TRADITIONS TO MARK HISTORIC ROUTES OF CORONATION DRIVE

Every Mile and Turn of London in Line of Coronation Procession Yields Stories of Fact or Legend

LONDON, March 24: (CP)—Steeped in history is the route the Coronation procession will follow when George VI and Queen Elizabeth are crowned May 12. The great Victoria Memorial, the Mall, Trafalgar Square, Whitehall, Piccadilly and other locations that have seen great events in years gone by stud the eight miles of historic highway in the heart of the Empire's capital that will be thronged with spectators of the stately cortege.

When the procession emerges from the forecourt of Buckingham Palace it will first pass on the western side of the Victoria Memorial. This massive pile of masonry was unveiled by George V soon after the opening of his own reign, one of the spectators being Wilhelm, then Kaiser of Germany. One recalls how this former monarch took up a position on the steps of the Memorial, arrayed in shining armor. On Armistice Day acres of the space neighboring the spot where the Kaiser had looked out were filled with captured German guns.

Thereafter the Coronation cavalcade will proceed into The Mall. This spacious tree-lined avenue runs straight for three-quarters of a mile between Buckingham Palace and the Admiralty Arch. Designed by Sir Aston Webb, the Arch really forms part of the Victoria Memorial and includes a house of some pretensions which is the official residence of the First Sea Lord. From top of the Arch the late Earl Balfour was in the habit of watching air raids during the War.

Trafalgar Square, across which the procession will then move has been described as the finest site in Europe. It is exactly a century since the Square was laid out. The Nelson Column, 142 feet high, is perhaps the most familiar of all the public memorials in London. For years there existed a legend that a hoard of coins lay in the crown of Nelson's hat but when the column was decorated to the very top for the Nelson Centenary the story proved to be baseless. Canada House lies on one side of the Square, and South Africa House fills another corner.

Among Modern Buildings

Whitehall and Parliament Square comprise a continuous broad roadway along which the King and Queen will pass. Most of the government buildings which flank each side are modern, as things modern go in this country. Nevertheless King George and Queen Elizabeth will be able to catch a glimpse of the Banqueting Hall of the Stuart Kings, a suberb creation of Inigo Jones, built as a proposed reconstruction of the old Palace of Westminster. From one of the windows of this still-existing hall King Charles the First stepped to his execution in 1649. The hall is used nowadays as the Museum and Offices of the Royal United Services Institution.

From here the procession will move into Broad Sanctuary. As the name implies, it denotes those precincts of the Abbey where, in the olden days, refugees from the civil power sought sanctuary. A previous King Edward (the Fifth) was born here in 1470. The privilege of Sanctuary was abolished at the end of the Tudor Period.

This will bring the procession to the Abbey. The return route will for a short time follow the same lines as that of the approach, until it reaches the Victoria Embankment. Erected upon the left bank of the Thames some 70 years back, it covered up the unsightly expanse of mud such as is still to be seen on the other side of the river. The Embankment sidewalks are now flanked by several war memorials, and by less ambitious monuments to distinguished London citizens.

Northumberland Avenue was cut through from the Embankment to Trafalgar Square when the great own house of the Duke of Northumberland, with its gardens stretching from the Strand to the river, was broken up in 1874. This acreage then became the site for several famous hotels, but most of these have disappeared since the war.

Cockspur Street is so-called because a cockpit was once on the site. Nowadays it is mainly notable as housing the West End offices of most of the principal steamship companies.

Pall Mall, like the Mall already alluded to, derives it name from the old-time name of Pail-Mail, which seems to have been an embryonic form of tennis and lacrosse.

Pall Mall nowadays is the heart of London's clubland. One of the handsomest of these buildings is the Athenaeum, devoted to eminent divines, literary lights and other profound folk. St. James street also houses many historic clubs, many of which are directly descended from famous coffee-houses of the 18th Century, in which the wits and poets were wont to assemble.

The name of Piccadilly remains a puzzle for historians. Some two centuries back St. James' Church was the ultra-fashionable place of worship in London, and its rectors have yielded at least three Archbishops of Canterbury. The present Archbishop of York, Dr. Temple, was rector for a short time.

Regent Street was originally laid out as an approach to a villa which the Prince Regent, afterwards George IV, intended to build. Old-timers will remember the symmetrical line of buildings which flanked each side of the street. The destruction of this design some 30 years ago created considerable controversy. The entire length of the street is Crown property, and it is understood that as it is the principal store-centre of London the price of a lease here is enormous.

Oxford Street is mainly devoted nowadays to retail stores and has few other points of interest.

The Marble Arch originally stood in front of Buckingham Palace, from which it was remove some 80 years ago to form an entrance to Hyde Park. Owing to street widenings it now occupies an inland position, but its gates will be opened again for the Coronation procession. The last time these were so opened was for George V's obsequies and the crush of spectators was then so great at this point that the royal cortege narrowly missed being broken.

Hyde Park was a royal hunting demesne under the Tudor sovereigns, and with the adjacent Kensington Gardens covers over 600 acres. The Crystal Palace which lately went up in flames was built here originally to house the Great Exhibition of 1851—an exhibition which brought over six million visitors to London.

Below the Park the Coronation procession will pass Hyde Park Corner, the busiest spot in the Empire's capital with the exception of the space before the Mansion House. Here stands Apsley House, given by the nation to the first Duke of Wellington, the victor of Waterloo, and still filled with treasure collected by him in his campaigns.

Finally the Coronation cavalcade will traverse Constitution Hill, which leads to the Palace. The Triumphal Arch, at one end was rather ironically endowed with a group representing Peace only two years before the Great War opened.

WHIFFLETS

From the Waterfront

C.N.R. steamer Prince John, Capt. Neil McLean, arrived in port at 8:30 this morning from Vancouver via the Queen Charlotte Islands and will be here until 10 o'clock Friday night when she will sail on her return south over the same route. The vessel was favored with excellent weather on her northward voyage and made good time.

The big American halibut schooner Vansee returned to Seattle yesterday after a sable fishing charter in the vicinity of Sitka.

C. N. R. steamer Prince George, Capt. H. E. Nedden, arrived in port at 11 o'clock this morning from Vancouver, Powell River and Ocean Falls with a good-sized list of passengers and will sail at 4 o'clock this afternoon for Anyox and Stewart whence she will return here tomorrow evening southbound.

Three halibut boats sold catches totalling 34,000 pounds in Seattle yesterday as follows: E. O. S., 14,000 pounds, Sebastian, 14c and 10½c; Lively, 12,000 pounds, Washington, 14c and 10¾c; Faith, 8,000 pounds, 14¼c and 11c. The Faith landed an 80-pound sturgeon for which 8c a pound was paid.

Power tug F. H. Phippen, Capt Jim Morrison, arrived at Big Bay last night with a tow consisting of five sections of logs from C. C Ketchum's camp at Alpha Bay Ogden Channel. The tug and tow had been tied up for a few days off Metlakatla owing to rough weather.

The halibut boat Bum sustained a broken crankshaft and had to be towed in by the Charmine C today.

Arthur Robertson, well known Massett sawmill operator, arrived in the city on the Prince John this morning for a brief business visit to the city. He will return home Friday night. This being the off year for salmon on the Islands, Mr. Robertson says it is not expected any of the Massett Inlet canneries will be operating

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