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BEEN AVERTED.

March 30.-There

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Mr. Cowans had

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Found Dead Near

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Isaac Stevens hud-

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Walton street. Port

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March 29.-Fire has state reformatory.

ent has been called

NEY DISEASE.

fire to the cloth-

HE STREET.

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s request that three

the Sun.)

are but

MORE AND FASTER TURBINES WILL FOLLOW THE VICTORIAN

New System's Success Guaranteed By Allan Liner's Trip---Fast, Economical and Comfortable.

day, carrying more than 1,400 passen- ing within an hour and ten minutes of gers and a crew of 250. The Allan line cials were a little disappointed Friday that the turbine had not arrived then, but when Captain McNichol's story was heard on Saturday, these feelings vanished, to be replaced by complacent satisfaction, and the success of the turbine for ocean naviga-

Capt. McNichol, who is in command of the Victorian, says they left at Moville and had bad weather, with heavy the favorable impressions formed of head seas, nearly all the way west-her, I am quite certain, will be fully ward. A factor that lessened the Victorian's speed more patent even than the weather was the priming of the boilers, which adversely affected the steam pressure. But in the face of all this they had been able to make an average speed of 13.23 knots per hour, not deducting time for several hours' delay by fog on the Banks of New-

Never once, from beginning to end of the voyage, did the turbines cease their swift revolutions. The maximum speed attained was 16 1-2 knots knots per day, and the total distance covered was 2,509 miles, which is 334 miles more, the captain says, than the shortest distance that might have been traversed had it not been for the ice The biggest day's run was on Wedneswhen the Victorian made 383

288 Wednesday 383 Saturday

"We had our little trouble with head McNichol, "but the turbines worked smoothly and continuously and well from bekinning to end. They gave us

This eulogy on the turbines the captain laughingly qualified when asked "There was no viabout vibration. bration" he said, "and I sadly missed All my life I have felt the engines England. though I had lost a friend. Our speed was modified," Captain McNichol went on to say, 'but we never once stopped vented our receiving a fully adequate een more satisfactory, for the tur- be when loaded to her capacity. bines worked like a charm. I am sure The Victorian was in wireless tele the Victorian will be able to average there is no reason why, in good wea- via the latter with the Lucania ther, and with the boilers in perfect

lowances for delays by fog and bad communication with the Tunisian.

HALIFAX, N. S., April 1.- Within weather. With moderately fair weaone hour and ten minutes of eight days ther the average length of the voyage between Moville and Halifax, the Al- from Moville to Halifax should be, and lan line's new turbine, steamship Victorian came majestically into port to-six days and six hours, instead of be-

eight days, as on this occasion." "How does she steer?" the captain was asked. "Excellently. She's the most sensitive ship to her wheel that I ever saw, The ship's lines are beautifully fine," he went on to say, "and though it is tion in a heavy sea, and in a 12,000 ton too soon to speak of her qualities as a ship, they believed had been amply sea boat, the Victorian did well in a continuation of head seas. Her lines are for a speed of 17 or 18 knots, and when we get that pace on, as we will,

The Victorian was readily warped into her dock, an operation that generally consumes considerable time, and in reply to a question how the turbine propellers act for this work, Capt. Mc-Nichol replied: "I think a ship is more easily handled by the ordinary engines in such movements. We got into the dock in good style yesterday, and we you will remember that today we had wind and tide in our favor, and it will per hour. The average run was 317.6 not be so simple a matter under other engines the task might be hard

The lines of the Victorian were admired by shipping men along the water front, who generally pronounced her a knots. Given in daily cuns the average seas of the northern route on the At teles aph fro was as follows: Knots. forward as the conditions that must

be encountered permit. Thos. Harling, a well known Mont-233 real shipping man, who was a passenther the Victorian, from her lines, would do relatively better than in heavy weather, such as had been experienced on this trip, but the Victorian, he added, had proved a splendid The Victorian saw ice in latitude 47 sea boat, and her turbines had demonand went away south to the New York strated anew the success of that type of engines for ocean navigation. There was absolutely no vibration, and Mr seas, with ice, and fog" said Captain | Harling added: "One lying in his berth could not tell whether the engines were in motion or at a standstill."

