A New Cunarder

Trial Trip of the Caronia --- A Floating City

even then to an extent not expected to be very distressing even to the prover-bially poor sailo

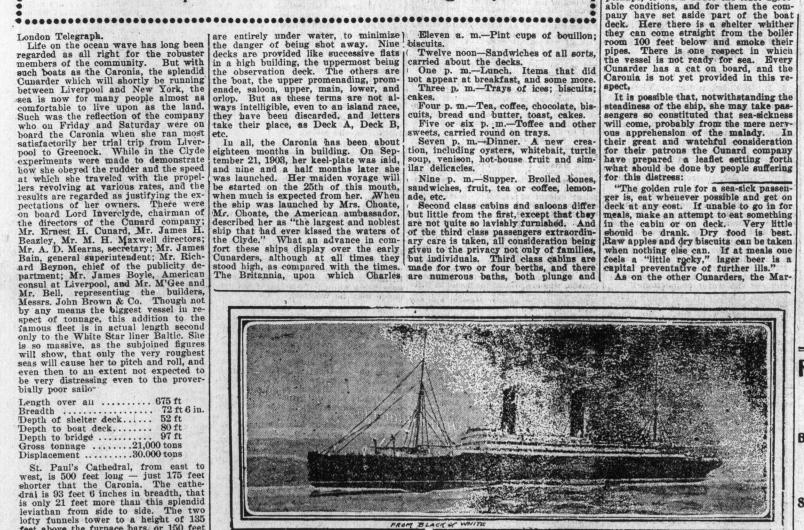
Length over all 675 ft
Breadth 72 ft 6 in.
Depth of shelter deck 52 ft
Depth to boat deck 80 ft
Depth to bridge 97 ft
Gross tonnage 21,000 tons

Depth to boat deck. 90 ft
Gross tonnage 21,000 tons
Displacement ... 30,000 tons
St. Paul's Cathedral, from east to
west, is 500 feet long - just 175 feet
shorter that the Caronia. The cathedral is 30 feet of inches in breadth, its
only 21 feet more than this splendid
is only 21 feet more than this splendid
outry funnels tower to a height of 135
feet above the furnace bars, or 150 feet
above the keel, that is to say, only 25
feet less than the height of the Nelson
column. In diameter they are as large
as a railway tunnel, built to allow of the
passage of two trains nevroping 25,000
horse power, and are of the quadruple
expansion type, the steam being raised
in thirteen enormous boilers. Connecting the engines with the twin propeller
sare two shafts over 2 feet in diameter,
and 225 feet long. The strain on the
excessive, and so throughout special precautions have been taken. The great
steel plates forming the sides of the boat
range in thickness from three-quarter
inches to one and one-eighth linches, in
breadth from five feet to five and onealtigoomds. By freams of a cellular double
corry 3,500 tone of water ballant, so
that by filling het raints she can mee
the loss of weight due to consumption of
coal and stores during the voyage.
Throughout she is fitted with the StoneLlovd system of water-tight doors, while
deep the store of the store of the strain proper of the land of the percell of the store of the strain of the strain proper of the str

Third Class—3,500 dinner plates, 3,-500 pudding plates, 3,000 cups and saucers, 3,000 knives, forks, spoons, etc.

Every five minutes the air is changed in all the cabins and saloons, the temperature being automatically regulated so as to prevent a sudden rush of cold or hot air. The ship's lights are all electric, and by a clever device a bell rings on the bridge whenever one goes out. At the same time a "tell-tale" indicates which of the lights has failed.

Of the crew of 450, the stokers have, perhaps, to work under the least agreeable conditions, and for them the company have set aside part of the boat deck. Here there is a shelter whither they can come straight from the boiler room 100 feet below and smoke their pipes. There is one respect in which the vessel is not ready for sea. Every Cunarder has a cat on board, and the Caronia is not yet provided in this respect.



