

Store open evenings until 8 o'clock.

Saturdays 11 p. m.

UNION CLOTHING CO

26-28 Charlotte Street, St. John, N. B.
Old Y. M. C. A. Building, ALEX. CORREY, Mgr.

Buy Where You Get The Best Values

and that is right here. You are buying here every day and so are your friends. We are showing a great assortment of NEW SPRING CLOTHES for Men, Young Men and Boys, at most reasonable prices—Prices to Suit all Purposes.

Smart Spring Suits.

MEN'S SUITS.....\$35.00 to \$22.00
YOUNG MEN'S do.....5.00 to 15.00
BOYS' 2-PIECE do.....2.50 to 10.00
BOYS' 2-PIECE do.....1.98 to 9.00
Latest Fabrics, New Patterns, Suits to please every boy. All New Fabrics.

UNION CLOTHING CO.

We sell Progress Brand Clothing.

FREE until May 15th

The St. John Railway Company

will, until May 15th, sell

GAS RANGES at Cost and Connect same Free.

ONE MONTH'S TRIAL ALLOWED.

Any style GAS RANGE sold on Monthly Payments.

If you are interested Telephone 323 and our representative will call.

All styles of WELSBACH LIGHTS put up on trial. They cut your Gas bills in half

ILL-FATED WARSHIPS

Sad Record of Marine Disasters From 1870 to Today.

Examples of Shipwrecks Through Accident or Design—Causes of Early Ironclad Catastrophes.

In recent years there have been great additions to the growing list of battleship catastrophes, which opened in 1870 with the loss of her majesty's ship Captain, the first fully rigged turret ship tried in service at sea. Within the past two years no fewer than four large armored vessels of the first class have been destroyed in time of peace, and as the total number of such vessels does not exceed 300 in the world, it is evident that the loss has been disproportionately large, says the London Mail.

All the earlier ironclad catastrophes were due to instability or to collision, and thus differ greatly from most of the disasters which in the last ten years have overtaken fighting ships. The British ironclad Captain, with which the story of misfortune opens, was lost in the Bay of Biscay in September, 1870. She was cruising with the Channel fleet in dirty weather when a violent gale struck her and she capsized, carrying down with her to the depths nearly 600 officers and men. The survivors told how there came a heavy lurch—how the angle of the keel moved quickly from 18 degrees to 28 degrees, and the ship heeled over on her side upon the sea, while all on board waited, holding their breath, to see whether she would recover. Her never recovered, but turned slowly over and came to the surface. Her gallant captain, Burgoyne, met his end with his ship, refusing an offer which was offered him by the few men who managed to gain a floating boat. Five years later the British ironclad Vanguard, then cruising with the Channel fleet, was struck by the ram of the Iron Duke in a thick fog in the Irish Sea. The water poured in quickly, and nothing could be done to save the ship, but the crew were safely removed before, one hour after the collision, she went to the bottom.

The next battleship lost at sea was the German Grosser Kurier, which was cruising with the German active squadron off Dover when she was rammed by another German ironclad, the Konig Wilhelm, in May, 1878. She was struck almost amidships with a terrible crash and a violent shock. The armor was torn through as though it had been orange peel, and an immense volume of water poured into the ship. Her captain made a desperate attempt to run her into shallow water, but only five minutes after the collision she went down, carrying with her nearly 200 of her crew. The Konig Wilhelm suffered such injury on her ram and forward that she, too, was in great danger of foundering.

A FATAL SIGNAL

But the most tragic and terrible of all these disasters was the loss of the new battleship Victoria, by collision, on June 22, 1883. She was the flagship of Admiral Tryon, commanding the Mediterranean fleet, and was engaged at the time of the collision in carrying out the "gridiron" evolution, in which two lines of ships turn inward toward each other. The maneuver was ordered on the morning of the fatal day, and her captain, Bourke, had protested in vain against its danger. At 3:28 p. m. the signal was made to turn, and the battleship Victoria and Camperdown, at the head of the two lines, began to move in toward each other. Three minutes after the signal it was clear to all that a collision was imminent, but another minute passed before the bugles sounded the "G," which is the order for collision stations and for closing watertight doors. With a crash that rang through the air—a dreadful crunching sound—the Camperdown's ram tore through the Victoria's bow and drove the flag-ship bodily back some 70 feet or more in the water.

Effort was made to save the Victoria, but in vain. The engineers and stokers remained at their posts below, and the engines steadily moved ahead to reach shoals on which the rest of the crew were called on deck and drawn up in line there on the port side. As the tilt grew, the order to jump was given, and then, but not before, the

lines broke and the men threw themselves into the water. Almost at the same instant the Victoria dived, stem foremost, and disappeared in a cloud of steam, taking down with her her admiral, who remained at his post to the last. It is a strange and touching fact that, according to credible witnesses, his wrath was seen that same day in London by one near and dear to him, and this before the catastrophe was known to a soul.

SUBLIME DEVOTION.

