

For Sale At Badger 18 Horses

Prices from 50 to 100 dollars each; weights 1100 to 1400 lbs. Good chance to buy a serviceable Horse cheap.

Apply to
A.N.D. Co. Ltd.
Badger.

Men's Felt & Straw Hats For Summer Wear.

We are showing this week the most fashionable and popular models in Men's light-weight Felt and straw Hats for summer wear.

These Hats are chosen for Style and Wear, are made by the first makers in the world, and are warranted to give perfect comfort and satisfaction.

The Felt Hats are decidedly smart, all the newest shapes and colors, distinguished in appearance, they are exactly what the well-dressed man needs as a finish to his appearance. Prices right.

U.S. Picture & Portrait Co.

Business Card!

To Our Outport Customers and the General Public:

We are now doing business on the upstairs flat of our old premises, 140 Water Street, having transferred our office and sample rooms there.

We have added some valuable agencies to our list in addition to

Pianos & Organs

and prices are lower than ever, having reduced expenses. It will pay you to see us before buying.

NOTE OUR ADDRESS:

Upstairs--140 WATER STREET--Over Shop

Chesley Woods.

Ice! Ice! COAL!

Send in your order for the daily supply of ICE delivered every Morning (Saturday evening for Sunday).

SATISFACTION GUARANTEED. Terms on application to

HENRY BLATCH,

51 Long's Hill,
Phone 644.

may22,tf
READ THE MAIL AND ADVOCATE.

We have just landed a small vessel's cargo of extra good quality, and have another cargo due to-day.

Also in stock and to arrive.

PICKETS, RAILS, POSTS, BIRCH

JUNKS ETC.

W. H. HYNES.

The BRITISH NAVY, PAST and PRESENT.

Canoes, Busses and
Dreadnoughts.
--CLIVE HOLLAND

The Royal Navy, onwards from the days of King Alfred, who was named the "father of the English Navy," is a story of continuous development. From the period of the battle against the Danes, fought by the fleet that King Alfred the Great brought into being in 897, down to the day of Trafalgar covers practically the whole of English Naval history, and in the book under notice we have this story of the Navy described by a seaman, and very well described, too.

Early Ships

What the first English Navy was like we can gain, happily, a fairly accurate conception from the valuable evidence afforded by the ancient ship dug up at Gokstad in Norway in 1890. It was probably constructed in the ninth century, and presented a distinct advance upon the "dug out" canoes of earlier periods. This ancient vessel was "clinker" built, that is to say, it had its planks overlapping one another, a method of construction which is still used in the building of wooden small craft.

From this ancient Norwegian galley of Alfred's day to the huge mammoth super-Dreadnoughts of to-day is, indeed, a far cry. Let us briefly compare the two vessels. The boats of Alfred's Navy were probably less than 80 feet over all, with a beam approximating 16½ feet and a draught of about 4 feet. To-day, in place of these, we have the huge battleships of 58,000 tons, 650 feet in length, 94 feet in beam, and 27½ feet draught. What a contrast!

Cœur de Lion's Fleet

The story of the British Navy and its many achievements forms one long chain of gallant and daring episodes not seldom tinged with real romance, from the days of Alfred to those of Nelson. Brief accounts of Danish piratical raids, of the French free-booters, or Drake and the Armada, and of the Burmese war are here. Striking events all.

Here are some interesting details regarding the fleet which was formed by Richard Cœur de Lion, who joined Philip Augustus of France in one of the crusades. It was a great advance upon anything that the English Navy had, up to that date, accomplished. It consisted, we are told, of three large ships in the van, carrying soldiers and stores, and one of them also had on board Berengaria, Richard's Queen, and the Queen of Sicily.

The second line was composed of

13 ships, the third of 14, and the fourth of 20, the fifth of 30, the sixth of 40, the seventh of 60, with about 50 galleys bringing up the rear. The formation, we are told, was so close that trumpet-calls could be heard from one ship to the other, and the vessels could hail each other to the beam.

Western shipbuilding we learn at that date was far less advanced than that of Eastern nations, for the comparatively small vessels forming Richard's fleet were "affrighted by a great Turkish ship big enough to carry 1,500 men." The ships in those days, too, bore strange names. There were Galliasse, Gallions, Busses, Dromons, Barges and Snokes—the latter, a swift vessel rowed by a large number of men, used, it is believed, as a despatch boat. The Busses fully deserved their name, although it is doubtful whether they derived it from the same source as the "bus of the London streets. They were constructed to carry 15 sailors, 40 knights and their horses, 40 attendant footmen, a like number of servants, and, it is said, 12 months' provisions.

In those days the Navy was largely in the hands of the priests and the First Lord of the Admiralty of Rich-

ard's time was William de Wrotham, Archdeacon of Taunton, who was described as "Keeper of the King's Ships."

Fourpence a Day

It is not without interest for us to know that in 1370 the seaman's pay was raised to 4d. daily, and that the Navy of King Edward was managed by the King himself and his Council. It was Henry VII, in 1490, who made an attempt to build up a permanent Navy and the "Great Harry" or the "Regent," as the ship was also called, was launched on the Rother in that year. It was one of the first three vessels to be built chiefly for fighting purposes.

