

OUR
THE ST. JOHN STAR is published by
THE SUN PRINTING COMPANY,
(Ltd.) at St. John, New Brunswick,
every afternoon (except Sunday) at
\$2.00 a year.

TELEPHONES:—
BUSINESS OFFICE, 25.
EDITORIAL AND NEWS DEPT. 117.

ST. JOHN STAR.

ST. JOHN, N. B., JUNE 28, 1907.

WHARFAGE FEES.

Members of the treasury board have
opened the question of rearranging the
wharfage schedule, the intention of
course being to obtain from Sand Point
a revenue which will cover at least the
annual expenditure. The city does not
want to make money out of this traffic,
for the advantages enjoyed through the
work provided in the winter months are
profit enough; but at the same time
taxpayers should not be asked to con-
tribute towards the earnings of sub-
sidized steamship lines.

For years the wharf side berths were
free, and during that time St. John
paid heavily for maintenance of the
terminal and for interest on the cost
of construction. Two years ago when
the loan advanced by the C. P. R. was
returned, the first fixed charges for
wharfage were made. The schedule
was at that time regarded as only a
temporary affair to remain operative
until some fairer arrangement could be
reached. Since then it has been found
that the revenue is little more than
fifty per cent. of the outlay, and in or-
der to make both ends meet, increased
rates are proposed. Aid. Bullock, to
whom the question has been referred,
has evidently spent considerable time
in studying the matter. As chairman of
the treasury board he realizes the ne-
cessity for a larger revenue; and as a
business man he no doubt appreciates
the fact that no unreasonable demands
should be made on the steamship com-
panies. But the St. John rates are very
low compared with those charged in
Montreal. Other port expenses are also
favorable to this harbor, so that it
would appear that an all-round increase
might be made which would produce a
revenue equal to the expenditure, with-
out making St. John an expensive port.

One thing is certain, that this city
should not and cannot continue build-
ing new wharves and at the same time
paying for the maintenance of those al-
ready in use, in order that transporta-
tion companies may reap the benefits.

THE RIVER STEAMERS.

There seems to be a certain reticence
about telling the plain truth concerning
river steamers on the St. John. People
are afraid of offending some one or
other of companies, or the share-
holders, and only in private conversa-
tion do they express their true opinions.
What is the use in wearing gloves when
handling a subject such as this? There
are hundreds of lives at stake daily
and even the best boat on the river is
unsafe.

Everybody knows that every steamer
carries hay, and no matter what pre-
cautions are taken this is an immedi-
ate source of danger. Notices are
posted in some of the steamers to the
effect that smoking is prohibited on the
cargo deck but there are not strictly
observed. When wood fuel is used,
there is every opportunity for fire from
sparks, and even the best boatman
must have moments of carelessness. The
great fault and what is at the bottom
of all the trouble, is that there are far
too many steamers. Fortunately two or
three of those most recently burned
have not been replaced and if three or
four more should by good luck happen
to be destroyed, when no one was on
board, the number would be properly
reduced. Hail the people between
Paradise Row and Indianstone were
born on the river and they can't get
away from the idea that steamboating
should receive a share of their atten-
tion. Hence they are always forming
new companies or re-organizing old
ones; buying or building steamers, and
with provincial jealousy trying to cut
into each other's trade. Every little
branch of the river has a boat of its
own; some of them have two, and as a
rule there is not enough business to
pay dividends on a scow. This and
again efforts have been made to bring
together the managers of competing
lines in order that an arrangement
might be made covering routes and
rates. But someone always objects,
and they keep on forcing one another
to the wall until fires appear to the
public at least—like blessings of Provi-
dence. When such conditions exist it
naturally follows that the majority of
the steamers are of a very poor class.
And some of them are carelessly man-
aged. The carrying of hay should be
absolutely prohibited as the first step
in providing for the safety of passen-
gers.

Lord Cromer, the man who made
Egypt, will receive from the British
Government a gift of \$250,000. He has
nobly earned it.

Mrs. Russell Sage has given \$200,000
to establish a hospital and home for
aged and infirm in New York. If Mrs.
Sage would spend only half that much
on a resting place for the aged and in-
firm Shore Line she would give relief
to many sufferers.

