

## THE NEW WHITE STAR LEVIATHAN "CEDRIC."

THE LARGEST SHIP EVER BUILT.

Liverpool people are so accustomed to witnessing the presence in the Mersey of the huge steamships of the Transatlantic lines, that the addition of another mighty vessel to one of the larger fleets does not occasion the same amount of interest and astonishment that would be felt by the residents of other seaports in this country and elsewhere not used to such sights. The sailing and returning of the great American liners has come to be looked upon as a matter of everyday occurrence, like that of the departure and arrival of trains to and from the metropolis. But there are exceptions, and not only people in Liverpool but engineering and shipbuilding circles in Europe and America showed an unusual amount of interest and curiosity concerning the advent in 1899 of the new palatial steamer "Olympic"—the pride of the Liverpool fleet—as they did again in 1901 when the Celtic, the largest vessel ever built up to that time, made her entry into Liverpool. As the "Olympic" with her 795½ feet length, 20,100 tons displacement, was the first to exceed the Great Eastern

in length and displacement, so the Celtic with 20,904 tons was the first to exceed that leviathan in gross measurement tonnage. The announcement that a still larger sister of the Celtic was likely soon to make her appearance, kept alive this interest, which has not lessened as the time has approached for her arrival in the Mersey. This vessel, which is named the Cedric, the largest triumph of the great Belfast builders (Harland & Wolff) arrived in the Mersey, from Belfast yesterday, and will be at once prepared to take her place in the sailings of the White Star fleet. The external dimensions of the Cedric are identical with those of the Celtic, but by reason of structural differences to provide increased passenger accommodation, the gross tonnage of the former vessel has been slightly increased. The Cedric is 700 feet in extreme length, 75 feet in breadth, 49½ feet deep with gross tonnage 21,000 tons, and displacement 38,200 tons. The propelling machinery consists of two sets of quadruple expansion engines driving twin propellers. There are eight double ended steel boilers capable of working to a pressure of 210 pounds to the square inch, and the vessel is designed to attain a speed of about 17 knots at sea.

She has nine decks, is built on the cellular double bottom principle, and is so divided into numerous water tight compartments, exceeding all official requirements, that a maximum of security is obtained. The Cedric has four masts and two funnels, and to non-expert readers it will be of interest to mention that the height of the funnels is 131 feet above the keel, and their diameter is 14 feet 3 inches by 11 feet. The Cedric will have accommodation for 250 first saloon, 250 second saloon, and about 2,000 third class passengers, in addition to a crew of 235 men, 92 of whom will be in the engine room. In vessels of the enormous size of the Olympic, Celtic and Cedric it is obvious the structure must be of exceptional and well distributed strength, and aided by girders and other facilities and appliances specially provided at heavy cost for their construction, these vessels are probably the strongest ever built. The Cedric and Celtic like their forerunner the Olympic are intended to cater for the large and increasing class of travelers who prefer to sail in a vessel of good moderate speed rather than in what is known as "A Flyer." The Celtic and Olympic have already earned for themselves high encomiums by their excellent seagoing qualities and steadiness, airy rooms and spacious promenades, and there is no doubt the Cedric will maintain the good reputation they have established. The Cedric will, as already indicated, have accommodation in all for about 3,000 passengers. In addition to the ordinary staterooms there are suites consisting of bed, sitting and bathroom, enabling those who can afford to pay for the privilege, to enjoy all the privacy and comforts obtainable on shore. There are also single berth staterooms, a novelty first introduced in the Olympic and Celtic. The first class dining saloon is a very handsome apart-

ment. Situated on the upper deck it extends the full width of the ship (75 feet), is lofty and airy, and contains seating accommodation for about 340 passengers; the furniture and general appointments are excellent, there is more than the usual space between the tables, and this room is altogether an imposing feature of the ship. The library is a luxuriously furnished room, and the smoking saloon is spacious and well appointed, and like those in the Olympic, Teutonic and Majestic is an ideal lounge. The accommodation for the second saloon passengers is aft, on the upper and bridge decks. It is excellent not only in regard to the bedrooms, baths and lavatories, but the dining saloon, library and smoking room are exceptionally attractive and comfortable apartments. An unusually large number of third class passengers is provided for on the upper, middle and lower decks, some in two, four and six berth cabins, and others in open berths. These open berths are very comfortable, the beds being furnished with good spring mattresses, as in the enclosed rooms. The ventilation of this, and all other parts of the ship, is effected by a system of electric and steam fans, as well as by natural means, and is thus rendered as perfect as possible. The third class passengers have large dining-rooms, besides comfortably furnished sitting and smoking rooms. There are separate galleys, or kitchens, for all three classes of passengers, also separate pantries equipped in the most approved modern style. In the first and second class quarters the floors of the corridors, saloons and smoking rooms are laid with patent rubber flooring, which is not only decorative, but prevents slipping or noise, a great desideratum on board ship. The Cedric is well provided with such essentials as music, electric light, electric bells,

