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may16, 5m, tt

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FOR SALE—A Real Bargain. Have two Grant Six Touring Cars. Will sell either one, run about 6000 miles, excellent condition, easy terms if necessary to reliable person. If interested in purchasing a good car would advise you not to miss this chance. R. J. COLEMAN.
July 22, 5m, 12, 14, 15

Withbourne Notes.

In the account of the wedding of William Drover in my last notes, the Christian name of the bride was inadvertently miscolled, and should have read Hazel Clarke (and not Saddle, as appeared in print).

Rev. W. R. J. and Mrs. Higgett arrived here on a visit on the 8th inst and enjoyed a week of rest and relaxation in the invigorating air of Withbourne. Mr. Higgett captured some dozens of trout during his stay. During the absence of the incumbent at Topsail, Mr. Higgett kindly supplied at St. John the Baptist Church. The Rev. gentleman and his wife left for town on the 15th ult, where they spent a week with Canon and Mrs. Jeeves at the rectory before returning to Harbor Grace.

Rev. C. and Mrs. Jeffery returned home on the 4th after a weeks' visit to Mr. and Mrs. C. E. A. Jeffery at Topsail and a flying visit to St. John's.

On Sept. 5th, the Garden Party, previously advertised in the Telegram materialized. The day chosen was cool, but fair throughout, and the sun shining forth at noon made the afternoon quite pleasant for tea out of doors and the various sports. The tea tables were set out in Loch Leven House grounds (kindly lent for the occasion by Mr. John Sparkes) and with spotless napery, etc., and an abundance of beautiful flowers looked very inviting; and the various food stuffs provided, sandwiches, cakes and pies, fresh raspberries and ice-cream and fragrant tea, were done ample justice to. The following ladies comprised the Tea Committee:—Mrs. H. Mercer, Miss Jeffery, Mesdames Geo. Sparkes, A. Peddie, J. Gosse and J. Rogers. Mrs. S. Sparkes and Mrs. H. Leslie kindly provided the ice-cream, and sold over \$10 worth during the afternoon and evening. Miss M. Reid, C.E. Teacher, sold oranges and candies. Miss B. Sharpe took charge of a huge Bran Pie, and a "guess cake," which was finally attested off by Rev. W. R. J. Higgett in a very taking and energetic manner when all guessing proved futile. A "grab bag" carried round by Master Ray Sparkes was soon emptied of its contents.

Among the members of the Sports Committee were:—H. Mercer, Church Warden; Geo. Sparkes, W. Larner and J. Rogers, who proved themselves to be very competent in arranging matters and carrying through the programme of sports successfully. Mr. J. Rogers (War Veteran) superintended the rifle-shooting. At 8.45, when the shades of evening were gathering, Rev. Mr. Higgett in a few well chosen words thanked the members of the Tea and Sports Committees, and lusty cheers for one and all ended a pleasant day. The proceeds, in aid of the new Church Organ Fund, amounted to over \$55, and will help to swell the "nest egg" in the Bank for the same worthy purpose. Best thanks are due to friends for donations of money, flowers, cakes and candy, etc., both in and outside St. John's church congregation.

Miss Mabel Reid, of Hearst's Dolphint, arrived on Sept. 3rd to teach in the C. E. School, and opened school the same day.

The Angel of Death visited this settlement on the 13th inst and took from our midst Amelia Marvin, widow Mrs. Marvin was called to her rest after an illness of many months duration, patiently borne. She leaves two sons, Frederick and Hubert, and many relatives at New Harbor (her native place) to mourn their sad loss. Mrs. Marvin was Secretary of the C. E.W.A. and a willing worker when health permitted. The funeral took place on the 15th ult. from St. John's Church, the members of the C.E.W.A. attending. May she rest in peace in the Paradise above.

Miss M. Cooke (Postal Telegraph) is now taking a vacation and is relieved by Miss George.

On Sunday evening, 9th inst., an unfortunate accident occurred here. Arthur Brown, son of Mr. Archibald Brown, fell from his carriage in some unaccountable way and sustained a compound fracture to his leg. He was proceeding to his home at Blaketown at the time. First Aid was rendered by Messrs. Larner and Mercer and the Doctor wired for. We hope for his speedy recovery under our good doctors care and skill.

Mr. Gordon Sparkes arrived home from Indian Bay on Saturday's East bound express. We understand he will go to the West Coast later on to take charge of a telegraph office on or near the Humber.—COR.

Whitbourne, Sept. 17, 1923.

Afternoon Teas at the Blue Puttee. On rainy or chilly afternoons nothing so good as "the cup that cheers but not inebriates" at the Blue Puttee. Tea, Coffee or Chocolate served in the most appetizing manner with sandwiches and cake such as you can get at the Blue Puttee only. Large or small parties accommodated. Large parties should telephone 1916 to make arrangements.—sept14, tt

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MR. PETER COWAN in imitation Cornet Solo "Smilin' Thru!"
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Admission, 30c; Matinee, 10 & 15c
COMING:—FRANK MAYO in CAUGHT BLUFFING, and GLADYS BROCKWELL in PAID BACK.

**Destroyed Fleet
of Seven is Piled
on Pacific Rocks.**

25 U.S. SAILORS DROWNED—WAR-CRAFT ALL TOTAL LOSSES.

LINER CUBA SUNK.

LAST DESTROYER BECOMES RESCUER BY STRANGE CHANCE.

SANTA BARBARA—(Can. Press)—Seven United States navy destroyers and the Pacific Mail liner Cuba were wrecked yesterday morning and last night. The navy vessels crashed on the rocks in a dense fog off Arguello Light, 75 miles north of Santa Barbara, and the passenger steamer on a reef off the south end of San Miguel Island, 35 miles off this port.