ST. PETERSBURG, June 28.—An im-
perial ukase issued last night directs M.
Kokovsov, the finance minister, to in-
crease the tax on spirits in the budget, in-
cluding famine relief. The council of
ministers has invested the command-
ants of all the imperial palaces with
exceptional powers.

ST. PETERSBURG, June 28.—An im-
perial ukase issued last night directs M.
Kokovsov, the finance minister, to in-
crease the tax on spirits in the budget, in-
cluding famine relief. The council of
ministers has invested the command-
ants of all the imperial palaces with
exceptional powers.

ST. PETERSBURG, June 28.—An im-
perial ukase issued last night directs M.
Kokovsov, the finance minister, to in-
crease the tax on spirits in the budget, in-
cluding famine relief. The council of
ministers has invested the command-
ants of all the imperial palaces with
exceptional powers.

ST. PETERSBURG, June 28.—An im-
perial ukase issued last night directs M.
Kokovsov, the finance minister, to in-
crease the tax on spirits in the budget, in-
cluding famine relief. The council of
ministers has invested the command-
ants of all the imperial palaces with
exceptional powers.

ST. PETERSBURG, June 28.—An im-
perial ukase issued last night directs M.
Kokovsov, the finance minister, to in-
crease the tax on spirits in the budget, in-
cluding famine relief. The council of
ministers has invested the command-
ants of all the imperial palaces with
exceptional powers.

ST. PETERSBURG, June 28.—An im-
perial ukase issued last night directs M.
Kokovsov, the finance minister, to in-
crease the tax on spirits in the budget, in-
cluding famine relief. The council of
ministers has invested the command-
ants of all the imperial palaces with
exceptional powers.

ST. PETERSBURG, June 28.—An im-
perial ukase issued last night directs M.
Kokovsov, the finance minister, to in-
crease the tax on spirits in the budget, in-
cluding famine relief. The council of
ministers has invested the command-
ants of all the imperial palaces with
exceptional powers.

ST. PETERSBURG, June 28.—An im-
perial ukase issued last night directs M.
Kokovsov, the finance minister, to in-
crease the tax on spirits in the budget, in-
cluding famine relief. The council of
ministers has invested the command-
ants of all the imperial palaces with
exceptional powers.

ST. PETERSBURG, June 28.—An im-
perial ukase issued last night directs M.
Kokovsov, the finance minister, to in-
crease the tax on spirits in the budget, in-
cluding famine relief. The council of
ministers has invested the command-
ants of all the imperial palaces with
exceptional powers.

ST. PETERSBURG, June 28.—An im-
perial ukase issued last night directs M.
Kokovsov, the finance minister, to in-
crease the tax on spirits in the budget, in-
cluding famine relief. The council of
ministers has invested the command-
ants of all the imperial palaces with
exceptional powers.

ST. PETERSBURG, June 28.—An im-
perial ukase issued last night directs M.
Kokovsov, the finance minister, to in-
crease the tax on spirits in the budget, in-
cluding famine relief. The council of
ministers has invested the command-
ants of all the imperial palaces with
exceptional powers.

ST. PETERSBURG, June 28.—An im-
perial ukase issued last night directs M.
Kokovsov, the finance minister, to in-
crease the tax on spirits in the budget, in-
cluding famine relief. The council of
ministers has invested the command-
ants of all the imperial palaces with
exceptional powers.

ST. PETERSBURG, June 28.—An im-
perial ukase issued last night directs M.
Kokovsov, the finance minister, to in-
crease the tax on spirits in the budget, in-
cluding famine relief. The council of
ministers has invested the command-
ants of all the imperial palaces with
exceptional powers.

ST. PETERSBURG, June 28.—An im-
perial ukase issued last night directs M.
Kokovsov, the finance minister, to in-
crease the tax on spirits in the budget, in-
cluding famine relief. The council of
ministers has invested the command-
ants of all the imperial palaces with
exceptional powers.

Society

Miss Muriel Gillis, Miss Marjorie
Knight and Miss Kathleen Gillis return-
ed on Monday after a very pleasant
walking tour to Fredericton.