Brown & Co., Clydebank, have allowed a liberal margin, and it is expected that she will be able to travel in all weathers at an average of about 19 knots. She is so built that in time of war she could be used as a cruiser capable of carrying twelve large quick-firing guns; and, having this contingency in view, one set of steering gear and the rudder

THE LOUNGE ON THE CARONIAC

Breakfast—Oatmeal porridge and milk, steak and onions, bread and butter, jam or marmalade, tea or coffee.
Dinner—Soup, ling fish, mutton hot pot, potatoes, and vegetables. Rice pudding. Bread. Pickles.
Tea—Stewed apricots and rice, bread and butter, tea, jam or marmalade.

Support if desired.

Supper if desired.

While giving figures, those of the stock carried on each voyage should not be omitted:

First Saloon Only-400 dessert plates. First Saloon Only—400 dessert plates, the Toronto Star, of which he is sup400 ten cups and saucers, 400 coffee cups
and saucers, 200 cake plates, 310 teapots, 400 coffeepots, 200 hot water jugs,
400 cream jugs, 200 cut glass caraffs,
200 cut glass tumblers (large), 1,000 cut
glass tumblers (small), 300 champagne
glasses, 300 wine glasses, 300 liqueur

In Russia soldiers get three kopecks,
classes.

Too Little Exercise

shower, for which no extra charge is made. A cheerful smoking room for the "Cunard Daily Bulletin" will publish men and sitting room for the women add to the pleasure of the journey. The dining room is bright and pleasing, and the meals are all that could be desired. Here is the menu for one day for the third class:

Breakfast Osimasi roomidae and construction.

the Toronto Star, of which he is sup-

First and Second Saloon—2,000 soup plates, 3,500 dinner plates, 2,000 pudding plates, 2,500 cheese plates, 2,500 breakfast cups and saucers, 2,500 tea cups and saucers, 1,000 coffee cups and saucers, 1,000 knives, forks, etc.

In Russia soldiers get three kopecks, or less than two cents per day. We can, therefore, understand the enthusiasm (?) with which the Russian soldiers get three kopecks, or less than two cents per day. We can, therefore, understand the enthusiasm (?) with which the Russian soldiers get three kopecks, or less than two cents per day. We can, therefore, understand the enthusiasm (?) with which the Russian soldiers get three kopecks, or less than two cents per day. We can, therefore, understand the enthusiasm (?) with which the Russian soldiers get three kopecks, or less than two cents per day. We can, therefore, understand the enthusiasm (?) with which the Russian soldiers get three kopecks, or less than two cents per day. We can, therefore, understand the enthusiasm (?) with which the Russian soldiers get three kopecks, or less than two cents per day. We can, therefore, understand the enthusiasm (?) with which the Russian soldiers get three kopecks, or less than two cents per day. We can, therefore, understand the enthusiasm (?) with which the Russian soldiers get three kopecks, or less than two cents per day. We can, therefore, understand the enthusiasm (?) with which the Russian soldiers get three kopecks, or less than two cents per day.

No Argument Will Convince a Women

that a flour is all right, if she can't make good bread with it. The one argument that wins every woman in favor of ROYAL HOUSEHOLD FLOUR is, that it never fails to turn out the most beautiful Bread and Cake and the most crisp and delicious Pastry when used according to the very simple "Royal Household" recipes. That one fact outweighs all the theories of two thousand years.

No other flour has ever made so many intimate friends among Canadian women in so short a time.—Perhaps it's because "Royal Household" is made by the new electrical process—that makes a wonderful difference in flour.

Your grocer sells "ROYAL HOUSEHOLD" and you can have the recipes by simply sending your name and address to The Ogilvie Flour Mills Co., Limited, Montreal, and mentioning the name of this paper.

Railway Schemes Of This Session

Belief Appears That Action of Definite Character Will Be Deferred.

Something About Various Projects - Settlement Awalts Transportation.

