

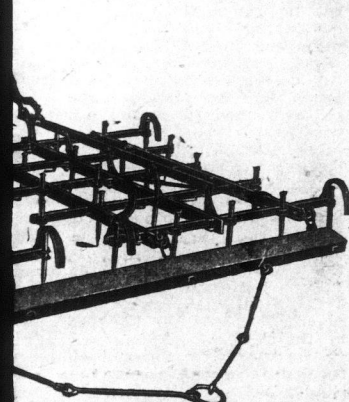
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power from the water coming into the  
lowland for the purpose of operating  
a portion of the Chilliwack tram line.  
It is expected that the surveyors  
will complete their work early this  
year and that actual construction on  
the pipe lines and dyke will be com-  
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freshet.

# A Modern Ocean Steamer

## The White Star Liner Cedric

"The Liner she's a lady."  
—Kipling.

If you go down to the sea in a ship these days you will find that enormous strides have been made in the art of ship-building and ship-finding since the first steamer churned her way slowly across the Atlantic. To be finally and firmly convinced of this progress, choose such a vessel as, say, the Cedric of the White Star line, for this voyage "down to the sea" and then record your impressions. There is no use comparing this class of ocean navigation with the old days of the barkentine and the full-rigged ship, for things have been moving too rapidly of late years, and a glance back over a short period only will show an amazing difference. Now-a-days the liner is distinctly a "lady," a trim, well-plumed, decidedly up-to-date lady at that.

The Cedric well answers to show the vast improvement that has been made since the first of the White Star line's fleet steamed out of the Mersey, and passed Sandy Hook up to New York. One of the newest of the ships of that line, of 21,000 tons, a tonnage three times and more greater than that of the Pacific Empresses, she has without doubt made travel on the Atlantic a luxury. The Cedric presents the spectacle of 700 feet of pent-up energy, and on every voyage her nine decks are the sections of a floating city. Her fittings and furnishings are equal if not superior to those of some of the famous hotels of the land, and she offers her passengers a comfort and luxury undreamed of in ocean travel a decade ago.

A glance at some of the features of this ocean greyhound will afford a good idea of the wonders of modern ocean navigation. During a recent voyage the Cedric had on board 2,124 people. The crew, from Capt. Bartlett, R.N.R., to the deck boy, numbers 340 in all. There were 453 first class passengers, 192 second class, and 1,139 steerage, the whole making up the population of a decent-sized burg. And the problem of feeding this multitude throughout the course of a long voyage brings to light another marvel of the Cedric's organization.

Immense amounts of food supplies must be loaded to provision this "floating city" between port and port. For the Mediterranean trip 60,000 pounds of fresh provisions alone is required, and each voyage the chief steward handles more supplies than are sold in many a provision store in the course of a year. The variety of these supplies is infinite, the range running from kosher beef for those who seek that manner of food, to Bombay duck. Here are some of the items: Butter, 4,120 pounds; coffee, 88; oatmeal, over a ton; mustard, 210 pounds; salt, almost a ton. Some idea of the quantity in the steward's larder is given when the list of baccons used is stated. It is as follows: 1,120 pounds of Cumberland; 533 pounds of Wiltshire, smoked; 635 pounds of Irish; 875 pounds of American; and 687 pounds of Danish. The American beef totalled 17,672 pounds, over eight tons, with a ton of corned beef as well. The chickens, ducks and game amounted to over a ton. In short, the total amount of provisions carried would fill many carts, and, indeed, many cars. The item of coal is not small, there being no less than 48 fires for the "black squad," working deep down in the bowels of the big ship, to look after.

But there is another feature of present-day sea travel that must be emphasized here, and that is its safety. As an example of this, it may be pointed out that the Cedric, a floating mass of steel, is practically unsinkable. Modern building, which has progressed rapidly from stage to stage since the first thwart-ship bulkheads were designed, has reduced the danger of ocean travel to a minimum. The perfection of wireless telegraphy, too, has eliminated many of the horrors of the sea, even if it has marred the complete holiday of the man of business, who is no longer free from the call of his associates ashore, even though thousands of miles of sea and land divide them.