In Henry VIII's time, vessels of 1,000 tons were built for the Navy. The famous "Henry Grace a Dieu" was one of these. In these days the seamen's rations consisted of ¾ lb. beef, ½ lb. bacon on Sundays, Tuesdays and Thursdays; while on Mondays, Wednesdays and Saturdays the seamen had four herrings and 2 lbs. cheese; and on Friday every mess of four men were served with ½ lb. cod, 10 herrings and 1 lb. cheese. 1 lb. bread or biscuit was supplied daily, and the seamen were allowed beer or else a mixture of sack with double its quantity of water.

The story of the British Navy is rich in adventure. Twelve years before Columbus started on his memorable voyage—that is to say, in 1480—an English seaman, Thylde by name, made an attempt to reach America; and in 1497 John Cabot, of Bristol, landed on Cape Breton; and 70 years later, Sir Martin Frobisher made an attempt to discover the baffling North West Passage.

On the abdication of James II. in 1688, the strength of the Navy was as follows:—9 ships first-rate, 11 ships second-rate, 39 ships third-rate, 41 ships fourth-rate, 3 ships fifth-rate, 6 ships sixth-rate, 26 fire-ships, 39 small craft, with a total manning of 42,003 men and 6,930 guns. The largest of the vessels was the "Britannia," 1,739 tons, 100 guns, and 780 men. She was 146 feet in length and 20 feet draught.

Nowadays it seems strange, indeed, for us to learn that previous to 1714 all that was necessary for a lad to become an officer in the Navy was the patronage of a Captain, and it is unnecessary to say that few became officers save members of themoneyed and landed gentry classes.

We have always prided ourselves

Codfish



Just the Quality for
RETAILERS.

SMITH CO., Ltd.

AT DEVINE'S Great REMOVAL Sale!

FRIDAY and SATURDAY will be busy days at Devine's Great Removal Sale. Everything must go, and all marked low. Don't put off till the evening what you can do in the morning. Get in before the crowd and pick up to your hearts content a generous bundle of Bargains. One woman said:—" 'Tis great to be able to get things so cheap, when everything is so dear in other places."

Special: 1000 yds. Silk at Half Price

10 dozen Men's Overall. Made from Blue Derry of strongest quality and sold in regular way at 85c. Removal Sale Price 59c.

25 dozen Men's Negligee Shirts; neatly striped; all sizes. Handsome Holiday or Sunday Shirt. Regular Price 85c. Removal Sale Price 50c.

10 cases Men's Strong Working Boots. Leather all through. Worth \$2.70. Removal Sale Price \$2.30

Men's & Boy's Suits Away Down in Price.

Hosiery.

Hosiery. Stockings for Men, Women and Children at half price. Here is a chance to supply the family with first class stockings at prices no more than you have been paying for the "no wear" kind.

Shop Forenoons as Store is Crowded Evenings!

N.B.—Mail Order Customers will please add postage when ordering these goods. Write To-day.

J. M. DEVINE,

The Right House - - 167 Water Street.

Headquarters —FOR— Motor Boat Supplies

In Stock, a full supply of

Batteries, Spark Plugs, Spark Coils, Magnetos, Trouble Lights, Propellers, ETC., ETC.

Lowest Prices

—ON—

Gasoline, Kerosene

—AND—

Lubricating Oils.

AGENTS for

New FERRO Kerosene Engines,
The Standard of the World.

DISTRIBUTORS for

Imperial Oil Co., Limited, Canada.

OUR Stock is Complete—Prices Right.

INSPECTION INVITED.

A. H. Murray
Bowring's Cove.

on the skill of our ship-builders, but in 1795 a great piece of good fortune befell the English Navy by the capture of the French 40-gun frigate, the "Pomone," a faster vessel than any in the British Navy. Her capture provided our own ship-builders and designers with an excellent model, from which they were not slow to take hints and upon which their skill effected considerable improvements. From the time of the introduction of steam in 1840, much of the romance of the Navy has disappeared and certainly much of the picturesqueness of seafaring life has gone by the board. In the pages of this little book one has a brief though adequate account of the principal battles from that which took place off the South Foreland in 1217, down to the engagement between the "Shannon" and "Chesapeake" in 1812, and descriptions of the chief admirals and famous ships.

In the latter sections Commander Eldred gives many interesting details concerning the Navy of to-day, its men, officers, organization, etc., with tabulated lists of ships, and comparative tables of the forces of modern

Naval powers. Not the least interesting is the section dealing with the cost of the Navy, showing how it increased and fluctuated from the time of the Stuarts down to our own day. Under this heading and in a note, we find £40 was paid in 1229 to the King's Clerk at Portsmouth for the repair of the King's galley and the great ship, while a few years later 100 marks were paid for making four swift barges for the King's service. To-day we are being asked for close upon £50,000,000, on account of the fleet and various departments of public service connected with it.

P.O. Box 786.
Cable Address: LEYHALL.

T. P. HALLEY,
Solicitor.

RENOUF BUILDING,
Duckworth St.

Trulite Lanterns

The Best on the Market!

CAN'T BLOW OUT.

Wholesale Only by

The Direct Agencies, Ltd.

Advertise in The Mail and Advocate