In the opinion of at least three of the members of the local house united in support of the government, there will be no railway policy promulgated during the course of the present session, the government members being the reverse of unanimous in endorsing the programme submitted by the ministry. As everyone taking an interest in public affairs is well aware, there have been numerous caucuses upon the railway policy, the last of which was held on Friday. Another will be held after the return to Victoria of Mr. Dennis of the C. P. R., who is expected this evening from the East with certain amended proposals. The policy as offered by the government is very generally understood to chiefly concern the Canadian Pacific, and it is the statement of a government member that it will not command anything like unanimous endorsation in the government caucus. The railway proposals of the present session, as outlined by one of the members, have been briefly as follows:

Grand Trunk Pacific Programme. The Grand Trunk Pacific, in consider tion of giving an undertaking for the ation of giving an undertaking for the commencement of construction from the Pacific sepboard "so soon as the western terminus should have been decided upon," and agreeing that all stores and supplies to be obtained at a competitive price should be purchased in this province, asked that a land subsidy of 15,000 acres per mile, abutting upon their line, should be given for the 400 miles or thereabouts of the main line traversing British Columbia. The company suggested in further consideration for this public aid, to sell all the land at government prices—of \$1, \$2.50 and \$5 per acre, according to its classification and location. It was urged that the decision as to terminus would be reached by Invocation that the decision as to terminus would be reached. decision as to terminus would be reached by June and that in the event of the desired grant being made, construction would be well advanced during the present season, a total expenditure of \$15,000,000 to \$20,000,000 being anticipation of the British Co-000,000 to \$20,000,000 being anticipated in connection with the British Columbia section. Mr. F. W. Morse and his associates pressed this proposal during their five weeks' stay in Victoria, and then received a definite statement from the government that it could not be admitted as in the public interest to make the grant desired for the purpose of expediting construction from the Pacific end of the new transcontinental line. This answer was regarded as decisive insofar as the present session and the present government are concerned, and all negotiations incidental were sabandoned with the return of the Grand frunk Pacific party to the East. Frunk Pacific party to the East.

C. P. R. Programme.

The Canadian Pacific overtures were chiedy in the direction of delay until such time as their plans for British Cochiedy in the direction of delay until such time as their plans for British Columbia extensions have been further matured. The company asked in effect for an extension of five years in which to begin construction of the Kootenay Central, 180 miles, from Golden to connect with the Crow's Nest Pass line, for which Dominion but no provincial aid has yet been granted; and for the line from Spence's Bridge to Michay—a total of about 400 miles. It was suggested that the 40 miles from Spence's Bridge to Nicola might be taken in hand this year, and the government was urged to grant a cash subsidy for the lines as indicated, amounting in total to shout two million dollars, a negative policy being urged with respect to other contempated railways coincidently seeking public assistance. Much has been said as to a proposal for the extension of the Island railway to the north end of Vancouver Island, and a prospective land or money subsidy in connection therewith, but the member quoted declared that such has not been mentioned in the C. P. R. proposals debated during the past few weeks by ministerial followers.

Coast to Kootenay. Then there were the Ceast to Kootenay proposals of the McLean Broa, whose bond for \$100,000 is still in the hands of the government in connection with the construction from Vancouver through the Hope mountains and the rich Similkameen. The McLeans originally sought a cash or land subsidy smally sought a cash or land subsidy— \$5,000 per mile for a portion of the line, \$10,000 per mile for the remainder, or 15,000 acres per mile on the entire mile-age, the land to be contiguous. Recent-ly there was submitted by these railway nen a third alternative proposal—in ef-ect that construction would be begun to one and continuously prosecuted to completion (it being feasible to initiate operations simultaneously at Vancouver, at Hope, at Princeton and at other points) in the event of the government guaranteeing the bonds of the company at the rate of 3½ per cent, to the extent of \$25,000 per mile—the company vol-unteering to transfer to the government of British Columbia one-quarter of its stock and ito allow the government ad-quate representation upon the construc-tion board and directorate. The proposis to built from Vancouver over the Hope mountains (where a government through the shown 2½ per cent. to be the maximum grade, which the Messrs. McLean declare would be reduced to less than 2 per cent. after the line had been inaugurated), cassing all east and west through lines and meeting the G. T. P. at Yellowhead Pass.

Great Northern and Others.

