

## BANK OF HAMILTON

The Sense of Security  
against to-morrow  
should be ample incentive  
to save to-day.

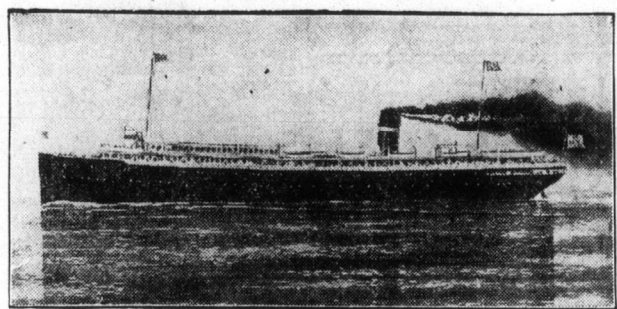
Your Savings Account Solicited.

HEAD OFFICE—KING AND JAMES STS.  
Barton St. Branch. Deering Branch.  
East End Branch. West End Branch.

TRIAL TRIP OF THE  
STEAMER HAMONIC.

New Flagship of the Northern Navigation  
Company on Its Initial Voyage.

Press Representatives Guests of the Company  
and of the Grand Trunk.



THE S.S. HAMONIC, THE NEW FLAGSHIP OF THE NORTHERN  
NAVIGATION COMPANY

It was a happy thought that prompted the Grand Trunk Railway and the Northern Navigation Company to afford the representatives of the press and invited guests an opportunity to enjoy an ideal outing that will long be remembered as a red letter day and an epoch in the history of transportation, which is destined to weld another link in the chain of communication from the Atlantic to the Pacific.

This is the period for great undertakings in Canada's development and the prophecy made by Sir Wilfrid Laurier that the twentieth century has much in store for Canada is taking life and action in the fulfillment of greater things yet to be. The Grand Trunk Railway System, acting in concert with the Northern Navigation Company, appreciating the importance of the great Northwest and its future transportation requirements, both by rail and water, have inaugurated a service that will become an important factor in transcontinental communication. Canada's industrial activity commands the attention of the civilized world.

The focal point of interest on Saturday last was the city of Collingwood, where was to be seen the fine new ship Hamonic, the latest addition to the fleet of the Northern Navigation Company. The occasion was the trial trip from this port, where she was built by the Collingwood Shipbuilding Company.

At Toronto a special train, consisting of baggage car, cafe car, diner and four of the new Grand Trunk standard coaches, conveyed the guests from Ontario and Quebec en route. The party had the personal attention of W. E. Davis, Passenger Traffic Manager; Geo. T. Bell, Assistant Passenger Traffic Manager; George W. Vaux, General Passenger Agent; H. R. Charlton, General Advertising Agent; and J. D. Macdonald, District Passenger Agent. The train was in charge of Conductor Frank Berry, the best looking conductor on the line.

Breakfast was served in the diner, and E. W. Smith, superintendent dining car and parlor car service; James Gorman, inspector; S. S. Dulmage and J. Robb saw that every want was most carefully attended to.

At Allendale Charles M. Hays, Second Vice-President and General Manager, joined the party, and after a quick run Collingwood was reached shortly after 12 o'clock.

Among the officials of the Grand Trunk Railway staff were the following: A. B. Atwater, assistant to the President; A. E. Beckett, solicitor; L. C. Stanley, Attorney; G. W. Alexander, local treasurer; Detroit; G. B. Filigiano, auditor passenger accounts; W. G. Brownlee, general transportation manager; H. G. Kelly, chief engineer; Wm. McNab, principal assistant engineer; M. S. Blacklock, engineer maintenance of way; W. D. Robb, superintendent of motive power; J. Coleman, superintendent of car department; Fred Price, superintendent of telegraph; H. E. Whitteberger, superintendent of eastern division; L. G. Coleman, assistant superintendent; W. R. Tiffin, superintendent northern division; C. S. Cunningham, superintendent southern division; F. W. Egan, superintendent western division; J. W. Kneeshaw, stationery agent, Detroit; John W. Loud, freight traffic manager; C. A. Hayes, general freight agent; F. R. Porter, assistant foreign freight agent; J. E. Quick, general baggage agent; L. L. Grabbil, assistant general baggage agent; R. W. Loud and G. T. Pettigrew, division freight agents.