This was the opinion of the saloon passengers who spoke on the subject Among the passengers is W. A. Wair wright, vice president of the Grand Trunk railway, who is bringing home the remains of his wife, who died in

throb, and when it is lacking I feel as The Victorian had 1,440 passengers of board, of whom 98 were first class, 470 second, and 870 third. The steamship has accommodation for 8,000 tons of the turbines and had it not been for cargo, but she had in her hold only the priming of the boilers, which pre- 2,000 odd tons, so that she is higher out of the water than normal and made supply of steam, nothing could have her less steady in a sea than she will

the Victorian will be able to average graphic communication with the Tun-17 knots in a moderately fair sea, and isian, the Celtic, the Campania, and condition, we should not be able to was from the Celtic that the Victorian miles directly and indirectly 300. average 18 knots and this with the heard of the collision between the Parentire absence of vibration, which I isian and the Albano, the news comhave told we experienced on this voy- ing to them afterwards from the Tun sian, bound from Halifax. For tw "The fraction over 13 knots that I days the Marconi system kept the Vichave given as our average hourly speed torian in touch with the Celtic and fo on this trip is without deducting al- a distance of 167 miles they were in

The Victorian, the first turbine stmr. built for the trans-Atlantic trade, docked at No. 3 berth at Sand Point about 11 o'clock Monday morning. The new boat took things easy on the run around from Halifax, the only object being to arrive in good time to dock on the morning tide. It was almost two o'clock this morning when the anchor dropped about two miles below the isand and directly astern of the big C. P. R. liner, the Lake Champlain, which had almost two thousand souls on

The C. P. R. boat was the first to afterward followed by the Victorian. The C. P. R. boat fastened up outside the Lake Michigan at No. 2 berth and the Allan liner dropped in behind at

There was considerable comment at the way the west side berths have been filled up in view of the fact that two deep-water terminal berths are vacant at the head of the harbor. As the situation is at present there are six steamers occupying five berths and the new boat is showing a long overhang into the harbor. Four of the six steamers are C. P. R. boats, one a Battle liner and one the Allan line

THE FIRST TURBINE

The arrival of the Victorian is an im portant event in the history of ocean navigation, and especially of Canadian steamship services. This ship is not only the newest, largest and swiftest of the Allan fleet, but is also the best appointed and equipped for first-class mercial ship fitted with turbine engines to cross the Atlantic on a regular voyage. Turbine yachts have been brought to America, and a lake boat so equipped has steamed over to take up her service, but the Victorian is the beginning of the regular Atlantic service in Turbine ships, and is thus the pioneer doubtless will do it every time, but of a new era in Canadian transporta-Victorian predicts the development of a direct weekly service between Canada conditions, when with the old type of and Great Britain by eighteen to twenty knot boats, making the passage in five to six days. This is a fair solution of the problem of a fast Atlantic service.

Upon arrival here the representative of the Allan line, who came around

and the mother land and I trust your courage and enterprise will not stop advantage of her geographical position by securing for her a trans-atlantic had no notice. service which will be not only the shortest and smoothest, but also the quickest of any across the Atlantic. (Signed) GREY.

The following members and officers of the Allan firm came round from Halifax in the steamer; Sir H. Mon- inexpert observer. Through the court- are tested in the most careful way, and tague Allan, Andrew A. Allan, Hugh A. Allan, all of Montreal; Bryce J. presentative of Mr. Parsons, the invenAllan, representative of the house at tor of this turbine, and holder of the by careful men, and the measurements furniture, and is well adapted for the Boston: George Hannah, passenger Among the passengers from Halifax

were the following guests of the owners: Judge Ouimet, of Montreal; Judge McTavish, Ottawa; Joseph Pope, C. M. A. A. Mackenzie, civil engineer, Montreal; J. Kennedy, engineer of harbor board, Montreal; P. W. St. George, late city engineer of Montreal; Col. Wilson, commandant of Quebec; Maj. Biddulph, Quebec; Senator Kirchoffer, Brandon, Man .: E. H. LeMay, harbor ommissioner, Montreal; Alex. McAfee, arbor commissioner, Montreal; Colin Campbell, Montreal; E. Tiffin, passener traffic manager I. C. R.; L. B. rchibald, superintendent of parlor and leeping cars I. C. R.; A. Cowie, inspecor of lights on the St. Lawrence: R. i. Browne, private secretary to Mr. riffin; Dr. J. P. Gadbois, La Presse, Montreal: Phileas Corriveau, Le Soleil,

Times; Ralph Markham, St. John Star; W. A. Allan Ottawa.

