

MORE AND FASTER TURBINES WILL FOLLOW THE VICTORIAN.

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

HALIFAX, N. S., April 4.—Within one hour and ten minutes of eight days between Halifax and Montreal, the Allan line's new turbine, steamship Victorian came majestically into port today, carrying more than 1,400 passengers and a crew of 250.

Capt. McNicol, who is in command of the Victorian, says they left at Montreal and had had weather with heavy head seas, nearly all the way westward. A factor that lessened the Victorian's speed more potent even than the weather was the priming of the boilers, which adversely affected the steam pressure.

The Victorian saw ice in latitude 47 and went away south to the New York track in latitude 42.

"We had our little trouble with head seas, with ice, and fog," said Captain McNicol, "but the turbines worked smoothly and continuously and well from beginning to end. They gave us no trouble."

The trip over 13 knots that I have given as our average hourly speed on this trip is without deducting allowances for delays by fog and bad weather.

The Victorian, the first turbine steamship 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.

The C. P. R. boat was the first to move up the harbor and was shortly afterward followed by the Victorian. The C. P. R. boat landed at the wharf at the Lake Michigan at No. 5 berth and the Allan liner dropped in behind at No. 3.

There was considerable comment at the way the west side berth had been filled up in view of the fact that two deep-water terminal berths are vacant at the head of the harbor.

Upon arrival here the representative of the Allan line, who came around from Halifax, received the following telegram from the governor-general, Lord Grey:

Ottawa, April 4. I heartily congratulate you on the success which has attended your recent voyage to Montreal, St. John's, and the mother land and I trust your courage and enterprise will not stop until you have given Canada the full advantage of her geographical position.

The following members and officers of the Allan firm came round from Halifax in the steamer; Sir H. Montague Allan, Andrew A. Allan, Hugh Allan, all of Montreal; Bryce J. Allan, representative of the house at Boston; George Hannah, passenger traffic agent Allan line.

Among the passengers from Halifax were the following guests of the owner, Judge Guimet, of Montreal; Judge McTavish, Ottawa; Joseph Pope, C. M. G., under secretary of state, Ottawa; A. A. Mackenzie, civil engineer, Montreal; J. Kennedy, engineer of harbor works, Montreal; E. W. St. George, late city engineer of Montreal; Col. Wilson, commandant of Quebec; Maj. Biddulph, Quebec; Senator Kirchoffer, Brandon, Man.; E. H. LeMay, harbor commissioner, Montreal; Alex. McAfee, harbor commissioner, Montreal; Colin Campbell, Montreal; E. Timm, passenger traffic manager, I. C. R.; L. B. Archibald, superintendent of parlor and sleeping cars, I. C. R.; A. Cowie, inspector of lights on the St. Lawrence; R. I. Browne, private secretary to Mr. Tiffin; Dr. J. P. Gaddis, Le Presse, Montreal; Phileas Corriveau, Le Soleil, Quebec; Dr. Tates, Montreal; James Brisley, managing director Montreal Herald; Fred Williams, News, Toronto; J. A. MacDonald, editor Toronto Globe; Mr. Keefer, Ottawa Citizen; W. A. McCurdy, Halifax Mail; J. W. Power, Halifax Recorder; Percy S. Bullen, New York correspondent of the London (Eng.) Standard; A. F. MacDonald, Halifax Chronicle; Gordon Smith, Montreal Witness; H. Paisley, St. John Globe; S. D. Scott, editor St. John Sun; A. E. McGinley, St. John Times; Ralph Markham, St. John Star; W. A. Allan, Ottawa.

The ship was brought round by Pilot Spears. There has been 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.

Cheer. Afterward when the people seemed to think the matter over, they seemed to be sorry that they had not given some sign.

Captain D. MacNicol, 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 due to two of these causes, some incidental to the time of year and some to the fact that the ship was new and that her boilers "primed."

EVERYBODY PLEASED. Never was there such unanimity on the part of passengers, stevedores, first-class and second class in favor of a ship on score of seamanship. The representative of the Star spoke with many, and while all could not say that they escaped altogether, those who had been at sea before say that they never escaped so well.

THE FIRST TURBINE. The arrival of the Victorian is an important event in the history of ocean navigation, and especially of Canadian steamship services.

was completed, and the ship did not sail until Sunday morning. But those who spent Saturday evening on board the Victorian at the deep water terminal at Halifax will not forget the Sunday morning found the ship sliding easily down the Nova Scotia coast.

THE TURBINES. It is not necessary to give here a description of the ship herself. That has been given before in this paper. But the turbines which are the subject of this explanation, it may be worth while to say how the mechanism appears to the expert observer.

The difference is in what happens between the boilers and the shaft. The familiar outfit of cylinders and pistons, filling a large part of the hull, and the turbine engine are liable to get up shafts conveying 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.

ATLANTIC TRIP IN FIVE DAYS. Hugh Allan says that he hopes that, succeeding ships required to make a weekly service will have still greater speed, and be able to make an average rate of eighteen knots, or the passage 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 is this peculiarity about the turbine, that compared with other engines there is a great economy of coal in high speed.

detects the disease with his ear, as a doctor would a case of congestion of the lungs.

THE ENGINEER. Down in the engine room Mr. Walworth discussed the record of the Victorian's first trip. He refused to take it seriously.

As mentioned above, Capt. McNicol is well satisfied with the ship. He says that she is likely to be much faster than would appear from her tonnage.

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.

MORE TURBINES. There is very little doubt that if the Victorian and the Virginian work well the Allan line will go on with the venture until a line of such ships are on the water.

THE ALLAN LINE TURBINE STEAMER VICTORIAN. The advantage of the turbine over the reciprocating engine is that it takes up much less space than the old engine had to have, and so there is more room for cargo.

Secondly, the great simplicity of the mechanism, and the direct action of steam reduces the chances of accident, the cost of repairs and the risk of delay.

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 twelve.

Fourth—it is believed that higher speed can be attained by ships fitted with these engines than by those equipped 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 six days.

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The Sun is informed that about ten gallons of oil would serve for an Atlantic voyage. That of course means less labor.

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A few particulars concerning the Victorian which have not been mentioned in previous descriptions may come in here.

The ship carries over 200 officers and crew. Of these 175 are in the steward's department.

The refrigerator room is divided into four compartments, kept at different degrees of temperature, the coldest for the storage of fish, the next for milk and butter and the other for fruit and vegetables.

The Victorian has two hospitals, one forward and one aft. It is usual to have only the forward hospital, especially for contagious diseases occurring in the steerage.

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Well Pleased With Reception by Ministers in regard to Tunnels and General Service. OTTAWA, April 2.—Prince Edward Island's ten million tunnel delegates left for home Sunday afternoon, well pleased with their Saturday evening reception by Laurier and Field. The minister of railways was not available absent. Rev. Father ... and J. G. McCreedy were the ... first a hand pending the completion of the tunnel. It was urged that a better steamship service should be provided. A stereotyped promise of casual consideration was made by the premier. CRUISER-IN READINESS. ROME, April 2.—The Italian third class cruiser Dogali is being kept in readiness for the Mediterranean in readiness to support the Italian minister at Genoa, should Venezuela refuse to comply with the demands of the powers. The third class cruiser Desbarres, which is now at San Domingo, is in readiness to join the Dogali in case of need.