

News of the City and the Outports

City Fathers Were Kept Busy

Had Full Order Paper Last Night and Transacted Much Business Of Importance

Mayor Ellis presided at yesterday's meeting, Councillors Martin, Ryan, Coaker and Myrick attending. After preliminary matter His Honor the Mayor referred pathetically to the Empress of Ireland disaster, and moved a resolution of sympathy. The Colonial Secretary, wrote, acknowledging receipt of Council's letter, asking permission to encroach on the Government embankment, head of the Cochrane Street, for the purpose of improving the street. The letter intimated that the matter would be brought to the notice of the Executive Government at an early date for consideration.

Some Complaints

W. D. Ryan complained of defective gutter, William Street. He will be written that arrangements will be made to obviate the trouble complained of.

R. F. Horwood wrote complaining of sewer only partly covered near his house, LeMarchant Road. He also complained of condition of sidewalk. Referred to the Engineer.

A. S. Wadden applied for permission to install motor for the manufacture of ice cream in his store George St. Referred to Engineer.

Morison and Hunt, on behalf of Mrs. Fitzgerald, wrote re fence dividing her land from the public road. Engineer was asked to report.

W. G. Gosling was given permission to erect concrete wall at the rear of his property, Cabot Street.

Well Polluted

A Samuelson, wrote that some unknown parties had polluted the public well, near Browning's Bakery. The Engineer will enquire.

R. Morgan offered about 40 tons of gravel for road purposes. Will be accepted.

Thomas Hamilton asked permission to lay platform in front of store, Carter's Hill. Referred to Engineer.

Thomas Brother were granted permission to make temporary repairs to steps in front of house, 79 McFarlane Street.

M. O'Neill can repair house and fence, Cabot Street, subject to Engineer's directions.

After The Drinks

G. T. Conway applied for water and sewerage to house on Kennal's Hill. Mr. Conway will have to meet all expenses, less the amount for 60 feet of work, as regularly allowed by the city.

Plans of concrete addition to house of Catherine Walsh, Water Street West, were approved.

On the report of the Engineer permission was granted I. F. Perlin and C. C. to install motor in factory, Henry Street. The Council will not accept responsibility as regards any annoyance to residents of the street.

The Engineer also recommended that Harvey & Co. be given permission to use private hose to sprinkle cove, the place being too congested to use Council sprinklers.

The Engineer submitted specifications of work on wall, Southside Tenders will be asked for.

Plans of house for William Mercer, McKay Street, and John White, Rocky Lane were passed, with the provision that they make provision for sanitary arrangements and build concrete foundations.

Sanitary Stables

It was reported that the caretaker of the sanitary stables has been ill of late, and matters were not as satisfactorily conducted at the stables as would be wished for.

Following the complaints Councillor Ryan moved that Mr. J. P. Scott be appointed assistant keeper and city sadder, at a salary of \$12.00 a week. The motion was seconded by Councillor Myrick and carried, the new appointee to take up duties forthwith.

On motion of Couns. Martin and Ryan Sanitary Sweeper Hopkins was retained on an allowance of \$3.00 a week.

Water Inspector Rooney reported that the Reid Co. used the city's water to flood the forepeak of the S.S. Bruce, on the 23rd inst. to test if it were watertight, after she left the dock, which was contrary to law. The Council were of opinion that such was done without the knowledge of the management of the Reid Co., but in order to protect the city and the company from its own employees the Solicitor was instructed to take immediate action.

It was ordered that the Reid Co. be instructed to install the summer lights in the parks, which will open Monday night next.

With passing of pay rolls, etc., the meeting adjourned at 6 o'clock.

Grenfell Mission Actually Preparing For Season's Work In The North

Have Secured Services of Well Known Specialists.—Many Improvements To the "Strathcona."

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England this winter, Dr. Grenfell has succeeded in interesting many prominent people in this utilitarian project and, as they have promised to give it material assistance, the Twillingate Hospital should become an accomplished fact in the near future.

Dr. Grenfell is expected to arrive in this city about the tenth of June and will join the Hospital Ship "Strathcona", proceeding north to assume the burden of the superintendence of the various institutions under his control.

Much Improved

Dr. Grenfell's little hospital ship, Strathcona, given the Deep Sea Mission for its Northern Newfoundland work by the late philanthropist whose name she bears, has undergone extensive repairs and renovations during the spring, so that to-day she is almost entirely different to what she was before the alterations commenced.

For the last three months she has been at the dock premises, and the work has been ably done by the R. N. Co.'s employees under the direction of Mr. Fred W. Angel, consulting engineer.

During the Strathcona's term in Newfoundland waters she has done excellent service, and many a sick and pain-stricken resident has found relief on her. She has now received alterations so that the work in which she is engaged may be more expeditiously carried on.

