

Disabled Ships Arrive in Port

Clara Camus has Bow Stove in, Metagama Rammed Amidships.

With her starboard bow crumpled up and her forepeak flooded with water, the Italian freighter Clara Camus, which had been in collision with the liner Metagama off Cape Race arrived in port shortly after six o'clock last evening. One hour later the Metagama with a heavy list and a gaping hole amidships on the starboard side steamed slowly to port. The Clara Camus berthed at A. Harvey & Co's pier and the Metagama was taken to the dock pier by pilot Ed Malone. The Metagama is a ship of 12,420 tons and the task of moving her up the harbor through a network of small schooners was a difficult one but the feat was accomplished without accident.

COLLISION IN FOG.

According to some of the crew of the Clara Camus, the weather on Wednesday night was very thick but towards morning the fog cleared away. The ship was going at full speed but about 8.30 fog again set in and the ships speed was reduced. A few minutes before nine o'clock the blast of a steamer's whistle was heard and immediately afterwards a large liner loomed right ahead. Before the captain's orders of hard starboard could be obeyed the Clara Camus crashed into the other striking her amidships opposite No. 1 stokehold.

THOUGHT SHIP WOULD FOUNDER.

Those on board the Clara Camus thought at first that she would founder and S.O.S. calls were sent out. It was quickly realized, however, that there was no immediate danger and the ships course was then set for this port. At 9.15 the captain cleared from the scene of the accident, delaying a short while to try and locate three of the crew of the Metagama which he had learned were aboard in a small boat. One engine room hand on the Clara Camus had his shoulder injured as a result of the collision.

DAMAGE TO STARBOARD BOW.

The ships forepeak is flooded with water and two pumps have to be kept continually going. All the damage is on the starboard side. The plates from the deck to the keel are crumpled in and dented as if they were made of paper. There are several holes in the plates below the water line and hundreds of rivets are gone. Only a short piece of the heavy anchor remains in the hawse pipe.

THE METAGAMA'S EXPERIENCES.

According to the story told by some of the passengers of the Metagama, the weather prevailed from the time the ship left Glasgow until Wednesday night, when fog was met off this coast. The ship was then compelled to reduce to half speed, and everything went well until yesterday morning, about breakfast hour, when a sudden crash on the starboard side shook the ship from stem to stern. Many of the passengers immediately rushed on the deck, badly frightened, and when they were told that a collision had occurred, but that there was no imminent danger, confidence was quickly restored. The ship which

had struck the Metagama a few minutes previously could be seen backing off in the fog and was soon lost from view. Meanwhile the passengers assembled on the upper decks, many having been provided with lifebelts, awaiting orders from the Captain. The crew had the lifeboats already swung out from the davits and all other arrangements made in case it should be found necessary to leave the ship. As far as can be gleaned the ship listed quickly to starboard following the collision, upright again, only to fall over to port. The list increased gradually and made it rather trying for those on board to walk about.

With a gaping hole about fifteen feet long, by five feet wide, in her side, and her stokehold filled with water, the Metagama was headed for St. John's. Luckily the fog lifted, and as there was no sea and an off-shore wind, the captain and officers successfully brought the disabled ship to port. The S.S. Kenbane Head, which picked up the SOS signals, about twenty miles from the scene of the accident, reached the Metagama's side a few hours later, and accompanied her to within a few miles of the Narrows. When it was seen that the Metagama could arrive safely, the Kenbane Head continued her voyage. The steamers Senef and Ceuta, which left port yesterday to proceed to the ships, steamed alongside until port was reached.

A vast crowd of spectators lined the waterfront to witness the arrival of the lame liner, and as she slowly proceeded up the harbour heavily listed to port, surprise was expressed on all sides that she had succeeded in making port safely and admiration at the skillful manner in which she was handled. It is learned that a search is being made by the Tampa for the missing boat containing three of the crew but so far no word has been received of their having been picked up.

The Metagama, a steel screw ship of 12,420 tons gross, left Glasgow on Friday, the 13th inst., bound to Montreal. She is owned by the Canadian Pacific Ocean Services, and has on board 186 cabin and 569 third class passengers. Capt. W. Henderson is in command, with the following officers:

Chief Officer—D. McCallum.
Chief Engineer—J. R. Neilson.
Purser—T. Taylor.
Surgeon—A. J. Smith.
Chief Steward—D. McIntosh.
Conductress—Miss M. Stericker.

OFFICERS WELL KNOWN HERE.

