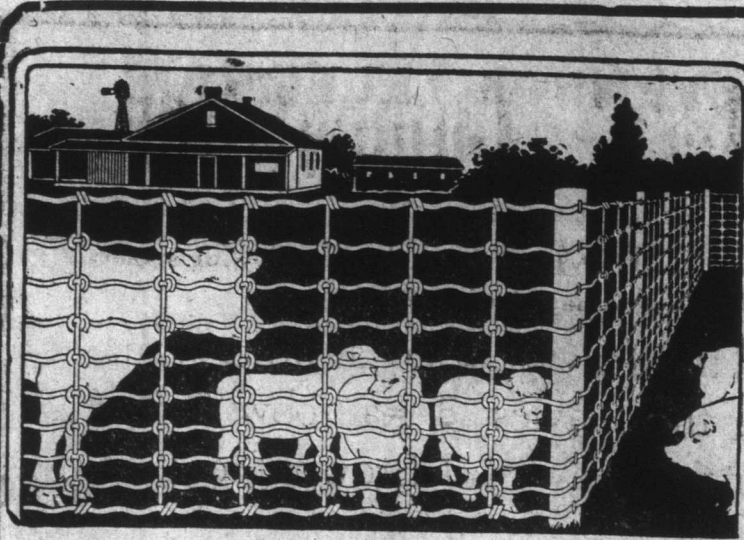




No matter what any maker says about his Wire Fence, if it cannot stand the Peerless Test it is not good enough to put up on your farm.

Don't buy any wire fence until you know it is strong and springy and that the galvanizing is heavy and thorough enough to protect the wire from rust.

You get samples of the different wires and we'll send you a formula for testing wire along with samples of the Peerless fence.

This simple test of ours will prove to you whether the galvanizing on a piece of wire is good enough to protect it from rust or not.

We know that Peerless Fence will stand the most severe tests—we've tried them all.

We know it is galvanized so carefully and so thoroughly that it will not rust.

Take our regular Peerless

PEERLESS, the Fence that saves expense.

Peerless Junior Poultry Fence, 4 ft. high, 14c. yard.

Peerless Junior Poultry Fence, 5 ft. high, 15c. yard.

Peerless Junior Farm Fence, 50 ins. high, 48c. rod.

(Rod equals 8 1/2 yards.)

Plain Single Fence Wire, 100 lb. rolls, \$2.85 roll.

Plain Twisted Fence Wire (2 wires) 100 lb. roll, \$2.95

Barbed Fence Wire, 100 lb. roll, \$2.95 roll.

Farm Gates, from 3 to 14 feet, imported to order.

HARDWARE DEPT.

THE ROYAL STORES LIMITED

Home of Wesleyanism.

Progress of the New Church House at Westminster.

The dazzling white walls of the new Methodist Church House at Westminster are beginning to lift themselves slowly above the surrounding buildings on the site of the old Royal Aquarium. It is just three years since the work was begun, and a detail inspection of the building reveals the gigantic character of the task.

The great outer walls, 4 ft. 6 in. in thickness, the massive piers in the basement between which stretch low vaults of 45 ft. span, the huge steel stanchions soaring upward to carry the dome, tell, in the language of the architect, of the Wesleyan Methodists' faith in their future. The great central hall, which fills the centre of the building, still lies open to the sky. When the wide galleries now being constructed are complete it will accommodate 2,550 people, who in case of fire or emergency could be passed out in three minutes.

At each corner of this hall, both on the gallery and main floors, are spacious foyers where those attending the services or congresses may rest and chat; while on the entrance floor, a suite of rooms will be set aside as a ladies' club for the convenience of those coming up from the country.

The entrance hall and grand staircase will strike a new note among the Gothic architecture of Westminster, where its great height, 212 ft. from pavement to topmost pinnacle, will make it a conspicuous landmark.

The total cost of the building will not fall short of a quarter of a million sterling.

LARACYS have just got n Men's Work Shirts, all Black, Black and White Stripe, and Fancy, from 60c. each. Blue Denim and White Duck Overalls, Men's Tweed Pants, from \$1.00 a pair. At LARACYS, 345 & 247 Water Street, opposite the Post Office,--aug10.11.

By Appointment to His Majesty The King.

BOVRIL

makes delicious bouillon, rich, tasty gravies; adds flavour and strength to stews, hashbrowns, entrees, etc.

BOVRIL is the true economist in the Kitchen.

Father of the Lords.