On board the Victoria perished 358 officers and men. Of these who escaped alive, Rear Admiral Jellicoe is today director of naval ordnance. The Camperdown suffered great damage in the collision, and had the weather been stormy, would probably have gone down, too. The great feature of this disaster was, however, the order and discipline displayed by all—the calmness of officers and men in the face of death—the heroism of the engineers and stokers, who never stirred from their posts, and died to a man in her engine rooms.

Five years passed after the loss of the Victoria before the explosion which destroyed that ship at the harbor of Maine in Havana harbor. She was lying there, when, on the night of Feb. 15, 1888, a noise was heard like a whoosh, and observers in other ships looked out over the water and saw the bow of the Maine lift. Then came an uprush of smoke and flame, and a prolonged rending roar. The shattered hull settled on the bottom, and of the crew 253 officers and men were killed on the spot. One hundred of whom 59 were wounded, were rescued. The exact cause of the disaster is still a mystery. But it is thought that a mine was exploded under the ship, and that the shock of the mine detonated the powder in the magazines and this was the conclusion of the American court of inquiry.

The officers and men who survived were for the most part not hurt at all by the explosion. They all described it as very violent—a crashing and rending, accompanied by an intense flame of fire or bluish flame. Several of the were blown through the air and badly burned. "I heard a terrible crash," said one of them, "an explosion, I suppose it was. Something fell, and then after that I got thrown somewhere in a hot place. * * * I got burned on my legs and arms and got my mouth full of ashes. * * * Then the next thing I was in the water."

MAGAZINES EXPLODED.

Much the same were the incidents on board the Russian battleship Petropavlovsk, when her ammunition was exploded by a German mine off Port Arthur on April 13, 1904, and on board the Japanese battleship Hatause, which suffered a similar fate from a Russian mine on May 10 of the same year. Both battleships sank almost immediately, carrying down with them a large part of their crews. Yet another Japanese battleship, the Mikasa, was lost in Sasebo harbor in September, 1905, in much the same way. She took fire and the flames must have reached her magazines. These exploded with deplorable consequences, killing or wounding a great part of her crew and sending the ship to the bottom. The Mikasa was raised last year and is now undergoing repairs.

Similar in all respects to the disaster on board the Iena, was the explosion which destroyed the Brazilian battleship on January 21, of last year. She was lying at anchor near Rio de Janeiro, when suddenly, without the smallest warning and with no visible cause, her magazines blew up, killing most of those on board her. Two hundred and twenty-three officers and men perished in her, and the spontaneous combustion of her explosives is assigned as the explanation of the catastrophe.

At the end of May last year, the British battleship Montague mistook the rocks of Lundy Island. She was terribly damaged, but there was no loss of life on board. Efforts to get her off failed, though they were continued till the end of July, when they were last abandoned. She was a ship of about the same size and power as the Iena, the latest addition to this melancholy catalogue.

Little more than two years ago the French navy lost one of its best armored cruisers, the Sully, of 10,000 tons, flagship of the French Far Eastern squadron. The Sully was a new vessel, and had been sent out to the east on account of the war between Japan and Russia. In February, 1905, she struck an uncharted rock on the coast of Tonkin. The attempts to float her were unsuccessful, and she broke in two some weeks after striking. Fortunately, in her case, no lives were lost,

CLASSIFIED ADS.

ONE CENT PER WORD per issue is all it costs to insert advertisements like those appearing below in the lively columns of THE SUN or STAR. This ensures them being read in 6,500 St. John homes every evening, and by 7,000 people during the day. SUN and STAR Classified ads. are veritable little busybodies.

6 Insertions for the price of 4

TO LET.

TO LET—Very desirable flat to let in good locality. For particulars address Box 111, Star Office. 13-4-1

TO LET—Flat on 186 Rockland Road. Apply to MRS. W. BARKER, 129 Paradise Row. 13-4-1

TO LET—Two six roomed flats, 268 Duke street, west. Rent \$10.50 monthly. Apply B. P. Belyea, 208 Duke or J. W. Morrison. Tel. Main 1443. 13-4-1

FLATS TO RENT—House 177 Winslow street, Carlton, MRS. THOMPSON, 194 Guilford street. 12-4-1

BAKERY TO LET—55 Sydney St. Apply to C. J. WORDEN on premises. 12-4-1

TO LET—During the summer months, a six room flat completely furnished, in central location, suitable for young married couple or small family, Box 106, Star office. 9-4-1

TO LET—Upper flat off Douglas Avenue. Apply 461 Main street. 9-4-1

TO LET—Store and flats 38 Douglas Ave. Apply to Miss G. M. Robinson, 627 Main street. 8-4-1

TO LET—Self contained house, 23 Richmond. Thirteen rooms. Modern improvements. MRS. MAHER, 17 Golding street. 4-4-1

TO LET—For the summer months, cottage at Riverside, pleasantly situated, good barn and excellent water on the premises. Apply at 1 Elliot Row, COME, 18 and 119 City Road. 30-4-1