Twenty-five enlisted men of the destroyers lost their lives in the naval disaster and all the destroyers were reported as total losses.

The Cuba was reported to have sunk during the night, but all passengers and members of her crew either were landed at Los Angeles by the destroyer Reno, or are on their way to San Francisco on board the Standard Oil tanker, W. S. Miller, with the exception of Capt. C. J. Holland, the purser, steward, and eight seamen, who remained on board to guard a shipment of \$2,500,000 in silver bullion.

Dense fog was the cause of both disasters. The destroyers Chamuncey, Woodbury, Fuller, S. P. Lee, Nicholas, Young and Delphy, were all beached within a few minutes of each other, according to naval officers.

The flotilla of which the wrecked craft formed a part was in command of Captain Edward Watson, commanding officer of the Delphy and was on a practice cruise.

Trapped Asleep. The dead were all trapped in their bunks on the Young when that vessel struck and were drowned when the craft capsized within two minutes after striking.

More than five hundred men were rescued from the wrecked destroyers which last night were reported to be pounding to pieces on the rocks.

Of the survivors, fifteen of the seriously injured were brought to the Santa Barbara county hospital here. One hundred others were cut and bruised in their swim to safety over the jagged rocks. The destroyers were travelling in formation at 20 knots an hour in a heavy sea and dense fog when the leading vessel crashed.

Carried ahead by a strong tide, the others piled on the beach in succession. The boats last night lay in line along the shore at intervals of 250 feet. One of them, the Chamuncey, was resting high on the rocks.

Only one body had been recovered last night. The seas were running so heavy that it was only a few minutes after the crash that all of the destroyers were taking water.

The rescue of most of the crew of



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The Young was effected when Boat-sweeper's Mate Peterson took a line aboard, and swam with it to the Chamuncey, fighting against the rough sea and strong tides. Peterson reached the Chamuncey exhausted.

With the line secured between the two ships, all remaining members of the crew made their way ashore, as the Chamuncey was beached on the mainland.

A twist of fate that sent the destroyer Reno, tearing southward at 20 knots an hour to the west of the channel islands instead of down the Santa Barbara channel, according to her schedule, saved 33 survivors from the wreck of the mail liner Cuba from at most certain death at sea, according to the Reno's commander, Lieut.-Commander J. R. Barry. The Reno, after grouping her way southward through the fog banks, reached San Pedro harbor yesterday with the passengers and crew of the wrecked Cuba.

Lost in the fog and headed due west

for the open sea in the belief that they were bound for the mainland, two of the Cuba's boats were sighted late yesterday by the Reno as she was speeding through the fog on her annual full power trials. Chance sighting of the first lifeboat through a rift in the fog was all that saved the Cuba's ill-fated passengers, declared Commander Barry. He said:

"We were making 30 knots and were hitting it up since we left Puget Sound for San Diego. We were scheduled to have passed down the inside of the channel, but the fog was so thick that I decided to stick to the outside for safety. About three o'clock yesterday morning we sighted a small boat on our beam. We thought it was a fishing boat at first, but as we dashed by I saw it carried too many persons for such a craft. Three miles farther out we passed a second boat and knew that they were in distress. Our speed was so terrific that we were forced to make a long circle of more than five miles to slow down before we reached the first lifeboat. In charge of the Cuba's chief engineer, W. J. Owens.

Going to China.

"Owens had his craft, as well as the one following him, headed directly west, in the belief that they were going East. He gave us an idea where the Cuba was piled up and an hour later we found her, down by the head and heavy seas piling over her.

"The passengers, women and children, wearing coats and over-clothing of the ship's officers, were lying in bedraggled heaps about the beach."

Fog and lost bearings, aggravated by the lack of wireless to ascertain compass bearings, was responsible for the accident, according to the officers of the Cuba.

The Cuba has been on the run between San Francisco and Central and South America ports for some time. She is a steel twin screw steamer of 3,148 tons, built in 1897 by Blohm and Voess, of Hamburg, and originally was known as the Colbenz. As one of the German steamers seized when the United States entered the war she was renamed the Sachem.

GOVERNMENT BONDS and stocks of local enterprises bought, sold, or exchanged for securities yielding nine per cent. with safety. For prices and full particulars telephone 1875 or write to RICHARD C. POWER, Bishop Building, St. John's, sept15, tt

**Extra Musical Attraction
at the Nickel.**

MISS FRERER and MISS MAUNDER
RENDER DUEY.

The management of the Nickel sprang a pleasant surprise on its patrons last night, when Miss Margaret Frerer with Miss Nellie Maunder rendered the popular duet, "Humoresque." Miss Maunder is a well known local Contralto whose beautiful voice has been a great addition to many a local recital and concert and last evening she scored the big success of her career before an immense gathering that applauded to the echo. Miss Maunder's splendid voice blended remarkably with Miss Frerer's and they were compelled to respond to an encore. Miss Margaret Frerer solo numbers last evening were "A Birthday" and "Lilac Tree" and the reception tender-

ed her was indeed enthusiastic accompaniments were in the hands of Prof. W. Moncrief MacLeod.

The management regrets to announce that Miss Frerer is terminating her engagement this as she returns to New York where she continues engagement with the son Records. Her stay here has been a source of pleasure to herself as to her many friends who have regally entertained by such a treat of vocal music and she has with her the whole-hearted praises of St. John's. To-night the mentioned programme will be repeated, and we advise all who love music to take in this unusual treat.

League Football—St. George's Field, this evening at 6.15. Feildians vs. Guards. Admission 10c. Ladies free. Grandstand extra. Boys free.—sept18, 15

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