

# \$2,656,700.00

WOULD BE THE ANNUAL ROYALTIES ACCRUING TO OUR SHAREHOLDERS, IF ONLY ONE-FIFTH THE VESSELS UNDER AMERICAN REGISTRY (26,567 ON JUNE 30, 1915) WERE EQUIPPED WITH THE HYDE SHIP BRAKE, AT AN AVERAGE ROYALTY OF \$500 EACH PER ANNUM.

## Read Every Word of This Before You Invest

In spite of every effort we have made to avoid it, and as a result of the widespread discussion the Hyde Ship Brake has inspired, many persons seem to have the idea that the Hyde Ship Brake has been tested on government vessels, battleships, etc. This absolutely is not a fact. The brake has been tested only upon the tug "Hesperus" on several occasions, at Tacoma and Olympia, and upon government models in the experimental model basin at the Washington Navy Yard. These model basin tests are regarded by marine men all over the world as absolutely reliable and for all purposes and for ascertaining the efficiency of the ship brake on ALL VESSELS, far superior to tests on any single large vessel in the open sea.

In a paper entitled "Results of the Model Tank Experiments to Determine the Action of a Ship Brake," read at the 23rd general meeting of the Society of Naval Architects and Marine Engineers held in New York city on November 18 and 19, by a U. S. naval member, referring to a test made upon the U. S. S. "Indiana" in the spring of 1910 on a brake which for obvious reasons was impracticable, and before the Hyde Ship Brake was invented, occurs the following:

"The experiments on the U. S. S. 'Indiana' showed very little. The vessel was entirely unsuitable, owing to the fact that there is not a straight line in any part of her hull and the brake had to be fitted on by means of a molded frame. There was no actual means of determining the total instantaneous indicated horsepower nor the exact speed.

"When the subject was revised the model tank was considered by far the most accurate method of determining the data to be used in designating a brake."

The various forms of ship brakes that had been tested previous to the invention of the Hyde Ship Brake were proven impracticable for various reasons, and the paper states further that:

"The final conclusion reached—that the simplest form of brake designed to be set in the side of a vessel, to be released instantly by the officer on the bridge throwing a lever and opened by the pressure of the water without further thought; to be supplied with only enough power and mechanism to haul in the brake when the vessel was stopped or going astern and lock it fast for future use—was the only practical solution of the question."

An examination of our drawings, specifications and models will, we are sure, convince you that the Hyde Ship Brake absolutely meets these requirements.

Since the Model Basin tests are considered the most reliable that can be had, we call attention to the report of Mr. Clay L. Jennison, naval architect, Washington, on the tests of the Hyde Automatic Ship Brake in the model basin on March 20, 1915, which shows that in 15 seconds at the most the momentum of a 350-foot, 4,300-ton vessel traveling 17 knots per hour, should be taken care of by the propellers, aided by the Ship Brake, in a distance of 335 feet; while a 4,900-ton vessel traveling 16 knots per hour would require 68 seconds and would travel 1,065 feet without the Ship Brake.

The Hyde Bilge Keel Brake, designed for vessels equipped with a bilge keel, was tested in the model basin at Washington on August 10, 1915. Regarding these tests one of the leading marine insurance authorities of the world, under date of September 11, 1915, writes us as follows:

"These tests have since come to hand and are very convincing, and it is the opinion of the writer that it is only a question of how thoroughly you can have the same adopted."

CAN YOU ASK FOR ANYTHING MORE CONVINCING THAN THE ABOVE?

Yes, there is one thing more you can ask, and ask it of yourself. If you do not invest it really because you lack the money or is it because you lack decision? Too many people mistake inertia for deliberation. Decision is primary; money is secondary. Have you listened to the cry of "hard times" until you feel that opportunities are a thing of the past? Or do you realize the fact that "hard times" is a mental and not a financial condition; and that Eastern banks are bulging with gold that is being hoarded for the purchase of securities when the cry of "hard times" has forced prices to the lowest level, and that we will soon be enjoying the greatest prosperity in our history? NOW IS THE TIME TO BUY IN ANY LINE OF INVESTMENT—but buy the best, and we believe that Hyde Ship Brake Company stock at present is

ONE OF THE BEST INVESTMENT OPPORTUNITIES EVER OFFERED.

The Steamboat, Locomotive, Telegraph, Telephone, Aeroplane, Air Brake and Ship Brake are the products of American brains; in fact, nearly all the great inventions were conceived, developed and commercialized in the United States. And why? Because where there is full freedom—of press, of speech, of worship, of thought, and unrestricted opportunity and reward for efficient endeavor—dreams come true, and ambitions are not vain hopes.