etc., and the cuisine, as in all White Star ships, is an object of special care. Many will be interested to learn that numbers of the shell plates of the Cedric and Celtic weighed as much as three tons each, and some of the bigger pieces of the ship, such as the stern frame, over 50 tons each. The launching weights of these vessels far exceed that of anything ever before produced, being 14,357 tons. The dead-weight carrying capacity of the Cedric is 15,400 tons. In external appearance the Cedric differs little from her sister ship. It is difficult for the eye accustomed to these monsters of the deep to realize the full significance of her dimensions. One needs to see along side her one of the giants of 15 or 20 years ago to realize how great a stride has been made in size alone during the interval. The Cedric will sail on her maiden voyage to New York, with the mails, on the 11th of February, under command of Lieut. Haddock, R.N.R., C.B. Later on in the spring she will take her place along with the Celtic, Olympic and Arabic—the last named another large new vessel now nearing completion for the White Star fleet—in the weekly Friday service from Liverpool to New York, calling at Queens-town. With the advent of the Cedric, the White Star line has the distinction of possessing the two largest vessels in the world, and the further distinction of owning 13 vessels exceeding 10,000 tons measurement each, the average of the 13 reaching the huge figure of 13,841 tons. This excludes the Teutonic and Majestic, which closely approximate 10,000 tons each, and the new steamer Arabic of 15,845 tons. With the Arabic there will be included in the White Star fleet of 28 vessels no less than 23 modern twin-screw steamers, all of the highest class.

her late majesty's transports during a critical period of the war in South Africa, has been in Belfast for some weeks undergoing renovation and overhaul. When completed she will reappear as a two-masted vessel, with her passenger accommodation extended and improved by the addition of separate suites of rooms on upper and deck rooms, and a number of deck rooms. She is advertised to leave Liverpool on the 15th of May under the command of—Lieut. E. J. Smith, R.N.R.

### THE ROCKEFELLER HOME.



JOHN D. ROCKEFELLER JR.'S NEW \$200,000 HOME

John D. Rockefeller is building a magnificent \$200,000 country home for his son John D. Jr., whose marriage to Miss Aldrich was a recent society event. The stately mansion is on the banks of the Hudson river. It will be finished by spring, when the young couple will tenant it.

### Chemise

40c CHEMISE	25c
for.....	
65c CHEMISE	45c
for.....	
75c CHEMISE	50c
for.....	
85c CHEMISE	60c
for.....	
\$1.00 CHEMISE	65c
for.....	
\$1.25 CHEMISE	90c
for.....	
\$1.50 CHEMISE	\$1.10
for.....	
\$1.75 CHEMISE	\$1.25
for.....	
\$2.00 CHEMISE	\$1.40
for.....	
\$2.25 CHEMISE	\$1.65
for.....	
\$2.50 CHEMISE	\$1.85
for.....	
\$2.75 CHEMISE	\$2.00
for.....	
\$3.00 CHEMISE	\$2.25
for.....	
\$3.50 CHEMISE	\$2.50
for.....	
\$4.00 CHEMISE	\$3.00
for.....	
\$5.00 CHEMISE	\$3.50
for.....	

### Corset Covers.

15c Corset Covers	10c
for.....	
25c Corset Covers	20c
for.....	
40c Corset Covers	30c
for.....	
50c Corset Covers	35c
for.....	
65c Corset Covers	45c
for.....	
75c Corset Covers	50c
for.....	
\$1.00 Corset Covers	65c
for.....	
\$1.25 Corset Covers	90c
for.....	
\$1.50 Corset Covers	\$1.00
for.....	
\$1.75 Corset Covers	\$1.25
for.....	
\$2.50 Corset Covers	\$1.75
for.....	
\$3.00 Corset Covers	\$2.00
for.....	
\$3.50 Corset Covers	\$2.50
for.....	
\$4.00 Corset Covers	\$3.00
for.....	

Banner Paper Patterns are reliable, perfect fitting and easy to cut from. The only First Class Low-Priced Pattern—  
10c and 15c.

1903

Z. C. M. I.

1903

February 16th, 17th, 18th.

# MUSLIN UNDERWEAR SALE!

An Average Saving of

33 1/3 %

**M**ONDAY MORNING begins our second grand Muslin Underwear Sale for 1903. Some remarkable values are promised so be at the counters early. In connection with the Muslin wear sale there will be rare offerings on Corsets and Embroideries. Read this announcement to the end—it tells of many more money-saving items that will surely interest you. For instance, Ladies' Tailor-made Suits at half price, Ladies' Misses' and Children's Coats, Jackets and Wraps at half price, Waists at half price, Children's Dresses at half price. Two Kid Glove offerings that you'd be sorry if you missed. Sheer White Goods of all kinds at 20 off. And then those beautiful Evening Waists, and all our Kimonos, Dressing Sacques, Separate Skirts, and many other things are mentioned at greatly reduced prices. Three days of Unequaled Value Giving.