Arriving at the Northern Navigation dock, W. J. Sheppard, the President of the company; H. H. Gildersleeve, manager; C. A. Macdonald, comptroller, and C. N. Nicholson, traffic manager, attended a hearty welcome, and soon thereafter the good ship Hamonic, with Captain

Foot in command, steamed proudly away on her maiden voyage.

## THE SHIP'S DIMENSIONS.

The Hamonic is a big and capable ship. Her dimensions are:  
Length over all ..... 365 feet  
Length between perpendiculars ..... 341 feet  
Extreme breadth ..... 50 feet  
Moulded depth ..... 27 feet  
Gross tonnage ..... 5,000 tons

The meaning of these figures may be a little clearer when it is pointed out that the main dimensions are only a little less than half those of the new Cunard giant, the Mauritania.

The Hamonic was designed and constructed with strict regard to the rules of the Bureau Veritas and the Great Lakes Register, and under the inspection of the last named corporation. Her rating will therefore be the highest possible in the lake service.

The engines are quadruple expansion, having a total of 6,200 indicated horse power, fitted with the Yarrow Slick Twenty counterbalancing system to prevent vibration. Steam is furnished by six single-ended Scotch boilers of 250 pounds pressure to the square inch, with Howden forced draft. Bunker capacity is provided for 500 tons of coal.

As electricity enters largely into the decoration of the ship, she is brilliantly illuminated. Current is furnished by Sturtevant generators installed in duplicate.

There is a complete artificial ice and refrigerating plant and a wireless telegraph installation.

The fire apparatus and life-saving equipment is ample, complete and up to the very strictest regulations and requirements of the Canadian and United States Governments.

Seven gangways are provided on each side, five for freight, one for first class passengers and one for second class passengers and supplies. The five gangways leading to the freight space on the main deck are so arranged that each gangway serves two hatches, which open into the ship's five cargo holds. The very latest design of hoisting machinery for the handling of package freight is installed, and it is expected the steamer will be one of the fastest "handling" ships in the package freight business.

Her cargo capacity is about 3,000 tons of package freight, or 100,000 bushels of wheat, or 10,000 barrels of lumber, or 10,000 tons of iron ore. She is fitted with elevator hatches to enable her to receive grain if desirable.

The Hamonic has roomy accommodation for 400 first-class and 75 second-class passengers, as well as for officers and crew numbering 140 more altogether. There are five decks, namely, the main, spar, promenade, shade and bridge decks, the first three being of steel construction.

The coloring throughout the ship is in one inclusive scheme of mahogany, soft green, old gold, ivory, grey and pure white. The distribution and effects vary in different rooms and departments, but the plan is consistent. The eye is always pleased and never wearied.

This deck will be almost entirely given over to berth accommodation. Three rows of staterooms on either side open off the corridors, so arranged that each stateroom is a roomy apartment.

From the lobby a broad stairway leads to the grand saloon on the promenade deck above. As it is expected this deck will form the principal rendezvous for passengers, the designer has been given opportunity for a free display of the decorator's art.

The saloon is lighted by carved gold incandescents studded in each panel of the ceiling. Directly in the centre a heavily carved lantern is suspended by carved projected arms, all finished in antique burnished gold—a strikingly bold and effective design.

Off the forward end of the apartment opens a spacious corridor paneled in solid mahogany of a design in keeping with the grand saloon. A number of large and comfortable "outside" state-rooms are located here. Still forward of these are eight parlor rooms or "cabins de luxe," four on either side, each of which is a room of exquisite beauty.

What was generally remarked was the

absence of vibration, and while a uniform speed of sixteen miles an hour was attained, no attempt was made at forcing a speed record. Samuel Brisban, of St. Catharines, who is chief engineer, has had a good experience, and with his many years' service he has been most fortunate in never having a mishap. He was more than careful on the trial trip of the new ship to leave no possibility for accident. So intensely interested was he that he said "I won't close my eyes until Sarnia is reached." In making an inspection of the engines, boilers and machinery, it was observed how smoothly everything was running.

The steam pumps were made in Hamilton by the Smart-Turner Company, and Garlock's Packing was also Hamilton made.

Down in the stoke hole, where the heat is usually unbearable, the fireman suffered no inconvenience whatever. The Howden's force draft system consumed all the hot air and sent it through the funnels.

At Owen Sound the citizens turned out en masse to welcome the Hamonic's arrival. Flags were flying and salutes from every steam whistle on a toot were evidence of the good spirits prevailing in Owen Sound.

