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Hotel Dennis
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With an established reputation for its exclusiveness and high-class patronage. Thoroughly modern and completely equipped. Courteous service. Bathrooms, with hot and cold, fresh and sea water attachment, etc. Magnificent sun parlors and porches overlooking the beach, walk and ocean. Orchestra of soloists. Always open. Golf privileges. Illustrated booklet.

FREE British Lion or Queen Mary Ring and Handsome Phonograph

Here is the chance of a lifetime for bright people. Every Canadian wants one of these handsome rings. The ring, a beautiful British Lion Ring with sparkling gem set eyes, month for month and year, and the Queen Mary Ring, a beautiful ring with sparkling gem set eyes, month for month and year. These rings are really gifts, and you can get them for nothing. Every person wanting one can also get a handsomely illustrated booklet.

ABSOLUTELY FREE THIS MAGNIFICENT PHONOGRAPH COMPLETE WITH 12 OF THE NEWEST RECORDS.

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THRILLING RESCUE OF CREW OF OILSHIP CHESTER AT SEA

Member of Advertiser Editorial Staff Witnessed Sailors' Bravery in Mid-Atlantic—Was Passenger Aboard Steamer Philadelphia.

As a passenger on the U. S. M. S. Philadelphia, Mr. Tom H. Smith, a member of the Advertiser editorial staff, who has been in London, England, some time on leave of absence, witnessed the rescue of the crew of the oilship Chester, a brief account of which appeared in the news dispatches. He has written a description of the rescue, observed from the deck of the Philadelphia, and from the stories of the survivors.

Passengers from Liverpool to New York by the American liner Philadelphia, which reached the latter port on Monday evening, were witnesses of a thrilling rescue of the crew of the oilship Chester, a brief account of which appeared in the news dispatches. He has written a description of the rescue, observed from the deck of the Philadelphia, and from the stories of the survivors.

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gun, the fire would insure that the wreck should not remain as a danger to shipping for more than a few hours. The sinking of the second boatload of survivors was attended by two rather pathetic incidents, and one which was really heart-breaking. A third officer, a Dutchman, was dragged into the boat he was asked by the officer in charge if he was all right.

"I'm all right," he said. "Then get one of those buckets there and do some bailing," he was told. At once he seized a bucket and, as he leaved the water overboard, he broke into the British soldiers' marching song, "It's a Long Way to Tipperary."

"That was a pretty pretty fellow," was the comment of the first officer in relating the story afterwards. Canaries and Dog Battle. The pathetic incidents were the death of two canaries and a dog. The birds were the property of the chief engineer, and had been his constant companions during eight years of sailing. He put them into his pocket before diving from the ship's side, but they were dead when he was drawn into the boat.

The chief officer, Mr. Caird, went in command of this boat, and with a crew of six chosen from among the volunteers, took his place and gave the signal for lowering away. Now commenced a struggle with death, which looked to the spectators—many of the passengers had been aroused by the stopping of the Philadelphia's engines and had come on deck to see what was happening—as though it must result in disaster and death.

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Captain Segebarth said he had proposed to his crew that the Philadelphia be asked for navigating instruments and a lifeboat, and that an attempt be made to reach land, but the crew refused to fall in with the proposal. They did not believe the ship could last many hours, they had had neither food nor sleep for nearly two whole days, and were almost worn out with work.

"But still," the skipper said, "it was very hard to leave my ship, however small the chance of saving her. Personally I would have run any risk at all rather than desert her, so long as she remained afloat, but, of course, I could hardly expect my men to face practically certain death for such a hazard."

Sailor All His Life. Captain Segebarth has been a sailor practically all his life, and has twice previously been shipwrecked, once while he was an A. B. aboard a sailing vessel, and once as chief officer of another ship of the same line as that of which he was the captain on this occasion.

He also has acted the part of rescuer, as is testified by an inscription on the back of a gold watch, which he prizes as one of his most valuable possessions. The inscription reads:

"From the President of the United States to H. Segebarth, first officer of the Dutch steamer Bremerhaven, in recognition of his heroic services in the rescue of the captain and crew of the American schooner George Bailey, February 25, 1907."