Next there was the Great Northern, which sought exemption from taxation, certain right of way and timber concessions, and other minor considerations, there being no definite programme as to when or where in building, but no intention of making a Coast to Kootenay connection. As an auxiliary to the Great Northern proposals proper, the V. W. & Y. Railway asked \$15,000 per mile for from 500 to 600 miles from Vancouver to Fort George, in northeastern Cariboo and near the eastern boundary of British Columbia. It is understood that the Great Northern proposals are now indefinitely shelved if not abandoned.

stood that the Great Northern proposals are now indefinitely shelved if not abandoned.

Among the minor propositions—or rather those looming less conspicuously in the public view—were those of the British Columbia Northern & Macken 2 is Vailey Railway Co., the Kitimaat road, the Queen Charlotte Islands road, as a Victoria-Alberni road, and the Midway Vernon road. The Clifford road of 135 were submitted to the extent of \$5.000 per mile, which it is now desired to have commencement and completion of construction provided for in the bill now ready for assent. The application of the B. C. Northern & Mackenzie Valley Co. is for land or money aid—if the former, 15,000 acres, or if the latter, \$5.000 per mile—to induce construction from some point in the vicinity of Telegraph Creek into the Dease lake country the lant now now ready for marked the line promising to open up a very promising (and indeed partially proved) mineral area. The Queen Charlet Island railway asks 7,000 acres per mile as bonus for construction of a standard gauge railway from Victoria to Alberni; and there are a number of interior roads which have besought as an abonus for construction of a standard gauge railway from Victoria to Alberni; and there are a number of interior roads which have besought as an estance, which concern special localities and special interests rather than the general development of British Columbia. The Midway & Vernon already has secial interests rather than the general development of the province of the proposals looking to the construction of a standard gauge railway from Victoria to Alberni; and there are a number of interior roads which have besought as an estance, which concern special localities and special interests rather than the general development of British Columbia. The Midway & Vernon already has secial interests rather than the general development of the province of

itiation of construction.

A First Necessity Road. of the roads described which is so immediate and so evident a necessity to the natural expansion and prosperity of the province as is the Coast to Kootenay. There are none whose character and purpose are so thoroughly understood, or which are so strongly supported by public sentiment as expressed by business men and such collections of business men as make up the boards of trade, civic councils, mining asociations, etc., which bodies have recently been singularly active and unanimous in endorsation of the latest proposal of the Messrs. of the roads described which is so tion of the latest proposal of the Messrs.

McLean—the only proposal contemplating an independent line into the Similkameen and an allotment to the country of a substantial interest in the road as a guid pro one for the superstate. a quid pro quo for the guarantee ne sary to its immediate financing. Dit-ferentiating from the suggested north-ern or other development roads, this does not penetrate a problematical or wilder-ness territory; everyone knows that the Similkameen is rich in mines, in coal areas, in agricultural and in fruit lands, and that it only requires relivery feet areas, in agricultural and in fruit lands, and that it only requires railway facilities to add many thousands to its present population, become an important contributor to provincial revenue, and make the serving railway pay handsomely. To quote the gentleman whose chatty remarks form the basis of this

One Representative Opinion.

One Representative Opinion.

"It strikes me the best way to settle this dyking question would be to have the Coast to Kootenay built without further delay. It would bring in many settlers and create an important addition to revenue in a very short time. Look at the Kootenays before their opening up by railways. They were nothing like as sure producers of wealth for the individuals or the government as the country to be traversed by the Coast-Kootenay road. And the assistance extended to the lines developing the Kootenay was upon a very different basis to that now asked, with assurance of the province sharing in the asset and the profits of the proposed independent line. It is curious to see how governments and people in this western province have overlooked or underestimated the development importance of the independent line. the development importance of the inde-pendent line. The sooner the value of independence in railway building is real-ized out here on the Coast, the better for the province and its people. Take Ottawa with its nine railways focussing there—each an important development agency, and all brought in by the so-called small railway corporations, which proved their value and found the big sysproved their value and found the big systems very eager to adopt them when they had become paying concerns. Then there is Toronto with its radiating lines networking Ontario. It was the men who built the small and independent lines who built the Toronto of today, and made Ontario. And this province needs similar development by reason of its characteristics in latent natural wealth much more than Ontario did. The outlook for the independent railway builder at the same time is more attractive in this Pacific province, What is to be said of Ottawa and Toronto. is equally true of London, of Chicago, of Kansas City, of every other focal point of independent railways.

