHIP (CHIEF SKUGAID)

TAKE NOTICE that under and by virtue of a certain Ship's Mortgage dated the 4th day of February, A.D. 1927, which will be produced at the time of sale, there will be offered for sale by Public Auction by Smith A. Nickerson, Sheriff, at 3 o'clock in the afternoon on MONDAY, MARCH 26, A.D. 1928, at his Office in the Court House, in the City of Prince Rupert, Province of British Columbia, the gasoline screw vessel named "CHIEF SKUGAID," together with her boats, gear and appurtenances.

For further particulars in connection with the sale apply to the Montreal Finance Company, Limited, 1104, Standard Bank Building, Vancouver, B.C. or to Patmore & Fulton, Scott Block, Prince Rupert, Solicitors for the Mortgagee.

DATED at Prince Rupert, B.C., this 5th day of March, A.D. 1928.

IN PROBATE

IN THE SUPREME COURT OF BRITISH COLUMBIA

In the Matter of the "Administration Act," and
In the Matter of the Estate of Alexander Cameron, Deceased, Intestate.

TAKE NOTICE that by order of His Honor, F. McE. Young, the 9th day of February, A.D. 1928, I was appointed Administrator of the estate of Alexander Cameron, deceased, and all parties having claims against the said estate, are hereby required to furnish same, properly verified, to me on or before the 10th day of March, A.D. 1928, and all parties indebted to the estate are required to pay the amount of their indebtedness to me forthwith.

NORMAN A. WATT,
Official Administrator.
Dated the 10th day of February, A.D. 1928.

IN PROBATE

IN THE SUPREME COURT OF BRITISH COLUMBIA

In the Matter of the Administration Act, and
In the Matter of the Estate of Sidney Scott Marsh, Deceased, Intestate.

TAKE NOTICE that by order of His Honor, F. McE. Young, the 14th day of February, A.D. 1928, I was appointed Administrator of the estate of Sidney Scott Marsh, deceased, and all parties having claims against the said estate are hereby required to furnish same, properly verified, to me on or before the 15th day of March, A.D. 1928, and all parties indebted to the estate are required to pay the amount of their indebtedness to me forthwith.

NORMAN A. WATT,
Official Administrator.
Dated the 15th day of February, A.D. 1928.

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SPECIAL MECHANISM

LONDON, March 6.—Will men ever be able to fly to the moon and back? A great pioneer French aviator with whom I was discussing the future of flying as far back as 1909, M. Robert Esnault-Pelterie, now answers this fascinating question with a decided "Yes." So, also, do err von Hermann Goerth, a famous German scientist, and Professor R. H. Goddard, of Clark University, U.S.A.

M. Esnault-Pelterie has devoted years to a study of the problems which must be solved before any reasonably practical attempt can be made to fly to the moon, and he has just summarised some of his conclusions in a book about which the air world in France is talking at the moment. The volume bears the intriguing title, "The Exploration of the Upper Atmosphere by Rockets, and the Future of Interplanetary Communication."

"It may appear folly to study such a project as a flight to the moon," writes the famous aviator, "but almost within my own lifetime mankind has achieved miracles in developing energy from steam, petrol, and electricity. Every day motors are becoming lighter and more efficient, while new methods of propulsion are being experimented with. I do not think it is any more fantastic today to talk about some flight of the future to the moon in a rocket-like apparatus than it would have appeared, say, 50 years ago, to talk about a man in a winged machine moving through the air near the earth's surface at 300 miles an hour. Yet this latter feat has now been accomplished, while speeds of 330 and 350 miles an hour are now being prepared for I am practically convinced personally that an aerial journey from the earth to the moon and back will become possible eventually."

What M. Esnault-Pelterie envisages in a moon-flying machine is the possible use of a new method of propelling aircraft with which the French authorities are now actually experimenting, and which substitutes for the ordinary propeller a powerful discharge of gas, compressed in a combustion chamber and ejected rearward in a continuous stream through special nozzles. The reaction to such a high pressure discharge of gas will, it is calculated, send a man-carrying machine hurtling through the air at an enormous speed.

SECRET RESEARCHES

The moon-flying project of Herr Oberth, the German investigator, is also for a gas-discharge system of propulsion. His idea is to use for fuel liquid hydrogen and a mixture of water and alcohol, the liberated gases escaping from small holes at the back of the machine. Herr Oberth now estimates that the cost of an aerial expedition to the moon would be £100,000, and it is stated that a number of volunteers have already come forward in Germany declaring that as soon as any machine is ready to fly to the moon they will be prepared to make the journey in it. Professor Goddard, the American scientist, favors a preliminary experiment with a very large rocket-like apparatus without any human occupant, the driving force being a series of explosions of nitro-cellulose.

If systems of gas propulsion do not materialise M. Esnault-Pelterie says that he pins his faith to some future adaptation to aeronautics of atomic energy, enabling an immense amount of power to be generated in a very small space. French technicians who have been in London recently declare that sceptics may find themselves confounded before long in regard to new wonders achieved by science in connection with aviation. There are stories of Paris of apparent miracles which are now said to be accomplished secretly in certain German laboratories as a result of prolonged, well-financed, and closely guarded researches. Tall stories truly some of them sound, but so also years ago sounded those predictions which have been accomplished in actual fact. Science rules out of its vocabulary the word "impossible," and not a few experts who look far into the future believe that interplanetary communication is destined to be the final triumph of aeronautics.

RUSSIAN "MYSTERY" PLAN

It is in such a spirit, encouraged by their authorities, that a group of Russian aeronautical engineers and technicians have been concentrating for some time past upon the problem of a 240,000 miles voyage to the moon. The other day a rumor reached London by air, via Berlin and Moscow, that after further laboratory tests this particular Russian group were determined to proceed without delay with the construction of a huge air machine shaped like a projectile, in which two of their number would actually start fairly soon in an attempt to reach the moon. Such a report appeared premature, to say the least of it, and it has since been made clear that all that has been done, as a result of a detailed examination of the problem, is to sketch out technically the main features of what is described as a "moon-plane." These, though they herald no immediate flight, are interesting enough. It is understood that the moon-flying craft which these experts contemplate is a tapering, torpedo-shaped machine of metal, having curved wings of quite a small size. The method of propulsion proposed in this Russian apparatus is being kept a close secret, but it is known that the idea is to launch the machine at high speed from an hydraulic mechanism, and that once in the air a rush through space is planned at the enormous speed of two miles a second. The scheme provides, in fact, for the entire journey from the earth to the moon to be accomplished in not more than about 36 hours.

NOW FOR THE RUMP!

The mechanism inside this "moon-plane" will be so complicated that there will only just be space, in a tiny central shock-absorbing chamber, for its two occupants. When at length the day does dawn for this tremendous aerial adventure to be embarked upon, it is said that lots will be drawn as to which two of the party engaged upon the quest shall actually enter the machine. The secret method of propulsion being developed is designed to enable the man-carrying projectile to travel at immense speed either forward or backward. Heavy metal sections at each end are to be on an hydraulic buffer system to withstand a high-speed contact with the moon on the outward journey, and with the earth's surface on return. The force of the actual impact will be lessened by reversing the propelling power and also by a special

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