

ACTED?



—Toronto News

REFUSED TO SAIL
ON THE OLYMPICThree Hundred Stokers and
Oilers Demand Better
Lifeboats

DELAYS DEPARTURE.

Men Ask That Collapsible Boats Be
Replaced by Wooden Ones—White
Star Liner is Equipped With Craft
to Carry 2500 in Case of Accident.

Southampton, April 24.—When the White Star liner Olympic, sister ship of the Titanic, was ready to sail from her yesterday for New York, 300 firemen and engine room workers quit the vessel, declaring that the collapsible boats on the Olympic were unsatisfactory. The Olympic is lying off Ryde, Isle of Wight, with 1,400 passengers and crew. The Olympic is expected to sail before noon today, even if the passengers had refused to sail, but the men present they all remain aboard the steamer. It was also reported soon after the strike was inaugurated that the company had succeeded in getting men to take the strikers' places. But this proved to be incorrect.

As a matter of fact the difficulty has extended to the crew, which now declines to sail with the "Black Leg" firemen which were brought aboard yesterday and the British Seafarers' Union is supporting the men in this decision. Pickers are patrolling the docks to prevent the recruiting of "Black Legs."

In an endeavor to have the strikers return to work, Commander Clarke, chief of the emigration office in Southampton, offered to demonstrate in the Cowes Roads the boats on the Olympic were absolutely safe.

The men refused to listen to this proposal, but later, it is learned they have declared that they would have been ready to sail if the company had agreed to demonstrate the seaworthiness of the boats at this port. This, in turn, the company declined to do.

The officials of the White Star line, called for volunteers for the stake hole of the Olympic from the crowds of men gathered on the quay. About a score responded and went on board the Olympic, which soon afterwards cast off her moorings and proceeded to midstream. The strikers then formed up and left the dock in procession.

Commander Clarke says that there are forty-four life boats on board the Olympic, including the collapsible boats, and that their total seating capacity is 2,500, which is largely in excess of the total of the passengers and crew. While he considered with all the boats on board.

One of the leading stokers of the Olympic said: "What we demand is that every one of the life boats shall be a wooden one. Personally, I do not care, as I am unmarried, but many of the men have wives and families and their lives are as valuable as those of the first class passengers."

Our winter students are now leaving us. Others are taking their places. We are ever changing; new faces, new features in work, new conditions to provide for in the business world. Thus our work goes on in increasing volume, the increase for the last two years being much greater than ever before.

No better time for entering than just now. Our Catalogue for the asking.

To wash chemise leather, make a weak solution of soda and warm water, put in the leather and let it soak for two hours. Rub well with soap and rinse thoroughly in warm, soapy water. Wring in a rough towel and dry quickly in the open air. Pull until soft.

in New York

The manufacturers of Amate ask us why that they are ready to distribute samples of their roofing to any one who is interested in the new type of roofing. Anybody can obtain one of these samples by simply addressing a request for it to the nearest office of The Carter-Patterson Mfg. Co., Limited, St. John, N. B., Halifax, N. S.

This sample serves to show the mineral nature of Amate, which is the great feature. By this mineral surface, Amate eliminates the painting nuisance. You lay Amate on the roof, leave it alone and it will take care of itself year after year. It needs no painting or attention. Of course this reduces the total roofing expense considerably, for nobody who has had experience with the ordinary smooth-surfaced roofing is willing to expect that paint is cheap. It might be that in fact, is somewhat lower than that of the old type.

If you are interested in ready roofing Amate is worth remembering.

As a compromise between ironing sheets all over and not ironing them at all, fold them lengthwise and twice from the ends, then iron on selvedge edges and the inside of the outside as you fold them to lay away.

WANTED

WANTED—A cook by April 1. Apply with references to Mrs. David Robertson, 400 St. John's.

WANTED—A competent maid to act as nurse and assist with light house work. Apply to Mrs. Manning Doherty, 18 Coburg street.

WANTED BY MAY 1ST—A girl for general house work, must be a family. Apply to Mrs. P. H. L. Fairweather, 1234 St. John's.

WANTED—A competent maid to act as nurse and assist with light house work. Apply to Mrs. Manning Doherty, 18 Coburg street.

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MARINE JOURNAL

PORT OF ST. JOHN.

Arrived.

Monday, April 22.

Schr J Arthur Lord, 189, Smith, New York, A W Adams.