Miss Hutt, of the Free Kindergarten
staff, leaves today for her home in
Dartmouth.

A large number of yachtsmen from
Westfield will go up river to be in
readiness for the race on Monday.

Mr. Percy McKee returned on Wed-
nesday from St. Andrew's School, Tor-
onto.

Mrs. Mason A. Sheffield has been
spending the week with Mrs. O. H.
Warwick at Ononota.

Dr. and Mrs. Sewell spent the week
end at Fredericton, returning on Mon-
day.

Miss Hazel Bridges spent a few days
this week with her friend, Miss Grace
Fisher, at Langley.

Mr. and Mrs. James F. Robinson
will leave on Friday next on a fishing
trip to the Upland. They will be
away two or three weeks.

Messrs. J. V. Russell, Fred J. G.
Knowlton and C. P. Humphrey were
at Fairbairn last evening, engaged
in rooms at Hillhurst House for them-
selves and families during the sum-
mer.

The engagement is announced of the
Rev. G. F. Scovill, rector of St. Jude's
church, and Miss Edith Coster, daugh-
ter of Charles A. Coster.

Mr. and Mrs. E. Cameron, of Phila-
delphia, are visiting friends here. Mr.
Cameron was formerly connected with
the Globe.

Mrs. H. V. Cooper arrived from St.
Stephen on Tuesday to visit Mrs. W.
C. Purvis, Duke street.

Messrs. J. F. Robertson and W. H.
Barnaby returned on Saturday from
Oronoco where they were on a fishing
trip.

Mr. and Mrs. H. C. Schofield returned
on Monday from their wedding trip.

Dr. G. U. Hay and Mrs. Hay returned
on Monday from a trip to England and
Scotland.

Mr. Forbes Angus has left on a trip
to New Brunswick—Montreal Star.

By the King's express wish Canada
received special recognition in the in-
vitations to the Royal garden party at
Windsor Castle. The list of Canadian
guests, which was specially supervised
by His Majesty, comprised forty-
seven names, including Senators Mac-
donald, Gibson, Ellis and wives; Pre-
mier McBride, Premier and Mrs. Ruth-
erford, Mrs. Andrew Allen, Colonel
and Mrs. Sterling Ryerson, Colonel and
Mrs. Gibson, Colonel and Mrs. Craw-
ford, Lady Kirkpatrick, Judge Wells,
Col. Lesard, Mr. W. L. and Mrs. Grif-
fith, the Royal Canadian Grain Com-
missioners, Miller, McNair, Goldie,
Nield and their wives. This is the first
occasion on which representatives of the
farmers of Canada have received simi-
lar royal recognition.

Mrs. W. C. Hodgson and family
leave shortly for St. Andrews, N. B.,
for the summer—Montreal Star.

Mrs. Archibald C. Tapley received
her friends at her pretty home,
Douglas Avenue, on Thursday and
also this afternoon. Mrs. Tapley look-
ed charming in a pretty sash and
pleated gown of cream chiffon over
black.

J. Hunter White has returned from a
trip to England.

A party of ten young ladies and gen-
tlemen from St. John, arrived at St.
Martins by train Thursday, remaining
until Saturday evening, as guests of
Miss Kathleen Gillmor. Friday even-
ing Miss Gillmor entertained her guests
and about twenty ladies and gentlemen
the village socially at her home. A
pleasant evening was spent.

Miss Rose E. Porter, of Wright St.,
St. John, with little Miss Beatrice and
Master Charlie, are spending the sum-
mer with their cousin, Mrs. Ben Lester,
of Millstream—Sussex Record.

Mrs. George C. and family, Mc-
Gregor street, will spend the summer
at St. Andrews, N. B.—Montreal Star.

Mrs. Harrison A. McKee was at
home on Wednesday and Thursday of
this week at her residence on Queen
Square. Mrs. McKee, who was as-
sisted in receiving her guests by Miss
Binning, wore a handsome gown of
white lace over silk. In the dining
room Mrs. McKee and Mrs. Leach
poured on both days, while the guests
were served on Wednesday by Miss
Bridges and Miss Warner, and on
Thursday by Miss Bridges and Miss
Harrison.