So successfully did Captain Foot in his levitation of the deep that she caressed the dock as gently as a Peterboro' canoe touches the sandy beach.

Out through the channel the Hamonic passed and the sunset was followed by approaching night, relieved by an occasional gleam from the lonely light houses—the rockbound sentinels, so necessary to the mariner who sails the inland sea.

Social enjoyment and merriment brought an enjoyable summer evening to a delightful close, and early Sunday morning the passengers responded to the roll call, and although the weather was unfavorable for a time, the rain was followed by bright sunshine, which greeted the vessel's arrival in Sarnia.

Not the least interesting event aboard was the presentation to the captain, officers and official staff of the Hamonic, of a resolution of thanks, to be followed later by a souvenir from the guests, on whose behalf a committee, consisting of J. F. Mackay, J. R. Bone, J. A. Cooper and J. D. Macdonald, was appointed to carry out their wishes.

Hon. Frank Cochrane was chairman, and in complimentary terms, called upon Hon. Mr. Hanna and Mr. L. J. Tarte, of La Patrie, Montreal, to present the resolution of thanks.

Mr. J. F. Mackay, Vice-President of the Canadian Press Association, and Mr. G. Marchand, of St. John, Quebec, on behalf of the press, voiced the appreciation of those who enjoyed the kind hospitality of the Grand Trunk Railway and Northern Navigation Co., and the part taken by them in making the outing so enjoyable.

Mr. Hays replied in a few well chosen remarks and expressed his confident hope in the future development of the great Northwest and the opportunities afforded the shippers in the increased facilities provided by the Northern Navigation Company to anticipate the future requirements, and assured those present that the Grand Trunk Railway would be in the forefront in doing its part in this progressive movement.

Mr. C. H. Nicholson, traffic manager, expressed his pleasure at the success of the initial voyage of the Hamonic, and said that the Northern Navigation Co. was proud to think that it owned such a handsome vessel, a splendid addition to the many fine vessels now belonging to the company, and doing business on the great lakes.

Arriving at Sarnia at luncheon time, it was observed that the new passenger terminal for lake and rail was well equipped with a fine observation waiting room and roof garden, a most inviting spot for the tourist.

A special Grand Trunk train was awaiting, and the return journey was made via London and Hamilton, onward to Toronto.

The officials of the Northern Navigation Company and Grand Trunk Railway are past masters in the art of entertaining, and the ladies and gentlemen of the party have a happy recollection of the many kindnesses on this eventful occasion.

Among the guests on the trip were Mr. and Mrs. R. B. Harris, Mr. and Mrs. J. M. Eastwood, and Mr. C. W. Kirkpatrick, of Hamilton.

## TRAVEL CLUB.

Toronto Party at Battlefield Park on Saturday.

The Rosedale Travel Club, of Toronto, which is making a study of Canadian history, with reference to its true phases, came to Hamilton Saturday to visit Stone Creek Battlefield. They were met at the Terminal Station by Miss Nisbet, historical of the Women's Wentworth Historical Society, who accompanied them to the battlefield. There they were welcomed on behalf of the society by the secretary, Mrs. Bertie Smith.

After viewing the place and hearing an account of the battle, they had a picnic on the shore. They then ascended the hill to see where Lady Grey had turned the sod, and there Percy Macdonald photographed the club.

The A. M. C. arrived to camp there for the night, en route for camp at Niagara-on-the-Lake. Col. Rennie courteously invited the ladies and gentlemen to the tents put up. The flag was placed on the spot where Lady Grey turned the sod for the monument. A photo was taken, with the ladies grouped on one side of the flag, and the soldiers on the other, with the tents for a background. The Rosedale Travel Club were delighted with their visit, and expressed their desire to come again. Among them were Mrs. W. Moore, the president; Mrs. Mutch, the directress, Mrs. O'Hara, Mrs. S. Moore, Mrs. Shiron, Miss Sims, Miss Martin, Miss Muldrew, Miss Frances, Mrs. Elgie, Mrs. Randall, Mrs. Steele, Mrs. Willie Martin, Miss Carter, Miss Thompson, Mrs. Cox, Mrs. T. B. Taylor, Miss Davies and Mrs. Clarke, who is a daughter of the late Dr. Rice, once president of Hamilton Ladies' College. Mrs. Moore moved a vote of thanks to Mrs. Smith and Miss Nisbet for entertaining them so delightfully, which was accepted by Mrs. Mutch and heartily applauded.

