

## VATERLAND BROKE FROM TOWING TUGS

Navigation Held Up in New York Harbor for a Time.

### TIDE WAS TOO STRONG

Four Attempts Made to Dock Her—Floated With Stream a Mile.

Canadian Press Despatch.

NEW YORK, May 21.—Navigation in the North River, between lower New York and Hoboken, stood still today while the Vaterland, the biggest ship afloat, defied all efforts to dock her and swept broadside down the stream for more than a mile.

When the liner arrived at her pier after her maiden voyage her great length and a strong ebb tide proved too strong a combination for the fleet of willing little tugs that urged her toward her berth. For more than two hours the tugs pulled and hauled at the gigantic liner without success. At the end of that time she lay heading up the river against the heads of three piers, while the tugs, clustering like dolphins about a whale, laid their noses against her stern and started to swing it out into the river, so that the steamer could slide bow first into her slip.

Three Attempts to Dock. The Vaterland had made three attempts to dock before this. Once she was almost ready to tie up, when the tide gripped her and dragged her out of the slip. Ferryboats and small craft scurried to safety as the liner floated broadside down the river with twenty tugs circling frantically around. She floated a mile before the tugs got her straightened out, and then she returned under her own steam. Two more trials failed, but by this time the fleet of tugs had been reinforced and they caught the liner and headed her back before she had gone far down the river.

Three thousand persons aboard, impatient to land, watched the manoeuvres without showing any alarm, although there were moments when the steamer narrowly missed crumpling the end of the pier. A crowd gathered on the Hamburg-American line's Hoboken pier, while thousands watched the struggle from the sky-scrapers facing the river.

The fourth attempt to dock the ship proved successful. Hawseers had been attached to the bow and donkey engines ashore pulled while the tugs pushed against her stern. The great ship was swung in her berth at 1.10 p.m., three and a half hours after she came abreast of her pier.

The superliner S.S. Vaterland of the Hamburg-American Line is the largest steamer in the world. While closely resembling her former sister ship, the Imperator, in construction and equipment, the Vaterland is of greater dimension and presents many original features. The Vaterland measures 850 feet in length, 100 feet in beam, and has a tonnage of 56,000. In her trial trip the Vaterland developed a speed of 24.3 knots per hour.

Safety Construction. The Vaterland is built of the best Siemens-Martin steel and conforms to the latest rulings of the German, English and American laws governing ship building. She is constructed with a double-skin extending well above the waterline. Her hull is divided by steel bulkheads, both longitudinal and transverse, of exceptional strength. The hull contains five steel decks, which with four superimposed, gives her nine decks above the waterline. The Vaterland is equipped with Frhm anti-rattling tanks, which, with her natural stability, render her one of the steadiest boats afloat.

The funnels pass thru the decks at a point near the hull instead of thru the centre of the ship. By removing this construction it has been possible to have one great cabin open directly into another, thus giving the ship a remarkable effect of artistic spaciousness. The grand staircase, which is one of the most attractive features of the Vaterland, extends thru six decks.

Manned by Big Crew. The Vaterland is manned by a crew of 1234 men. She is commanded by a commodore, four captains and seven officers. The boilers are operated by 12 chief firemen, 35 others, 187 stokers and 159 trimmers.

The Vaterland is illuminated by about 15,000 electric lights. The cabins and staterooms of the first cabin are heated by electricity.

The Vaterland carries only a few more passengers than ships half her size. Her public cabins are the largest ever constructed.

Big Bath Equipment. A new attraction is lent to ocean travel by the luxurious baths, enjoyed in such variety on the Vaterland, which rival those of a great spa or bathing resort. The commodious Roman bath, which has proven so popular on the Imperator, has its counterpart on the Vaterland.

Every conceivable precaution has been taken in the construction and equipment of the Vaterland to assure safety. The Vaterland carries life belts for every passenger and members of the crew, with many life buoys and illuminated night buoys. Her lifeboat equipment includes 83 lifeboats, which carry special wireless apparatus.