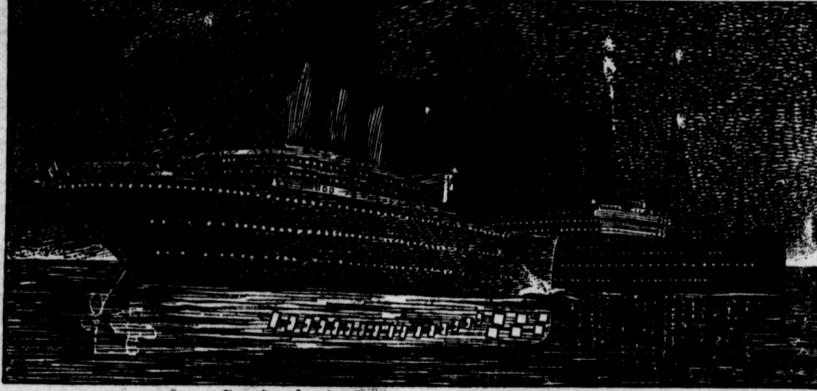
Had Mr. Westinghouse made the claim that he would live to see all railroad trains equipped with air brakes while endeavoring to promote his invention, Commodore Vanderbilt would probably not have called him a fool, but more likely would have maneuvered behind a locked door and called the police. Commodore Vanderbilt, railroad king that he was, failed to grasp the possibilities of the air brake until too late; and in a few days the Hyde Ship Brake Company will have a lot of "Commodores" on its waiting list who failed to get in at the beginning. When one railroad adopted the Air Brake, competitors were compelled to do so; others followed, and legislation compelled adoption. This is true as well of the wireless; why should it not be true of Ship Brakes?

If you or your family intended traveling from New York to Liverpool and six different lines of steamships offered you equal facilities and accommodations, except that one line had its boats equipped with Ship Brakes, which line would you choose? The one with the Ship Brake, of course. So would everyone else. Therefore, the other five lines would be compelled to adopt a similar safety equipment. That is only one argument; marine insurance is another among several.

SAFETY-AT-SEA MUST COME AND COME SOON.

## On an 8% basis this would make Hyde Ship Brake Co. Stock on only one-fifth worth more than \$300.00 Per Share

If competition and public sentiment brought about the installation of Ship Brakes on one-fifth of the vessels would not all vessels carrying passengers be compelled through legislation or self-interest to adopt them? We are after this business and have no recognized competitors. Can you grasp what this means in the way of dividend earning possibilities?



Drawing showing Brakes open with vessel at full stop, Bilge Brakes (amidships and Automatic Brakes (forward).)

We have not tried to induce investors to purchase stock in this company, because fortunes were returned in dividends upon small investments in Linotype, Typewriter, Adding Machine, Cash Register, American Radiator, Janney Coupler, Western Union, Telephone and scores of other inventions; we have confined comparisons to the Westinghouse Air Brake, a parallel proposition, in which investments of \$100.00 have earned fortunes for investors. If the Hyde Ship Brake is as good as we believe it is, and what the most reliable tests (model basin) would indicate, then Hyde Ship Brake Company stock offers possibilities equal to any of these.

## Reserve Your Stock Now! Today!!

### Don't Wait Until Too Late

WE RESERVE THE RIGHT TO WITHDRAW THE \$5.00 PRICE AT ANY MOMENT WITHOUT NOTICE

Decision is nine-tenths now—Decision and one-tenth down reserves the stock for you—and payments will not lapse if inability to pay is caused by illness or lack of employment.

# \$5.00

## Per Share!

Fully paid. Non-assessable. Par value \$10.00 Terms—10 per cent down, balance 10 per cent a month. A bonus of one share for each \$100.00 on cash sales.

Call and see our demonstration at

### 911 Pacific Avenue

For literature address Hyde Ship Brake Co., 911 Pacific Ave., Tacoma, Wash.

**HYDE SHIP BRAKE COMPANY**  
911 PACIFIC AVE.  
Tacoma, Wash., 1915

GENTLEMEN:

I hereby purchase \_\_\_\_\_ shares of the non-assessable Capital Stock of the HYDE SHIP BRAKE COMPANY, AT FIVE DOLLARS per share, and agree to pay for same as follows:

The sum of \_\_\_\_\_ DOLLARS herewith and the further sum of \_\_\_\_\_ DOLLARS on the \_\_\_\_\_ day of each and every month hereafter until the full amount of \_\_\_\_\_ Dollars has been paid. Certificates representing said Shares to be issued to me as the full amount above named has been paid.

Name \_\_\_\_\_  
Address \_\_\_\_\_ Phone \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_

# Price Advances to \$7.50

Reserve Your Stock Today

ON OR BEFORE (MIDNIGHT) DECEMBER 4, 1915.