Purser Taylor was on the Grampian when she entered port about five years ago, with her bows stove in by collision with an iceberg. Assistant Purser Mitchell was in the same capacity on the Marvale, which ship was wrecked near Cape Race last year, while Writer Sutton of the ship visited here several years ago on H. M. S. Columbia. The passengers feel thankful that the accident passed off as well as it did, and one and all were quite jubilant when port was reached in safety.

Progress at the Humber

MILLS WILL BE IN OPERATION NEXT SPRING.

Hon. M. S. Sullivan, who returned to the city by last evening's express from a visit to Corner Brook and Grand Falls, speaks in glowing terms of the progress being made with the Humber development. The construction work, he states, is well up to date and no doubt will be completed in time. So that the mills will be in operation by May of next year. When the project was started, people in Canada, the States and here never expected that such a huge undertaking could be completed in the short period of two years. It is a great thing for Newfoundland that capitalists like the Armstrongs had faith enough to invest 2 million pounds of their own in the industry. Eight hundred thousand pounds of this amount is being spent on the transmission lines and town. The balance has been invested as working capital and should more capital be required when manufacturing starts they will be prepared to provide it. Mr. Sullivan speaking on labor conditions, states that 6,771 men are employed on the job. It is not probable that many more can be employed at construction work, but the company prepared to take about 300 men for the lumberwoods. From August until the end of the year probably 2,500 men can find employment at log cutting. This work will last until spring. The Glyn Mill Inn, recently completed is a splendid building commanding a beautiful view. Mr. Sul-

livan says it is equipped with good substantial furniture suitable for hotel of this kind. It is understood that the cost including furniture is \$150,000. Many criticisms of the costliness of this hotel had been made and it was charged that the funds guaranteed by the British and Newfoundland Government had been used to construct it. According to Mr. Sullivan not a cent of this money was thus used. The Armstrong-Withworth Co. had to provide accommodation for some 40 or more permanent officials and if houses had to be built the cost would be about \$200,000. As a hotel had to be provided for tourists it was decided to erect one that would serve the double purpose and the Glyn Mill Inn was the result. Referring to Grand Falls, Mr. Sullivan says rapid progress is being made on the new paper mills. The pipe line which will take the G. W. pulp from Bishop Falls to the mills at Grand Falls will probably be completed early this fall. About 500 men are engaged working on this line.

Engineer Injured

One of the engineers on board the Metagama received a nasty fall in the engine room this morning and received such injuries that the ship's surgeon ordered his removal to Hospital for treatment. He was conveyed there in the ambulance. An examination of the man's injuries were made at the Hospital, but the doctors had made no report up to press hour.

MINARD'S LINIMENT FOR RHEUMATISM.

Stock Market News

NEW YORK, June 20.

(Furnished by Johnston and Ward, Board of Trade Bldg., Water St.)

TO-DAY'S NEW YORK OPENING.

American Smelters	65
Baldwin	113
Anacosta	29 1/2
American	108 3/4
Kennecott	39
Marine Pfd.	34 1/2
Mack Truck	85 1/2
Punta Sugar	60 3/4
Sinclair	13 3/4
Southern Pacific	93 1/2
Studebaker	33 1/2
Tobacco Products	62 1/2
U. S. Steel	96 1/2
Kelly Springfield	9 1/2
Stewart Warner	65 1/2

Montreal Opening.

Abitibi	58 1/2
Brazilian	50 1/2
Can. Steamship Pfd.	49
B.E.S. 2nd Pfd.	9
Montreal Power	172
National Breweries	49 1/2
Shawinigan	133
Spanish River Com.	104 1/2

MARKET LETTER FOR WEEK ENDED, JUNE 19th, 1924.

The week has witnessed a marked change in speculative sentiment. For weeks, business leaders whose opinions deserve attention have been saying that conditions did not warrant pessimism and that in all probability there would be a revival of manufacturing operations in the not distant future to take care of consumptive requirements which have not shown an important decline. These optimistic statements failed to impress professional speculators who continued bearish. The market, however, has paid no attention to unsettling news since the middle of May. It demonstrated more than once that liquidation had been completed and that the present condition of business, which is in many aspects discourag-

ing, had been fully discounted. After a long period of dullness, activity broke out on Wednesday and it did so with rising quotations. This furnished an important technical indication that the trend of the market has changed. It may be early to say that we are witnessing the inception of a broad bull movement. No real upward trend has been established as yet. But the character of the market has changed. It has changed after fifteen months of trading during which the major trend has been downward—a very respectable length of time for a bear market. It has changed while the business outlook is uncertain and many people are fearful of what the future may hold for business, exactly as they have been at the bottom of every bear market since trading in stocks and bonds had its beginning. It should be expected that the market will have its sinking spells and days of weakness. But there is, to-day, more basis for confidence as to its future course than there has been for a long while.

