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(To be continued.)

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British and German Shipping Companies Competing For the High Honor

GERMANY IS LEADING

IN THE RACE SO FAR

Longest and Largest Lines Afloat Are Flying the Flag of the Fatherland

London, June 8.—It is not generally known that there is a race at the moment between the English and German shipping companies as to who will be the first to possess a vessel of 1,000 feet, and in shipping circles much speculation exists as to who will prove victorious, the British or the German.

During the last decade the size of the Atlantic liners has increased rapidly in length, and the 900-foot mark has been passed. Indeed, the German Imperator, which has made several round trips between Europe and New York during the past season, was the first vessel to exceed a length of 900 feet. She was until recently the largest vessel in actual service, being 920½ feet long, 98 feet wide, and boasting a tonnage of 52,000. Her sister ship, however, the Vaterland, which has taken her place on the Atlantic, and is no less than 935 feet long, is the first vessel to reach a width of 100 feet.

The new Cunard vessel Aquitania, now fitting out on the Clyde, will also be ready in a few days, and is expected to make her maiden voyage immediately. She is the first British boat to reach the 900-foot mark, her actual measurement being 903 feet, 97 feet wide, 92½ feet high, with a gross tonnage of 47,000.

Germans Now in the Lead.

It will be seen from this that the Germans are far ahead of the British companies, so far as possessing the longest and largest liners, though in the Lusitania and Mauretania Great Britain still holds the record for speed. But the White Star Line has a monster liner now on the stocks whose dimensions, it is said, will exceed those of the German vessels now building, while the Cunard Company have drawn up plans for a vessel which, it is declared, "will lick everything that has ever been seen on the

Atlantic, both in point of speed and in size," and much speculation exists as to whether this company is not making strenuous efforts to be the first to possess the thousand-foot boat.

Soon Be Accomplished

That liners of this length will be an accomplished fact in the near future is evident, for the simple reason that these big boats, when properly managed and handled, are paying propositions. The Imperator carried no fewer than 56,000 passengers on her seven trips across the Atlantic and back. Some 22,600 of these were saloon passengers, the remainder being carried in the steerage. This army of 56,000 travellers paid no less than \$3,500,000 in passage money, and the company declares that over \$1,250,000 of this is profit.

This vessel, it may be added, cost \$8,500,000 to build, and when she took her maiden trip represented the last word in shipbuilding. She has accommodation for 700 first, 600 second, 900 third, and 1,800 steerage passengers, while her crew totals 1,180, making a complement of 5,000 souls. Before she came into service the then largest ship only carried a complement of 3,360 passengers and her crew. Her 62,000 horse-power turbine engines are capable of a speed of 23 knots, or 25 miles an hour, and to maintain this speed it is necessary to burn 1,000 tons of coal a day, her bunker capacity being no less than 9,000 tons.

New Features

This is the first liner to possess a properly equipped swimming bath, the baths of all previous vessels being mere tanks. In the Imperator the swimming bath is built after the designs of the ancient Romans, and is 65 feet long, 41 feet wide, the greatest depth of water being seven feet. She was the first vessel to possess a ballroom, a practical stage for theatrical purposes, and a dancing track.

These and even other luxuries for the traveller of means will be found on the new British boat, Aquitania, which will have accommodation for 3,280 passengers and carry a crew of 1,000. Another wonderful point about these latest liners is the height of their decks. The bow of the Imperator, for instance, reaches 56 feet above the sea, while the captain's bridge is 75 feet above the same level.

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