Mrs. George C. and family, Mc-
Gregor street, will spend the summer
at St. Andrews, N. B.—Montreal Star.

Mrs. Harrison A. McKee was at
home on Wednesday and Thursday of
this week at her residence on Queen
Square. Mrs. McKee, who was as-
sisted in receiving her guests by Miss
Binning, wore a handsome gown of
white lace over silk. In the dining
room Mrs. McKee and Mrs. Leach
poured on both days, while the guests
were served on Wednesday by Miss
Bridges and Miss Warner, and on
Thursday by Miss Bridges and Miss
Harrison.

Miss Nan Miller has returned from
New York, where she has been spend-
ing the winter.

Miss Margaret Dabitt, of Frederic-
ton, and Miss Marian Roache, are vis-
iting friends in Sussex.

Mr. and Mrs. A. B. Burns are on a
trip to Grand Manan.

Mrs. H. H. McKay and daughter, of
New Glasgow, are the guests of Mrs.
A. Miller for a few days.

Donald McKee, of the former firm
of McKee Bros., dry goods mer-
chants, King street, is visiting friends
here. Mr. McKee left St. John
after the fire in 1871 and is now living
in New York.

Mrs. Ralph Bell, who has been vis-
iting her parents, Mr. and Mrs. P. C.
Dainstadt, at Fairville, left on Satur-
day for her home in Halifax.

Miss McCormick is visiting friends in
St. Stephen.

Mrs. W. A. Quinlan and Miss Jose-
phine Hutchison are visiting friends in
Boston.

Mrs. C. H. Thomas and son, of Mon-
cton, are visiting Mrs. Green, Garden
street.

Miss Lydia McIntyre, Coburg street,
and her friend, Miss Bartlett, are vis-
iting relatives in Campbell.

Frank Bonnell, of Vancouver, is here
to visit his parents, Mr. and Mrs. P. C.
Bonnell, Cliff street. Mr. Bonnell will
remain a month.

There will be a tennis tournament on
Saturday between the Fredericton Club
and the St. John Club. On Monday the
Fredericton Club will play the Roth-
say Club.

The members of the New Brunswick
Automobile Association will leave on
Saturday on their annual tour. Among
those who will go are: J. Royden
Thomson, Percy W. Thomson, W. G.
Fugaley, R. D. Patterson, G. Fred
Fisher, F. S. Crosby, F. E. Smyre,
Frank Rankine, of St. John; C. W.
Fawcett, Sackville, and G. W. Ganong,
St. Stephen.

Miss Agnes I. Munroe, who has been
studying voice culture in Chicago the
past winter, is in town. During her
stay here Miss Munroe is the guest of
Mr. and Mrs. Jas. S. Ford, at their
summer home, Duck Cove.

Mrs. Thos. Bennett left last evening
for Winnipeg, where she will make her
home.

J. Harry Robertson was in Freder-
icton this week attending the wed-
ding of his cousin, Miss M. E. McKee,
to Dr. J. Bertie Crocker, of that city.

Mrs. Harrison A. McKee was at
home on Wednesday and Thursday of
this week at her residence on Queen
Square. Mrs. McKee, who was as-
sisted in receiving her guests by Miss
Binning, wore a handsome gown of
white lace over silk. In the dining
room Mrs. McKee and Mrs. Leach
poured on both days, while the guests
were served on Wednesday by Miss
Bridges and Miss Warner, and on
Thursday by Miss Bridges and Miss
Harrison.

Mrs. George C. and family, Mc-
Gregor street, will spend the summer
at St. Andrews, N. B.—Montreal Star.

Mrs. Harrison A. McKee was at
home on Wednesday and Thursday of
this week at her residence on Queen
Square. Mrs. McKee, who was as-
sisted in receiving her guests by Miss
Binning, wore a handsome gown of
white lace over silk. In the dining
room Mrs. McKee and Mrs. Leach
poured on both days, while the guests
were served on Wednesday by Miss
Bridges and Miss Warner, and on
Thursday by Miss Bridges and Miss
Harrison.