Machinery Made New

In the first place she has been given a new boiler. The old one, fitted when she was built, became worn out from constant use, and to give the vessel the necessary speed a new one was essential. The boiler just put in is superior to the old one and will answer the purpose for many years to come.

A new fresh water tank has been erected, and in future she may have a larger supply of that commodity.

The hospital has been entirely remodelled and enlarged. There is now ample accommodation for eight or ten patients with conveniences as up to date as may be found in many institutions for the sick on shore.

A new toilet system with the latest sanitary devices have been built, adjoining the main hospital.

Overcoming Difficulty

One of the greatest difficulties the Strathcona experienced in the past was to accommodate patients of both sexes at the same time. With only one room for the sick the work could not be carried on as well as those in charge would wish. Patients were mostly men, but when families came on board, the physicians were often unable to treat them as they desired. Without the second hospital, where each sex could be kept separate, the work was greatly handicapped. Dr. Grenfell and his assistants realized this, and when the plans of the alterations were discussed, Mr. Angel was asked to make provision for a second ward.

This was done by giving the captain new quarters, and turning his old room and the chart room into a ward. By removing the partition, a ward capable of holding four patients at the same time, has been found. Portable berths have been put in and can be made ready with very little trouble, and at the shortest notice, when required.

Wireless Taken Out

For a couple of years the Strathcona was fitted with wireless, but practically no use was found for it, and so it has been removed, and the space used has been converted into a surgery for the physician in charge. This is also a great convenience, and will be appreciated by medical men and patients alike.

The wooden house over the boiler has been replaced by an iron house fitted as a galley, with apartments for ships stores. There are modern culinary appliances. Forward, too, there is a new pantry, and the result will be that food will in future be supplied to the sick with greater satisfaction than heretofore.

Nicely Decorated

The hospitals have received coats of white enamel and other interior parts freshly painted. Outside the little steamer has been scaled all over and painted.

The work will be finished about the middle of June, and she will then be able to start out on her errands of mercy better able to cope with

the sick who board her for relief, than ever she was before.

The R. N. Co. has made a splendid job of her, and Mr. Angel, who oversaw the carrying out of the arrangements, is to be complimented.

The people of the northern bays are greatly interested in this little ship, especially in the summer time, and they now know that she will be able to give even better service than in the past.

MANY MEMBERS OF THE S. ARMY WERE DROWNED

Contingent of 60 Salvationists on Board Bound For London Congress.

PRACTICALLY ALL OF THEM WENT DOWN TO DEATH.

Dead Includes the Canadian Commissioner, His Wife and Many Officers.

Ottawa, May 29.—A message to the Marine Department here, from its agent at Father Point, says that 337 of the rescued have been taken to Rimouski, but it is not certain whether this number includes those on board the Storstad, though it is believed it does not.

If the figures to the Department are correct it leaves a total of 1,030 unaccounted for. Boats belonging to the Empress of Ireland saved 350, and more were picked up out of the water by the Storstad, but the majority of the fifteen hundred souls on board went down to death trapped like rats.

Of the 337 passengers landed at Rimouski, 22 have already died from exposure, and only twelve women were saved.

Many Salvationists Aboard

Among the passengers on the ill-fated Empress of Ireland were a large number of officers of the Salvation Army, some of them holding very prominent positions, who were on their way to take part in the great international Congress, which is being held in London.

From the current issue of the War Cry, the official organ of the Army, he following is the list of officers who were booked to go by the steamer: Commander and Mrs. Rees, Colonel and Mrs. Maidment, Brigadiers Potter and Walker, Major and Mrs. Creighton, Major and Mrs. Findlay, Major and Mrs. Attwell, Major and Mrs. Morris, Staff-Captains Arthur Morris, McAmmond, Hayes and Goodwin, Adjutants Price, Edwards and Beckstead, Ensign Jones, Peacock and Knudson; Capt. R. Rees and members of the Territorial Staff Band.

Newfoundlander on Board

Capt. Stitt and his wife also intended taking passage. Mrs. Stitt is a Newfoundland, being a daughter of Sgt.-Major Coffield, of No. 2 Corps, St. John's. She had been residing in Toronto for some time with her husband.

Mr. George Best, of Smith & Co.'s employ, was seen at the premises yesterday by the representative of this paper. He was very much concerned over the fate of his son, Gilbert, who intended taking passage to England by the Empress of Ireland, to attend the Salvation Army Convention in London.

Gilbert, who left here six years ago, is staff-captain of one of the Army bands at Toronto. There are twenty-six members in the band and all were booked by the Empress.

Mr. George Best wired to Toronto for information regarding his son, and in the evening received a reply that he was safe, as he failed to make train connections from Toronto.

Mr. Best informs us that there were 62 members of the Army on the steamer.