TO LET—Upper flat, 149 Winslow street, Carlton, containing 6 rooms and bathroom. Rent \$130. Can be seen Tuesdays from 2 to 4. Apply on premises. 29-4-1

TO LET—Three flats and shop on the corner of St. James and Charlotte streets. Flats can be seen on Tuesday and Wednesday afternoons. Apply to DANIEL MULLIN, Pugsley Buildings. 12-4-1

TO LET, at Crouchville, that pleasant and conveniently situated cottage (second house from Kane's) on the corner of Garden gate. New plumbing. For sale by the Rev. H. D. Marr. Nine rooms and clothes closet. Stable and barn private. Rent moderate. Apply to RICHARD G. MAGEE or F. W. Billard. 11-4-1

TO LET—May 1st, cottage, corner of Seelye and Spruce streets, near Howland. Seven rooms. New plumbing. Apply G. ERNEST FAIRWEATHER, 84 Germain street. 9-4-1

TO LET—Two small self-contained houses. 791 Haymarket Square. 9-10-1

TO RENT—Two lodging rooms, board if needed. Apply 49 Sewell street. 15-4-1

ROOMS AND BOARD, rates low, 40 Leinster street. 15-4-1

ROOMS AND BOARD.—Favor to let with board. 143 Union street. 11-4-1

TO LET—Furnished rooms at Tremont, suitable for light housekeeping, at very moderate prices. 22-4-1

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HOUSE FOR SALE—Mrs. W. Hawkesley Merritt offers for sale her large (3) three story house, situated at 35 Golding street, fitted for (2) two families, separate entrance. Also large barn in rear. House and barn in good condition. Phone 424 or inquire of Fuddington & Merritt, agents, 55 Charlotte street. If not sold at private sale will be offered at auction at Chubb's Corner (so called) on Saturday morning, April 20th inst., at 12 o'clock. 13-4-1

FOR SALE OR TO LET—Furnished five room cottage at Acacia Station. Apply C. F. FRANCIS & CO., 141 Charlotte street. 9-4-1

FOR SALE—Quantity of household furniture, 30 Wellington Row. 8-4-1

FOR SALE—A leasehold property No. 10 Adelaide street, containing two houses. For particulars apply on premises or to W. H. TURNER, 440 Main street. 25-4-1

FOR SALE—At Duva's Umbrella Shop, self-opening Umbrellas, 80c up; ordinary, 50c. up. L. S. Cane, We use no other in our chair-seating. Performance perfectly square, Light, Dark, Umbrella recovering and repairing, 17 Waterloo street. 6-12-1

FOR SALE—About twenty new and second-hand delivery Wagons. Coaches and 2 horses, carriages, different styles, ready for use, glass front coach, new trimmings, well painted; a fine motor car, also three other cars; also a number of carriages; best place in the city for painting and greatest facilities for carriages repairing. A. G. EDWARDS, 18 and 119 City Road. 12-4-1

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HOUSEHOLD HELP WANTED.

WANTED—Girl for general housework, without washing or ironing. Apply 174 Germain street. 17-4-1

WANTED—At PARK HOTEL, Dining Room Girl and Chamber Maid. 13-4-1

WANTED—Competent girl for general housework in family of two. MRS. R. MELROSE, 29 Seely Street. 15-4-1

GIRL WANTED.—For general housework. Apply 286 Germain street. 13-4-1

WANTED—Girl for general housework. References required. Apply MRS. R. W. TILTON, 256 Germain St. 13-4-1

WANTED.—A girl who has had 3 or 4 years experience in a book bindery. Good wages and permanent employment. Apply to E. J. Armstrong, Printer, Prince Wm. Street. 13-4-1

WANTED—Cook and chambermaid. Apply MRS. DOYLE, 42 Pond street. 13-4-1

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WANTED—Housekeeper. Good wages. OTTAWA HOTEL. 12-4-1

WANTED—Competent girl for general housework. Wages fifteen dollars. Apply with references at 123 King street. 11-4-1

WANTED.—Waitress and kitchen girl. Apply at once GRAND UNION HOTEL. 11-4-1

WANTED—Girl for general housework. Apply at J. J. FLOOD'S, 18 Brindley Street. 11-4-1

WANTED.—A pantry girl at the VICTORIA HOTEL. 9-4-1

WANTED.—At once, a capable girl for general housework in a small family. References required. MRS. W. TRIMMINE GARD, 148 Germain St. 13-4-1

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WANTED—At Clifton House, one chambermaid and one kitchen girl. 30-3-1

WANTED.—A cook. Apply MISS STONE, 171 Germain St. 13-4-1

WANTED.—Two or three unfurnished rooms, or small flat, in good locality. Box 112, Star Office. 13-4-1

WANTED—Man and wife to run boarding house. Man can have work around works or on farm. References. THOMPSON MFG. CO., LTD., Grand Bay, N. B. 13-4-1

WANTED—Old mahogany furniture. Will give highest cash prices. W. A. KAIN, 116 Germain street. 12-3-1

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