Mrs. George C. and family, Mc-
Gregor street, will spend the summer
at St. Andrews, N. B.—Montreal Star.

Mrs. Harrison A. McKee was at
home on Wednesday and Thursday of
this week at her residence on Queen
Square. Mrs. McKee, who was as-
sisted in receiving her guests by Miss
Binning, wore a handsome gown of
white lace over silk. In the dining
room Mrs. McKee and Mrs. Leach
poured on both days, while the guests
were served on Wednesday by Miss
Bridges and Miss Warner, and on
Thursday by Miss Bridges and Miss
Harrison.

Mrs. George C. and family, Mc-
Gregor street, will spend the summer
at St. Andrews, N. B.—Montreal Star.

Mrs. Harrison A. McKee was at
home on Wednesday and Thursday of
this week at her residence on Queen
Square. Mrs. McKee, who was as-
sisted in receiving her guests by Miss
Binning, wore a handsome gown of
white lace over silk. In the dining
room Mrs. McKee and Mrs. Leach
poured on both days, while the guests
were served on Wednesday by Miss
Bridges and Miss Warner, and on
Thursday by Miss Bridges and Miss
Harrison.

Mrs. George C. and family, Mc-
Gregor street, will spend the summer
at St. Andrews, N. B.—Montreal Star.

Mrs. Harrison A. McKee was at
home on Wednesday and Thursday of
this week at her residence on Queen
Square. Mrs. McKee, who was as-
sisted in receiving her guests by Miss
Binning, wore a handsome gown of
white lace over silk. In the dining
room Mrs. McKee and Mrs. Leach
poured on both days, while the guests
were served on Wednesday by Miss
Bridges and Miss Warner, and on
Thursday by Miss Bridges and Miss
Harrison.

Mrs. George C. and family, Mc-
Gregor street, will spend the summer
at St. Andrews, N. B.—Montreal Star.

TURBINE SOLVES
VITAL PROBLEMS
Ships of the Dreadnought Class Almost
Impossible With Reactionary
Engines.

BORDEAUX, June 27.—The summer
meeting of the Institution of Naval
Architects and International Congress
of Naval Architecture met this morn-
ing in the beautiful hall arranged for
the purpose in the Maritime exhibition.
Representatives of scientific experience
and shipbuilding skill of all the great
powers assembled. The United States
was represented today by Mr. Edward
P. Bates, delegate of the naval archi-
tects of New York. Several papers by
American authorities are promised.

A paper on turbines by Hon. Charles
Parsons was read by Mr. Whetley
Didale. He spoke of the immense de-
velopment which has taken place, as
shown by the fact that sixty-one ves-
sels are in service fitted with the Par-
sons turbines and sixty-five are under
construction.

Many questions of capital importance
were dealt with. It was claimed that the
maintenance of efficiency has been es-
tablished, that all difficulties have been
overcome in regard to the handling of
steamers in narrow channels and
crowded harbors, in approaching piers
and landing stages and in the docking
and undocking of ships.

The really important speech of the
day was that of Sir William White,
who placed the whole matter in a fresh
and original aspect. He said the prob-
lems solved by the steam turbine were
insoluble by any other means. To have
gone on designing and constructing re-
ciprocating engines for modern giant
ships would have been to enter upon a
far more doubtful experiment than was
suggested by the introduction of the
steam turbine. The designing of a ship
of the Dreadnought class would be in-
finitely more difficult, if not impossi-
ble, if it were to be fitted with reciprocating
engines.

Many questions of capital importance
were dealt with. It was claimed that the
maintenance of efficiency has been es-
tablished, that all difficulties have been
overcome in regard to the handling of
steamers in narrow channels and
crowded harbors, in approaching piers
and landing stages and in the docking
and undocking of ships.

The really important speech of the
day was that of Sir William White,
who placed the whole matter in a fresh
and original aspect. He said the prob-
lems solved by the steam turbine were
insoluble by any other means. To have
gone on designing and constructing re-
ciprocating engines for modern giant
ships would have been to enter upon a
far more doubtful experiment than was
suggested by the introduction of the
steam turbine. The designing of a ship
of the Dreadnought class would be in-
finitely more difficult, if not impossi-
ble, if it were to be fitted with reciprocating
engines.