## CASTORIA.

The Kind You Have Always Bought

Signature of J. C. Fitch

In forwarding a letter from Dr. Orr to the London, Eng., press, Earl Grey dwells on the increasing importance of the National Exhibition at Toronto, and expresses confidence that the offer of a large space made to Britain will be accepted in the same generous spirit as it is made.

The June  
White and  
Reduction  
Sales

## The Right House

"HAMILTON'S FAVORITE SHOPPING PLACE"

The June  
White and  
Reduction  
Sales

## A Tremendous Reduction Sale of Reliable Carpets

1,850 yards on sale for first time at reduced prices

TODAY started a tremendous reduction sale of good, hard-wearing superior English Carpets. Once or twice a year we mark down and clear out the pieces of our best selected and best selling numbers where quantities are only sufficient for one, two or three rooms of any one pattern. All day the big department has been crowded with pleased buyers. To-morrow will be your one best chance to buy good, reliable, desirable English Carpets of Right House hard-wearing qualities at reduced prices. If you can't take delivery now, pay one-third of amount down and we will hold carpets for you until 25th July.

## English Brussels carpets

87 1/2c, were \$1.05 and \$1.15 95c, were \$1.25 and \$1.35

Best English hard-wearing qualities in variety of nice patterns and good colorings, suitable for any room.

## Wiltons and Axminster carpets

\$1.39, were \$1.75 and \$1.90 \$1.59, were \$2.25 and \$2.50

Crossley's, also Templeton's, superior Wilton and Axminster Carpets, in a wide variety of beautiful designs and colorings.

## Also about 150 pairs of odd Nottingham, Cable Net and Swiss Point Curtains

We will offer to-morrow at greatly reduced prices these handsome Nottingham, Cable Net and Swiss Point Curtains. They are, indeed, very desirable, but we have only two to six pairs of a pattern, hence reduction clearance. Come early and secure a good choice.



Buy your Hammock here and get the best at lowest price

THOMAS C. WATKINS HAMILTON ONTARIO

We cover buttons with your materials to match your suit

## Wash Dress Goods Sale

Beautiful Summer goods at a saving

WE have taken some 2,000 yards of this season's smartest Wash Suitings and Dressiest Wash Muslins and marked them to greatly reduced prices in a splendid sale. This we can afford to do for you after a large and successful year's selling.

9c for our regular 15c qualities 12 1/2c for our regular 20c qualities 15c for our regular 23c qualities  
17c for our regular 25c qualities 35c for our regular 50c qualities

They are all specially imported and exclusive weaves of fashion in striped Irish Linen Suitings, Mercerized and Plain Poplins, Piques, Repps, bordered and lace striped Scotch Gingham and dainty Muslins, in dressy floral and stripe designs. An exclusive assortment in all shades. The best selection that can be seen anywhere.

## BY WIRELESS.

Electric Waves Called Aid to Dis-  
abled Slavonia.

The Vessel Struck a Sunken Rock  
Late Wednesday Night.

Punta Delgada, Azores Islands, June 13.—Wireless telegraphy played a prominent part in the saving of the crew and passengers of the Cunard Line steamship Slavonia, which to-day is a total wreck two miles southwest of Flores Island. The wireless feat of the steamer Republic was equalled, if not excelled.

The steamship Princess Irene was one hundred and eighty miles away when the call "C. Q. D." was picked up. Immediately upon receipt of the message of distress the operator flashed back his answer and learned the location of the stricken ship. The Princess Irene then hastened at full speed to the rescue and every one on the Slavonia was saved.

The Slavonia went ashore late Wednesday night. She was proceeding at her usual speed when she struck a sunken rock which is said not to be marked on the charts. An immense hole was ripped in her bottom, through which the sea rushed in huge volumes. She filled almost immediately, but was prevented from sinking by the fact that her hull was resting on the rock.

There was great excitement among the passengers and the officers had much difficulty in restraining them, especially the Italians in the steerage, although they were at no time in any danger.

The shore was two miles distant from the place where the accident occurred, and the Slavonia's boats were made ready to transfer the passengers if the steamer showed any signs of breaking up. As she held well together the passengers became calmer and waited anxiously for a response to the wireless call for help which was kept continually going by the Slavonia's operator.