The feature of the market has been the steady demand for railroad stocks and the establishing of a new high average price for those issues. It has been the fear of adverse legislation which has kept these stocks from reflecting the great progress which has been made in the rehabilitation of the country's transportation system since the period of operation by the Government. If so such legislation could be passed at the recent session of Congress, which was the worst and most radical that this generation can remember, is it likely that it will be passed in the future? It would seem logical to believe that future railroad legislation will recognize the necessity of treating the railroads fairly for the economic good of the whole country. We believe that railroad stocks have a long period of rising prices before them.

Metagama Runs Foul of Two Schooners

Whilst the "Metagama" was proceeding up stream last evening she ran foul of two schooners which were anchored just outside of the Dock Basin. The bows of the schooner Bull-bird became jammed under the ship's davits, and the vessel lying close to the steam; when she was about to be moored it was feared for a time that she would be crushed between the ship and the pier. The tug John Green towed the vessel clear, but not before both anchors snapped and much damage was done to the spars. The other vessel was moved off without any difficulty.

10,000 attendance anticipated at the Haig Sports, July 1st. June 20, 11

TO-NIGHT'S GAME—The Star and C.L.B. football teams will try conclusions at St. George's Field this evening. Both teams are said to be very evenly matched and an exciting battle for the points is the prediction.

Magistrates Court

A domestic belonging to Lance Cove, T.B., taken in for safe-keeping, was discharged.

A resident of Torbay had a man and his wife of Quidi Vidi Road summoned before court this morning for assault. The case against the man was proven when he was compelled to pay a fine of \$2.00, while the charge laid against the woman was dismissed.

Shipping

Schooner Myrtle Piercy has cleared from Grand Bank for Oporto with 2,935 qts. codfish.

S.S. Rosalind sails for Halifax tomorrow afternoon.

S.S. Winona leaves Montreal tomorrow for this port.

S.S. Sachem will probably leave Liverpool for here on Saturday.

S.S. Digby is due to arrive to-day.

S.S. Silvia leaves New York tomorrow for this port.

The steamer Watuka is now discharging coal at A. Morey & Co's premises, Southside.

LADIES!

Give Heed to These WONDERFUL SAVINGS!

Again we step to the front with more Great Values. We have actually outdone ourselves to make this an occasion that will be indelibly impressed upon the memory of the Shopping Public. A careful perusal of the below-mentioned Values will tell you that you can not afford to stay away from such amazing Money Savings.

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A final Clean Up of Odds and Ends in

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at
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OUR
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Hats

represent great savings.

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formerly selling from
\$4.50 to \$5.50
NOW
3.98

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1.50
Hats

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FOR
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formerly \$15.00.

NOW
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8 Inch Gold Vein

DISCOVERY SAID TO BE YIELDING 5000 TO TON FOUND IN WELSH MINE.

Eight to nine inches deep, a new rich vein of gold, averaging forty to fifty ounces to the ton, has, it is reported, been discovered at the Clogau gold mines, Bonildu, near Barmouth. For some weeks operations have been carried out by Colonel Mett, an Australian expert, and Owen Humphreys, a local gold-mining rockman. The new vein is an entirely new discovery, which has been investigated

by Government officials and engineers.

In 1899 2 60,000 worth of pure gold was extracted in twelve months from the Clogau mine, which was then managed by Mr. Godfrey C. Isaacs.

Two Many Suicides, so Towers are Closed

Munich, May 31.—The towers of St. Mary's Church, which rise to a height of 327 feet, are to be closed to the public because of their continued popularity with persons determined upon suicide. Six persons have used them with

suicidal intent and all of them have been unhappy in love.

Many Owners for \$7,000 Bonds Found in Prison

Santa Ana, California, May 31.—The county sheriff here holds 17,000 in Liberty bonds, while several persons claim ownership. The bonds dropped from the pocket, so the authorities say, of Dr. Rex H. W. Abbrastoner as he was about to take a bath in the county jail, following his arrest on a charge of practicing medicine without a li-

cence. Abbrastoner said he never saw the bonds before and denied he owned them.

West End Taxi—Office Morris Building—Phone 2016.—June 17, 21

LEAGUE FOOTBALL — St. George's Field, this evening, at 7.30. Star vs. C.L.B. Admission 10c. Ladies free. Grandstand 10c. extra. Boys free.—June 20, 11

Garnish asparagus with toast points and serve with mock Hollandaise sauce.

West End Taxi Service, Queen Street, Phone 2016.—June 17, 21

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