The ship was brought round by Pilot

Spears. These have nothing but good to say of the new ship. So far as testimony could be gathered it was unanimously to the effect that the Victorian was the steadiest possible of sea-boats. The sea was rather rough, especially round Cape Sable Island and the entrance to the Bay of Fundy, but there was hardy a perceptible motion to the ship. lunch time, one could notice no motion. It would have been easy to forget that one was at sea and imagine that the is not the turbine. That is the fan enwords, a fast mile burns a good deal saloon was a hotel dining room. saloon was a hotel dining room.
Everyone who made this trip will inevitably choose the Victorian or a sister ship for his next trans-Atlantic try per considerable with the company was considerable with the company was considerable with the turbine of showing it. The company was consensation in the first transition of showing it. The company was consensation in the first transition of showing it. The company was consensation in the first transition of showing it. The company was consensation in the first transition of showing it. The company was consensation in the first transition of showing it. The company was consensation in the first transition of showing it. The company was consensation in the first transition of showing it. The company was consensation in the first transition of showing it. The company was consensation in the first transition of showing it. The company was consensation in the first transition of showing it. The company was consensation in the first transition of showing it. The company was consensation in the first transition of showing it. The company was consensation in the first transition of showing it. The company was consensation in the further constitution.

One naturally drew the machine supply—

the wind and not from the one with the turbine of course of the wind and not from the one with the angle with that engine. The company was consensation in the most cheerful special, the day far from unpleasant, and all were in the most cheerful special, the day far from unpleasant, and all were in the most cheerful special in the wind all were in the most cheerful special in the company was consensation.

CRUISER-IN READINESS.

cheer. Afterward when the people detects the disease with his ear, as a came to think the matter over they doctor would a case of congestion seemed to be sorry that they had not the lungs. given some sign.

Captain D. MacNicholl, understood that the newspaper men wanted to know about the trip and so he got them together and told them that the turbines were all right. The delay was cidental to the time of year and some to the fact that the ship was new and that her boilers "primed." That trick belongs sometimes to new boilers and makes it impossible to keep up the speed. "Dry steam" is necessary to a good performance with any kind of an

ST. JOHN, N. B., WEDNESDAY, APRIL 5, 1905.

EVERYBODY PLEASED. Never was there such unanimity on the part of passengers, steerage, firstship on score of seasickness. The remany, and while all could not say that escaped so well.

The Victorian discharged some cargo move up the harbor and was shortly and parted with most of her 1470 passengers at Halifax. The party from Montreal and the west, which arrived Thursday by special train, was entertained on board the pullman cars until the guests went on board the ship Sa-

work of discharging the Halifax cargo | since.

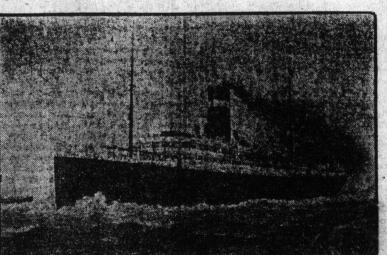
Down in the engine room Mr. Wal

"If they had given me dry steam and

my own way," said he, "it would have been no thirteen or fourteen knot trip. I know what the engines can do." But, he added, that it did not matter The ship's record would be made later. Mr. Walworth knows a good deal about all kinds of engines. He was a ship's enginer when he took work ashore with the Parsons' firm, so he could be home. That was several years ago and he has hardly spent any time at home since. Mr. Parsons has sent class and second class in favor of a him off to New York on the first trips of several yachts using his engines presentative of the Star spoke with He has been with King Edward's turbine war vessels in their early trips they escaped altogether, those who had He has in fact been at sea about as been at sea before say that they never large a proportion of the time as when large a proportion of the time as when ne followed the water for a living. Among his other experiences was a French republic.

CAPT. McNICOLL SATISFIED

As mentioned above, Capt. McNicoll is well satisfied with the ship. He It was suggested by the agents that says that she is likely to be much passengers for St. John should be on faster than would appear from her time the ship at four that afternoon. This on this trip. He asks for nothing proposition was evidently made in a better, and he has commanded eight or dinner served on board the Victorian, vessel in which he says he was a



THE ALLAN LINE TURBINE STEAMER VICTORIAN.

until Sunday morning. But those who spent Saturday evening on board the from Halifax, received the following victorian at the deep water terminus. Now the advantage teles uph from the governor general, Lord Grey:

Victorian at the deep water terminus. Now the advantage at Halifax will oberish pleasant meters the reciprocation mories of the occasion. After an ex- set forth by the capital set of the occasion. Ottawa, April 1.