The crew of the Cedric is made up as follows: 1 commander, 7 deck officers, 1 carpenter, 1 joiner, 2 boatswains, 40 seamen and 2 mess stewards; 15 engineers and assistants, 80 oilers, stokers and coal trimmers, and 2 mess stewards; 1 purser, 1 surgeon, 1 assistant purser, 1 writer, 2 telegraphists, 6 storekeepers, 6 bandmen, 1 hospital attendant, 1 chief steward, 2 second stewards, a chef and staff of 40 assistants, 200 other stewards. These are divided into first class, second class and third class. All the members of the crew are on government articles and are paid off by the purser at the termination of each voyage before a representative of the Board of Trade in England, or a British consul abroad. The payroll amounts to \$9,000 a month. As in all passenger steamers of her class, the work is divided into three departments under the control of the commander, these being deck, engine and passenger departments, the heads of each being the chief officer, chief engineer, purser and the surgeon (as medical officer of the ship). They supervise the general working of the system and report at sea to the commander, and on shore to the directors and the department superintendents. The passenger capacity is 340 saloon, 300 second and 2,000 third, while the cargo capacity is about 10,000 tons dead weight. A traveling post office is fitted up on board, and when mails are carried, two British and two American

postal clerks are carried on board for the purpose of sorting them.

Of all the men who cross the Atlantic there is not one more careful or more interested in the comfort of his passengers than Captain Bartlett of the White Star liner Cedric. He began his life at sea at the age of fourteen, and although he is now but slightly over forty, he has been in command of no less than nine of the largest and best ships afloat, attaining finally to the Cedric, third largest of the White Star fleet. Needless to say, each change has meant promotion for the skipper. Why this should be so even the ordinary layman in his humble way can readily appreciate, if he is only slightly observant.

The passenger finds an interesting psychological study in the phases through which Capt. Bartlett passes from the beginning of a voyage to its termination. As he voyages from port to port his demeanor depends upon the weather, and on whether he is making or leaving the docks. For the first thirty-six hours out the passengers see very little of the skipper. During that period his place is at the bridge, which he seldom leaves if the weather is at all rough, or if even a slight sign of fog is visible. This unceasing watchfulness on his part adds a feeling of security to the voyage that greatly helps those who are nervous, as everyone knows that even the bravest of men and women are often stricken with the terrors of the Atlantic.

With Captain Bartlett at the helm one soon forgets being in danger. His countenance ensures safety in any kind of an emergency, and one feels that he is capable of doing his duty however great the odds may be against him. This trait in his character is greatly respected by his fellow-officers and men. They look upon him as a determined sea-dog and strict disciplinarian, but they also know that they can always depend upon his kind consideration in time of need. Knowing from experience the rough side of the life of a seafaring man, the captain takes a great interest in promoting the welfare of those who come under his supervision.

If conditions are favorable Captain Bartlett gives his passengers the freedom of the ship, and those who are fortunate enough to spend an hour with him in his cabin will come away feeling that the time has been well spent. His tales of the sea are interesting and instructive, covering as they do many of the great waterways of the world. He has well worn a text-book which will be of great value when completed. It will give the minutest details regarding lights, lighthouses, buoys, and all the marks of this nature known to men in the profession. The work, to begin with, will be confined chiefly to the old world, but will at a later date include the Pacific.

Captain Bartlett has qualified and is now a lieutenant in the Royal Navy Reserve, and since joining the White Star Company has been in the Germanic, Armanian, Victorian, Canopic, Gothic, Republic, Cymric, Romanic, and his present ship, the Cedric. In 1893 he married Miss Edith Hill, who is a daughter of J. Ellis, Esq., of Gorleston, Suffolk. By the marriage they have two children, a girl and a boy. The latter will shortly receive his training in the Royal Navy.