Earl Nelson the "father" of the House of Lords, yesterday celebrated his eighty-seventh birthday.

Lord Nelson who is the third earl and the grandnephew of the famous admiral was born in 1823, and succeeded his father in 1835. Although he is not the oldest member of the House of Lords the Earl of Wemyss, Lord Stratcona, and the Duke of Grafton being his seniors, he has sat in the House for a longer time than any of these Peers.

Until recently he was a regular attendant in the House of Lords. He married in 1845 Lady Mary Jane Diana Agar, daughter of the second Earl of Ormanton, but is now a widower.

Chinese Women in Kilts

Dr. Gell, an American traveller, just returned from a year's journey in China, found an aboriginal tribe whose women wear a sort of kilt. He was struck (says Reuter's Agency) by a general feeling of resentment against the "baby" Emperor, by the progress of modern institutions, the preparation of an enormous army, and the absence of poppy (opium) cultivation.

ASK FOR MINARD'S AND TAKE NO OTHER.

Thrilling Stories Of Shipwrecks.

(By an Old Salt.)

BRITANNIA LOST AT CAPE BALLARD.

July 21st, 1842, the American steamship Britannia was lost near Cape Ballard. She had 200 passengers on board, all of whom were saved. The fog was very thick around the ship when the accident occurred. The Britannia was on a voyage from Liverpool, England, to New York, U. S. A., and was at sea four weeks when she met with the mishap. Two schooners belonging to Ferryland conveyed the passengers to St. John's, where they were kindly looked after by the Government who, on their arrival, called a meeting of the Council Board, and a sum of five hundred pounds was voted by them for the assistance of the unfortunate passengers of the Britannia. This helped to keep them while at St. John's and also defrayed the price of their passages to their various destinations.

to while at St. John's where they remained a period of two weeks, until the arrival of two steamers which took them to their destination. The ill-fated ship was bound to Philadelphia, U. S. A., and was in command of Capt. Leitch, a native of Manchester, England. After the ship had struck the chief engineer went down in a diver's suit to see what damage had been done. He found that she lay on a bed of solid rock, a large hole was in her bottom and eight feet of her stem was stove in. She lay there for nearly three years, when an attempt was made to refloat her by Mr. R. D. Bartlett, of Bangor, Maine, but as far as can be ascertained the attempt proved futile.

NEARLY FOUR HUNDRED LIVES LOST--"ARCTIC" SINKS IN MID-OCEAN.

Shortly after the loss of the "City of Philadelphia" news reached St. John's of the loss of the steamer "Arctic" and nearly four hundred precious souls. The "Arctic" belonged to the Collins Line, and at the time of the melancholy occurrence was on a voyage from Liverpool to New York and had on board over four hundred passengers and crew all told. September 27th 1854, she was "ran into" by a French steamer named the "Vestal," bound from St. Peter's to Granville, France. The accident happened during a dense fog about fifty miles S. E. of Cape Race; the Vestal was badly damaged, but she managed to reach St. John's, Newfoundland, where she was repaired. It was not so, however, with the unfortunate "Arctic." Shortly after the occurrence the captain gave orders to launch the boats. The first boat which was attempted to be lowered met with a mishap, in it were Mr. Collins his wife and son, the tackle gave way and the three of them were cast into the sea and lost. Another boat was launched which succeeded in getting safely away from the steamer. This boat contained some ladies and gentlemen and many sailors. The captain remained on board to work the ship. He determined, if possible, to reach Cape Race. In this attempt he failed as the water put out the fires in the engine room. He then started to build a raft assisted by the passengers, who worked cheerfully under the circumstances. Before the raft was properly completed the ship went down. Those on board who came to the surface grasped any thing that was available. In the meantime the boat which had left the ship shortly after the accident reached Renew's and chartered a schooner to go look for the wreck, which was done, but with no success. Vessels were sent from St. John's to search also for the "Arctic" but they returned after a week's cruise without having seen any sign of her. The yacht Hawk, owned by the Church of England Bishop, was also sent. She, however, met with the same success as the others. Capt. Luce, three passengers and five seamen of the "Arctic" and a passenger of the Vestal were picked up on a raft October 14th, by the barque Cambria, Capt. Rumell, and were taken to Quebec. One of the seamen taken from the raft was handed the sum of thirty thousand pounds by a passenger of the "Arctic" when he (the passenger) seeing that he could hold it no longer. He was drowned shortly afterwards. The seaman held it for a considerable time, but finally had to give it over to the mercy of the sea. He owed the job as much as he could do to hold on to the raft to save his life. While the passengers were at St. John's they were treated most humanely by the authorities.

