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**TWO SAILORS AND A LASS.**

The Former Fight and Then Reconcile Their Friendship.

The writer of this little diary, which appears in the March number of The Pall Mall Magazine, was, on one occasion, one of what is called a common jury. "Amongst the cases," he says, "was that of a sailor, who charged another seaman with shooting at him. They had garbled about a girl, who was amusing herself with each in turn, as often happens, the, of course, each supposed that he was the favorite. One of these sailors gave the girl a silk scarf, and the other, seeing it and questioning her, gave her another and finer one. These two sailors were bosom friends, and one day, being merry with rum, they visited the girl together, when the matter of the scarves came out, and they began to fight. One of them whipped out a revolver and fired six shots at his friend. None of them hit him; but they played havoc with the furniture, started mirrors and pictures, and so on. The police came, and the man with the revolver was charged with trying to take the other's life.

"The two sailors were both sober now, of course, and all feelings of enmity had disappeared. When the time came the prisoner said to his friend in the witness-box: 'Now, Jack, just think; when I was shooting did I try to hit you?'

"'I don't know,' answered Jack.

"'I'll ask you another question. Was I the best shot on our ship?' They were both man-o'-war's men.

"'Yes.'

"'And do you mean to tell me that I couldn't have hit you, if I'd wanted, when I was only a yard away?'

"'Ye, Bill, I'm sure, you could,' replied Jack, rubbing his chin with a great beefy hand.

"'Haven't you seen me send a mallet thru the ace of spades at twenty yards?'

"'Yes, Bill, I've seen you do it!'

"'You fake up a big more room than that, don't you, Jack?'

"'Jack smiled and every one else laughed loudly, for Jack was an enormous fellow.

"'Bill, too, was in high good humor.

"'Of course you've seen me do it. And if his lordship, indicating the judge, "will just hold up a card between his fingers I'll show him I can do it now, and I'll undertake not to hurt him."

"His lordship laughingly declined the offer, and in the end he discharged Bill on his undertaking to pay the damages."

**COMPULSORY RELIGION.**

Editor World: Is not the separate school a necessity from the point of view of religious and moral freedom? Can Protestants consistently refuse to grant Roman Catholics that for which their own ancestors fought and paid so dearly? Why should the state legislate to enforce the religious views of the majority, whether Protestant or Roman Catholic? Moral and religious liberty is as dear as life to all good people, and will never be willingly surrendered by such: it is the birthright of all who are not slaves. In the process of peopling this vast Dominion, representatives of all religions will flock to its shores, and, if social harmony is expected, must not their moral and religious scruples be respected? Why should religion in any form be taught in the public schools? To even read the Protestant version of the Scriptures in the public school is contrary to the Roman Catholic desires, then why insist upon it? Are there not sufficient means of religious training in the churches and Sunday schools? Not to mention the home. If not there is something here badly in need of reform. One boon enjoyed by our Roman Catholic fellow-citizens, thru their separate school system is, that they can have their child educated without submitting to blood-poisoning by vaccination, a pernicious practice fastened upon the public school system by medical legislation, and to escape which Protestants are actually sending their children to the separate school to be educated.

Fair Play.

**TURBINE STEAMER ARRIVES**

Continued From Page 1.

vided by bulkheads into eleven compartments, and, with the sub-divisions of her double bottom, she has 20 watertight spaces. As is the general rule, the first-class accommodation of the Victorian is amidships, and is of the most complete and approved order. Perfectly heated and ventilated staterooms and suits of rooms; a spacious, well-fitted and charmingly decorated dining room; an elegantly appointed music room, and a luxuriously equipped smokeroom are some of the features. Not less comfortable proportionately are the second class quarters, which are, indeed, much superior to the first-class accommodation in many respects, while the third class passengers are also catered for in that most liberal manner characteristic of the Allan line. Electric light is fitted thru the ship, there is a complete printing outfit, and, as in all the other passenger vessels of the line, the Victorian is fitted with Marconi's system of wireless telegraphy. In fact, nothing that modern science could suggest has been neglected in the vessel, and the long and deserved reputation of the Allan line for catering for the comfort and convenience of passengers will certainly be enhanced by the latest addition to the fleet. For the storage and handling of cargo, the ship is perfectly equipped on the most approved principles. She has ten steam winches and derricks for working the holds, and she is provided with insulated chambers and refrigerating plant so as to enable her to carry fruit, dairy produce, and other perishables from Canada, and in the most perfect condition.

The turbine system.

The turbine of Messrs. Parsons & Co.'s patent has been adopted for the Victorian, and it can legitimately be claimed that as compared with the reciprocating engine there is a saving of weight, cost, space, attendance, and upkeep, a complete absence of vibration, a reduced diameter of propellers, giving greater immersion; and an increase of speed, with a smaller steam consumption. A special design has been adopted of three shafts with one propeller on each, the high pressure engine driving the centre propeller, while the low pressures are attached to the outside shafts. Each propeller is driven at a speed of close upon 300 revolutions a minute. The parallel flow is the type of turbine used. In streaming thru the casing, the steam passes alternate rings of fixed guide blades and moving turbine blades, and having traversed the series in the high pressure engine, it goes to the low pressure

on either side and from them finds its way to the condenser, as in the ordinary type of engine. Two reversing turbines have been placed in the low pressure casings, enabling the vessel to go astern when required, and it is claimed that in its power of stopping a ship quickly the turbine has a great superiority over the reciprocating engine. The turbine blades above referred to are exceedingly small, no larger in fact than the blade of an ordinary pen-knife. Their number, however, is prodigious there being no fewer than a million and a half separate pieces used in the blading of the three turbines of the Victorian.

