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### GEORGE KNOWLING.

m18,5eod

## Evening Telegram

W. J. HERDER, - - - Proprietor  
W. F. LLOYD, - - - Editor.

Wednesday, May 18, 1910.

### Comet Night.

To-night has been called "Comet Night," because the head of Halley's Comet will approach nearest to the earth in the course of 75 years which the comet takes to complete its elliptical orbit round the sun. Astronomers calculate that the head will then be fifteen million miles from the earth. Comets as a rule have tails. Sometimes they have none, and sometimes the tail is longer than at other times. In the majority of cases comets increase in brilliancy and the tail lengthens as it approaches the sun. Halley's Comet appears to be an exception to the rule. On its visit in 1835 its tail and head decreased as it approached the sun and the whole comet appeared somewhat like a star. About a month ago the comet reached its nearest point to the sun. To-night the head is at its nearest point to the earth; and the most interesting point about to-night is whether the tail will be long enough for the earth to pass through it.

Mr. Crommelin, of the Greenwich Observatory states the chance is an even one, and he is the one recently awarded the Astronomischen Gesellschaft prize for his calculation of the comet.

"What baffles us is the impossibility of determining the length of the tail until after the event," Mr. Crommelin explained to a representative of the Daily Mail. "There is nothing more treacherous than a comet's tail; nothing which is more uncertain in its behavior. Dr. Holtschek, the eminent astronomer of Vienna, who for years has specialised in the study of comets, has prepared a table which shows the varying lengths of the tail of Halley's comet since 1456. No man was more fitted to make the calculations than he, and accordingly they must be regarded as authoritative. Dr. Holtschek's figures, giving the length in miles, are as follows:

Year	Brilliant Tail.	Tail complete
1456	18,000,000	36,000,000
1531	13,000,000	16,000,000
1601	6,000,000	11,000,000
1682	10,000,000	21,000,000
1759	8,000,000	Not calculated
1835	8,000,000	16,000,000

"From these figures it can be seen that the length is certainly diminishing—if the earlier observations on which the calculations are based can be relied upon," continued Mr. Crommelin. "Certainly the 1682 figures show a great increase; but that year was exceptional."

Now, as to the effect of a comet's tail striking the earth. Though extraordinarily large, the tail is infinite in tenuity. Norman Lockyer calculates that the tails of the largest comets do not weigh more than a few ounces or pounds. Modern science teaches us not to be alarmed at such a phenomenon. It is believed that on June 30th, 1861, the earth passed through the tail of a comet.

In 1776 a comet passed through the moons of Jupiter. The satellites pursued their course as if the comet had no existence.

So light in mass is a comet's tail that it would be as easy for it to make a draft of wind in the atmosphere as for a soap bubble to move signal Hill from its base.

The local train arrived here at 10.10 last night bringing H. F. Watts, Mr. Lake, Mr. Lefevre, Mr. Cheeseman, J. O'Reilly, R. White, E. Hopkins and 29 others.

### Louise Crew Arrive.

Capt. Baxter Barbour and the crew of the wrecked S. S. Louise—except two who remained at Wesleyville—arrived here by the Ingham at noon to-day. Capt. Barbour said to a Telegram reporter that the Louise when the accident occurred had a fine run North. She left Dog Bay on Friday last at 9.30 a.m. for Indian Islands and had fine clear weather when she struck. Usually the ship went through Indian Island Tickle instead of Stag Harbor Run on this route, but the waters of the Tickle are shallow and the captain preferred the Run, considering it the safest course to follow. The ship, however, made too bold and was running at 8 knots an hour when she struck a submerged reef on Shoal Point, Indian Islands, going in bow on and running over the reef to the midship section. There were no passengers on board, the water was perfectly smooth, and from the start the captain and crew saw that she was doomed. Had a sea been running the danger of striking would have been apparent and could have been avoided. The bottom was practically torn out of the ship and she filled with water immediately. Skiffs from the islands were quickly alongside and all the freight was quickly taken out of her and returned to the owners at Tilton Harbor, Joe Batt's Arm, Foggo and Change Islands. Capt. Barbour and the crew remained by the ship from Friday evening until 7 p.m. Saturday. All the crew were sent ashore Saturday morning, but the captain, mate, chief engineer, steward and Mr. Stone, the Wreck Commissioner, remained on board until night-fall. A N. E. gale and heavy sea swept in Sunday and Monday and the vessel is now in two pieces, having broken amidships. Capt. Barbour and his crew saved all their clothing and effects.

### Invermore in Collision

Mr. H. D. Reid kindly gave us a copy of messages received this morning in reference to the collision of the s.s. Invermore with another steamer when coming out of North Sydney last night on the way to Port aux Basques. A message from Capt. Parsons said:

"Collided with a steamer going out of Sydney; broke stem, bent in plate, above the water line; not making any water. Will have to repair before leaving."