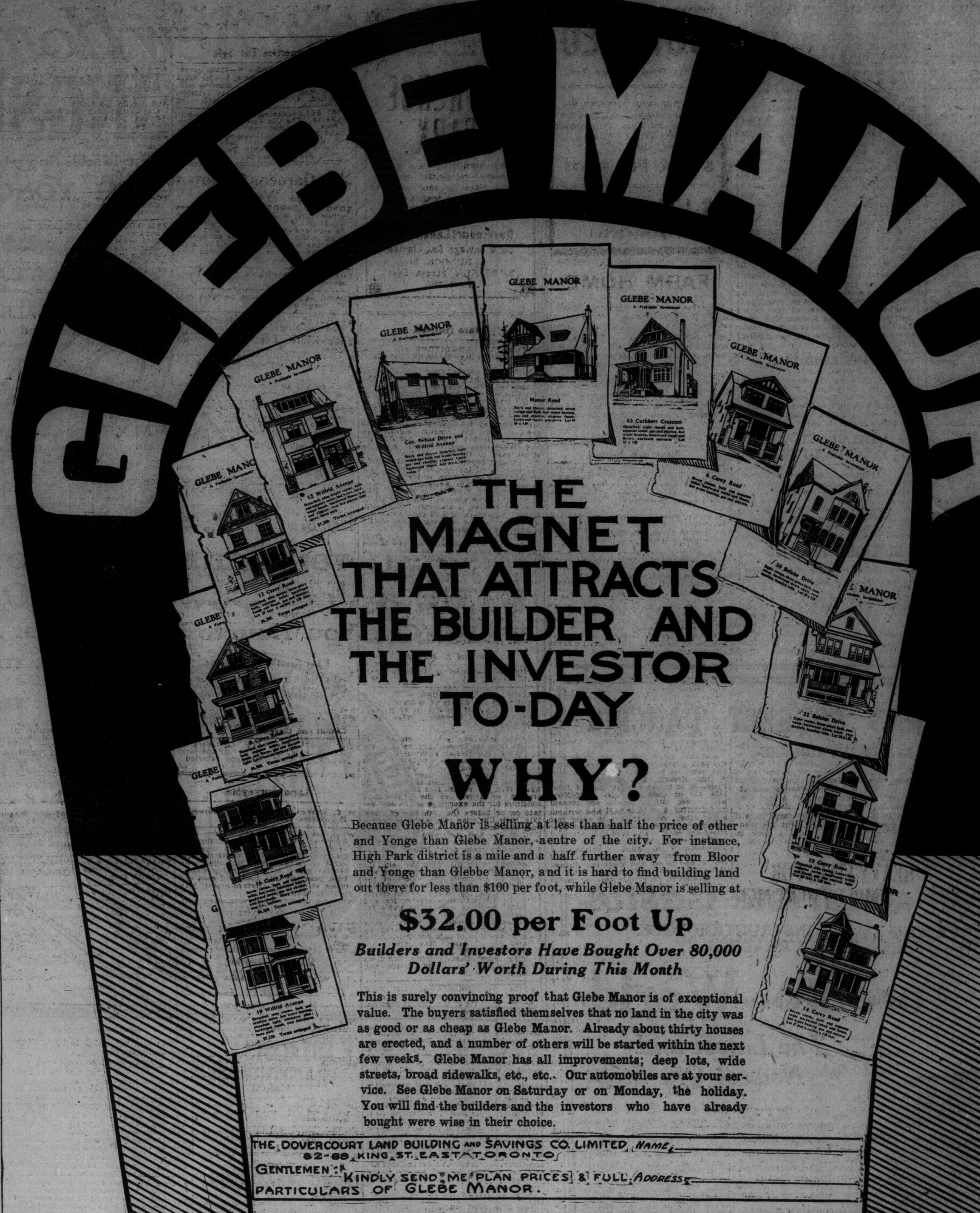
The wireless telegraph equipment of the Vaterland is the most powerful ever installed on shipboard.

### SAVED YOUNG BOY FROM BEING DROWNED

Inspector P. Legge of the city sewer department, assisted by Sidney Brown, foreman for Jennings & Ross, yesterday afternoon effected the rescue of a 16-year-old boy who had fallen into ten feet of mud and slimy water in Small's pond, East Toronto. The little fellow had been fishing in the pond from the top of a concrete sewer, and in some way lost his balance and fell in. Tho he escaped with nothing more serious than a wet suit, The World was told that but for Mr. Legge's plucky action the boy would have met his death.

### C. P. R. WILL BENEFIT.

MONTREAL, May 21.—J. S. Dennis, assistant president, C. P. R., although conceding a genuine oil strike at Calgary, says he hopes people will not lose their heads and indulge in the usual land boom. There were 2000 feet of high grade oil in the 10-inch well at the last measure. "The railway will benefit not only in traffic receipts, but also in royalties," he said.