Don't Wait Until Too Late.

IF YOU DOUBT THE SUPERIORITY AND FINALITY OF MODEL BASIN TESTS, AND ARE NOT AWARE THAT THE RESULTS OF SUCH TESTS PRE-DETERMINE ALL POINTS OF EFFICIENCY IN SHIP CONSTRUCTION, THEN READ THE FOLLOWING ASSOCIATED PRESS DISPATCH RECEIVED SINCE THE ABOVE INSERT WAS WRITTEN:

### New Dreadnoughts To Be 800 Feet Long

EXPECTED TO DEVELOP 35 KNOTS AN HOUR

Equipment of Navy's Model Basin Now Capable of Testing 150 Annually.

WASHINGTON, D. C., Nov. 27.—Some idea of the size and power of the superbattle cruisers proposed as part of the new naval program may be gained from the fact that each one would be 800 feet long—more than twice as long as any battleship which participated in the Spanish-American war, more than 200 feet longer than any battleship now afloat and 10 feet longer than was the Lusitania.

ton navy yard to determine just how much horsepower will be required to drive them 35 knots an hour, the speed fixed by the navy general board. It will take six separate sets of steam turbines, it is understood, operating six propellers to attain that pace, and the hull designs of the models show a huge, square cross section amidships in order to accommodate the mass of machinery.

There is no longer any doubt about the amount of horsepower required to drive a ship of known design at any desired speed. The model basin has done away with speculation on that point. It is a huge tank several hundred feet long and 30 feet wide, above which runs a traveling bridge arrangement carrying the complicated mechanism to measure the resistance offered by a model hull towed through the water. The average battleship model is 20 feet long and is in exact proportion to the ship it is planned to

construct. It has been established as a law of physics that the power required to pull a model through the water at six knots, for instance, will show exactly the force necessary to drive the ship herself at a predetermined rate. The effect of any minor change in hull construction is instantly shown by the recording instruments. An 18-knot speed can be reached in the tank.

England Builds Fast Ship. Indefinite information has reached navy officers that England is building a swift vessel as an experiment which may reach 35 knots an hour and which will carry heavy guns and no armor whatever. She will be a new type of scout cruiser rather than a battleship. It is understood, and has less endurance than battleships.

The navy model basin is now equipped with a wave-making device with which the rolling qualities of a ship design can be tested and also her ability to sustain high speed in rough water. It consists of a motor-driven fan under water which stirs the contents of the tank into wave motions of any desired frequency or size. At the opposite end of the tank is a beach over which the waves run to be trapped in the space behind, preventing their return up the tank to interfere with experiments. More accurate data on ship construction has been given out from the navy plant than from all other similar tanks in the world combined. It has a capacity of testing 150 or more models annually, as compared to 50 in the British admiralty tank. Nearly 2,000 models have been tested at the navy yard and the results carefully tabulated. In slack periods a regular series of test models is produced and the results noted in order that the whole scientific field may be covered. The officer in charge presents the new data gathered before a sci-

Showing One of Tests in Model Basin to Determine Resistance of Hyde Ship Brake.

## HERE AND ELSEWHERE

**STELLA'S BARGAIN COUNTER**  
When a dad thinks son is "burning the midnight oil" at college—he's often burning gasoline.

Last week of 'Frisco exposition promises to be busy one.

Japan public opinion is against China entering alliance with triple entente powers.

Cotton worth \$1,250,000 burned in warehouse at Pine Bluff, Ark.

Carnations, 35c doz. and up. Rittio Floral Co., 756 St. Helens, Main 1817.

Six-year-old boy killed by auto driven by J. Cheviat Cowdin, polo player, at San Mateo, Cal.

Mrs. Mary Larkin, 70, killed, and three badly hurt when auto is hit by street car at Oakland, Cal.

Diamond Rings \$5 to \$150. Pfaff, Jeweler, 1147 Brdwy. adv.

Berlin denies sinking of Turkish transport Carmen, with ammunition, by British submarine.

Bulgars making active preparations for defense, anticipating Russian invasion.

Dr. Robinson, Dentist, National Realty building. adv.

Armed citizens at Nacozari, Mex., American-owned mining camp, repulse attack of Villa troops.

Leonard Olsson, who committed suicide Friday night, to be buried Thursday under auspices of International Longshoremen's union.

Cut flowers and floral work. Hinz, florist, So. 7th and K. adv.

Robert Lundin, maker of largest telescope in world, dies at home in Cambridge, Mass.

STANLEY BELL PRINTING CO. "adv."

Mistaking man's head for a hawk, Jack Stamba, U. S. coyote poisoner, shoots and kills Frank Adams, wealthy farmer, at Alturas, Cal.