Schr Union, 97, McLeod, Boston (in for harbor).

Coastwise—Stmr Grand Manan, 180, Ingersoll, Wilsons Beach; Granville, 48, Collier, Annapolis, and dtd; Margaretville, 34, Baker, Margaretville; schrs L M Ellis, 34, Leat, St. Martins; Yarmouth Packet, 74, Thurber, Yarmouth; Emily R, 39, Sullivan, Meteghan; Ariadne, 48, Clifford, Tiverton.

Stmr Victorian, 6,744, Outram, Liverpool via Halifax, Wm Thomson & Co.

Stmr Lake Erie, 4,646, Carey, Liverpool direct, Wm Thomson & Co.

Schr W H Waters, 130, Gale, Boston, C M Kerrison.

Schr Ella M Storer, 426, Leant, Rockland, C M Kerrison.

Schr Sarah & Lucy, 182, Norton, Jonesport (Me), A W Adams.

Tuesday, April 23.

Stmr Hornsea, 1,831, Eulen, Emden, John E Moore & Co.

Stmr Langan, 2,602, Paterson, from Sydney, Dominion Coal Co.

Coastwise—Stmr R L, 40, Baker, Margaretville and dtd; Bear River, 70, Woodworth, Bear River; Brunswick, 72, Moore, Canning; schrs Matilda, 4, Howe, Matilda; Ethel McLeod, 66, Brewster, Albert; James Barber, 80, Gough, St. Martins and dtd; Wanda, 62, McCumber, Economy and dtd; Alice & Jennie, 38, Deaton, Sandy Cove; Bess Queen, 31, Trahan, Bellevue Cove and dtd.

Wednesday, April 24.

Sch Carrie C Ware, 155, Ward, Jonesport (Me), C M Kerrison.

Coastwise—Str Harbinger, 46, Rockwell, Riverside.

Cleared.

Monday, April 22.

Stmr Montrose, 5, 402, Webster, Liverpool, C P R.

Stmr Kamouraska, 2,673, Morgan, Sydney, Dominion Coal Co.

Schr Alaska, 118, Tower, Noel (N S), C M Kerrison.

Coastwise—Schr Emily R, 30, Sullivan, Meteghan.

Tuesday, April 23.

Stmr Mount Temple, 6,661, Moore, for London and Antwerp, C P R.

Schr Elma, 288, Hunter, for City Island, A W Adams.

Coastwise—Stmr Bear River, 70, Woodworth, Digby; Brunswick, 72, Moore, Parrsboro; James S. Gregory, 38, Fardis, St. Martins; Ariadne, 48, Clifford, Tiverton.

Wednesday, April 24.

Sch William L. Elkins, 229, Palmer, City Island, f o, J. Willard Smith.

Sch Carrie C Ware, 155, Two Rivers (N S), C M Kerrison.

Coastwise—Schr L M Ellis, 34, Leat, Freeport; Yarmouth Packet, 74, Thurber, Yarmouth; Eskimo, 99, Pike, Alma.

Sailed.

Stmr Pisa, 3,245, Ness, for Hamburg.

Stmr Kamouraska, 2,673, Morgan, for Sydney.

Stmr Montrose, 5, 402, Webster, for Liverpool.

Wednesday, April 23.

Stmr Mount Temple, 6,661, Moore, for London and Antwerp, C P R.

Schr Elma, 288, Hunter, for City Island, A W Adams.

Coastwise—Stmr Bear River, 70, Woodworth, Digby; Brunswick, 72, Moore, Parrsboro; James S. Gregory, 38, Fardis, St. Martins; Ariadne, 48, Clifford, Tiverton.

Thursday, April 24.

Sch William L. Elkins, 229, Palmer, City Island, f o, J. Willard Smith.

Sch Carrie C Ware, 155, Two Rivers (N S), C M Kerrison.

Coastwise—Schr L M Ellis, 34, Leat, Freeport; Yarmouth Packet, 74, Thurber, Yarmouth; Eskimo, 99, Pike, Alma.

Sailed.

Stmr Pisa, 3,245, Ness, for Hamburg.

Stmr Kamouraska, 2,673, Morgan, for Sydney.

Stmr Montrose, 5, 402, Webster, for Liverpool.

Friday, April 25.

Stmr Mount Temple, 6,661, Moore, for London and Antwerp, C P R.