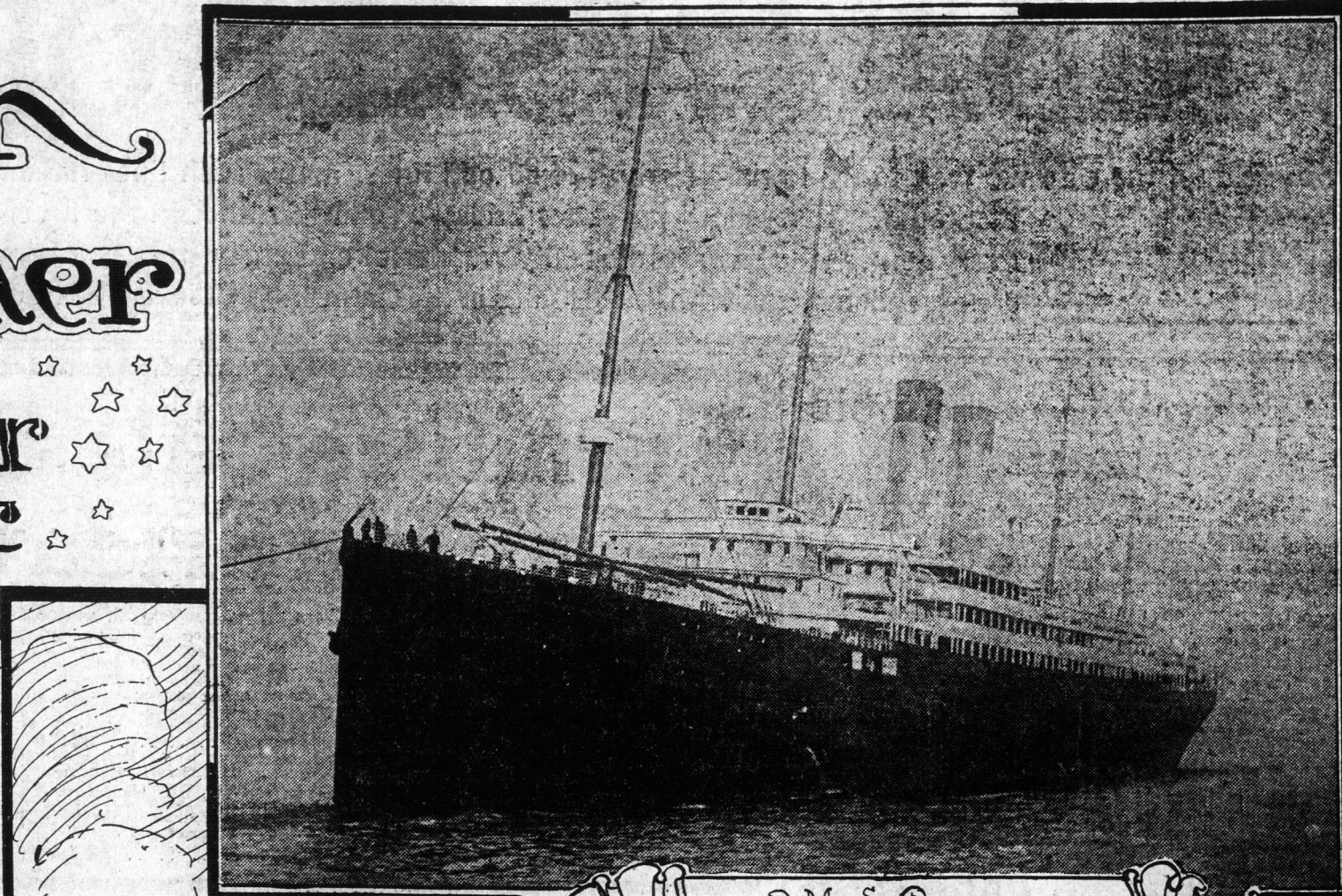
Many of the officers of the Cedric have had service with the colors, one of them being H. W. McElroy, the purser. He served as purser of the Cymric in 1898, when that vessel was taken by the Admiralty as a troop-ship, to convey troops to South Africa. As purser, Mr. McElroy has full control under the commander of the passenger department. Chiefly, he attends to the business arrangements. As paymaster, he disburses all monies, and has charge of mails and specie on board. The steward's department is also under his jurisdiction with regard to discipline, though all the details of that particular branch is attended to by the chief steward and his assistants.

Mr. McElroy joined the Allan Line office staff in 1892 at the age of eighteen years, and made his first voyage to sea the following year as temporary purser. Shortly afterwards he was appointed purser and until 1899 he served in the following steamers of the Allan line: Numidian, Pomeranian, Mongolian, Brazilian, Laurentian, and Sardinian, sailing to the St. Lawrence in summer, and to Halifax and Portland, Maine, in winter. He also made a number of voyages in the Argentine.

It was in 1899 that he joined the White Star line as purser of the Cymric, which was taken that year by the Admiralty as a troop-ship. She carried 1600 men and horses, comprising the 7th, 81st and 82nd batteries of Royal Field Artillery, 2nd Gloucester Regiment, and drafts of West Riding and Scottish Rifles, these making up the rest of the 6th division sent to South Africa. The White Star steamers rendered valuable service as transports during the South African campaign, the Britannic, which was known as "No. 62," serving throughout the war. The latter vessel covered no less than 184,417 miles, taking 994 officers and 13,387 men to and from South Africa.