The Princess Irene arrived alongside the Slavonia Thursday afternoon. It was arranged that she should take the cabin passengers off the Cunard liner and work was at once begun. All Thursday night was taken up with the transfer, and the 110 passengers, men, women and children, were on board by daylight. The transfer was made without a single accident.

Friday morning early the Princess Irene left the Slavonia for Gibraltar. In the meantime the wireless calls for help sent out by the Slavonia had been heard by the Hamburg-American Line steamship Batavia, which also hastened to the scene of the wreck. The intermediate and steerage passengers of the Slavonia were then transferred, also without accident, to this vessel.

There remained on board the Slavonia only her crew, but according to the latest intelligence received here the entire ship's company left the wreck and went ashore at Velas, on the Island of Flores, some time on Friday morning.

At that time the Slavonia was full of water and she was a total wreck.

WANT SOMETHING TO SAY

Yankee Suffragettes Appeal for Votes in New Journal

New York, June 12.—With "votes for women" printed across the cover, the first number of the American Suffragette, the new organ of the militant woman suffrage party in this country, was placed on sale to-day. The cover is yellow, the suffragette color, and carries this announcement: "For the long work day, for the taxes we pay, for the laws we obey—we want something to say."

Mrs. T. J. Smith, wife of a well-known resident of Hurville, on Friday fell down stairs, sustaining injuries from which she died later.

## MR. DAVID BOYLE.

University Confers on Him Degree  
of LL. D.

Toronto, June 14.—In the year 1856 Mr. David Boyle, now the distinguished curator of the Provincial Museum, came to Canada from Scotland and was apprenticed to a blacksmith. On Saturday morning at 11 o'clock David Boyle received the degree of doctor of laws from the University of Toronto for his eminent services in the field of science.

As Mr. Boyle was prevented through illness from attending the regular convocation of the university on Friday afternoon, it was arranged to hold a special convocation at his residence, 78 Walker avenue, to confer the honorary degree of doctor of laws, with which the university had decided to honor him.

The ceremony was performed in an upper bedroom, the profusion of flowers, and the rich colorings of those arrayed in academical made a sort of strange harmony; but when the scarlet and black hood of the degree was placed about the pale though smiling form upon the bed, many present were visibly moved.

## VOTE ON UNION.

Congregational Union Passes Question Along.

Toronto, June 14.—The Congregational Union of Canada did not commit itself as a body on the question of church union, but decided Saturday morning by a unanimous vote to pass the scheme of the joint committee on to the various congregations for expression of their opinions. But while the union did not express its opinion as a whole, there was a spirited and very thorough discussion of the question by both ministers and laymen, the speakers being about equally divided on either side. So many were eager to take part in this debate that a time limit of ten minutes had to be set for each speaker.

## BULLET IN HEART.

Harold Davenport Killed at Montreal by Toy Rifle.

Montreal, June 13.—On Saturday Harold Davenport, aged sixteen, son of a G. T. R. conductor, was accidentally killed by the discharge of a toy rifle. His companions were at target practice and were enjoying themselves in exhibiting their skill. In some way when the weapon was handed to young Davenport it was discharged, the bullet entering his heart, killing him instantly.

## SCOTCH FARMERS.

Envoy From Canada Says They Are Eager to Emigrate Here.

Ottawa, June 13.—Mr. P. H. McKenzie, ex-M.P. for South Bruce, has returned from Scotland, where he has been spending four months carrying on a propaganda for the Immigration Department. He found general depression in Great Britain, and the Scottish farmers have suffered severely. "Those tenant farmers would improve their condition by immigrating to Canada," said Mr. McKenzie, "and they are anxious to come, although loath to leave Scotland, where their families have lived on the same land for centuries. They are also influenced by social conditions."

Fire at Fort Coulonge, Quebec, caused a loss of about \$50,000 to \$75,000.

## HOW TO DO IT.

Are You Looking For a Job? Answer Want Ad This Way.

(By L. Calvin Reed.)

Without exception the most popular and successful method of securing employment is through the medium of the classified ad columns of the newspaper. It is also the cheapest and quickest way. But you must know how to answer the ad in order to obtain the most satisfactory results.

Regardless of the nature of the position advertised, there are a few certain rules to follow in answering the ad, which are applicable to all cases. A strict adherence to the following rules will insure a favorable reply in almost every instance.