Despondent over financial troubles, William Stosch shoots and kills 4-year-old son, then kills himself at Napa, Cal.

McLean the contract mover, Main 1850. "adv."

As evidence in \$5,000 damage suit brought by woman against Missouri & Kansas Tel. Co. for alleged injuries from electric shock while using telephone, a telephone bell is rung by current passing through man's body.

Wade Chance, millionaire clubman of New York, Newport, Pasadena and London, said to be warm friend of Earl Kitchener, sues wife for divorce.

Emperor Yoshihito returns to Japanese capital after absence of three weeks.

Edmund Seymour, Wall street financial man, visitor at Ellensburg, predicts wave of prosperity will move westward.

Whitman students study northwest city problems.

Marriage Licenses.

Melvin S. Cobb and Edna G. Carpenter, both of Tacoma; F. W. Keniston of Tacoma; and Julia A. Wilson of St. Louis; Michael Beck and Edith Payton, both of Tacoma; Eben Nelson and Hilda Renman, both of Olalla; Fred Franz Diehl and Mabel Lillywoth, both of Tacoma; Jno. B. Randall and Ella A. Stoke, both of Dockton; L. C. Berg of Seattle and Louise M. Byers of Tacoma; Chas. H. Patnae of Sandy, Ore., and D. B. E. Anderson of Vancouver, Wn.

Carranza troops, sent to protect Los Mochis, Mex., loot homes and commit acts of vandalism.

President Poincare and Mme. Poincare attend memorial ceremonies in Paris for Miss Edith Cavell, the British nurse executed by Germans in Belgium.

President Wilson spends quiet day in New York with fiancée, Mrs. Galt.

King Ferdinand opens session of Rumanian parliament with appeal for preparedness.

Kenneth Triest, former Princeton student, recently held in Liverpool as spy, returns to New York with his father.

New Norwegian steamer Pacific arrives in Tacoma on first voyage to load wheat for Europe.

Six men adrift in Cooks inlet ice in launch Onward reach Seaward in safety.

Seven missing from passengers of steamer Tivoli, burned in Chesapeake bay Friday night. Two known to have died.

R. J. Littlefield sentenced to

two years at Butte, Mont., for bringing young girl from Hoquiam in violation of white slave act.

King Nicholas says Montenegro will not surrender.

## Three Vessels Sunk By Subs

LONDON, Nov. 29.—The French steamers Algerien and Omar and the British steamer Tanis were submerged and sunk today. More than 20 men aboard the Algerien are missing, while the crew of the Tanis was landed.

## Lumber Dispute Tangle Untied

WASHINGTON, D. C., Nov. 29.—Lumber rates between eastern Oregon points and the middle west have been equalized with the rates of the Spokane district as a result of the Interstate Commerce commission upholding the complaint of the Eastern Oregon Lumber Producers' association against the O-W. R. & N. Co.

## Austria Wants Separate Peace

ROME, Nov. 29.—Austria is endeavoring to conclude separate peace terms, according to an announcement made in today's Tribune.

## MAY HAVE TO SIT ON SOMEONE'S LAP

NEW YORK, Nov. 29.—So many have been the acceptances to the invitation of Henry Ford to accompany him on his peace trip to Europe that it has been necessary to provide extra accommodations, it was announced at his headquarters today. In addition to the Oscar II, the first and second cabins of the Scandinavian liner Frederick VIII have been chartered.

## EARTH HAS TO KEEP WOBBLING

OAKLAND, Cal., Nov. 29.—The European war will put an end to astronomical research regarding the wobbling of the earth because professors in charge of observatories in Japan, Italy and Russia have refused to give further assistance, is the announcement today at Chabot observatory by Prof. W. F. Meyer.

PRESIDENT DELAYED

WASHINGTON, D. C., Nov. 29. President Wilson was delayed in his arrival half an hour because of a wreck along the line. His fiancée remained in New York shopping.

## Breathe HYOMEI

Guaranteed to end Catarrh

No stomach dosing—just breathe the pleasant, healing, germ-killing air of Hyomei, and CATARRH, COUGHS, COLDS, BRONCHITIS, SORE THROAT, BRONCHITIS, ETC.

The complete Hyomei Outfit, including nasal rubber inhaler, is sold under a positive guarantee of satisfactory results or your money back.

Leading Druggists everywhere. Selling Crown Drug Co.

## Doc. Says:

"Damaged Goods" broke all theater attendance records for Tacoma yesterday for years past and to come.

## SECOND BIG DAY Damaged Goods

With RICHARD BENNETT Admission 25c.

Children under 12 years of age must be accompanied by parents. (Continuous 10 a. m. to 11 p. m.)

## APOLLO THEATRE

R. J. Littlefield sentenced to