

No Man, Woman or Child should Miss THE NICKEL Monday

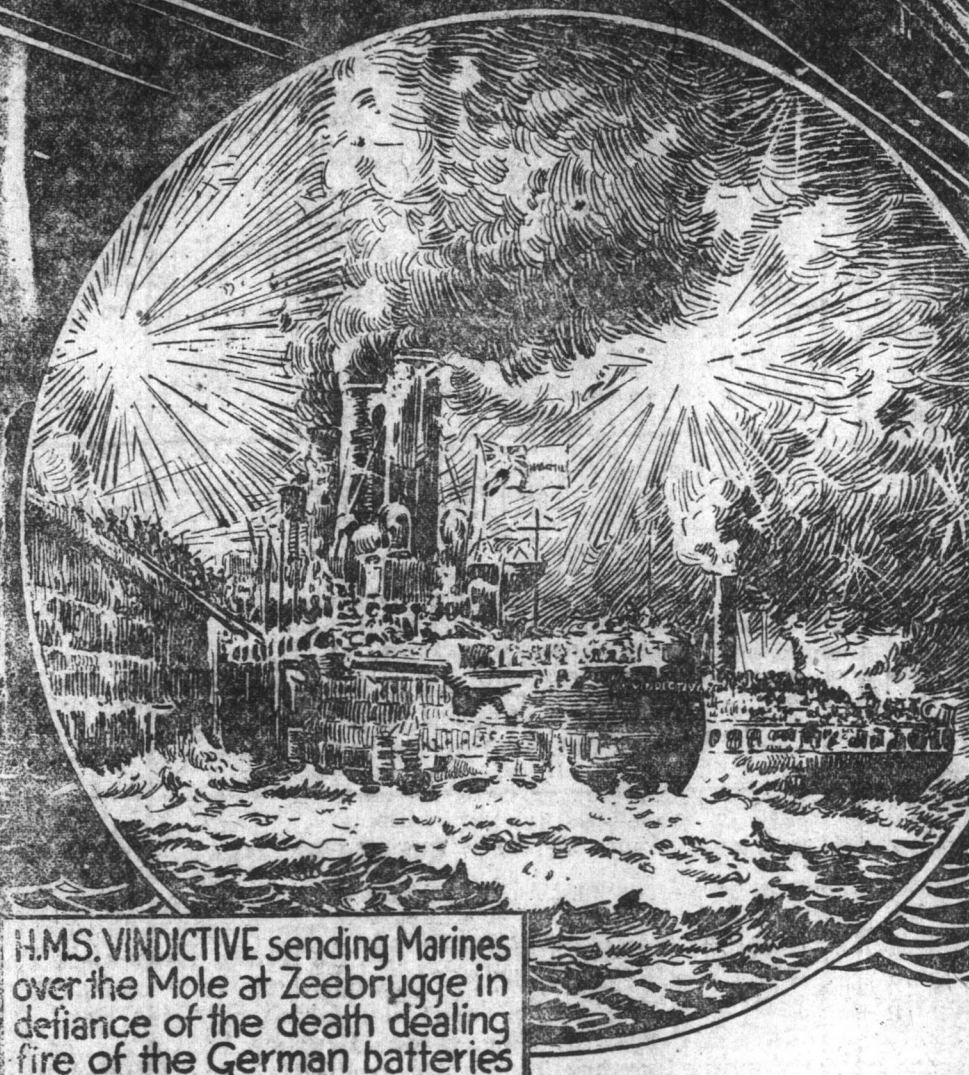
TWO COMPLETE SHOWS EACH NIGHT

Never was a Story so well worth Filming or more magnificently carried out

S.W. SMITH Presents
The GLORIOUS
NAVAL EPIC

ZEEBRUGGE

The STORY OF THE
MOST DARING EXPLOIT
IN HISTORY



H.M.S. VINDICTIVE sending Marines over the Mole at Zeebrugge in defiance of the death dealing fire of the German batteries



Their Majesties received by Earl Beatty at premier performance of ZEEBRUGGE from Photo. at Marble Arch Pavilion, London

Produced with the co-operation of the British Admiralty, and endorsed by their Majesties, the King and Queen.

HARTLEY'S

It's good Jam.

Rotary Luncheon

INTERESTING ADDRESS BY CAPT. BOB BARTLETT.

President Rotarian J. W. Morris presided as Chairman at the Rotary Luncheon held on Thursday at the Hartley's Restaurant, and a large number of Rotarians and guests assembled to welcome Captain "Bob" Bartlett of Arctic fame, who was invited as speaker of the day.

"Bob" is humorous, unaffected, and his performance, braced with Nature's elements could not be otherwise than leave an indelible impression of strength and simplicity of character, and instill a true confidence in the end for which a man is placed on earth by the All-powerful Creator. Captain "Bob" expressed opinion that the insatiable lust for power and position, so apparent today can but result in the mental principles as laid down in the Law for the conduct of life, and obligations to our fellowmen.