Another message in reference to the mishap was received from Capt. P. Delaney, whom Mr. H. D. Reid sent over to make a trip or two with Capt. Parsons:

"Have examined the damage caused by the collision. Bulkheads forward intact; stem broken in two places, plates bent back three feet; think ship is safe to proceed to Port aux Basques."

Mr. Reid on receipt of this message wired Capt. Delaney not to take any risks, but if he thought that temporary repairs there would make the steamer safe for the trip across to have them effected as soon as possible.

At 12.30 p.m. to-day Capt. Delaney wired back:

"Invermore not damaged as much as expected. Left for Port aux Basques at 11.30 a.m."

If the ship had not been in fit condition to cross the Gulf to-day Mr. H. D. Reid intended to make arrangements to despatch the Glencoe there to take her place. Another message from Capt. Delaney intimated that the other steamer in the collision was at fault and that each side had concurred in this opinion. In that case the owners of the other steamer will have to pay the cost of damages.

### Sailors See Comet.

The barg. Dunure, Capt. Hartley, arrived in port at 2 o'clock this morning from Cadiz with a cargo of salt for Bowring Bros. The ship made the run out in 17 days and had fine weather until she made this coast when she had fog and head winds. She was off this port Sunday last, but the fog settling down she has been knocking about in the offing ever since. She sailed into port under square yards at the hour named this morning. Each morning as the ship came along when the weather was clear Halley's comet was visible shining at about 1 degree N. E. of the morning star. The captain and crew report that there is some uneasiness in Spain and other countries in Europe amongst some of the sailors and illiterates who fear that the comet will collide with the earth.

### Coastal Boats.

**REID Nfld. Co.**  
The Argyle left Lamaline at 7.30 p.m. yesterday going east.  
The Bruce is at St. John's.  
The Home left Boone Bay this afternoon for the North.  
The Clyde left Herring Neck at 7.10 p.m. yesterday, going south.  
The Dundee left King's Cove at 8.30 a.m. to-day.  
The Ethie left Catalina at 4 a.m. to-day.

The Glencoe left Placentia this afternoon for the West.

The Invermore left Sydney at 11.30 a.m. to-day for Port aux-Basques.

### BOWRING SHIPS.

The Portia left Birch Cove at 11 a.m. to-day.  
The Prospero sailed north at 10 a.m. to-day with a full cargo and the following passengers. Messrs. L. Winsor, A. Winsor, Const. Gardner, Hodder, Rowe, G. Fureaux, J. W. Hodges, Dr. Smith, B. Richardson, Davies, G. H. Pearce, J. Rice, Symons, Roberts, A. White, J. LeMessurier, S. H. Martin, J. Adams, F. G. House, H. Hall; Mesdames Pernel, Hodder, Rowe, Aerstadt, Jackman, Oke, Powlow, Bursey, Brett; Misses Hodder (2), Perry, Jackman, Peckford; Masters Jackman, H. Hodder, J. Hodder and St. Steerage.

### Carnations and Roses

TO ARRIVE WEEKLY.

Orders for Wedding Bouquets of Carnations or Roses taken if due notice be given two weeks before. Satisfaction guaranteed.

Annals ready for 1st June.

STOCKS, ASTERS, PHLOX, &c.

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Rawlin's Cross.  
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NEW YORK CHICKEN.  
Per S.S. Bornu.

**JAMES STOTT.**

### Supreme Court.

(In Chambers.)

Before Judge Johnson.

In the matter of the petition of Alex. King, St. John's cooper, setting forth that Edward Redman, heretofore carrying on a herring packing business at Harry's Brook, N. D. Bay, declared insolvent. Mr. McNelly, K.C., for petitioner, Mr. Furlong, K.C., for insolvent, W. R. Howley for M. Bano, Furlong, K.C., states that the insolvent some time ago assigned for the benefit of his creditors. Alex. King is sworn, examined by McNelly, K.C. and cross-examined by Furlong, K.C. E. Redman is also called, sworn and examined by counsel on both sides. Mr. McNelly, K.C., moves that he be declared insolvent and that Mr. Browning be continued as trustee. It is ordered accordingly.

Before Chief Justice.

William Cook vs. J. J. Murphy.—An application by defendant for order to dismiss the action herein on the grounds that the statement of claim failed to disclose any cause of action against the defendant. A. J. McNelly is heard in support of the application. J. Fenelon for plaintiff moves that the summons be dismissed. By consent of counsel the summons was withdrawn without costs.

### Scarcity of Salt.

Though several large cargoes of salt have arrived in steamers within the past few weeks from Cadiz, there is still not near enough here to supply all the fishermen who require it. The Dunure arrived here this morning with 1,100 hhds. of the article on board but this will not supply half the schooners waiting for it at Bowring Bros. The arrival of a couple of steamers soon expected will relieve this congestion.

### Marine Notes.

The s.s. Spiral after discharging will go to Sherbrooke, N.S., to load deals for England.