"For my part," the gentleman con-"For my part," the gentleman con-tinued, "I do not think the government

present time to dissolve the House with-out bringing on some productive public work, the mission of which is to keep British Columbia moving forward with the rest of Canada."

CO-OPERATION IN FARMING.

At the last meeting of the Farmers' Central Institute the most practical resolution passed by that body dealt with the subject of co-operation among farmers. This is something which has been talked about for some years, and is discovered. talked about for some years, and is dis-cussed in an academic way in the reports of the Department of Agriculture; but with little practical result so far. Efforts

general development of British Columbia. The Midway & Vernon already has \$5,000 per mile granted by the province, supplementing Dominion aid in the usual amount, and merely seeks at the present juncture an extension of time for the initiation of construction.

A First Necessity Road.

In the opinion of the member who has been above referred to, there are none of the roads described which is a control of t

operation in agricultural pursuits is a wide and promising one. Both the dairying and fruit-growing industries are rapidly expanding and industrial progress has reached that stage where conception is practically peration is practically a necessity, un-

James Whitcomb Riley says that he was summened as a witness in a case tried in an indiana court, where one of the witnesses before him evinced some disinclination to state her age.

"Is it very necessary?" coyly asked the witness, a spinster of uncertain age.

"It as absolutely necessary, madam," interposed the judge.

"Well," sighed the maiden, "if I must I suppose I must. I didn't see how it could possibly affect the case, for, you see—""Madam," observed the judge, with some asperity, "I must ask you not to further waste the time of this court. Kindly state your age." Whereupon the spinster showed signs of

Treated by Three Doctors Severe Attack of Dyspepsia,

Got No Relief From Medicines, But Found It At

Burdock Blood Bitters:

Mrs. Frank Hutt, Morrisburg, Ont., was one of those troubled with this most common of stomach troubles. She writes:-"After being treated by three doctors, and using many advertised medicines, for a severe attack of Dyspepsia, and receiving no benefit, I gave up all hope of ever being cured. Hearing Burdock Blood Bitters so highly spoken of, I decided to get a bottle, and give it a trial. Before I had taken it I began to feel better, and by the time I had taken the second one I was completely cured. I cannot recommend Burdock Blood Bitters too highly, and would advise all sufferers from dyspepsia to give it a trial."

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Provinci

to Reduce Ar

Election Del

Discuss

Sailors' Vote Bill cond Reading-

Advance

and after the cut the following w

The agricultural com through Mr. Ellison, the committee had exha into matters set forth ferred to them, from the Association, and that copetency, etc. made there bers of the Horticultural heen sustained. been sustained. As regg to the Horticultural Bo ed in the petition, in v that the large nurseryn ince, the Fruit Grow which had expressed en which had expressed er with the act and confide ers of the board, the ommended that it woul interests of the fruit g to amend the legislation. The report was recei

The bill to incorpor Light, Power and Wate third reading; also the ate the Stave Valley R

third reading; also the ate the Stave Valley R the bill to incorporate t ley Railway Co.

The bill to incorporate of Chartered Accounts Columbia, passed the Mr. Fraser in the chair The bill to amend the ct and the practice and products of the province reading, on motion of General. He explained was to empower the adopt the rules of continuous the commissions appoint for the purpose. One sions, with respect to the was presided over by the other dealing with Court, was presided over the country, was presided over the country, was presided over the country and the other dealing with Court, was presided over the country and the bill, make rules concerning wires.

wigs.
The Attorney Generation was a coast of one was not prepared to answar Mr. J. A. Macdonald ere were grave ques the prerogative wi the prerogative wig government proposed to for instance, might they to extend their discrimi-matters affecting practice such as the security requ appeal to the Supreme or already been decided by the bill relating to wigs the member for Yale.

The bill to amend the provides that "in all case lord distrains for rent opposession of his tenam are held by the tenant filed agreement for hire, ditional sale, the landlord the interest of the tenant The bill to amend the was adopted on report.

