

## NEW ALLAN BOATS TO BE SPEEDY

Company Planning Two Fine Vessels for Liverpool Service

## LARGER THAN VIRGINIAN

Speed Will Be First Consideration, But They Will Be Luxurious, Too—Plan to Have Them in Commission in 1913.

(Montreal Witness.) The Allan line directors are planning the inauguration of a fast service from this port to Liverpool, and hope to have it in operation early in 1913.

Tenders have been invited for the construction of two new liners in which speed is to be the chief consideration. The ships will be somewhat larger than the big turbine vessels, the Victorian and the Virginian, which are 520 feet in length. They will have a minimum speed of eighteen knots per hour, and will have large first and second class passenger accommodations arranged in the most sumptuous manner. The various shipbuilders of Great Britain and Ireland are endeavoring to excel each other in the production of the finest craft so far contemplated for the Canadian service.

So far as present arrangements go, they will have twin-screw reciprocating engines, but this is a matter in which the plans are still open to alteration, as is also the question whether they will have turbines or not. The new ships when ready for service, will replace two of the vessels at present on the Liverpool route, these in all probability being transferred to the Glasgow route.

Speaking of the new ships, an official told the Witness that speed would be the first consideration in their construction their passenger accommodations and lastly cargo capacity. It is a law in marine construction, that as speed increases cargo capacity decreases, and decreases at an alarming rate, as the speed mounts. Vessels of ten knots per hour may carry 10,000 tons, a ship like the Canadian of 14 knots, about 6,000 tons, the Virginian of 17 knots, about 2,000 tons of cargo, while a vessel of 23 knots cargo capacity has almost entirely disappeared.

The new ships will require over a year in construction, so they cannot be ready for the Canadian service until some time in 1913.

## DR. DANIEL HAS MAJORITY OF 110

County Declaration Made Tuesday by Returning Officer—The Figures.

Wednesday, Sept. 27. In the office of Sheriff DeForest in the court house yesterday morning, A. O. Skinner, the returning officer in the recent election, declared the result of the election to represent the city and county of St. John in the next parliament of Canada, with a majority of 110 votes. It was at first published that his majority was only 43, were corrected, it brought the majority to the present figure. Mistakes occurred either in calling out figures, marking down, or in some other way, passing unnoticed for a while.

For instance in one way, in a booth in Carleton the figures published at first were 144 for Daniel and 74 for Lowell, whereas under correction they are 144 for the M. P. elect and 74 for the defeated candidate. This was a mistake in the marking of the box. All mistakes such as these were rectified yesterday morning, however, and the figures in landsowne in the booth A. to E. were verified. Mr. Maher, the returning officer, making a statement satisfactory to the court. On account of the figures not being marked on the box, they were in doubt, but Mr. Maher verified their correctness as here published.

Chas. F. Sanford was present yesterday morning as agent for Mr. Lowell and Dr. Daniel looked after his own interests. Mr. Skinner, as returning officer, was assisted by his son, Roland. The exact figures are as follows:

| St. John City and County.    |     |
|------------------------------|-----|
| Brooks, A. to L. . . . .     | 101 |
| Brooks, L. to Z. . . . .     | 99  |
| Stanley, A. to G. . . . .    | 132 |
| Stanley, G. to N. . . . .    | 61  |
| Kings, H. to N. . . . .      | 58  |
| Kings, O. to Z. . . . .      | 66  |
| Brooks, A. to L. . . . .     | 110 |
| Guy, A. to M. . . . .        | 144 |
| Guy, M. to Z. . . . .        | 66  |
| Guy, N. to Z. . . . .        | 128 |
| Sydney, A. to F. . . . .     | 87  |
| Sydney, G. to M. . . . .     | 59  |
| Sydney, N. to Z. . . . .     | 64  |
| Prince, A. to G. . . . .     | 94  |
| Prince, H. to N. . . . .     | 102 |
| Prince, I. to M. . . . .     | 84  |
| Prince, M. to R. . . . .     | 140 |
| Prince, S. to Z. . . . .     | 80  |
| Lorne, A. to D. . . . .      | 105 |
| Lorne, E. to K. . . . .      | 90  |
| Lorne, L. to R. . . . .      | 115 |
| Lorne, S. to Z. . . . .      | 120 |
| Wellington, A. to D. . . . . | 120 |
| Wellington, E. to L. . . . . | 106 |
| Wellington, M. to P. . . . . | 80  |
| Wellington, Q. to Z. . . . . | 120 |
| Dukes, A. to G. . . . .      | 117 |
| Dukes, H. to O. . . . .      | 90  |
| Dukes, P. to Z. . . . .      | 118 |
| Queens, A. to D. . . . .     | 85  |
| Queens, E. to L. . . . .     | 104 |
| Queens, M. to R. . . . .     | 93  |
| Queens, S. to Z. . . . .     | 93  |
| Dufferin, A. to D. . . . .   | 112 |
| Dufferin, E. to L. . . . .   | 111 |
| Dufferin, M. to P. . . . .   | 114 |
| Dufferin, Q. to Z. . . . .   | 106 |
| Landsowne, A. to D. . . . .  | 123 |
| Landsowne, E. to L. . . . .  | 122 |
| Landsowne, M. to P. . . . .  | 103 |
| Landsowne, Q. to Z. . . . .  | 115 |
| Lorneville, A. to G. . . . . | 51  |
| Lorneville, H. to N. . . . . | 121 |
| Lorneville, O. to Z. . . . . | 137 |
| Victoria, A. to G. . . . .   | 138 |
| Victoria, H. to N. . . . .   | 86  |
| Simonds, No. 44. . . . .     | 67  |
| Simonds, No. 45. . . . .     | 68  |
| Simonds, No. 46. . . . .     | 44  |
| Simonds, No. 47. . . . .     | 77  |
| Simonds, No. 48. . . . .     | 61  |
| Simonds, No. 49. . . . .     | 63  |
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## Antipodeans Are Angered by Joseph Ward's Title

Auckland Man Declares They Resent Premier's Acceptance of Coronation Honor—Cannot Swallow Patent of Aristocracy—Own Party Protests.

(New York Sun.) That new title which came to Sir Joseph Ward, premier of New Zealand, subsequent to the imperial conference in London, at which Sir Joseph delivered one or more speeches per day, has been received with far less enthusiasm among the New Zealanders than by the recipient of the honor, according to Morris Copeland, Auckland, New Zealand, who is at the Wolcott.

Sir Joseph was only a knight when he passed through New York last spring on his way to attend the conference and the coronation, but in the bestowal of coronation honors he was made a baronet. New Zealanders think that as he was already entitled to be addressed with a handle he ought to have refused to accept a further elevation in rank. Mr. Copeland reports.

"The premier has been losing ground at home ever since the coronation honors were given," said Mr. Copeland, who is agent in New Zealand for an American firm of manufacturers. "We pride ourselves on being the most democratic country in the world, and there was a question whether they will have turbines or not. The new ships when ready for service, will replace two of the vessels at present on the Liverpool route, these in all probability being transferred to the Glasgow route."

Speaking of the new ships, an official told the Witness that speed would be the first consideration in their construction their passenger accommodations and lastly cargo capacity. It is a law in marine construction, that as speed increases cargo capacity decreases, and decreases at an alarming rate, as the speed mounts. Vessels of ten knots per hour may carry 10,000 tons, a ship like the Canadian of 14 knots, about 6,000 tons, the Virginian of 17 knots, about 2,000 tons of cargo, while a vessel of 23 knots cargo capacity has almost entirely disappeared.

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