The brig. Aureola cleared to-day for Glasgow with 266 tons seal oil, shipped by Bowring's and Job's.

The brig. Ocean Ranger is being loaded at Bowring's South Side premises with seal oil for England.

The schr. Evelyn, Capt. Moore, arrived at Barbadoes from Oporto to-day after a run of 18 days. She will load molasses for Belleoram.

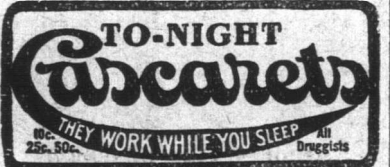
The Danish schr. Lief cleared to-day for Hamburg with 156 tons seal oil, shipped by Job Bros.

The schr. Lotz is loading seal oil and skins at Job's for Europe.

The s.s. Bonavista left here at noon to-day for Sydney and Montreal.

The s.s. Bonaventure, Capt. Cross, leaves here to-morrow for Louisbourg, thence to Port Antonio to engage in the fruit trade.

The s.s. Bornu sails for Halifax and New York to-morrow afternoon. The passengers booked to date are: For Halifax—Mrs. Cox, W. W. Lowe, Mr. and Mrs. Hood. For New York—M. A. Duffy, Miss Fogwill, Mrs. P. Kennedy, Mr. Corner and 25 steerage.



### Train Notes.

By the Bruce express at 6 p.m. yesterday there went W. H. Whitley, Miss Startlie, Mr. Howley, Capt. Noble, J. M. and Mrs. Kent, Mrs. Seymour, Mr. Tremain, Miss Tremain, Dr. Paterson, J. P. Powell, Magistrate Fitzgerald, Rev. Mr. Strathie and about 50 second class.

The west bound express left Glenwood at 8.55 a.m.

The express which was due to leave Port aux Basques at 8 a.m. to-day is there still waiting for the S. S. Invermore.

The local arrived at noon from Carbonear with a dozen passengers.

### BICYCLES

BICYCLE SUNDRIES  
DISC Records BICYCLE MUNSON  
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Send for Cut Price Catalogue. TORONTO  
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### IN MEMORIAM.

In sad and loving memory of Patrick W. Jordan, who died May 18th, 1909.—R.I.P.

### DIED.

Tuesday morning, Charles Nurse, beloved son of the late Thomas Nurse, pilot. Funeral to-morrow, Thursday, at 2.30 p.m., from 12 Belvidere St. Friends will please accept this, the only intimation.

**WANTED—A Cook; also, a Nursemaid;** apply at this office. m18,tf

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LIMITED  
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For Single Rooms on Route of King's Funeral Procession.

### TUESDAY'S PROCESSION.

London, May 12.—The procession to Westminster Hall on Tuesday for the lying in state will be almost as great as the funeral procession. The cortege will include King George and all the foreign sovereigns on horse back and the Queen Mother and the royal ladies in carriages. The body will be received by the members of the House of Lords and the House of Commons, while the choirs of Westminster Abbey and the Chapel Royal, and the band of Coldstream Guards will take part in the musical services. When the funeral procession starts on Friday every tram car in London will come to a standstill for a quarter of an hour. It is also proposed that all the public houses in London should be closed while the procession is passing.

### ASKING BIG PRICES.

Hundreds of carpenters are at work erecting stands along the route that will be followed by the funeral procession, and owners of frontages are preparing to make the most of their fortune. Twenty-five to fifty dollars is obtainable easily for a single seat at points of vantage, while a small upper room with a couple of tiny windows overlooking the street is considered a bargain at \$500. On the more fashionable thoroughfares, like Piccadilly, from \$2,000 to \$3,000 is asked for the use of the single rooms.

### POLICE COURT NEWS.

To-day three drunks were discharged.

A woman who had summoned her husband for desertion did not appear in court to-day and the case was not proceeded with.

**BUSINESS MEN GRAPPLE.**—At a sale of goods in a city store yesterday forenoon two business men had some words, and after a short while came to blows.

**GOOD SIGN OF CODFISH.**—One fisherman caught a hundredweight of fish with the jigger just below the North Head at the Narrows this morning. They were small.

### New Dress Materials, etc., etc.

White Cords and Piques, from 10c. a yard.

White, Fancy Stripes and Lappet Muslins, from 8c. a yard.

New Black and White Ginghams, from 9c. a yard.

New Hats, Flowers, Ribbons, etc.

### LARACY'S

345 & 347 Water Street,  
m14,tf Opp. Post Office.

### CHEAP SALT.

In Store and to Arrive, two Steamer Loads

35,000 Hhds.

### Cadiz Salt.

Will be sold at bottom prices. Enquire from us before buying.

**M. MOREY & Co.**

Office—Queen Street.  
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N.B.—Be sure to cut out the illustration and send with the coupon, carefully filled out. The pattern cannot reach you in less than 15 days. Price 10 cents each, in cash, postal note, or stamps. Address: Telegram Pattern Department.