I heartly congratulate you on the success which has attended your efforts to smooth the bridge between Canada

mories of the occasion. After an exowners of the Victorian, and by the owners of the inventor.

In the first place there is a great saving of space and weight. The turto smooth the bridge between Canada

morning found the ship sliding easily bines take up much less on the occasion. After an exowners of the Victorian, and by the captain, origineer and owners of the Victorian, and by the contractors.

In the first place there is a great saving of space and weight. The turto smooth the bridge between Canada

until you have given Canada the full got away. Her noiseless engines went to work and the sleeping passengers also material.

> THE TURBINES. It is not necessary to give here a description of the ship herself. That has explained, it may be worth while to would have been allowed to see it if the delicate as watchmaking. working parts had not been concealed from view. Several winding stairways lead down to the boiler room, where the steam is made in the usual way In another apartment three revolving shafts convey the power of the engine to the propellers. This is also done in the usual way, except that the propellers are smaller and move more rapidly

than those in ordinary steamships. The difference is in what happens be tween the boilers and the shaft. The familiar outfit of cylinders and pistons, filling a large part of the ship, and adding greatly to the weight, is not there. We see instead three large short iron covered drums, within which the turbines are performing their labors. Into these drums steam is driven, where it meets with certain obstructions. These are small blades, like pen knives, each set between other sections, the blades Quebec; Dr. Yates, Montreal; James being on a moveable inner cylinder, the Brierley, managing director Montreal sections on a stationary outer 1rum. Herald; Fred Williams, News, Tor- The irresistible force encountering the Hobe; Mr. Keefer, Ottawa Citizen; On the circumference of twenty-odd J. Stewart, editor Halifax Herald; feet each cylinder contains between W. A. McCurdy, Halifax Mail; J. W. two hundred thousand and three hun-Power, Halifax Recorder; Percy S. dred thousand of those knife blades, Halifax Chronicle; Gordon force is very direct, for the cylinder mith, Montreal Witness; H. Paisley, with the knife blades, is a prolongation St. John Globe; S. D. Scott, editor St. of the shaft. There are three cylinders John Sun; A. E. McGinley, St. John and three shafts. The big outfit in the middle is used only to make the ship go that succeeding ships required to make forward. The others send the ship a weekly service will have still greateither forward or backward. All the er speed, and be able to make an averthem at different pressures. Eleven boilers supply the steam and forty-four furnaces furnish the heat.

-It is wonderful with how little fuss

gine, distributing air for ventilation." more coal preportionately than a slow

305 ger, said he thought that in fair wea- to smooth the bridge between Canada morning found the ship sliding easily bines take up much less space than the old engine had to have, and so there torian which have not been mentione ship is laden the saving in weight is here.

> Secondly, the great simplicty of the mechanism, and the direct action of steam reduces the chances of accident. the cost of repairs and the risk of debeen given before in this paper. But lay. It would be inconvenient if one while the turbine system has also been or more of the small pieces in the turbine system has also been or more of the small pieces in the turbine system has also been or more of the small pieces in the turbine system has also been or more of the small pieces in the turbine system. bine case should break. But the strain say how the mechanism appears to the on them does not vary greatly. They esy of Mr. Walsworth, the engineer re- are strongly secured on the cylinder. patents, the writer was allowed to see are made to the hundredth part of an the machine at work. Or at least he inch. Some of the work is almost as

> > As a matter of fact in four or five years' operation of turbine ships and yachts only two cases of such breakage seem to have been recorded. On the other hand many parts of the oldfashioned engine are liable to get out of order the risk increasing with the complicated nature of the mechanism

> > and the constant vibration. Thirdly-The number of engineers required is less. There are said to be seven engineers on the Victorian, while a ship of her size with ordinary engines would carry probably eleven or of the accidents which have occurred in turbine ships have been due to the fact that the machines runs so easily and requires so little attention that the engineers failed to give proper attention to their work.