The rescue was sent by the President to Antwerp, where it was publicly presented to the captain by the mayor of the city.

Rescued Members. The rescued members of the Chester's crew, in addition to Captain Segebarth, are: Phillip A. Vulliam, first officer; Robert Jacobs, M. A. second officer; G. A. Alcock, carpenter; Antwerp; D. Alcock, A. B. Holland; Carl Steen, A. B. Norway; G. Jensen, A. B. Norway; Arvid L. Kariestad, A. B. Norway; Jan van der Hulst, A. B. Amsterdam; Ludvig Larsen, A. B. Norway; Morris Johansson, A. B. Switzerland; Isidor A. Hintjens, lampman; Antwerp; Wilhelm H. Oorschot, chief engineer; Antwerp; Frans Meenhout, second engineer; Rotterdam; Stephanus V. Rierbergen, third engineer; Rotterdam; Clement A. M. Mampay, fourth engineer; Antwerp; Gustav Heyman, donkeyman; Antwerp; Constant Morris, first greaser; Antwerp; Francois Embrecht, second greaser; Holland; Chas. L. Bal, stoker; Holland; August Melin, stoker; Holland; Francois D. Honit, stoker; Holland; Alphonse Verbroeken, stoker; Holland; A. Hahne, stoker; Holland; J. Lindstrom, stoker; Holland; J. J. Martinez, trimmer; Spain; V. Radtchen, second cook; Holland; Louis W. Kappers, Holland; Johannes F. Gosselin, Sweden; Theodor Hendrickx, cook; Holland; Franciscus J. van Hoop, cook's mate; Antwerp.

The Boat Crew. The crews of the lifeboat which brought the survivors from the Chester to the Philadelphia were: No. 1 boat: Charles Crozier, boatswain's mate; George Martin, master-at-arms; George Johnston, quartermaster; Alex. Templeton, lookout; quartermaster; Alex. Templeton, A. B. Jack Wilson, A. B. No. 2 boat: Charles Crozier (twice), two times; Henry Quikley, master-at-arms; Pers. Long, master-at-arms; E. Chisholme, quartermaster; A. Peterson, A. B.; Albert Persson, A. B.; Charles van Gouda, A. B.

By a coincidence, there was travelling on the Philadelphia as a passenger at the time of the rescue, Herschfeld, an officer of the Red Star Line, who was returning from England as a German naval reservist some time ago, and who, having established the fact that he is a qualified citizen of America, has now been allowed to return to America to take up his duties again. Mr. Herschfeld, take up his duties again. Mr. Herschfeld, take up his duties again.

The story of the actual disaster to the Chester was told by her skipper, Herman C. Segebarth, of Antwerp, to a member of the Advertiser's staff, who was returning from the Philadelphia, England on board the Philadelphia, and who witnessed the rescue of the oiler and the fate of the crew. The narrative was told quite simply and entirely without dramatics.

Bound for Rotterdam. "We were bound for Rotterdam," he said, "on January 22, and were bound for Rotterdam. We had bad weather almost from the first, and on February 2 ran into a storm. The wind was from the north, and was blowing a gale from the northwest, and it shifted to south, increasing to a hurricane."

"At 1:30 on the afternoon of the 2nd, a huge sea struck us, carrying away the bridge, chertouse and all our deck works. I was in the chertouse at the time, and was carried by the water onto the after-deck with part of the bridge on top of me."

"When extricated myself I found that the hatch-boards had been smashed, every one of the boats had been broken into kindlingwood, and the water was pouring in. The hull was also leaking."

"I gave orders to stop the engines and we set to work to pump out the oil we were carrying, in order to overcome the influx of water."

"All instruments gone. The steering engine had been driven through the upper deck to the deck below. We were helpless. We could not steer, for although we had a stern-end steering gear, it was jammed, and besides, without compass, sextant, chronometer, or measuring books, we would not have known where to steer in any case."

"We had been 34 hours in this condition when we sighted the masthead-light of the Philadelphia. Although, of course, we did not know what ship she was. She could not have been seen as we saw her, because our masthead-light