

TURBINE STEAMERS FOR THE EASTERN S. S. COMPANY

By the New Boats the Company Will Make a Strong Bid For Passenger Travel Between Boston and New York.

The announcement that the Metropolitan Line of this city, now a branch of the Eastern Steamship Company, had secured a contract for two mammoth turbine steamers for its service between this port and New York has occasioned considerable interest in steamship and transportation circles throughout the East. Heretofore the line has confined its business to the freight traffic exclusively, but it now intends to make a bid for the passenger business as well.

The contract is one of the largest in the shipping line ever entered into in this country and involves an expenditure of over \$2,000,000. General Manager Calvin Austin said this morning that the steamers would be completed and ready for service in about a year. The contract for the hulls has been awarded to the Beach Shipbuilding Company, and William P. Fletcher & Co. of Hoboken has the contract for the machinery while the interior work will be done by Charles N. Engle, of New York. Mr. Austin said that the steamers would be four hundred feet long, fifty feet beam, with a flying bridge 25 feet wide which would make the breadth over all sixty-three feet. The depth of hold will be twenty-three feet. The introduction of turbine into the new boats is the most important feature. They will be equipped with the Parsons type of turbine, and the construction of the turbine will be directly under the supervision of the inventor. Each will be driven by three turbine engines of 11,000 horse power each. Each vessel will have three propellers making five hundred revolutions a minute, driving the vessels through the water at the rate of twenty-four miles an hour. This will enable the vessels to make the run between Boston and New York in fifteen hours, leaving here at five p. m. and arriving in New York at eight the following morning.

In the construction of the two steamers

no expense will be spared and they will be equipped with all the most approved devices for the rapid handling of freight and for the comfort of the passengers. On the main deck there will be freight capacity for about 1000 tons. On this deck will also be located the spacious dining-room, occupying the entire breadth of the ship and having a seating capacity for 250 persons. It will be finished in white mahogany, with large plate glass windows on both sides giving an unobstructed view of the ocean to the diners. The purser's office, washroom, barber shop and check-room will also be located on the main-deck, and there will be an elaborate hall-way finished in red mahogany with rubber tiling floor.

Leading from the main deck to the main saloon will be a wide stairway, with artistic archings and decorations. The saloon will be a beautiful apartment, large and airy, with staterooms on both sides and convenient exits and entrances. A gallery above the saloon gives a spacious promenade upon which other staterooms open.

About midship is located the stairway leading from the saloon to the engine room, projecting through the dome. This room will be appropriately furnished with leather, with staterooms on both sides and convenient exits and entrances. A gallery above the saloon gives a spacious promenade upon which other staterooms open.

Each vessel will have 300 staterooms, furnished in the most approved style. Twenty-five of these rooms will be specially large, and will have brass bedsteads, with built-in wardrobes. The staterooms will have accommodations for 1000 passengers each. The hulls will be of steel, structurally built to withstand the roughest kind of weather, and will be provided with numerous bulkheads and every known improvement to safeguard the lives of the passengers.

The names of the steamers have not yet been decided upon. (Boston Transcript.)

THE I. O. O. F.

Reports Show the Order To Be in a Flourishing State.

Halifax, Aug. 9.—The golden jubilee session of the Grand Lodge of Old Fellows of the Maritime Provinces opened at 10.30 a. m. Grand Master C. A. Sampson presided. It was the largest meeting ever held of Grand Lodge. Old Fellows Temple was crowded. After it was ascertained that a quorum was present, and the Grand Chaplain of the order, the 20th session was declared open for all business that may lawfully be brought before it. One hundred and fifteen representatives of the Grand Lodge degree, after this ceremony, Grand Master Sampson delivered his annual address, which was quite lengthy, and covered the year's work pretty thoroughly.

A. F. Menzies, grand secretary, stated that the receipts for the term were \$43,296.95, while the current expenses were \$18,164.33; the widows' and orphans' fund, \$11,947.88, and the benefit and relief fund, \$14,096. The invested fund and cash are placed at \$117,733, and the total assets at \$162,767.72.

There were paid during the year for weekly benefits \$8,065.89, for relief of widows' benefits, \$753.11; burying, \$1,688.75; special relief, \$372.78, making a total relief of \$9,878.50. This afternoon Grand Lodge enjoyed a meal on Halifax harbor. Refreshments were served.

Tonight a mass meeting was held in St. Paul's Hall at which a luminous oration was delivered by Past Grand Sir Hon. Alfred S. Pinkerton, of Boston; addresses were also delivered by C. B. Allan and others.

HUMPHREY IS SORE

Man Who Battled for Life With the Reversible Falls Still Feels the Effects.

