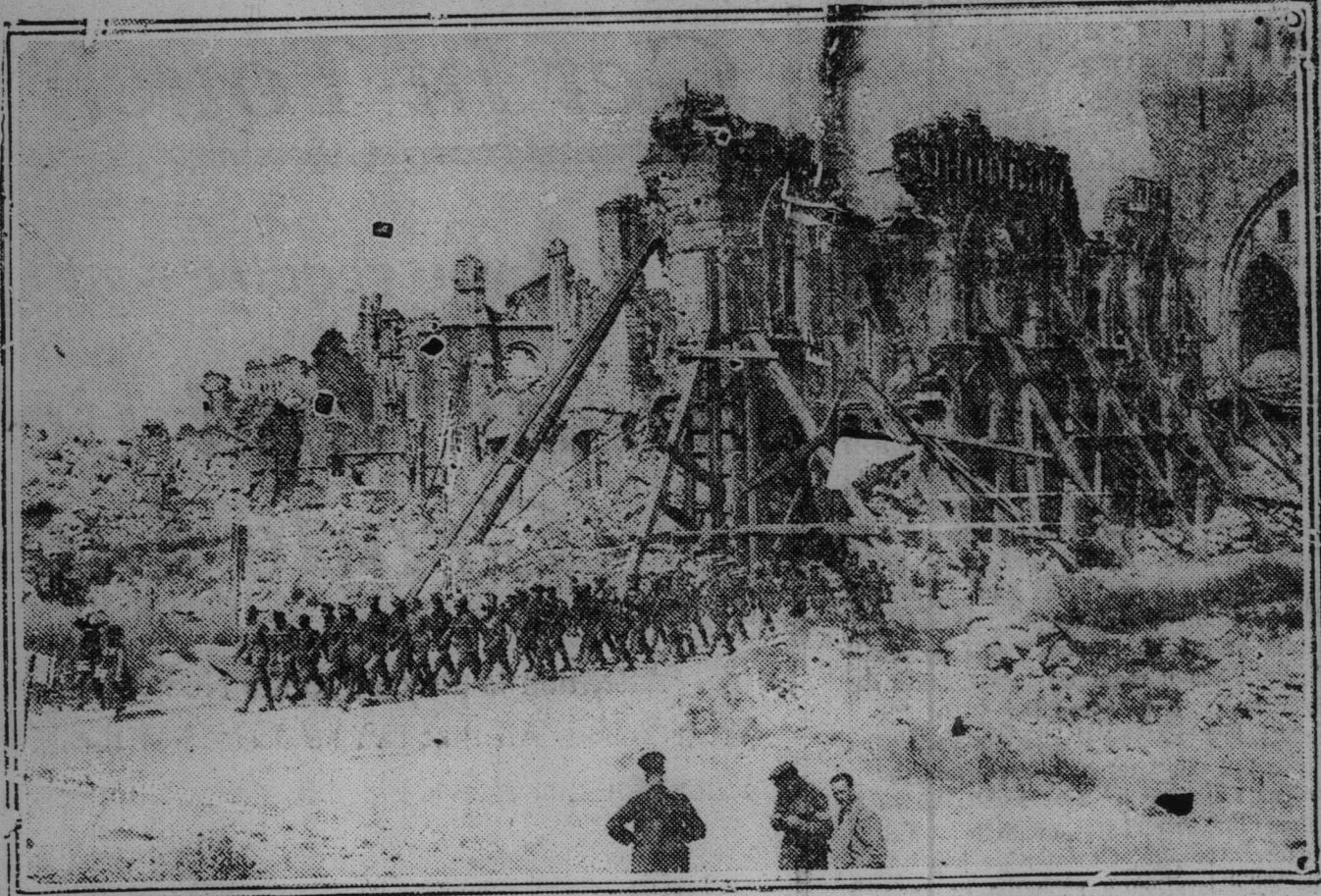


YPRES RUINS THAT ARE TO STAND.



It has been decided that the ruins of the Cloth Hall at Ypres shall remain untouched. They will be surrounded by a grass lawn. The picture is a new one of the ruins, showing the walls protected by huge blocks of timber and one of the British labor battalions patrolling for danger.

The Romance of a Great Business

A Famous Steamship Company's Humble Beginning.

Up to the year 1838 the Royal mails were carried across the Atlantic from England to America in sailing ships, old naval vessels which were so slow so shockingly unseaworthy that they became commonly known as "coffin brigs."

Trade with America was rapidly increasing, and the popular outcry against these wretched old ships became so strong that the British Government was forced to take some steps towards improvement. In October, 1838 tenders were invited to convey the American mails by steam vessels.

Circulars were distributed broadcast, and by chance one found its way into the hands of Samuel Cunard, a merchant of Halifax, Nova Scotia.

As early as 1830, Mr. Cunard had begun to agitate for a trans-Atlantic steam service, and in 1833 had actually become director of a company formed for this purpose. This company purchased the Royal William, a steamer built by James Goudie, at Quebec, and meant for the Quebec and Halifax Steam Navigation Com-

pany. She was a vessel of 830 tons, with engines 180 horse-power, and was the first ship to cross the Atlantic from west to east under steam. Leaving Quebec on August 3rd, 1833 she arrived quite safe at Gravesend on September 11th.

A Dubious Honour.