Many questions of capital importance
were dealt with. It was claimed that the
maintenance of efficiency has been es-
tablished, that all difficulties have been
overcome in regard to the handling of
steamers in narrow channels and
crowded harbors, in approaching piers
and landing stages and in the docking
and undocking of ships.

The really important speech of the
day was that of Sir William White,
who placed the whole matter in a fresh
and original aspect. He said the prob-
lems solved by the steam turbine were
insoluble by any other means. To have
gone on designing and constructing re-
ciprocating engines for modern giant
ships would have been to enter upon a
far more doubtful experiment than was
suggested by the introduction of the
steam turbine. The designing of a ship
of the Dreadnought class would be in-
finitely more difficult, if not impossi-
ble, if it were to be fitted with reciprocating
engines.

Many questions of capital importance
were dealt with. It was claimed that the
maintenance of efficiency has been es-
tablished, that all difficulties have been
overcome in regard to the handling of
steamers in narrow channels and
crowded harbors, in approaching piers
and landing stages and in the docking
and undocking of ships.

The really important speech of the
day was that of Sir William White,
who placed the whole matter in a fresh
and original aspect. He said the prob-
lems solved by the steam turbine were
insoluble by any other means. To have
gone on designing and constructing re-
ciprocating engines for modern giant
ships would have been to enter upon a
far more doubtful experiment than was
suggested by the introduction of the
steam turbine. The designing of a ship
of the Dreadnought class would be in-
finitely more difficult, if not impossi-
ble, if it were to be fitted with reciprocating
engines.

Many questions of capital importance
were dealt with. It was claimed that the
maintenance of efficiency has been es-
tablished, that all difficulties have been
overcome in regard to the handling of
steamers in narrow channels and
crowded harbors, in approaching piers
and landing stages and in the docking
and undocking of ships.

The really important speech of the
day was that of Sir William White,
who placed the whole matter in a fresh
and original aspect. He said the prob-
lems solved by the steam turbine were
insoluble by any other means. To have
gone on designing and constructing re-
ciprocating engines for modern giant
ships would have been to enter upon a
far more doubtful experiment than was
suggested by the introduction of the
steam turbine. The designing of a ship
of the Dreadnought class would be in-
finitely more difficult, if not impossi-
ble, if it were to be fitted with reciprocating
engines.

Many questions of capital importance
were dealt with. It was claimed that the
maintenance of efficiency has been es-
tablished, that all difficulties have been
overcome in regard to the handling of
steamers in narrow channels and
crowded harbors, in approaching piers
and landing stages and in the docking
and undocking of ships.

The really important speech of the
day was that of Sir William White,
who placed the whole matter in a fresh
and original aspect. He said the prob-
lems solved by the steam turbine were
insoluble by any other means. To have
gone on designing and constructing re-
ciprocating engines for modern giant
ships would have been to enter upon a
far more doubtful experiment than was
suggested by the introduction of the
steam turbine. The designing of a ship
of the Dreadnought class would be in-
finitely more difficult, if not impossi-
ble, if it were to be fitted with reciprocating
engines.

Many questions of capital importance
were dealt with. It was claimed that the
maintenance of efficiency has been es-
tablished, that all difficulties have been
overcome in regard to the handling of
steamers in narrow channels and
crowded harbors, in approaching piers
and landing stages and in the docking
and undocking of ships.

The really important speech of the
day was that of Sir William White,
who placed the whole matter in a fresh
and original aspect. He said the prob-
lems solved by the steam turbine were
insoluble by any other means. To have
gone on designing and constructing re-
ciprocating engines for modern giant
ships would have been to enter upon a
far more doubtful experiment than was
suggested by the introduction of the
steam turbine. The designing of a ship
of the Dreadnought class would be in-
finitely more difficult, if not impossi-
ble, if it were to be fitted with reciprocating
engines.

Many questions of capital importance
were dealt with. It was claimed that the
maintenance of efficiency has been es-
tablished, that all difficulties have been
overcome in regard to the handling of
steamers in narrow channels and
crowded harbors, in approaching piers
and landing stages and in the docking
and undocking of ships.