Harding Humphrey, who so narrowly escaped drowning in the Falls Tuesday evening, was in bed and very weak last evening. He says he is sore all over. His limbs are greatly swollen and he complains of his lungs being in a weak state. "I was almost torn apart," he said, "and it is a wonder that I really lived when taken out of the water." Mr. Humphrey says that a deal struck him with the force in the stomach, and he feels the effects of the blow. "Why I went down three or four times while I had the car," he continued, "and the only way I can account for living through it is the way I handled the car. As I felt myself going down feet foremost, I turned my head backwards I changed the car to the back of my neck, and when going back I placed the car under my chin." Mr. Humphrey thinks it will be some days before he will be able to get about.

"I heard somebody say something about Jones the other day." "Oh, what was it?" "It isn't bad enough to repeat." — Cleveland Leader.

"Didn't that patient respond to your treatment?" asked the doctor of his physician. "Not yet," replied the physician; "and I've sent him three bills!" — Yorkers Statesman.

Symptoms of Nerve Disorders

Which Foretell the Approach of Nervous Prostration, Paralysis and Locomotor Ataxia.

Twitching of the nerves and muscles, sensitiveness to light, sound and motion, jerking of the limbs, sleeplessness, headache and indigestion—such are some of the symptoms of exhausted nerves. Because there is no acute pain people do not always realize the seriousness of nervous disease. They do not think of the helplessness of body and mind, which is the result of neglecting such ailments. Because of its extraordinary control over diseases of the nerves Dr. Chase's Nerve Food has come to be considered the greatest treatment for disorders of this nature.

Not only does it revitalize the wasted nerve cells, but actually forms firm flesh and tissue, builds up the system and sends new vigor and vitality to every organ of the body.

Dr. Chase's Nerve Food, 50 cents a box, at all dealers, or Edman, Bates & Co., Toronto.

THE KNIGHTS OF PYTHIAS

Harry L. Ganter of St. John is the New Grand Chancellor—Grand Lodge Closed.

St. Stephen, Aug. 9.—(Special)—The closing session of the grand lodge of the Knights of Pythias was held this morning, commencing at 9 o'clock. Considerable discussion ensued and much time was spent over the amendments proposed to the subordinate lodge constitution, which were proposed by the Grand K. of R. & S. All were adopted.

The election of officers for the ensuing year resulted as follows: H. L. Ganter, St. John, grand chancellor; F. A. Marry, Halifax, grand vice-chancellor; A. J. Lingley, Moncton, grand prelate; James Mounson, St. John, grand K. of R. & S.; F. Parker, Grandmire, St. Stephen, grand M. of E.; Stephen McLeod, New Glasgow, grand M. of S.; S. A. McDonald, Charlottetown, grand I. G.; A. E. Nichols, Parrsboro, grand O. G.; L. Wilson, St. John, grand S. of P.; E. B. Chandler, Charlottetown, grand trustee for three years.

Past Chancellor Dodge, on behalf of New Brunswick Lodge No. 1 and Union Lodge No. 2 of St. John, extended an invitation to the grand lodge to meet in St. John on the second Tuesday in September, 1906. On motion this invitation was carried.

The officers were then installed by Past Grand Chancellor W. C. H. Grimmer assisted by P. G. C. G. Clark, prole, and P. G. C. L. B. Wilson as G. M. at A. The annual meeting of last regular uniform rank of the maritime provinces opened at 1.30 today. Colonel L. B. Wilson presided.

Each vessel will have 300 staterooms, furnished in the most approved style. Twenty-five of these rooms will be specially large, and will have brass bedsteads, with built-in wardrobes. The staterooms will have accommodations for 1000 passengers each. The hulls will be of steel, structurally built to withstand the roughest kind of weather, and will be provided with numerous bulkheads and every known improvement to safeguard the lives of the passengers.

The names of the steamers have not yet been decided upon. (Boston Transcript.)

FREDERICTON

Provincial Appointments Made and New Companies Announced.

Fredericton, Aug. 9.—(Special)—The following provincial appointments are gazetted:—

Queens—R. W. McDaniel, to be judge of probate pro hac vice in reference to the estate of Robert Herterington, deceased.

York—Linden L. Lewis, to be a justice of the peace; John B. Hawthorne to be provincial constable.

The capital stock of the Times Printing Company is increased from \$15,000 to \$30,000.

The following new companies have been incorporated:—

William Lemont, James M. Lemont, L. A. Wilton Lemont and W. Brunswick Lemont, of Fredericton, and Panny S. Johnson, of Toronto, as Lemont & Sons, Limited, with capital stock of \$24,000.

Arthur I. Trueman, of St. John, George F. White, Fredericton, A. Peters, A. P. Barnhill, of St. John, and George P. Jones, of Sussex, as New Brunswick Springs Company, Limited, with a capital stock of \$10,000.

