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"BEST IN THE WORLD."

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SOLE AGENTS.

The Romance of A Great Business

The Cunard 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 ships."

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 carry 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 Company. She was a vessel of 830 tons, with engines of 180 horse-power, and was the first ship to cross the Atlantic from west to east under steam. Leaving Quebec on August 4th, 1833, she arrived quite safely at Gravesend on September 11th.

A Doubtful 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 his 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 £20,000 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. To-day 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 1900 that the twin screw was introduced. In the Ivernia and Saxonia, fine vessels, each of fourteen thousand tons. The first all-steel ship built in 1882, which was capable of steaming seventeen knots.

Between 1840 and 1873 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 thirty deep. Their tonnage was thirty-three thousand, and their speed twenty-five knots. The Mauretania, the survivor of the sisters, is to-day 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.—Tit-Bits.

Farthing Newspapers.

Do you know how we first came to have our daily newspapers?

We are said to be indebted to the Italians for their introduction.

The first newspaper was written and published in Venice, and was called the "Gazetta," the name of a farthing of that country, and the price of the paper!

Some saw, however, that the name "Gazetta" from which we get our "Gazette," was derived from the word "Gazzera," meaning a magpie, or chatterer. Still, the world's first newspaper was a Venetian one, was monthly, and under Government control.

It has been commonly supposed that the first English newspaper made its appearance in the reign of Queen Elizabeth, and that its publication took place in order to convey to the people the tidings of the approaching Armada from Spain.

"The English Mercury," published by "Authority," was printed at London, by her Highness's printer, 1588. Its mission was to contradict false reports, and although it is preserved in the British Museum, this newspaper is said by one authority to be a forgery of the eighteenth century. No genuine newspaper, it is added, has been preserved of the sixteenth century, excepting for some pamphlets under the title of "News from Spain."

At one time an attempt was made to crush the newspaper press of this country, and in 1713 a tax, or stamp duty, was imposed—a halfpenny on a single sheet, or half a penny on a sheet or less, and a penny on papers of a single and above half a sheet.

Lenine Trying to Wreck Britain.

London, July 14.—The Russian Soviet government, through Lenine seeks "to start the British nation off on that same career of revolutionary violence which has made Russia such a jolly place to live in." Winston Churchill, Minister of War, declared in an article published in The Evening News, answering a report by a British labor delegation which visited Russia and a letter directed to the British people by Lenine.

Should the Soviet system be established in England the War Minister believes that not only would freedom of the press and freedom of thought be swept away but the English labor leaders themselves would "share the fate of Kerevsky, the Mensheviks and social revolutionaries in Russia."

The War Minister charged Lenine with having ruined his own country and said it was natural he should wish "to have all other nations reduced to the same level of misery, in order that his own carnage may be covered in the general chaos."

"Russia was on the threshold of victory," wrote Mr. Churchill. "After all her struggles she was within reach of the goal. The Germans sent in Lenine, as poison gas is sent sealed in a cylinder and he robbed her of the victory she had all but won and which she might have shared with us."

"A million Germans, released by this act of treachery, were let loose on the French and British fronts and nearly that number of British and French soldiers are dead or mutilated in consequence. Instead of victory he gave Russia shame and immeasurable disaster."

"Lenine destroyed the Russian Republic. He dissolved the Russian parliament. He had the bulk of its members hunted down and killed. He has robbed his country of victory, peace and freedom, and what has he given them in exchange?"

Russia, the great food producing center of the world, wracked with famine; the towns depopulated to half their numbers; the workmen scattered, destroyed and the rest cowed or demoralized; hundreds of thousands of people driven to the woods and mountains to form "Green Guards" like Robin Hood in the Middle Ages; the railways on which the whole economic civilization of these great regions depend, sinking hopelessly into absolute stagnation.

"Only the peasant with his rifle in his village guards the hard-won produce of his individual toil, refuses to sell the fruits of his labor for worthless paper money and keeps alive the old Russian love of hearth and home. 'The egoism of the present,' says Lenine, 'must be broken.'"

"This, then, is the man whom the crazy portion of the Socialist party has been worshipping. He has now revealed his measure and his mentality to the British public and he appeals to them to create in Britain that enslaved, infected, starving and venomous Bedlam to which he has reduced the noble and mighty Russian state and nation."

To Kiss or Not to Kiss.

Cranks and faddists have for years tried to stop people from kissing by uttering grave warnings to the effect that colds, influenza, and many other infectious diseases are spread by the habit.

