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FREDERICTON BRANCH

WORLD'S LARGEST SHIP IS READY FOR SERVICE

Hamburg, May 13.—The greatest interest is being taken in the departure tomorrow of the steamship Vaterland on her maiden voyage to New York. The Vaterland has the distinction of being the largest craft in the world. She belongs to the Hamburg-American Line and a number of the high officials of that company are going on her initial trip. In addition, the big ship will carry a thousand or more first and second-class passengers, among those on the booking lists being many Americans and Europeans of prominence.

While closely resembling her famous sister ship, the Imperator, the Vaterland exceeds her in all dimensions. The new queen of the seas measures 950 feet, or nearly five city blocks, in length. She is 100 feet in width and has a tonnage of 58,000.

Not only does the Vaterland eclipse all previous records for size, but she represents the very latest idea of artistic elegance and mechanical wonders. Some of the leading decorators of Europe were engaged to design and furnish her magnificent saloons, dining-rooms, grand hall and suites. The main saloon is the largest hall of its kind ever constructed on shipboard. The woodwork is of solid mahogany. There is an open

fireplace and natural light floods the hall through a number of drawing-room windows. The hangings consist of almost priceless tapestries and Oriental rugs of the finest weaves cover the floors.

EVERY LUXURY.

The main dining-room resembles the banquet hall of a great hotel. It will accommodate eight hundred at one time. The great size and steadiness of the vessel have made it possible to furnish the dining-room with movable chairs, in place of the swivel seats attached to the floors, common to ocean steamships. In addition to the main dining-room the big ship has a Ritz-Carlton restaurant, a grill room and a palm garden.

Everything on the Vaterland has been designed to look as much like a sumptuous hotel and as little like a ship as human ingenuity can do it. The windows are shaped and curtained like a private house. Elevators take the passengers from one deck to another. For the millionaire the staterooms are as beautiful as the skill of the first decorators of the world can make them. In the regal suites, as they are called, there are two bath-rooms, two bed-rooms, a dining-room and reception room. The bedsteads are of brass, without a suggestion of the bunk about them. Special attention has been paid to the arrangement of the lights and the closest space. The suites are furnished in a variety of decorative styles and color schemes to satisfy every taste.

The second cabin has its special social and dining-rooms, ladies' lounge and smoking-room. The third cabin also has its separate public rooms, and its staterooms are built to accommodate two and four persons. In the storage of the Vaterland the passengers, instead of being placed in one large room, as on most ships, have separate cabins, arranged for families and for small groups of men and of women.

CANNOT SINK.

Every conceivable precaution has been taken in the construction and equipment of the Vaterland to assure the safety as well as the comfort of the passengers and crew. Like all great ocean liners constructed since the Titanic disaster, the big ship has a complete inner skin, extending far above the waterline. The watertight compartments are so arranged that even though a large number of them were flooded the ship would still float. An innovation is a complete fire department, with a system of signals covering every part of the ship and a staff of fire-fighters re-

FATHER GNAM OF WYOMING MAY BE EXCOMMUNICATED

Father Gnam of Wyoming, has carried his case against Archbishop McNeil of Toronto, to the Appellate Division Court and has lost. He may be excommunicated. The plaintiff sued the archbishop on an alleged agreement under which Father Gnam claimed the restoration of his parish rights. The rev. father lost at the trial, and was in court listening to the arguments yesterday.

It was urged by Mr. McMillan that Mr. Justice Britton, who was the trial judge, was not in a fit state to judge at the time of the trial, mentally or physically, owing to the death of his brother. Mr. Hartley Dewart, K.C., was senior counsel for Father Gnam and counsel for the archbishop were not called on.

The decision of the court means ruin to Father Gnam, according to his counsel, the threat of excommunication hanging over his head, "in comparison with which that of hanging would be light." Chief Justice Mulock said that the appellant's counsel had argued the case with great force, but the court was not at liberty to take sympathy into the court.

The appeal was dismissed with costs, if these are asked for by the archbishop.

THIS DATE IN HISTORY

MAY 13.

1670—The Hudson Bay Company was chartered by Charles II.

1717—Maria Theresa, the famous empress of Austria, born in Vienna. Died there November 29, 1780.

1781—Benedict Arnold became commander of the British forces in Virginia.

1809—Vienna was captured for the second time by the French under Napoleon.

1817—The Pennsylvania Society for the Promotion of Public Economy was formed in Philadelphia.

1829—Several factories in Massachusetts shut down because of a demand for higher wages by their employees.

1848—The Sicilians declared themselves independent of Naples.

1873—Seventy-five lives lost in the Drummond colliery disaster in Nova Scotia.

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rescued from the fire departments of German cities. There are, of course, in addition to this, numerous other safety devices, such as submarine signals and lifeboats and rafts sufficient to accommodate every one on board. The powerful wireless apparatus will enable her to keep continuously in touch with land.

The Vaterland will make the run between Hamburg and New York in seven days, at an average speed of about twenty-two knots an hour. Her four powerful propellers set a new standard for size in such construction. Each has a diameter of nineteen feet seven inches and weighs nearly fifteen tons. The propellers are made of the finest quality of manganese bronze. Triple-expansion engines, driven by a dozen double boilers, will propel the great steamship. For navigation purposes a Kreisel compass, pointing always to the true pole, will be used. This instrument is entirely independent of the earth's magnetism.

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1874—Emperor Alexander II of Russia arrived in England on a visit to Queen Victoria.

1877—Sukhum Kaleh, a Russian port on the Black Sea, was captured by a Turkish squadron.

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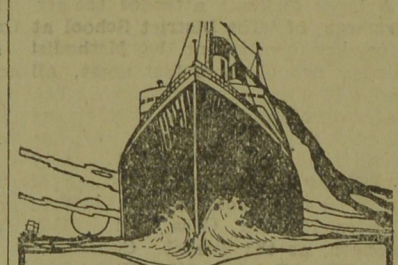
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A stable costing \$30,000 begun by the late J. Howard Ford, has just been completed at Goshen, N.Y., adjoining the Orange County Driving Park. It is understood that Mr. Ford's brother will continue to maintain the historic Stony Ford stud and training stable as well. William Hodson will have charge of Lord Allen, 2:11 and the Stony Ford trotters this year.

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