Captain "Bob's" vivid description of the sufferings and hardships endured by Commander Peary in his expeditions to the Arctic, of his uncomplaining faith and courage, the spirit of comradeship which permeated the atmosphere of his journey with the great explorer, not but imbue his audience with the sense of the heroism and greatness of Robert Peary. For twenty years he strove to attain his goal, the first attempt made in 1898 was unsuccessful, he was not discouraged, but again and again braved the perils of the Arctic to wrest his name from these vast unexplored regions. The Peary Arctic Club built a powerful ice-resisting ship "Roosvelt" and she was first used by Peary in his expedition of 1905 and 1906. The expedition and experience resulting in his various expeditions were to bring success to the exploration on July 6th, 1908 the "Roosvelt" again left New York for the Arctic. The party consisted of Ross G. G. Donald B. MacMillan, Dr. G. Goodell, George Borup, Captain Bartlett, Commander Peary and a party of Eskimos on board, and reached Cape Sheridan on December 1908, where the ship was frozen in the ice and on February 28th, 1909, the ship was made for the Pole. Macmillan was shortly after obliged to turn back with frozen feet, and Mr. Macmillan returned was drowned on the night of the ship. Finally, on July 6th, 1909, the Commander reached his goal, and who later the ship was hailed throughout the world as the exploits of Peary and his companions were added to the history of heroic accomplishment. On this final expedition, two others of the party, MacMillan and Peary, located the living quarters of Greely's expedition, and valuable information previously supposed to have been lost were now found.

The exploration of the Antarctic and the discovery of the South Pole on December 16th, 1911, by Captain Amundsen is also replete with heroic efforts. The fate of Captain Scott and his party who also endeavored to reach the South Pole during the same year, and the self-sacrifice of the party, who did not fall ill and who went off into the storm, was never heard of afterwards, the terrible toll and sufferings of Nature demands of those who dare penetrate her formidable fastness. Other explorers such as Nansen, Duke of Abruzzi, Nares, McClure, Wilkes, etc., have attempted their quota of heroic expeditions to Arctic and Antarctic annals. About a year ago, Captain "Bob" Bartlett, in the cabin of the Revenue Cutter "Bear," of the United States Coast Guard. (Many in Newfoundland are familiar with the "Bear" who prosecuted the seal fishery for many years). The mail had just been received, and the Captain of the "Bear" began to read extracts from the letter which he had received from Newfoundland. The phraseology and words, as he read, struck Captain Bartlett as being very familiar, and he began to burst out with "I bet that was from Dick Ash of St. John's!" as it proved to be.

Dick Ash's father, Captain Francis Ash, was ice pilot on board the "Bear" when in 1884 this ship, commanded by Capt. W. S. Sobley—after-

wards Admiral, rescued the Greely party. Capt. Ash afterwards delivered the "Bear" to the American Government who purchased her in the following year.

Just before America went into the war, Captain Bartlett was busy engaged in getting ready and equipping a ship to be used in the experiment of drifting across the Polar regions. The idea was to build a ship on the Pacific, at Seattle, place a party of ten men on board, and getting into the Polar pack, let the ship drift to the Arctic regions, across the Pole, and come out between Spitzbergen and Greenland. This idea was based on the result of an experiment made by Admiral Melville of the United States Navy, and Henry G. Bryant of the Philadelphia Geographical Society in 1897, when forty-seven casks were set adrift in the Arctic floe. Three of these turned up, one south of Greenland, one in Iceland, and the other in Norway. Added to this was the fact that Nansen many years previously, having seen some wreckage of a vessel that had gone down near the islands of New Siberia, and which having drifted across the Pole, and was later found on the South-west Coast of Greenland, was convinced that a ship strong enough to resist the terrible pressure of ice could drift across in a similar manner. So the "Fram" was specially built for the purpose, and Nansen going around the Coast of Norway, through the Kara Sea, past Cape Chelyuskin to the northern point of Asia, was soon frozen in the Arctic floes. After two years of drifting he left the "Fram" and erected huts at Cape Flora in Franz Josef Land. Here he fell in with Jackson who brought him back to Norway in his ship the "Windward." The "Fram" in the meantime drifted along and eventually forced her way out of the ice. Just as preparations were well under way, the Great War broke out, and Captain "Bob" was obliged to drop the intended expedition.

Captain "Bob" now volunteered for service in the United States Navy, having previously gone to Canada and been rejected. Shortly after being commissioned in the service he was ordered to Greenland to bring back MacMillan's party who had spent three years in exploration work in that region. For this purpose he came to Newfoundland and chartered the Neptune, in which ship he successfully carried out the mission entrusted to him. He then was active in the transport service, carrying troops to Europe and the Pacific. After the signing of the Armistice the work of getting troops back to America again delayed further Polar ventures, but eventually he was released from active duty in the Service, and permitted to engage in Arctic work.