It is safe to say that there never was on any vessel an officer more popular with the passengers than is the purser of the Cedric. His wide experience has given Mr. McElroy a great knowledge of the affairs of sea and land, and he is always ready to give the passengers the benefit of this experience. If Mr. McElroy were to run for office on the termination of a voyage, and the passengers on his ship were the electors, he would go in by acclamation.

As assistant purser, Mr. McElroy has R. H. Harris who has been engaged in that capacity in White Star steamers since 1898, mostly on the Cedric. He was transferred to the Baltic for a few voyages, and when the Cedric was sent to the Mediterranean he rejoined the vessel. When the Adriatic, largest of the fleet, inaugurated the Southampton-New York service, he was again sent to her until re-transferred in September to the Cedric.



R. M. S. CEDRIC



CAPT. CHARLES A. BARTLETT, R.N.R.,  
COMMANDER

H. W. McELROY,  
PURSER



DR. MILES PRIOR,  
SURGEON



THOMAS WALKER,  
CHIEF STEWARD



R. H. HARRIS,  
ASSISTANT PURSER

man with a record in his profession. He has the distinction of having performed an operation for appendicitis in mid-ocean. In August of last year the Cedric was stopped for an hour and twenty minutes in mid-Atlantic while Dr. Prior performed a most successful operation upon a passenger. He studied medicine at London, Edinburgh and Dublin Universities and took his degree in 1894. He has been at sea three years, and has been engaged as surgeon on liners of the White Star company in the Australian, Mediterranean, and Atlantic services.

But it is not only as surgeon of the vessel that Dr. Prior is known to the passengers each voyage. His personal qualities are such that he is always "persona grata," a necessary factor in every social group. He is "The Doctor" to one and all, and the name is always applied in affectionate esteem.

The chief steward, Thomas Walker, who was born in Liverpool 39 years ago has been 22 years at sea and worked from pantry boy to chief steward. During the South African war he served on troopships and wears the King's medal for that service. In the White Star service he spent three years on the Australian run, and three years in the Mediterranean service. All told he worked four years in the Allan steamers and eighteen years in White Star service. In his department on the Cedric he has a small army

of 270 men in all, and the total number of passengers that have been under his care have numbered three thousand, which is the capacity of the big ship.

Despite his onerous duties and the multitude of details he must always keep in mind, the Chief Steward has always the time to lend a willing ear to the expressed wishes of his passengers. Ever thoughtful, and careful interests, he has done as much as any other one man to make the Cedric the popular vessel she is among trans-Atlantic travellers.

As usual, the chief engineer is a Scot—they usually are. His whirling engines are the strength of fifty thousand horses, and far below, where the passengers seldom see him, his assistants stand—the chief take his watch—at the lever ready to instantly reverse as the bell twinkles in response to Capt. Bartlett's signal, although they cross the wide Atlantic very often without having to stop their engines between ports. Eternal vigilance is the watchword of the engine room. The valves which open to the sea must be guarded; the big machines must be kept in perfect order; and the closest attention to duty is imperative upon all hands.

But these are not all the men of note on the Cedric. Mention must be made of John Culpin, the quarter-master, the old sea-dog who has been the delight of passengers on the White Star line ves-

sels for years back. Fifty-seven years at sea, thirty-seven years in the employ of the White Star line—that is John Culpin's modest record. And in that time what anecdotes he has given rise to by his quaint humor and drollery! His long suit is in amusing the passengers, and some of the stories told of his methods are worthy of undying memory. For example, one time when he was beset by a band of travelers to show them an iceberg, John gravely pointed out the sails of a four-masted schooner in the distance. The passengers believed him, and soon everybody had had a look at the "berg." Unfortunately, the captain was forced, later on, to disclose the sad truth, that icebergs were never found in that particular latitude.

In addition to the quarter-master, there must be mentioned here the names of Edward Duck, the popular library steward; H. Fletcher, the deck steward, who can do his hundred yards in even time; A. Turner, smoking room steward; Ernest Shillinglaw, second steward; and D. C. Wilkins, assistant second steward. If that test trip "down to the sea" is not only meditated but carried out these gentlemen will see that nothing is lacking to the comfort, and even to the luxury, of the intrepid ad-