The really important speech of the
day was that of Sir William White,
who placed the whole matter in a fresh
and original aspect. He said the prob-
lems solved by the steam turbine were
insoluble by any other means. To have
gone on designing and constructing re-
ciprocating engines for modern giant
ships would have been to enter upon a
far more doubtful experiment than was
suggested by the introduction of the
steam turbine. The designing of a ship
of the Dreadnought class would be in-
finitely more difficult, if not impossi-
ble, if it were to be fitted with reciprocating
engines.

Many questions of capital importance
were dealt with. It was claimed that the
maintenance of efficiency has been es-
tablished, that all difficulties have been
overcome in regard to the handling of
steamers in narrow channels and
crowded harbors, in approaching piers
and landing stages and in the docking
and undocking of ships.

The really important speech of the
day was that of Sir William White,
who placed the whole matter in a fresh
and original aspect. He said the prob-
lems solved by the steam turbine were
insoluble by any other means. To have
gone on designing and constructing re-
ciprocating engines for modern giant
ships would have been to enter upon a
far more doubtful experiment than was
suggested by the introduction of the
steam turbine. The designing of a ship
of the Dreadnought class would be in-
finitely more difficult, if not impossi-
ble, if it were to be fitted with reciprocating
engines.

Many questions of capital importance
were dealt with. It was claimed that the
maintenance of efficiency has been es-
tablished, that all difficulties have been
overcome in regard to the handling of
steamers in narrow channels and
crowded harbors, in approaching piers
and landing stages and in the docking
and undocking of ships.

The really important speech of the
day was that of Sir William White,
who placed the whole matter in a fresh
and original aspect. He said the prob-
lems solved by the steam turbine were
insoluble by any other means. To have
gone on designing and constructing re-
ciprocating engines for modern giant
ships would have been to enter upon a
far more doubtful experiment than was
suggested by the introduction of the
steam turbine. The designing of a ship
of the Dreadnought class would be in-
finitely more difficult, if not impossi-
ble, if it were to be fitted with reciprocating
engines.

Many questions of capital importance
were dealt with. It was claimed that the
maintenance of efficiency has been es-
tablished, that all difficulties have been
overcome in regard to the handling of
steamers in narrow channels and
crowded harbors, in approaching piers
and landing stages and in the docking
and undocking of ships.

The really important speech of the
day was that of Sir William White,
who placed the whole matter in a fresh
and original aspect. He said the prob-
lems solved by the steam turbine were
insoluble by any other means. To have
gone on designing and constructing re-
ciprocating engines for modern giant
ships would have been to enter upon a
far more doubtful experiment than was
suggested by the introduction of the
steam turbine. The designing of a ship
of the Dreadnought class would be in-
finitely more difficult, if not impossi-
ble, if it were to be fitted with reciprocating
engines.

Many questions of capital importance
were dealt with. It was claimed that the
maintenance of efficiency has been es-
tablished, that all difficulties have been
overcome in regard to the handling of
steamers in narrow channels and
crowded harbors, in approaching piers
and landing stages and in the docking
and undocking of ships.

The really important speech of the
day was that of Sir William White,
who placed the whole matter in a fresh
and original aspect. He said the prob-
lems solved by the steam turbine were
insoluble by any other means. To have
gone on designing and constructing re-
ciprocating engines for modern giant
ships would have been to enter upon a
far more doubtful experiment than was
suggested by the introduction of the
steam turbine. The designing of a ship
of the Dreadnought class would be in-
finitely more difficult, if not impossi-
ble, if it were to be fitted with reciprocating
engines.

Exclusive
Jewelry, Etc.
In new goods, and an
endless variety from
which to choose
Remembrances.

FERGUSON & PAGE,
Diamond Dealers & Jewelers,
41 King Street.

Everything Electrical
—IN—
Construction Work and Supplies.

THE VAUGHAN
ELECTRIC CO., LTD.
94 Germain Street.

BREAD BUNGLES
are such conditions as soure-
ness, underbaking, lack of
good brown, crisp crust, etc.

McKiel's Bread,
(HOME MADE)
is NEVER found in any