An Average Saving of

33 1/3 %

### SKIRTS.

75c SKIRTS	55c
for.....	
\$1.00 SKIRTS	65c
for.....	
\$1.25 SKIRTS	90c
for.....	
\$1.50 SKIRTS	\$1.10
for.....	
\$2.00 SKIRTS	\$1.40
for.....	
\$2.50 SKIRTS	\$2.25
for.....	
\$4.00 SKIRTS	\$3.00
for.....	
\$5.00 SKIRTS	\$3.75
for.....	
\$6.00 SKIRTS	\$4.50
for.....	
\$7.50 SKIRTS	\$5.50
for.....	
\$9.00 SKIRTS	\$6.50
for.....	
\$10.00 SKIRTS	\$7.50
for.....	



### Infants' Muslins.

All Infants Muslin goods included in this sale.

75c SLIPS	55c
for.....	
\$1.00 SLIPS	65c
for.....	
\$1.25 SLIPS	90c
for.....	
\$1.50 SLIPS	\$1.00
for.....	
\$2.25 SLIPS	\$1.65
for.....	
\$2.50 SLIPS	\$2.00
for.....	
\$2.75 SLIPS	\$2.75
for.....	
\$5.00 SLIPS	\$3.50
for.....	
\$6.00 SLIPS	\$4.00
for.....	

### Drawers

40c DRAWERS	25c
for.....	
65c DRAWERS	45c
for.....	
75c DRAWERS	50c
for.....	
85c DRAWERS	60c
for.....	
\$1.00 DRAWERS	75c
for.....	
\$1.50 DRAWERS	\$1.10
for.....	
\$2.00 DRAWERS	\$1.50
for.....	
\$2.50 DRAWERS	\$1.75
for.....	
\$3.00 DRAWERS	\$2.00
for.....	
\$4.00 DRAWERS	\$3.00
for.....	
\$5.00 DRAWERS	\$3.50
for.....	
\$6.00 DRAWERS	\$4.50
for.....	
\$7.50 DRAWERS	\$5.50
for.....	

### UNPRECEDENTED CORSET VALUES.

The Ferris Good Sense Corset Waist, in black drab and white, all sizes—regular and extra—a \$1.50 quality for.....

\$1.00

R. and G. Corsets (broken line) regular \$1.50	75c
Corsets, for.....	
New \$1.00 Tucked Waists	60c
for.....	
Equipose Waists, all sizes, in black and drab, ONE-THIRD OFF.	
New 50c Wash Silks	35c
for.....	

AN EXCEPTIONALLY

### ..Fine Glove Offer..

Here are two Glove items that will crowd the Glove Counter from morn till eve, every day of the sale:

Ladies' Prime Kid Gloves, over seam, 2-clasp, Paris Point Embroidery, all sizes in Brown, Gray, Oxford, Mode, Tan, White, Black—a \$1.25 Glove—3 days at (per pair)

90 cts.

Ladies' 2-clasp Kid Gloves, Pique Sewn, warranted Real Kid, Mode, Gray, Red, Tan, Brown, White, Black, all sizes—a \$1.75 Glove, 3 days at.....

\$1.25

### NOW COMES THE HALF-PRICE TIME LADIES' TAILOR-MADE SUITS

Pick Any Suit From Our Present Stock at Exactly Half the Regular Prices.

\$12.50 SUIT	\$6.25	\$16.50 SUIT	\$8.25	\$20.00 SUIT	\$10.00	\$25.00 SUIT	\$12.50	\$35.00 SUIT	\$17.50
for.....		for.....		for.....		for.....		for.....	
\$15.00 SUIT	\$7.50	\$18.50 SUIT	\$9.25	\$22.50 SUIT	\$11.25	\$30.00 SUIT	\$15.00	\$40.00 SUIT	\$20.00
for.....		for.....		for.....		for.....		for.....	

Our Entire Stock of Ladies' Jackets, Blouses and Three-quarters coats—HALF PRICE.  
All our handsome Long Wraps—HALF PRICE.  
Our Entire Line of Flannel Waists—HALF PRICE.  
One Lot of Children's Dresses—HALF PRICE.  
A Line of Dress Skirts in Silks, Cloths, Cheviots and Serges; Blacks and Colors at ONE-THIRD OFF.  
All Dressing Sacques and Kimonos—ONE-THIRD OFF.  
Our Entire Stock of handsome Evening Waists, a range of prices of from \$10.00 to \$40.00, will be sold at ONE-THIRD OFF.

### SPECIAL OFFERING IN WHITE GOODS.

20 per cent discount will be allowed on the following lines:—  
India Linen, Victoria Lawn, Persian Lawn, Plain and Checked Nainsook, Checked and Striped Dimity, French Lawn, Plain and Dotted White Swiss, White Wash Chiffon Long Cloth.

All 15c Bates Seersucker will be.....	12 1/2c	All A B C Zephyrs will be.....	7 1/2c
All 12 1/2c Zephyrs will be.....	10c	All Red Ribbon Zephyrs will be.....	6 1/2c

EXTRAORDINARY

### Embroidery Event.

Thousands of yards, new, fresh, beautiful Embroidery Edgings and Insertions, at prices never before so uniformly low.

Swiss Cambric Nainsooks.

A large variety of widths and patterns. These beautiful Embroideries will be grouped into lots, and sold at these five uniform prices—

5c, 10c, 15c, 20c, 25c