No Waste of Steam.

The energy of the steam is used up to the last ounce in its passage thru the turbine, but there is not only economy of power and room in the use of the new motive power, there is also an absence of the vibration and grinding which is experienced with the reciprocating engine. Another point which will commend itself to ocean travelers is that of safety, because the turbine buildings have been able to run on moving parts to collapse or get out of order. The engine-room of the turbine liner is a complete revelation, the only working machinery visible being the governors. The result of so much economization of engine space is to provide accommodation on board the Victorian, which for comfort and luxury to passengers is probably not equalled by any vessel of her size afloat.

The Trial Trip.

In trying the Victorian over the measured mile on the Clyde she was not by any means foreseen, as was apparent by the fact that she was blowing off her excess steam. Against the gale and tide she covered the distance at a speed of 18 knots an hour, and with the wind and tide she accomplished over 20 knots, the average of four runs being at the rate of nearly 19 1/2 knots an hour, a feat which delighted the builders, who would have been satisfied with a mean of 17 knots as the result of their first experiment in turbine building.

Progress of Half Century.

The Victorian marks a wonderful development in the engineering resources employed on the Atlantic ferry. Only fifty-two years have gone by since the inauguration of the Canadian government mail service by the steamer Genova. This was the first vessel of the line started by McKean, McLarty & Lamont of Liverpool, to fulfil the contract into which they had entered. And this pioneer mail steamer was of only 500 tons register, but three steam vessels subsequently added to the fleet were larger, as was the two-funneled steam-Canadian (carrying a considerable tonnage of Liverpool instead of the mail), which was chartered from Allan Brothers. Up to

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- QUEEN WEST-WILSON SELLING** box of fifty Belle Rose cigars, one dollar, regular one dollar and seventy-five.
- QUEEN WEST-WILSON SELLING** lot briars, straight vulcanite stem, regular 25c, this week fourteen cents. See our window.
- QUEEN WEST-WILSON SELLING** imported Henry Clay size Hidesons, regular selling 15 cents straight, Saturday only ten cents straight.
- QUEEN WEST-WILSON SELLING** ten-cent Maria cigars, four for twenty-five cents.
- QUEEN WEST-WILSON SELLING** lot of briars pipes, in cases, regular seventy-five cents, Saturday twenty-five cents each.
- A. WILSON, 98 QUEEN W., BRANCH** 746 Queen East.

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the middle of last century Alexander Allan had been engaged in the Anglo-Canadian trade with stout and excellent sailing ships, one of which he commanded, and some of his sons followed the parental example. But in the summer of 1852 the younger Allans resolved to profit by the developments of the screw in steam navigation. Hence the firm of Allan Brothers prepared to run steamers between Liverpool, Quebec and Montreal during the period of open navigation, and between the Mersey and Portland when ice barred the St. Lawrence. Before they were ready to inaugurate the new enterprise, McKean, McLarty & Lamont had obtained the mail contract, and sent out their 500-ton steamer Genova. That service

was not satisfactory, and was at length transferred to Allan Brothers (the Montreal Ocean Steamship Company), whose pioneer steamer the Canadian, sailed hence in April, 1856.

The Allans and Canada.

Messrs. Allan's steamers have contributed enormously to the development of Canada, which thirty-eight years ago became the federated Dominion, with a viceroys. The vessels of the line gradually adopted various helps to comfort as well as speed. The Hibernian, built in 1861, was the first Atlantic steamship with a promenade deck from stem to stern, sheltering in the deckhouses, and in other vessels all possible improvements were adopted. This is the case with the Victorian, the latest and fastest of the Canadian fleet. She is not the largest steamer afloat, but with 12,000 tons gross measurement she will be found of adequate measurement for the waters she is to traverse, and she is expected to give a decided fillip to the Anglo-Canadian trade.

Premier Roblin has a discreet silence, but rumors of disagreement government and Dr. McMillan as to the dissolving the legislature, nothing. The Manitoba undoubtedly prepared some kind. It may strong protest at Ottawa, the extreme course of legislature. Dissolution by a strong card crisis which is created. It would be the interest of all Canada centred and would far beyond its effect mand for an extension. Hon. Robert Rogers that the Manitoba government question of bound words, indefinite clearly designed to clearly that the Quebec hierarchy on the question sion. The Manitoba ing assailed from all for a full statement it seems to be play When it decides to strike hard, it does not intend to munition.