Commissioner and Mrs. Rees Missing A private message was received last night that Commissioner and Mrs. Rees, of the Salvation Army, were missing. This information will be learned with general regret, as both were well known in Newfoundland, and highly esteemed by all classes and creeds.

Failed to Connect

Mr. Gilbert Best, of the S. A. Band, Toronto, would have been a passenger on the steamer, but that he failed to make train connections from Toronto. He is a son of Mr. George Best, of this city, who in reply to a message

HAMEL GIVEN UP FOR LOST: TRIP NOW OFF

Intrepid Aviator Lost While Attempting to Make a Flight Across Channel.

NO TRUTH IN MESSAGES THAT HE WAS SAVED.

Advance Agent Leaves City This afternoon and Flight is Likely Cancelled.

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coast kept watch and throughout the day English and French torpedo craft scoured the Channel fruitlessly.

Had Ample Experience

Hamel had had ample experience for a cross-Channel flight, having at least 30 such journeys to his credit, but in the unpromising weather that he risked on Saturday he might easily have lost himself and come to grief.

Hamel had around him an inflated pneumatic tyre to act as a lifebuoy. His machine was not fitted with any floating device. When he arrived at Havelot Hamel said he had some slight engine trouble. Hamel has made many a notable flight, was a fearless loopster and had the reputation of being the most capable aviator that England possessed.

In so far as age is concerned, Gustave Havel was perhaps the youngest of that small but brilliant school of British flying men which has sprung up within the last three or four years.

His Life

The son of Dr. Gustave Hamel, M. V. O., the daring aviator was only 24 years of age. He taught himself to handle an aeroplane at Bleriot's flying grounds at Pau in January, 1911.

Although little over two years have passed since he began, in that short time Mr. Hamel has managed to crowd enough hair-raising adventures into his life to satisfy even an enthusiastic aviator.

A few months after he gained his pilot's certificate he represented England in the Gordon-Bennett race, but failed to distinguish himself owing to his machine coming to grief.

Shortly after, in September, 1911, Mr. Hamel had the honor of conveying the first batch of letters to Windsor in the Coronation Aerial Post.

In April last year Mr. Hamel carried the first lady passenger across the Channel—Miss Trehawke Davies. Three weeks later the adventurous pair made another flight across in the remarkable time of 12 1-2 minutes. This was faster than Mr. Hamel's Hendon to Windsor flight, when he covered the 19 miles in ten minutes, at the rate of 114 miles per hour, or twice as fast as an express train.

On the 11th of May, 1913, Mr. Hamel again flew across the Channel from Dover to Dunkirk, where he turned, without descending, and returned to Dover, the whole journey occupying 1 hour 35 minutes, during which time he traversed 65 miles of water.

POWERS COURT CUT

A number of city friends have offered Rev. Fr. Nangle a silver cup to be competed for at the Power's Court Garden Party in July.

It is likely that the trophy will be competed for by the tug-of-war teams, and the team winning three years in succession will become owners of it.

Dr. Mott, the celebrated missionary speaker, will visit St. John's in July.

to Toronto, was informed that his son failed to connect with the steamer and was not a passenger.

Many Norwegians

Many of the drowned are believed to be Norwegians. The centenary of the granting of a constitution to the kingdom of Norway is being celebrated next month, and a large excursion from Canada was organized to that country under the auspices of the "Home to Norway" Association, Alberta.

It is anticipated by a gentleman in this city who is familiar with Norwegian matters that about 500 home-comingers will travel with the excursion from the western provinces alone.

Our informant says that hundreds of others would go from Eastern Canada.

For the last couple of months passages by steamers have been booked, and he believes that a special steamer had been chartered for the occasion.

Special trains would also run over the Canadian lines with Norwegians who are going home to celebrate, and he is of the opinion that many were on the Empress of Ireland.

The passenger list was also swelled by a number of young Englishmen, who were returning to their homeland because of poor times in the Dominion.

SOROSIS SHOES

SOROSIS SHOES are recognized everywhere as the CULMINATION OF PERFECTION in FOOTWEAR.

There is an INDIVIDUALITY OF STYLE about the SOROSIS that has made them popular with the most smartly-attired women of the day.

The very latest ideas in Footery are embodied in the making of a SOROSIS SHOE, and the utmost care has been taken with the FITTING QUALITIES.

The New "TANGO" Shoes is one of their latest. It and many other handsome models now ready for your inspection. See them TO-DAY!

SOROSIS SHOES

Ayre & Sons LIMITED

Big Blizzard Raging At Fogo

Town Much Concerned Over Reports Of The Loss of the Steamer Fogota

Fogo, May 29.—One of the worst blizzards for the winter raged last night with a wind velocity of sixty miles an hour from the E.N.E. The barometer gave absolutely no warning.