Fourth-It is believed that higher speed can be attained by ships fitted with these engines than by those equiponto; J. A. MacDonald, editor Toronto movable body sets it spinning around. ped with the ordinary engine. The Victorian made a record of nineteen knots on her trial and it is thought that she can keep as near to this mark for a whole voyage as to make the trip in Bullen, New York correspondent of the and the aggregate force applied to these six days. Her sister ship, the Virgin-London (Eng.) Standard; A. F. Mac- does the business. The application of lan, has made a little better time on her trial trip.

> ATLANTIC TRIP IN FIVE DAYS. Hugh Allan says that he hopes three turgine engines are worked by age rate of eighteen knots, or the pasthe same steam which passes through sage by the northern route in five

days.
There is as yet some uncertainty on the subject of fuel. At lowered speed there may be little saving. But there and bluster the turbines perform their is this peculiarity about the turbine, mission. As we went down stairs Is that compared with other engines there heard some wheels going round and a is economy of coal in high speed. It sound like that of a piston. It was not is a familiar saying that after a ship a perceptible motion to the ship, oking across the large saloon at och time, one could notice no motion.

sound like that of a piston. It was not is a large noise but seemed a little out has reached a certain moderate speed of place in the solemnity of this work tained at a much larger expenditure of the solemnity of this work.

We're better prepared now than ever to fill your want in Clot1 worth discussed the record of the Victorian's first trip. He refused to take than ever. You'll do yourself an injustice if you do not see our states of the refused to take than ever.

> Men's Suits, \$3.95 to \$15.00 Boys' 3 Piece Suits, \$2.50 to \$6.50 Boys' 2 Piece Suits, \$1.10 to \$5,50 Men's Pants, \$1.00 to \$4.50



Men's and Boys' Clothier 199 and 201 Union St.

The Sun is informed that about ten period with the torpedo boats of the gallons of oil would serve for an At- ate without giving some expression to lantic voyage. That of course means their good wishes.

NO DRAWBACKS.

As yet the company has no offset to these advantages. There may be some special drawbacks, but they have not yet been reported. It is not supposed that the cost of the turbine engine is proposition was evidently made in a better, and he has commanded eight or spirit of hospitality, in order that the ten of the Allan line ships. His first ten of the Allan line ships. His first Mr. Parsons, the inventor, builds these guests should partake of the excellent command for the firm was a sailing engines for those who wish to buy them. His large establishments are for it was not until midnight that the prouder man than he has dared to be at Wallsend on the Tyne. Shipbuilders, like the Belfast contractor for the Victorian, who wish to build the engines for themselves can do so by pay-ing a royalty. But Parsons himself built the engines for the Virginian. It is of interest to know that the inventor of this style of turbine is a brother of Lord Rosse, who is best known by a new era in the history of maritime his big telescope. Mr. Parsons was formerly connected with a large manufacturing firm. But his partners differed from him on the question of the

> went into the turbine business by himself with happy results. But if the turbine engine costs ess to buy it is believed that it will be cheaper to maintain and keep in repair for reasons stated above.

> > MORE TURBINES.

There is very little doubt that if the Victorian and the Virginian work well the Allans will go on with the venture until a line of such ships are on the route. A member of the house tells the speed of the ships up to the very perity of the dominion and to the ad-limits allowed by commercial consider- vantage of the Allan Steamship Com-

ations. At present he is disposed to make this limit twenty knots, but he recognizes that there can be no fixed speed which may be regarded as a per-

A few particulars concerning the Vic- en interest and enjoyn Hardly any one knew when the ship is more room for cargo. When the in previous descriptions may come in

The ship carries over 290 officers and crew. Of these 175 are in the steward's

The refrigerator room is divided into four compartments, kept at different milk and butter and the other for fruit and vegetables.

One of the pleasantest portions in the ship is set aside for the use of children

The Victorian has two hospitals, one forward and one aft. It is usual to have only the forward hospital, especi- am glad that we today can still say ally for contagious diseases occuring in the steerage. But it may also be necestary to isolate saloon passeners, and "We go further and say we are Canasary to isolate saloon passengers, and the management considered the liability of spreading a disease by conveying a like this, improving as the years go patient the whole length of the ship.

steamship more elegant and luxurious rooms than the suites of apartments power and as soon as it is developed along one of the corridors over the she will be perfectly satisfactory in large dining room. They are hung with satin, tastefully furnished, provided do even better than was expected. with private bath rooms and with every convenience that the most - fastidious