HIBERNIA'S NARROW ESCAPE.

The Royal Mail steamer Hibernia had a narrow escape from being lost on the 5th of November, 1845. The Hibernia left Halifax, Nova Scotia two days previous bound for the Old Country with freight and passengers. The weather was moderate, but a dense fog prevailed on the evening of the day in question. About seven o'clock an alarm was given by the man on the "look out," land having been discovered "close aboard." The captain immediately ordered the helm to be put hard to larboard and the maddled backed, when at one and the same time the ship struck on her larboard bow on Cape Race. She heeled in near the place until daylight, leaking badly, while those on board were in a state of excitement. The captain deemed it prudent--under the circumstances--to "run" for St. John's, which was reached in safety, and the ship received the necessary repairs to continue her voyage across the Atlantic.

CITY OF PHILADELPHIA LOST AT CHANCE COVE.

One of the most providential escapes from a great loss of human life happened in 1854, September month. The steamship "City of Philadelphia" with 540 passengers on board struck in Cape Race in a thick fog. The "City of Philadelphia" was built on the Clyde by the firm of Todd and Macgregor, of Manchester, England, and was on her maiden voyage. She measured 292 feet long; 39 feet beam; 25 feet deep. She was 2,154 tons and 50 horse power; she cost sixty thousand pounds, and her cargo was valued at the same amount. After she struck on the Cape she was "backed off" into Chance Cove where she was beached in about three fathoms of water. The passengers and crew were all saved, they reached the land in boats and remained until the following day when the steamer Victoria, of the Telegraph Co., reached them and brought 200 of them to St. John's, leaving immediately after landing them for the remainder. The passengers and crew were well attended

LOSS OF BARQUE "MONAXO"--FIFTY-FIVE PASSENGERS DROWNED.

The American barque Monaxo, Captain Andrew F. Dally, bound from Guttenburg, Sweden, to New York,

A GENUINE SURETY BOND GUARANTEE
PACKED INSIDE EACH ROLL OF
CONGO ROOFING
NEVER LEAK

Congo is the only Ready Roofing carrying the National Surety Co.'s bond. It carries with it terms and conditions that make it especially attractive to anyone who must consider the roofing question.

For 10 years you can rest easy about your roofs if covered with 3-ply Congo, and we know that it is probable you will get even longer service out of it.

The Surety Company is issuing these bonds, and back of them is their two million dollars of assets. It is a matter of keen satisfaction to us that they were willing to stand behind Congo Roofing. You are immune from any responsibility other than giving the roofing ordinary care. Write to-day for samples of Congo and full information.

Remember, that with every roll of Congo you get a genuine Surety Bond.

GEORGE KNOWLING
St. John's, Newfoundland.

119,26 a 29,16,23,30,sept,27,oct,4.

Notes From Bell Island

OUR IRON ISLE.

Messrs. R. J. Costigan and D. J. Jackman, who were on a vacation to Sydney, returned on Saturday morning.

Rev. Dr. Greené, of the Cathedral Parish, spent a few days here last week as the guest of Fr. McGrath, our esteemed pastor.

Saturday next the Dominion and Wabana football teams play off for the 1910 championship for the trophy presented by Messrs. Kent, Shea and Dwyer. A close game is anticipated as these teams have met twice already this season, each team winning one game.

Mr. Hayward, of the Nova Scotia office, has gone to Sydney for his vacation.

Mr. J. Greene, of the D. I. & S. office, returned on Friday from a vacation to St. John's.

Mr. F. McGrath, of the A. A. Class, St. Bonaventure's College, spent a few days of his vacation here last week.

Mrs. and Miss Murphy returned from St. John's Friday where they were attending the wedding of Mr. W. J. O'Neill.

Quite a crowd from St. John's, including Messrs. J. Crotty, J. Vinnicombe and N. Vinnicombe, were visitors at the Regatta Saturday.

Just a word of praise to President Taylor and Secretary Lawton on the success achieved by the Regatta Committee in this year's Regatta, of which they were the executive.

CORRESPONDENT.
Bell Island, Aug. 22, 1910.

Apollinaris

Its pure Natural Carbonic Acid Gas acts as a Gastric Stimulant and Tonic and promotes the Digestion and Assimilation of even the Richest Food.

Marriage of Miss M. C. James, B.A.