The bridge house of Charlo river and bridges, having seven years to run, is to be sold at auction at the crown land office, Fredericton, on Wednesday, Aug. 21.

Tenders for rebuilding Wilson bridge, parish of Wakefield, Charlottetown, and Piccadilly bridge, Sussex, will be received by the department of public works up to Wednesday, Aug. 21.

MORNING NEWS IN BRIEF.

Local

Willie C., second son of Christopher and Katherine Kane, died yesterday at his father's home, 106 Sydney street, after a week's sickness. He was eleven years and eight months old, was a very bright boy and popular among his playmates. The funeral will be from his father's residence, 106 Sydney street.

Theo. T. Frankenberg, dramatic editor of the Ohio State Journal, Columbus (Ohio), arrived in the city last night on Friday. Mr. Frankenberg is making a tour of the province during his vacation, and will go up river this morning to return by the evening boat. Friday he will start on his return, visiting some of the New England coast towns en route.

The St. John County and County Sunday School Association are planning some work in the outlying districts. J. N. Harvey, president of the county association, is in charge of the meetings. Rev. Mr. Ganong, field secretary, and other ministers will assist. Meetings will be held at Fairville on the afternoon and evening of the 16th inst.; St. Martins, afternoon and evening, 17th, and Simonds, west, on the evening of the 18th.

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ance of the officers will be appointed by the lieutenant-colonel.

A motion was passed that a message of sympathy be sent to the widow of the late Major-General Knab, who died in Indianapolis last week.

The parade opened at the curling rink and after marching through the principal streets of St. Stephen and Calais, turned up on the grounds of the St. Stephen Grammar school, where they were inspected and addressed by the commanding officers.

The formation of the parade was as follows:—Officers of the first regiment; Mounted Musketeers Co. U. R. of Moncton; Frontier Co. U. R. of St. John; Band; Whitehead Co. Milltown; Chas. H. Porter Co. Calais; Augusta Co. Augusta; barouches containing Col. Mounson, Past Grand Representative Col. Mounson, Grand Chancellor Russell, of Massachusetts; Major Clark, of the British Army and Navy Veterans' Association, Boston, and Past Grand Chancellor W. S. Peel, Truro, Cambridge City Band; officers of the Massachusetts Regiment, mounted; Massachusetts Regiment; barouches containing officers and ladies.

In the evening a grand ball was tendered the visiting knights in the curling rink, which was lavishly and tastefully decorated for the occasion.

Some of the representatives returned to their homes this evening, but the majority waited over to attend the ball. The Massachusetts knights leave by boat tomorrow morning for St. John, where they will be the guests of the St. John knights.

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Mother Nature's gift to sufferers from Stomach, Liver and Kidney Troubles.

Sanitaris
THE MONARCH OF MINERAL WATERS
AT ALL DEALERS

LEON A. KEITH, Agent, - St. John

CHARLOTTETOWN'S RAILWAY STATION

Hon. H. R. Emmerson Examines the Sites Proposed For It, and Will Consider.

Charlottetown, P. E. I., Aug. 9.—(Special)—Several years ago an amount of \$35,000 was placed in the dominion estimate for a new railway station at Charlottetown. Owing to disagreement of the people as to the site the station has not been built, as the railway people were not willing to expend an amount for a certain central site, demanded, at the foot of Great George street.

The visit of the minister of railways, who personally examined the various sites in question, will result in a site being definitely determined. A meeting of the board of directors of the railway was held this morning at which the whole matter was thrashed out.

Hon. Mr. Emmerson, who spoke for an hour, told them while the Great George street site was desirable from the standpoint of individual convenience, viewed from an economic standpoint it was entirely impracticable. In consultation with the officials he learned that selection of the above site would involve an expenditure of \$300,000 and that he would not place the station there or at the foot of Queen street.

He said in view of the large deficit on the P. E. I. Island Railway and that the department had to expend \$1.50 on the P. E. I. Island Railway to earn \$1.00, an expenditure of \$300,000 could not be justified.

In reply to the demand for reduced passenger fare on the P. E. I. Island Railway, he pointed out that people in the west were paying five cents a mile in comparison with three cents here.

He also declined to extend the rails along the water front on the ground that it would assist competitors of the railway.

Other facilities were asked for at the meeting such as rearrangement of railway yard, another train to Summerside, a branch line from Pannoe to Tormentine, a cat ferry across the Straits to Cape Traverse and broadening of the gauge from three to four feet. The minister made no definite promise in these matters, some of which will be referred to the proper officials.

Hon. W. F. Foster said he would support Mr. Emmerson in his desire to keep down the heavy expenditure on a road which was yielding a small profit. He said that the railway was a public utility and that the people in the maritime provinces if they wished to maintain their influence at Ottawa.

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