



THE NEW TWIN-SCREW STEAMSHIP "TUNISIAN"

Length 520 Feet.

10,376 Tons.

Width 60 Feet.

Launched January 17, 1900.

PLANS of this magnificent vessel have been received by Messrs. H. & A. Allan. The ship is in general respects like her sister vessel the "BAVARIAN," the dimensions of the two steamers being the same.

The management have profited, however, by the experience gained in the outfitting of the "BAVARIAN" to make the "TUNISIAN" an improvement on that vessel.

The difference calling for special attention is the accommodation for first-class passengers on the upper bridge deck. This consists of two SUITES OF ROOMS, A and B, comprising sitting-room, bedroom, bath room and lavatory. The DECK CABINS, C, D, E, F and G, are of extra size; each contains a wardrobe of sufficient dimensions to contain the belongings of two passengers for the trip, thus getting rid of the luggage. These suites and cabins are lighted and ventilated by large oblong windows, opening upon the upper promenade deck. Their whole appearance, both as regards size, light and furniture, gives the effect of a well-appointed room in a first-class hotel rather than an ocean steamer.

The "TUNISIAN" has received about one-sixth greater boiler power than the "BAVARIAN;" it is therefore confidently expected that she will prove about one knot per hour faster than her sister ship.

The electric lights are so arranged as to be controlled by the passenger without leaving his berth. Every cabin has a steam valve cut off so that a room may be heated or cooled without reference to the person occupying the adjoining room. The doors of these cabins open upon a central hall instead of upon the deck. Passengers have, in this way, all the advantage of being upon the promenade deck without the disadvantage which might be entailed if the doors opened upon the deck. Easy access is also afforded to the music-room and dining-saloon.

The dining-saloon:—A very handsome apartment, gives one the impression of a grand hall. It measures 60 x 30 feet, and seats 148 persons all on revolving chairs, thus allowing passengers to come and go at will without disturbing their neighbors. At night the mellow radiance of a hundred electric lamps flood the apartment with light, bringing out with distinctness the effect aimed at by the decorator, Mr. Scott Morton, of Edinburgh, who, in his artistic work upon this steamer, has done credit to himself.

Another good feature of both steamers is the fact that all the cabin accommodation—both first and second cabin—is in the central part of the ship. There is not one room or public apartment within 150 feet either of the bow or stern of the ship, but all are within the radius of least motion—the exact centre.

The bridge deck, above the saloon deck, contains the music-room at the forward end and the smoking-room at the after end. On this deck are 32 state rooms, 26 of which are outside rooms with windows opening upon the lower promenade deck. These rooms are very desirably situated, being most convenient to all the public apartments. The ventilation is perfect, and the ship has been arranged so as to be free from those odors frequently found on ocean steamers and which are usually the harbingers of sea-sickness. Good ventilation, assisted by bilge keels, and good breadth of beam to reduce rolling motion, together with the smoother waters of the Gulf of St. Lawrence, should, except in the most extreme cases, make *mal de mer* an unknown affliction by these fine steamers.

The "BAVARIAN" made two voyages to the St. Lawrence in 1899 before being requisitioned by the Admiralty as a troopship. During the two months she was running she earned the unstinted praise of all who sailed in her by her great steadiness and freedom from vibration. The average time of her first voyage was 7 days 12 hours between Liverpool and Quebec. As a troopship, she has been pronounced by the Government officials "an ideal transport." She made the passage from Queenstown to Cape Town (6,300 miles) in 17½ days—one of the fastest passages made since the war began. She has since sailed with two additional detachments, having carried altogether about 7,000 officers and men to the seat of war.

It is expected she will be returned to the service in May, the exact date to be announced later.