The marriage of Miss M. C. James, B.A., daughter of the Rev. T. H. James, of Elliston, is arranged to take place on Sept. 9th at her aunt's, that is Mrs. William Harvey's, at Hubbell, Houghton County, Michigan, U.S.A., to the Rev. Frederick T. Maher Oakes, Ph.D. Mr. Oakes is a young man from one of the branches of English Methodism, and has charge of one of the American cities in Berlin, Mass.

Montreal Man Broke His Neck.

Montreal, Aug. 19.--A curious accident occurred to-night at a small amusement place on St. Lawrence Street, called New Park. Thomas Michaud, a spectator, after watching a performance was unwise enough to try to imitate the performers. Through some lack of good sense he was permitted to climb up the apparatus, and after making several awkward attempts fell a distance of 20 feet to the ground, breaking his neck. He is not expected to recover from his injuries.

DODD'S KIDNEY PILLS
FOR ALL KIDNEY DISEASES
CURES RHEUMATISM
BRIGHT'S DISEASE
DIABETES BACKACHE

NUMBER 23 THE PR...

Forty-Five Forest Fire Fighters Perish.

OTHERS IN DANGER.

Special to the Evening Telegram.
SPOKANE, Wash., Aug. 22.
Hourly reports from the fires in the forests of Northern Idaho, Western Montana, are increasing the toll of the dead. The latest figures from Wallace are that 45 fighters have perished. The hills forest ranger, Van Dicke, and a crew of 65 enlisted men in Spokane, are reported surrounded by flames. A woman and her daughter perished also. Five are known to have died near Newport in an attempt to reach the town. All along the Great Northern and Northern Pacific tracks, between Spokane and Helena, numberless fires are known to be raging fiercely. Before communication with Libby ended it was reported that every male resident of the town were working with 200 paid fire fighters.

The Bedford Loses 18 Tars.

Special Evening Telegram.

LONDON, Aug. 22.
Eighteen lives were lost when the British cruiser Bedford ran ashore on the rocks off Quelpart Island, Korea, yesterday, according to the report received by the Admiralty. The men were members of the engine room staff. Further details show that she is seriously damaged and lies in a bad position. It appears that she struck the rocks two miles west of the island, lying about 500 miles south of Korea, during a thick fog at 4 o'clock Sunday morning. The cruiser was then sailing with a British squadron from China for Nagasaki. The bottom of the ship and the machinery, according to wireless reports, suffered serious damage from the rocks, and the cruiser is pounding badly in the heavy sea. A number of Japanese warships accompanied by lighters and salvage vessels were despatched from the nearest Japanese station immediately upon receipt of the news of the disaster, but whether the ship can be salvaged is doubtful. The accident occurred during full speed trials of the vessels and the cruiser was evidently badly holed, since the deaths are stated officially to have been due to the rush of water. The vessel lies in such a desperate position that there is practically no possibility of saving her. The hull is full of water up to the engine room with the water pouring in through gaping holes punched by the rocks. The officers and crew have been taken off. The sister ships, Monarch and Monmouth, of the British squadron, which anchored yesterday near the wreck to render any service possible, were obliged to put to sea last night owing to the weather which prevails.

Chinese Press Becoming Alarmed.

Special to Evening Telegram.

PEKIN, China, Aug. 22.
The Chinese press is expressing alarm over the prospect of China losing her outlying provinces, and publishes frequently stories of alleged semi-military encroachments by Russia in Mongolia and other border provinces. The newspapers are suspicious of Great Britain as a third party to the Russo-Japanese understanding, which will not permit China to achieve Suzerain authority which she is seeking to establish in Tibet.

Uncle Sam and Panama Election.

Special Evening Telegram.

PANAMA, Aug. 22.
It was stated at the American Legation to-day that the U. S. Government would consider unofficially the election by the National Assembly of Acting President Carlos Mendosa, as President of the Republic of Panama, to fill out the unfinished two years of the term of the late President Obaldia. This statement coming so close upon the time for the meeting of the Assembly to choose a President has created a great sensation in political circles. Senator Mendosa was second Vice-President at the time of the death of President Obaldia last March and immediately assumed the office of Acting President.

ANOTHER BANKER IN.--The Hazel L. Ritcey, of Lunenburg, arrived here last evening from the Grand Banks to get a supply of salt and squid. She has 1,550 qts. of fish on board and is now on her second trip. The captain reports fish fairly plentiful.

MINARD'S LINIMENT CURES GARGET IN COWS.