This morning the ground is entirely covered with snow, and as far as the eye can reach there is a solid jam of heavy Arctic ice.

It is reported that Fogota was lost near Musgrave Harbor in last night's storm. Those who have friends and relatives on her are very anxious, as no particulars are forthcoming.

Hon. J. C. Crosbie informed us at 1:30 p.m. that the Fogota is still ashore at Musgrave. The cause was that she dragged her anchors in the gale.

She is in a bad place, but while the weather holds fine she is in no great danger.

Green Bay is full of ice again, and the ice is in past Peckford's Island.

HIGHLANDERS AT CHURCH.

The Highlanders will hold their first church parade for this season tomorrow, attending service at the Kirk. A large turnout is expected.

C. C. C.

The Cadets will parade to mass at St. Patrick's Church to-morrow morning. There will no doubt be a large turnout.

KYLE FITS OUT.

S.S. Kyle on returning to St. John's will be made ready for her regular summer service on the Labrador coast. She expects to leave here in a fortnight's time.

Lost!

Between Holloway, Duckworth, Prescott and Water Streets, and the F.P.U. premises, a Ring with three rubies. Information can be obtained at this office.

Bad Weather Hinders Fishery

Little Done With Codfishery, Lobsters or Salmon To Date

The following report was received yesterday from T. Soper (Chaquelet Port aux Basques):—

The total catch is 3961 quintals and for last week 122 quintals of cod and 5000 pounds of halibut.

Thirty dorries and skiffs with three boats, are fishing.

No bankers have arrived, but four schooners returned from the grounds. They got about 12 quintals each for one day's work.

The whole week was one continuous blow of S.E. wind and the 22nd and 23rd reached the climax, a gale prevailing with dense fog. Prospects for the codfishery are not very good and bait is scarce.

SCHOONER CUT DOWN.

Deputy Minister of Customs, LeMessurier had the following from Bonne Bay to-day:

"Schooner Madonna, Moulton, master, of Burin, was run into and cut down off Cow Head on Thursday by the Schr. Jessie A., Keeping, master. Crew of five were saved and brought to Bonne Bay by Schr. Floris N. The Jessie A. is considerably damaged and reached here in the night to effect repairs."

MISSING CREW SAFE

Deputy Minister of Customs, LeMessurier had the following message last evening from Ramea:

"Fiona just arrived and reports finding crew of Maris Stella. Men on way from Gulsh Cove where they landed when they abandoned vessel. Men were taken on board Fiona and cared for, and afterwards transferred to their own schooner. Penny's agent and Inspector O'Reilly are arranging salvage. The Maris was on her way from St. Pierre when accident happened."

Prospero left Bonavista at 9.20 a.m.

UNION TRADING CO.

The S.S. "Kintail" is due at Bonavista, from Sydney, with a load of coal for the F.P.U.

Schr. "Chips" Capt. Edgar Kean, is ready to leave for Herring Neck with a load of salt for the F.P.U.

The schr. "Nellie R.", Capt. Lewis Little, recently left for Bonavista with a load of salt for the F.P.U. Store there.

Schr. "Huron" Capt. Martin, sailed on Wednesday with a load of supplies for the Union Store about to be established at Scilly Cove.

Mr. R. G. Winsor, who had been here selecting goods for the F.P.U. Store at Newtown, left for home by the Prospero yesterday.

Schr. "Annie C. Hall," Capt. Arch. Elliott, from Change Islands, is now loading fishery supplies, and taking goods for Change Islands Union Store.

The F.P.U. motor boat, in care of Mr. Stone, M.H.A., left Catalina on Thursday evening and ran for Carbonear as the storm approached. She is due here the first opportunity and will be refitted for the use of President Coaker, who will go north in her in July.

Capt. Samuel Bragg, of Shambler's Cove and Capt. H. Yetman of Prince-ton are now taking their fishery outfit at the Union Wharf. Both are firm industry pillars and have by their industry and perseverance become independent planters and leading residents of their respective settlements.

LINTROSE'S PASSENGERS.

The Lintrose, which arrived at Port aux Basques at 9.40 a.m. yesterday, landed the following passengers:—

H. B. Bailey, J. T. Billings, D. S. Simpson, D. Hodgson, G. and Mrs. Hurley, E. J. and Mrs. Myrick; Misses A. Makinson, L. Darby, M. Mackinson, J. Hutchings, J. Barter, T. C. Mercell, A. Hollett, Champion, A. Cran, A. S. Winsor, F. Cotton, C. Snelgrove, A. Cramm, J. J. Boyles, W. T. Bugden, R. W. Bartlett, H. Hutchings.

There is no word yet of the Digby reaching Liverpool; she is ten days out. The opinion is that she was delayed by ice.