The latest discovery is that kissing is likely to cause tooth infection. Dr. Cotton, of New Jersey, who makes this statement, goes on to say that bad teeth are often the cause of mental disorders, and that careless dental treatment is likely to have very serious results in this respect.

It is, of course, a well-known fact that bad teeth affect the stomach, and consequently the whole of the body, and it was by following this line of reasoning that the discovery was made.

Dr. Cotton was not satisfied with finding out these facts. He went further, and has now announced that some cases of insanity can be cured by drawing those of the patient's teeth which are infected.

The Duchess of Marlborough, formerly Consuelo Vanderbilt, after she gets her divorce decree intends to return to New York and live with her parents. The final details may delay her home coming till Christmas. Sir Edward Carson, the Ulster leader, is one of her attorneys. All efforts to get the duke to return to his American wife have failed.

Loyola College

Montreal

Conducted by the Jesuit Fathers

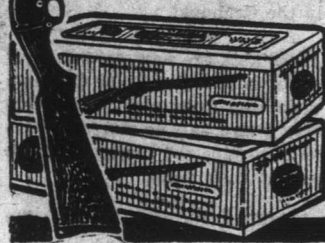
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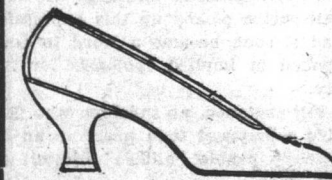
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Footwear beauty and elegance reaches its limit in our lines of Women's Low Cut Shoes!

There are new Models in Lace Oxfords, beauties in New Colonials, Dainty Strap Sandals and Slippers.

Dull or Bright leathers, also new Brown and Grey Creations.

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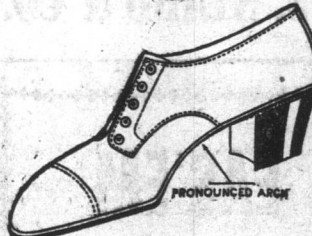
Blucher cut, only \$4.00.
Pointed Toe, Spool Heel,
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\$4.00, \$4.70, \$6.50, \$7.00
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Pointed Toe, Spool Heel,
\$7.50.
Pointed Toe, Low Heel, 8.50
Pointed Toe, Medium Heel,
\$8.00.

PARKER & MONROE, The Shoe Men

1178, m.t.u. h.s

A Broomstick Bicycle.

A man in Birmingham recently made a bicycle out of old broomsticks. The latest means of locomotion, by cycle, however, is on a machine with only one wheel. The wheel is about the size of that used on an ordinary bicycle, and the seat is about the same height from the ground. The pedals are not fixed on a gear wheel, but to the axle of the only wheel that composes the machine.

Another cycle of a peculiar pattern, and one which is certainly not built for speed, resembles at first sight the children's scooters now seen in the streets.

The wheels are about the same size as those used on a good-sized scooter, and the handles are in the same position. Instead, however, of being forced along by the aid of the ground and one foot, this cycle has pedals, by

means of which it is propelled. It has also a seat. The pedals of this machine are fixed to a large gear wheel, much bigger than the wheels of the cycle itself. This curious cycle is used by adults, and, on account of its peculiar shape and light weight, is quite easy to carry. It may easily be lifted over obstructions, and even carried for a considerable distance, if the nature of the ground makes this necessary.

Men's High Grade Footwear in Black and Tan leathers at greatly reduced prices at Smallwood's Big Shoe Sale.—1178, m.t.u.

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Do not suffer another day with itching, bleeding, or protruding Piles. No surgical operation required. Dr. Chase's Ointment will relieve you at once and afford lasting benefit. See a box at Central or Richmond, Bates & Co. Limited, Toronto. Sample Box free if you mention this paper and enclose St. stamp to pay postage.

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Two Thousand Bottles of Brick's Tasteless Cod Liver Oil.

Brick's Tasteless contains all the virtue of Cod Liver Oil without the nauseous grease. It will promptly relieve chronic bronchitis and all pulmonary affections, croup, hoarseness, nervous disorders due to or maintained by an exhausted condition of the system, hysteria, nervous dyspepsia, flatulent dyspepsia, anaemia, night sweat, the prostration following fevers, diphtheria, tonsillitis, etc., etc., and general debility for constitutional weakness of any age of life.

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EGG POWDER
GLASS LEMON (for lemonade)

They are all the best that Science, Pure Materials, and Ideal Working Conditions can make them. You will be delighted to see how greatly your guests and family will appreciate them.

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