The venture, however was not a success from a commercial point of view, and the Royal William was eventually sold to the Spanish Government who used her as a warship. As such, she had the doubtful honour of being the first steam vessel to fire a gun in war.

To return to Mr. Cunard, after reading the offer of the British Government, he went all around Halifax endeavouring to raise money to start the new line. But steamers in those days were looked upon very much as dirigibles are now. It was granted that they could steam, but it was considered impossible that they could pay.

No one would put up a penny, so Mr. Cunard left Halifax and sailed for London. For days he visited various firms and financiers, but without the slightest success.

However, Samuel Cunard, in spite of his fifty-one years, was not the sort to be daunted. He found himself in possession of a letter of introduction from the secretary of the East India Company to Mr. Robert Napier, then the foremost steamship builder on the Clyde.

A Government Contract

Mr. Napier received the Canadian visitor cordially, and introduced him to Mr. John Burns, of Glasgow, who was already running coast steamers. Burns was interested at once, and in turn introduced Cunard to his partner, David MacIver, a Liverpool man. Burns and MacIver listened to Cunard's scheme, and promptly agreed to back him for all they were worth. Within a few weeks £270,000 was raised, and a tender put in for the mail contract.

The Government accepted the Cunard tender, a seven years' contract was signed, and it was stipulated that four steamers should be built and that the payment should be £81,000 a year. The steamers were ready within two years.

In the "Liverpool Mercury" of July 3rd, 1840, appeared the following advertisement: "The s.s. Britannia will sail for Boston on the 4th July next. Passage, including provisions and wine, thirty-eight guineas. Steward's fee one guinea."

The Britannia was a wooden paddle steamer of twelve hundred tons burden. Today we should call her a midget. Eighty years ago she and her three stout little sisters, the Acadia, Columbia, and Caledonia, were the finest steam vessels afloat.

The Britannia's first trip to Boston was made in fourteen and a half days. The service worked as regularly as clock-work, and this at a time when other lines were losing ships and suffering all kinds of disasters.

These early steamers were all driven by paddles, and it was not until more than twenty years later, in 1862, that the last of the Cunard's paddle steamers, the Scotia, was launched. She was of nearly four thousand tons, and built of iron. She could steam thirteen knots against the Britannia's eight and a half, and cut the crossing to less than nine days. The Scotia was followed by the China, the first of the screw-propelled Cunarders. She, of course, had only one screw. It was not until the year 1906 that the twin screw was introduced in the Ivernia and Saxonia, fine vessels, each of fourteen

thousand tons. The first all-steel ship was the Servia, a ten-thousand-ton ship built in 1882, which was capable of steaming seventeen knots.

Between 1840 and 1875 the Cunard Company built no fewer than one hundred and twenty steamers, but the whole lot put together would hardly equal either in tonnage or cost the three latest leviathans which have been constructed by the company.

Queen of the Seas

The original Britannia was two hundred and seven feet in length, thirty-four feet wide, and twenty-two and a half feet deep. The Lusitania and Mauretania were each seven hundred and ninety feet long, eighty-eight wide, and sixty deep. Their tonnage was thirty-three thousand, and their speed twenty-five knots. The Mauretania, the survivor of the sisters, is today the world's fastest merchant ship.

But the Mauretania, vast as she is, is dwarfed by the enormous Aquitania. Nine hundred and one feet in length, with a breadth of ninety-seven feet, you could pack the Britannia inside her and lose her.

Put the Aquitania in Cheapside, and she would blot out the street completely. Her vast double bottom is wider than the whole thoroughfare, and her sides would tower above the tallest houses.

Most people know the Thames at Tower Bridge. If the Aquitania were placed across the river alongside the bridge, her stern would be on one bank and her bow on the other.

CITY COUNCIL'S CONVENTION

At 4 p.m. Wednesday the regular weekly meeting of the City Council was held, the Mayor presiding the members of the Board being present. The following matter was attended to after the reading of the minutes of the previous meeting.

The Minister of Public Works forwarded a report of Road Inspector Parsons in relation to a well on Battery Road, as complained of by Ed. Stamp. As the well in question is on private property, the owner will have to give same his attention.

A communication was received from Messrs. Job Bros. & Co., relative to water supply at South Side premises. The matter will be attended to as soon as possible.

Application of J. P. Meaney Livingstone Street to install motor will be inquired into by the engineer.

W. L. Woods asked permission to use ground floor of building, formerly Callahan Glass & Co., Theatre Hill, for garage. Request was granted.

The following plans were approved: Baine Johnston & Co., Water Street; Bernard Norris, Mullock Street; E.B. Moore, LeMarchant Road (for garage); and Wm. Spurrell, Freshwater Road, and Wm. Kearley, Franklin Avenue, provided they both install water and sewerage.

Plan submitted by J. K. Hudson, Coronation Street, was referred to the Engineer for inquiry.

Plans submitted by the St. John's Abattoir Company, Limited, to erect an Abattoir, Water Street East were passed.

Reports of the City Engineer Plumbing Inspector and other Departmental Heads were read.

Pay rolls and bill submitted were ordered paid.

The business before the meeting being disposed of and this being the final meeting of the Council, Councilor Mullaly took occasion to refer to

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July 3, 21

C. H. HUTCHINGS,
Inspector General
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