Schr Elma, 288, Hunter, for City Island, A W Adams.

Coastwise—Stmr Bear River, 70, Woodworth, Digby; Brunswick, 72, Moore, Parrsboro; James S. Gregory, 38, Fardis, St. Martins; Ariadne, 48, Clifford, Tiverton.

Saturday, April 26.

Sch William L. Elkins, 229, Palmer, City Island, f o, J. Willard Smith.

Sch Carrie C Ware, 155, Two Rivers (N S), C M Kerrison.

Coastwise—Schr L M Ellis, 34, Leat, Freeport; Yarmouth Packet, 74, Thurber, Yarmouth; Eskimo, 99, Pike, Alma.

Sailed.

Stmr Pisa, 3,245, Ness, for Hamburg.

Stmr Kamouraska, 2,673, Morgan, for Sydney.

Stmr Montrose, 5, 402, Webster, for Liverpool.

Sunday, April 27.

Stmr Mount Temple, 6,661, Moore, for London and Antwerp, C P R.

Schr Elma, 288, Hunter, for City Island, A W Adams.

Coastwise—Stmr Bear River, 70, Woodworth, Digby; Brunswick, 72, Moore, Parrsboro; James S. Gregory, 38, Fardis, St. Martins; Ariadne, 48, Clifford, Tiverton.

Monday, April 28.

Sch William L. Elkins, 229, Palmer, City Island, f o, J. Willard Smith.

Sch Carrie C Ware, 155, Two Rivers (N S), C M Kerrison.

Coastwise—Schr L M Ellis, 34, Leat, Freeport; Yarmouth Packet, 74, Thurber, Yarmouth; Eskimo, 99, Pike, Alma.

Sailed.

Stmr Pisa, 3,245, Ness, for Hamburg.

Stmr Kamouraska, 2,673, Morgan, for Sydney.

Stmr Montrose, 5, 402, Webster, for Liverpool.

Tuesday, April 29.

Stmr Mount Temple, 6,661, Moore, for London and Antwerp, C P R.

Schr Elma, 288, Hunter, for City Island, A W Adams.

Coastwise—Stmr Bear River, 70, Woodworth, Digby; Brunswick, 72, Moore, Parrsboro; James S. Gregory, 38, Fardis, St. Martins; Ariadne, 48, Clifford, Tiverton.

Wednesday, April 30.

Sch William L. Elkins, 229, Palmer, City Island, f o, J. Willard Smith.

Sch Carrie C Ware, 155, Two Rivers (N S), C M Kerrison.

Coastwise—Schr L M Ellis, 34, Leat, Freeport; Yarmouth Packet, 74, Thurber, Yarmouth; Eskimo, 99, Pike, Alma.

Sailed.

Stmr Pisa, 3,245, Ness, for Hamburg.

Stmr Kamouraska, 2,673, Morgan, for Sydney.

Stmr Montrose, 5, 402, Webster, for Liverpool.

Thursday, May 1.

Stmr Mount Temple, 6,661, Moore, for London and Antwerp, C P R.

Schr Elma, 288, Hunter, for City Island, A W Adams.

Coastwise—Stmr Bear River, 70, Woodworth, Digby; Brunswick, 72, Moore, Parrsboro; James S. Gregory, 38, Fardis, St. Martins; Ariadne, 48, Clifford, Tiverton.

Friday, May 2.

Sch William L. Elkins, 229, Palmer, City Island, f o, J. Willard Smith.

Sch Carrie C Ware, 155, Two Rivers (N S), C M Kerrison.

Coastwise—Schr L M Ellis, 34, Leat, Freeport; Yarmouth Packet, 74, Thurber, Yarmouth; Eskimo, 99, Pike, Alma.

Sailed.

Stmr Pisa, 3,245, Ness, for Hamburg.

Stmr Kamouraska, 2,673, Morgan, for Sydney.

Stmr Montrose, 5, 402, Webster, for Liverpool.

Saturday, May 3.

Stmr Mount Temple, 6,661, Moore, for London and Antwerp, C P R.

Schr Elma, 288, Hunter, for City Island, A W Adams.

Coastwise—Stmr Bear River, 70, Woodworth, Digby; Brunswick, 72, Moore, Parrsboro; James S. Gregory, 38, Fardis, St. Martins; Ariadne, 48, Clifford, Tiverton.