## THE MAGNET THAT ATTRACTS THE BUILDER AND THE INVESTOR TO-DAY WHY?

Because Glebe Manor is selling at less than half the price of other and Yonge than Glebe Manor, centre of the city. For instance, High Park district is a mile and a half further away from Bloor and Yonge than Glebe Manor, and it is hard to find building land out there for less than \$100 per foot, while Glebe Manor is selling at

### \$32.00 per Foot Up

Builders and Investors Have Bought Over 80,000 Dollars' Worth During This Month

This is surely convincing proof that Glebe Manor is of exceptional value. The buyers satisfied themselves that no land in the city was as good or as cheap as Glebe Manor. Already about thirty houses are erected, and a number of others will be started within the next few weeks. Glebe Manor has all improvements; deep lots, wide streets, broad sidewalks, etc., etc. Our automobiles are at your service. See Glebe Manor on Saturday or on Monday, the holiday. You will find the builders and the investors who have already bought were wise in their choice.

THE DOVERCOURT LAND BUILDING AND SAVINGS CO. LIMITED, NAME, 82-88 KING ST. EAST, TORONTO

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LARGEST OWNERS & DEVELOPERS OF REAL ESTATE IN CANADA

## PEACE CONFERENCE NOT ALL HARMONY

American Delegates' Tactics in Remaining on U.S. Soil Resented.

NIAGARA FALLS, Ont., May 21.—There are two things which, the small in themselves, have already threatened to cause some friction to the foreign delegates at the Mexican-American peace conference. The first of these is that the two American representa-

tives, Lehmann and Lamar, have chosen to remain on American soil. This action, which has come as a total surprise to the delegates here, is in danger of being unappreciated by the Mexican envoys. The fact that the original arrangement provided for a meeting on neutral ground and that the American representatives are the first to depart from it, is regarded in general as an instance of poor taste, if not of questionable policy. The suggestion has already been made that a place of assembly might as well have been chosen in the far south, and the long journey consequently avoided. There is a possibility that the American envoys may yet shift their quarters to the Canadian side as in case of international negotiation, such apparently trivial matters are fre-

quently magnified into intentional insult. Delegates Pay Tolls. The second thorn in the flesh of the visitors is the toll rate levied by the International Railway Company. As a matter of fact, delegates cannot cross the bridge even on official business without the railway demanding its dime for every passenger. As the guests at the Clifton House, including newspaper representatives, are subjected daily to this expense, the harvest of the railway corporation may be easily guessed. As one New York man put it: "If the conference lasts for three weeks they will have paid in tolls more than their total railway passage cost." These matters are understood to be gaining the consideration of official authorities and something may be done to alleviate the conditions.

## GIRL GUIDES TO HOLD A UNITED SERVICE

The Toronto companies of girl guides will hold a united service in Convocation Hall at 3 o'clock on Sunday afternoon. This is the first occasion in which all the corps of girl guides have held a service. A collection will be taken up for the Hospital for Sick Children, and the galleries will be open to the public. Rev. W. A. Cameron will preach the sermon and Rev. Dr. Aiken of the Metropolitan Church will assist in the services. Ernest McMillan will preside at the organ.

## CAPT. DION DIED ON DUTY.

QUEBEC, May 21.—Capt. Dion of the steamer Champion, dropped dead on board his vessel this morning. The steamer was on the way from

St. Michel to this port and stopped at St. John, Island of Orleans. He went into his room, and just as he passed the door fell on the floor and expired. He was about 50 years of age, and leaves a widow and family.

## Attractive Water Trips for the Holiday.

On account of Victoria Day, Monday, May 25, the Niagara Navigation Line will offer low rates to Niagara Falls and Buffalo, including the famous Belt Line trip around Niagara Gorge. There will be a four-trip service in effect each way between Toronto and Niagara River. On the Hamilton division special steamer service is being provided and no doubt many will take advantage of the first holiday of the season for a waterway outing. Tickets can be obtained at city ticket office, 46 Yonge street, or at Yonge street dock, 345

## STRAWBERRIES TO BE DEAR.

Guelph, May 21.—Prof. J. E. Howe of the Ontario Agricultural College who took a trip thru the Niagara district yesterday, said today that the alarmist stories about the failure of the peach crop were not exaggerated. The peach crop, he said, looks like being a good one. Plums look fairly promising. It is too soon to say much about grapes, while strawberries may be a good crop, but will bring high prices. Canners are offering two dollars a crate.

United Cigar Stores Limited, several per cent. preferred stock is to be publicly offered. The company is capitalized at \$600,000 in common and \$100,000 in preferred shares, having a par value of five dollars.