To begin with, be consistent in your selection of an ad. If you are one of the rank and file, receiving \$10 or \$12 a week, it is only a waste of time and money to answer an ad for an office manager at \$100 to \$150 per month. Try to get something in your line, but if you desire a change answer an ad offering a moderate salary or at least a figure near what you have been used to receiving. As a rule employers do not consider applicants who strive to secure a \$100 position when they have but a \$50 or \$60 record.

Select good writing materials. White bond paper of a fairly large size is preferable. Write on one side of the sheet only. It is advisable to make use of four appropriate paragraphs: First, introductory; second, personality, such as age, education, etc.; third, experience and references; fourth, closing. Avoid long sentences and confine your remarks to the subject in hand.

## BREVITY THE BEST FORM.

Be brief. Make your letter as short as possible without omitting anything important and never use more than one page unless absolutely necessary. As the advertiser generally receives a large number of replies his time is necessarily limited and he more than appreciates brevity.

In answering an ad. for any clerical position always apply in own handwriting. And never indulge in any unnecessary flourishes or curves. Write in a neat, legible, uniform business hand. Be prone to scratch down an illegible scrawl and then they wonder why they receive no reply.

Answer all inquiries appearing in the ad. fully and truthfully. Never make a statement which you cannot prove if called upon to do so. Give full particulars of the ad requests them or not. The advertiser will invariably give the letter answered in full the preference over the one which is indefinite.

Always state your age and experience. And if the ad calls for the name of your present employer show no hesitancy in giving it. By so doing you may save both the advertiser and yourself a great deal of useless trouble, because he can, with remarkable precision, decide if the line you are used to will conflict with the position advertised.

## SMALL WORDS USUAL TRIPPERS.

Be care in your spelling. Keep a close watch on the small words especially, they are the ones which are most apt to be misspelled. The widespread prevalence of erroneous spelling is directly due to carelessness—not ignorance. And to

exhibit the least carelessness in writing your letter is to lessen your chances of success, as a careless worker, of all, is the most undesirable.

Be just as discreet in your choice of words. Never, under any circumstance, indulge in slang. Though you are positive that you can "deliver the goods" by "classy methods," do not do it on paper. It is not only suggestive of ill-breeding but it is altogether unbusiness-like. And it will lessen your chances of securing the position, for though it may not create an absolutely unfavorable impression in the mind of the reader, it will tend to lower your standard of "high class." Make every word count.

Give the best business references obtainable, as they are the real arbiters of your future success. Remember, a good reference only can get you a job—it's entirely up to you to hold it.

Do not lay too much stress upon what you think you can do or what you know you can do. What have you done? About the most important factor in securing a job is a record of your experience—backed up, of course, by your references. Produce your record. Results count; not sometimes but always.

## DON'T TELL HARD LUCK STORY.

Throughout your entire letter maintain a polite and respectful attitude, but do not overdo it. And never attempt familiarity of any kind.

Above all never relate any personal troubles or hard luck stories of any nature, as they tend to convey the impression that you possess a winning temperament, which is decidedly undesirable in any line of business. On the other hand, do not display a feeling of too much independence, for a person who "does not have to work for a living" really never does work at all, as employers soon find out. He merely goes through the formality of reporting in the morning and leaving at night, which doesn't last long.

And last, but not least, give good old Common Sense plenty of exercise, which, combined with the foregoing instructions, can produce but on result—Success.

## THREE DROWNED

And One Man Killed at Beach Resorts Near Rochester.

Rochester, N. Y., June 14.—Three persons were drowned near Lake Ontario Beach resorts yesterday and one was killed at an amusement park. The first victim was John Diemer, 24 years old, who, clad in heavy rubber boots and a rubber coat, tried to stand up in a canoe. The canoe overturned and Diemer was drowned.

James Perth, 16-years-old, while walking on a pier was seized with an apoplexy and was dead when life savers reached him.

An unknown man fell off a pier at Summerville, and was dead when life savers reached him.

Henry Roden, of Dubois, Pa., fell out of a car at Ontario Beach Park, on the Virginia Reel Railroad, and died to-day of his injuries.

The body of Richard Ockley, of 569 Parliament street, Toronto, who disappeared from his home last Wednesday morning, was found floating in the Don River near the Winchester street bridge last night.

NATIONAL  
LAZY-  
LIVER  
PILLS

How is your Liver?—take a lazy liver pill and be happy. 25 cents a box at dealers everywhere.

Dept. A1, National Drug & Chemical Co., Toronto