REAL ESTATE

The following property transfers have been recorded:

Alfred Burley to St. John Real Estate Co., property in Tower street, W. E. City of St. John to Bank of New Brunswick, property in Union street, W. E. City of St. John to B. C. Holder, property in German street, W. E. Diocesan Synod of Fredericton, to W. M. Angus, property in Duke street.

Wm. Kane, to Miss Mary J. Kane, property in Mount Pleasant street.

Albert S. Melanson, to Mrs. Alice J. Russell, property in Clarendon street.

Martin Peterson to Mrs. A. D. Archibald, property in Guilford street, W. E. Wm. Hoop, to Wm. Kane, property in Simonds.

John Rose to Misses Ellen and Catherine Burton, property in Waterloo street.

H. C. Smith to Martin Peterson, property in Guilford street.

Executors of Emily Thomson to G. A. Horton, property in Princess street.

Heirs of Mrs. Deborah Thompson to Alfred Burley, property in Tower street, W. E.

Assignments of leasehold properties have been registered as follows:

Mrs. Jane E. Melanson to Mrs. Annie McCormack, property in Strait Shore road.

Mrs. J. A. McIntyre to Mrs. Alice J. Russell, property in Douglas avenue.

Mrs. Anna M. Ferguson has leased to Sullivan & Co., for a period of three years, her property in Dock street, at annual rental of \$1,412.

Many Luxuries, Few Boats.

(Montreal Herald.)

The Titanic had a splendidly equipped gymnasium, in which the first cabin passengers could take of the best of exercise to which he was accustomed on land; but she had no lifeboats for two-thirds of her complement of living beings, and therefore twelve hundred men and women are dead today in mid-Atlantic, cut off in the prime of their life.

The Titanic had a squash racquet court, a professional practitioner of that fascinating game; but she had not enough boats, and therefore most of her passengers have gone to the bottom with the court and the implements of their amusement.

The Titanic had Turkish, electric and swimming baths, and a palatial room with bronze lamps in Moorish settings, with marble fountains and inlaid tables; but she had not enough boats, and therefore most of her passengers have gone to the bottom with the Turkish baths and the Moorish settings.

The Titanic had three elevators running night and day; but she had not enough boats, and therefore hundreds of those who used the elevators have gone to a depth whence no human mechanism can ever raise them.

The Titanic had half-a-dozen different restaurants, with scores of private parlours, in which the exclusive passengers might eat and drink with the same privacy and comfort as in their clubs; but she had not enough boats, and hundreds of those who sought her have gone to a promiscuous death in the open sea.

The Titanic had a concert room and bands; she had two miles of promenade decks; she had huge verandahs with climbing plants and typewriters; she had a dark room for photographers; she had the most sumptuous smoking room in the world; but she had only one-third of the number of boats that she needed.

How long will we persist in this folly of making a toy of the ocean steamer and a playground of the world's great dupes? How long will we go on trying to destroy the immortal character of life at sea and make it a mere bedizened duplicate of life in land? How long shall we demand of our ocean carriers the three qualities of extravagance, ego, luxury and exclusiveness, and ignore the one duty of saving lives?

When you need a squash racquet court at sea you don't need it so badly that you can't do without it. When you need a lifeboat you need it as badly as an American needed his gun—"mighty bad!"

A good, black ink, mixed with white of egg, will restore the color of kid shoes and gloves.

MARRIAGES

McINTYRE-COLLINS—At 32 Summer street, on the 22nd, by Rev. R. B. Hooper, Roy J. McIntyre and Miss Edna Collins, both of this city.

KNOWLES—At the General Public Hospital, Saturday, April 20, William H. Knowles, of St. John, in his 82nd year.

McHARTY—At the Mater Misericordia Home, on the 21st inst., Mary A. daughter of the late John and Margaret McHarty.

CALLAHAN—At Little River, on April 22, Dennis Callahan, in the 85th year of his age, leaving three sons to mourn.

EWING—In this city, on April 23, Captain John A. Ewing, at his late residence, 66 Queen street, leaving to mourn four children and one brother to mourn.

OTTY—At Hampton, on the 21st inst., Sarah O., widow of the late Wm. Otty.

GOLDING—In this city, on the 22nd inst., after a lingering illness, Margaret Teresa Golding, daughter of the late James Clancy, contractor and builder, of this city.