If, as has been spatches, the papa up in the school fact can be proved Dominion government awkward position every reason to Sbarretti was active arate school clause bill, no conclusive nished. But if Hon. Eon. Colin Campbell when they were ago the papal ables

**Stomach Slaves of the Heart Kidneys Inside Nerves**

Our lives, from moment to moment, depend on a set of tiny, delicate nerves which are so small that fifteen hundred of them could be side by side in an inch. Ten times more tender and sensitive than the pulp of the eye!

Yet, night and day, unguided and unseen, these little nerves must keep the stomach, the heart, the kidneys, in healthy action. For these organs have no power of self control. The power is in the nerves. The nerves are the masters. The organs are their slaves.

Understand first that we have two entirely separate nerve systems. When we walk or talk, or act, we call into play a certain set of nerves—nerves which obey our mental commands. That is why the arm can be raised, or the mouth opened, or the eye shut, at the slightest desire. That is why our fingers can delicately pick up a pin one moment, and hold a heavy hammer the next.

But these are not the nerves we are to consider here.

It is the inside nerves that manage and govern and actuate the heart and the stomach, the kidneys and the liver, and all of the vital functions. You cannot control these nerves. By no supreme effort of mind can you make your heart stop or start, nor can you ever make it vary by a single beat a minute. And so with the stomach and the liver and the kidneys and the bowels—they are automatic—they do their work at a certain set speed whether you are awake or asleep, whether you want them to or not.

It is on these inside nerves that life and health depend. So long as these nerves perform their proper duties we are well and strong. When they fail, we know it by the inevitable symptoms—stomach, heart, liver, kidney troubles.

Thus, we find that most forms of illness are, after all, only symptoms of the real trouble—inside nerve trouble.

For instance, indigestion, sour stomach, heartburn, dyspepsia and all stomach troubles—diabetes, Bright's disease and other kidney disorders—heart troubles, liver troubles, bowel troubles, nervousness, fretfulness, sleeplessness, irritability—all of these ailments are due to this single cause. Painful, disagreeable to be treated as such. They are merely outward signs of inward trouble.

There are different centres and branches of this inside nerve system (frequently called the Sympathetic Nervous System). But these are so closely connected with the others that breakdown anywhere usually means breakdown everywhere.

This explains why stomach troubles develop into heart trouble, why indigestion leads on to nervousness—why diseases become complicated. It explains, too, why ordinary medical treatments are wrong—why medicine so frequently fails.

For, despite the discoveries of science, the common remedies of the day are designed to treat the organ, not the nerve—the suffering organ is enjoying its temporary relief, the nerve that is really sick may be getting worse and worse! Does this not explain to you why relapse so

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C. I. Shoop, M.D.

I realized, too, that all ailments which result from one cause may, of course, be cured by one remedy. I resolved not to doctor the organs, but to treat the one nerve system which operates them all.

For those who treat only the symptoms and not the cause, the result is as follows: The nerve power is restored. When this is done, Nature relieves the symptoms. There is no need of doctoring them.

My remedy—now known by Druggists everywhere, as Dr. Shoop's Restorative—is the result of a quarter-century of endeavor along this very line. It does not dose the organ or depress the pain—but it does go at once to the nerve—the inside nerve—the power nerve—and builds it up, and strengthens it and makes it well.

There is no mystery—no miracle. I can explain my treatment to you as easily as I can tell you why cold freezes water and why heat melts ice. Nor do I claim a discovery. For every detail of my treatment is based on truths so fundamental that none can deny them. And every ingredient of my medicine is as old as the hills it grows on. I simply applied the truths and combined the ingredients into a remedy that is practically certain.

In more than a million homes my remedy is now known, and relied upon. Yet you may not have heard of it. So I make this offer to you, a stranger, that every possible excuse for doubt may be removed. Send no money—make no promise—take no risk. Simply write and ask. If you have never tried my remedy, I will send you an order on your druggist for a full dollar bottle—not a sample, but the regular standard bottle he keeps constantly on his shelves. The druggist will require no conditions. He will accept my order as cheerfully as though your dollar lay before him. He will send the bill to me.

Will you accept this opportunity to learn at my expense absolutely how to be rid forever of all forms of stomach, heart, kidney ailments—to be rid not only of the trouble, but of the very cause which produced it? Write to-day.

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WM. ROBSON, Mayor of Whitby.

**The Weight of a Crowd.**

In view of the recent disaster in a Brooklyn church, the question of the weight per square foot or per square yard of a crowd of persons is certainly one that is in need of discussion and application. In Cosmos, of Paris, a recent article gives considerable space to this question. The writer in Cosmos deals with the experiments recently conducted by a German architect, Hunscheidt, who found that the weight per square metre of a crowd of human beings varied with the character of the units. Thus the weight per square metre for a group of laborers was 1200 pounds with a certain number of men, but this weight could be increased to 1500 pounds and even to 1500 pounds, for the same surface. In the case of school children aged from 14 to 15 years it was found that the weight varied from 1650 pounds to 1175 pounds and 1230 pounds. It seems, from the writer's conclusions, that in all cases where the surface is intended to support a crowd of people the calculations for the support should be on a basis of from 1200 to 1300 pounds per square metre.

**Dr. Shoop's Restorative**