The bill to amend the Act passed third reading The bill to amend the solidation Act was adof also the bill to amend the solidation Act was adof also the bill to amend the solidation Act was adof also the Bill to amend the solidation Act was adof also the Bill to amend the solidation Act was adof also the Bill to amend the solidation Act was adof also the Bill to amend the solidation Dep Election Dep

The bill introduced by to reduce the amount of quired of political candid to \$50 was further consi The Premier, who had journment of the debate motion for second readiremarked that last year legislation was before had thought that the drather hurried. Generall objections taken as well as the control of the control rather hurried. Generall objections taken against that it would lead to I themselves as candidate simply for vexatious could not agree with this, of candidacy, he consider extension of the franch with the spirit of prese tions. In other countri exacted of candidates was than that required in Br In New Zealand, where t \$50, no evil result had b and in Nova Scotia the de at this amount. The \$2 at this amount. The \$\frac{8}{2}\$ been adopted in British time when the ratio of v was much less than it w ing less than a quarter description. culation in those days, a dollars was regarded no than \$50 would be at the He supported the bill. Hon. Mr. Cotton move ment of the debate. Workmen's Comp

Mr. J. A. Macdonald and reading of the Work sation Act. It provides cases where claims for have not been made with ed by the act, the extensin order to enable such heard shall be within the judge. It further stickness of permanent injury not exceeding \$1500 may be of a weekly allowance as of a weekly allowance as vided for. It also abrid within which an appeal from an arbitrator's ay month.

The motion passed.
The Attorney-General
Innual report of Births

Wigs or no W Mr. Henderson's anti-vectommitted, Mr. Gifford in The Attorney-General, of having the bill throw that the committee rise.

The Premier opposed the agreed that dignity and does studied, in the courts of the same time Mr. He seemed to be to secure uthis, he thought, was right think any penal clauses to the bill, and suggests should be eliminated in co

Winter and Impure Bleed in the Spring. There are two conditions of winter life which tend to the overworking and subsequent derangement of the liver.

Too Much Food

First, too much rich food, especially meat and alcoholic drink, and, second, lack of exercise, and the breathing of dry and impure air.

As the result of excessive eating and drinking the work of the liver in filtering bile and other impurities from the blood is very largely increased.

Then, when from lack of fresh air and exercise, the lungs fail to oxydize and purify the blood, this extra work is thrown on to the liver and trouble is sure to result.

These are the circumstances which combine to bring about constipation, indigestion and biliousness in the winter and to leave the blood so impure and the system so run down

To avoid the drowsiness, irritability of temper, headaches and general misery and melancholy of the "bilious" you must set the liver right.

Symptoms:

Are the Conditions Which Lead to Billousness, Indigestion and Constipation in the

Coated Tengue. Headache and Indigestion Sour Stomach.

Muddy Complexion. Wind in the Stomach. Feelings of Weight and , Oppression.

Smothering Sensations in the Chest. Pains Under Left Shoulder

Drowsiness After Meals. Despondency, Bad Temper

Fortunately disorders of the liver can be promptly overcome by Dr. Chase's Kidney-Liver Pills, which cause a thorough eleansing of the filtering and exerctory systems and an awakening of the liver to renewed energy and

Such fatal ailments as Bright's Disease and Diabetes and such painful troubles a Gout and Rheumatism can be truced back to derangements of the liver and consequent clogging of the kidneys and bowels, and hence the importance of keeping the liver healthful

Dr. Chase's Kidney-Liver Pills cannot possibly fail to prove of benefit to you if you are suffering from the effects of a torpid, sluggish

Possibly you have been using medicines that did not get at the real cause of trouble. You will not be disappointed with Dr. Chase's Kidney-Liver Pills. Their enormous success has been attained by their certain and definite Biliousness, Constipation. action on the liver.

Dr. Chase's Kidney-Liver Pills

One pill a dose, 25 cents a bex, at all dealers, or Edmanson. Bates & Co., Toronto. Dr. Chase's Cintment is the most satisfactory treatment for every

form of inhing skin disease, eczema, salt rheum, barber's itch, chilblains, eta.