The artist who decorated the Victorian's saloon deserves a word of praise. A soft light produced by an ingenious beauty of the pictures around the sky-

Four St. Lawrence pilots, W. Gouthier, L. Gauthier, M. Dupile and P. Lachance came round from Halifax with the ship. The idea was to ac- think will please the Canadian public quaint them with the steering capacity and I hope this opinion will be accepted of the Victorian. They say that she is very sensitive, responding quickly a movement of the helm, and is therefor easy to handle. W. Gauthier is president of the Pilots' Association of the St. Lawrence. W. Gorman, a Halifax pilot also came round with the ship. In reply to an enquiry as to what the

ship cost one of the representatives of the firm replied that there would not be much left out of two million dollars. Divine service was held on Sunday afternoon in the second class salour by the Rev. L. B. Gibson, of Glassville, Carleton county.

The Victorian is fitted with Marcon apparatus effective up to 180 miles. The lings and six pence for ten words.

THE TRIP FROM HALIFAX. As the trip from Halifax to St. John

fell on Sunday, it was naturally quiet. The hosts were splendid in their hospitality, and, as an address stated, delicate and gracious in their method of showing it. The company was con-

pen, but the company could not separ-Accordingly Mr. Joseph Pope, on behalf of the party, read the following address, when the company was called together in the smoking room at the beginning of the

Gentlemen,-We, who during the past few days, have had the privilege of being your guests on this delightful trip, desire to offer you our heartfelt congratulations upon the safe arrival in port of the turbine steamer Victorian, which, only our kind invitation, we have come to Halifax to meet.

Beyond the personal gratification which the journey itself has afforded, we feel it no small compliment to be associated with an occasion which we cannot doubt marks the beginning of enterprise.

Sixty years ago, under the auspices lan, the ocean service between this tablished. Those great captains of industry have since passed away, but it is eminently gratifying to all Canadians to realize that the courage, energy and resolution which distinguished them, animates their descendants and justifies the belief that the latest un-

dertaking of the Messrs. H. & A. Allan of today will be crowned with th same measure of success as attended their father's ventures. We trust that this may be so and that the Victorian may be the first of

route. A member of the house tells a long line of improved steamships the Sun that he believes in increasing which shall at once inure to the pros-

charming hospitality we have exper-lenced, each one of us individually, from each individual host, which will ever remain as a grateful and pleasant nemory of an occasion full of unbrok-

To this Mr. Hugh Allan replied sub-

Gentlemen,-Speaking for myself, Sir Montague, Andrew and Bryce Allan, members of the firm of H. & A. Allan, I can say that this is the proudest and happiest moment of our It has been a pleasure to have had your company when we went to Hallmore than satisfied with her. I remember in Boston, in 1883, when the Parisian made her first trip that Sir Hugh Aftan in replying to a speech by the mayor of Boston at a little banquet on that occasion said, "We are British men and these are British ships." I this in spite of changes that have

diams and we are building up a fleet patient the whole length of the ship. on. The Victorian has on inspection It would be hard to find in any been found everything that was to be every way. We are confident she will

"In 1897 we began running to Canadian winter ports. At a dinner in St. John I outlined the progress that we proposed to make. I then said that a sixteen knot speed would satisfy the company. Today we want a seventeen or eighteen knot service to meet the demands of the country, and I hope that shortly we will have such a ser-

"The Victorian and her sister ship, the Virgianian, are of such a class as I

P. E. I. DELEGATION.

Well Pleased With Reception Ministers in Regard to Tunn and General Service.

OTTAWA, April 2.—Prince Editating's ten million tunnel delegate for home Sunday afternoon, pleased with their Saturday everebetien by Laurier and Field The minister of railways was avoidably absent. Rev. Father B and J. G. McCready were the pall speakers, but all the deleters took a hand pending the constru of the turnel. It-was urged that a better steamship service should be provided. A stereotyped promise of caseful consideration was made by the

For those who want a less expensive WALL COATING. We have all shades of KALSOMINE, WHITING,

W. H. THORNE & CO., Ltd.

42 and 46 Prince Wm. St., St. John, N. B.

water. c hot water being needed, Saves Time and Waste. where, ook "The Decorator's Aid," furnished Painters, our dealer for Tint-Circular showing colors. INE OF IMITATIONS bearing similar names.

JELLSTONE.