After his successful attempt to the Pole, Commander Peary told Captain "Bob" that he was firmly convinced that the day of Polar explorations by sledges and dogs had gone, and that the work of the future would be carried out successfully and efficiently either by dirigible or aeroplane, and expressed the hope that Captain "Bob" would continue the work along this idea. Andree had attempted the trip to the Pole by balloon in 1897. He started from Dane's Island, Spitzbergen, and was never heard of again, but with the modern dirigible with its up-to-date appliances and equipment and its multiple engines, even if one or more engines gave out there would be a spare, and if all became inactive, the ship could be used as a balloon and brought to safety with a favourable wind. With this idea strongly in mind, Captain Bartlett approached the then Secretary of the Navy, Mr. Denby, and coupling his arguments with the fact that if airships were to be of real value to the Navy, young men must necessarily be found and trained, and given some incentive to enter the service. He eventually got Mr. Denby to see the logic of his arguments, and preparations were made to equip the big dirigible Shenandoah for the trip to the Arctic.

A hangar for this ship had already been erected at Lakehurst, New Jersey. True, many difficulties presented themselves as the airship had then but a cruising radius of 1200 to 1500 miles. However, the outcome was viewed with optimism. At this time the Germans and French were up to date in dirigible construction, and the British very close, the latter nation being the first to adopt the idea of the mooring mast. Hydrogen gas was found to be too dangerous, being so inflammable, and the gas bags of dirigibles were filled with the safer gas called helium. The plan outlined for the trip by a dirigible was to erect mooring masts at different points en route and go north of Alaska, through the Behring Straits into the Arctic, and then to the unexplored regions. All the mooring masts were erected by the Navy, except the final one at Nona. Unfortunately before this one was commenced, the Secretary of the Navy, Mr. Denby was superseded by a new official, and money from private sources being difficult to obtain as a result of the aftermath of the war, the project fell through.

The National Geographical Society was later approached and the co-operation of this organization being obtained, Polar work again took on new life, and last year through the efforts of the National Geographical Society and the Navy Department combined, Capt. Bob was enabled to conduct an expedition to Alaska for the gathering of scientific data and exploration work. From present indications there is every possibility of this work being continued this year.

Some have asked me, said Capt. "Bob" if I were lonely during my sojourn in the north. May I say that I am never lonely when I can look upon, and see floating in the breeze, the old flag, the Union Jack or the Stars and Stripes. However, there is no place like home, and no place looks as good to me as Newfoundland does. I think, however, that our people of to-day are living too fast, and the tendency appears to be towards selfishness and greed. We should have unbounded faith in our little country, and the men of intellect and means amongst us should accept their share of the responsibility in promoting the welfare of our people and our country, otherwise they fall in their duty, and will have a lot to answer for.

Sir Patrick McGrath who is with us to-day has an intimate knowledge of Robert Peary, his work, his character, and his wonderful exploits, and he, I am sure, will agree with me when I say that the greatest honors and laurels that it is in the power of man to bestow on Peary, would fade in the shadow of his greatness. Since first entering his service in 1897, never a discordant note marred the spirit of comradeship which cemented a lasting, loyal friendship. When danger threatened most, Peary was calmest; with limbs frozen and injured, no complaint escaped his lips. He was indeed, a leader of men. Some scientists of to-day appear doubtful of Peary's accomplishment, but in the ages to come when Arctic regions will have no longer resisted the onward progress of civilization, and her vast expanses of territory will have become an open book, no single doubt will exist, and universal homage will be paid to Robert E. Peary, Explorer and Discoverer.

Rotarians accorded Captain "Bob" a hearty vote of thanks for his most interesting and descriptive address. Included in the guests present at the Luncheon were:—Messrs J. W. Morris, Tasker Cook, C. E. Hunt, E. B. Watson, J. A. Young, Harry Wyatt, R. Mitchell, F. W. Angel, W. Dove, H. A. Smith, M. A. Lester, Miss Milley, Sir Patrick T. McGrath, K.B.E., Dr. C. Macpherson, F. W. Hayward, S. Churchill, R. G. Ash, H. V. Perry, J. B. Orr, J. A. Young, W. R. Dove, and visiting Rotarian "Joe" LeDoux.

If you would protect your family insist on Hartley's Preserves

June 13, 11

Disastrous Fire at Pouch Cove

At 12.30 this morning a fire broke out at Pouch Cove in a building in which two families resided, and despite the efforts of the people of the neighbourhood, both homes and contents were totally destroyed. The unfortunate victims of the conflagration were William Evans, a widower with nine children, and his brother John Evans, with a wife and five children, all of whom were rescued uninjured. Both these men are poor fishermen and their heavy loss is made all the more serious because at the time of the fire the engine of their boat was in the house and was also destroyed. From the Rev. Father Fortune we learn that a committee has been formed in the Cove to obtain help for the stricken families, and he will be very glad to receive offers of assistance from sympathizers in the city.

The 20th Century rapid seller—Hartley's Preserves

June 13, 11

REPORT FROM MEIGLE.—A message from Capt. Tavernor, S.S. Meigle, was received by the railway management last night, which reads as follows:—"Friday, 5.30 p.m., anchored at Black Island; N.E. wind, fresh, with thick snow." The Meigle is on her way to Holton.

PUBLISHED ANNUALLY. THE LONDON DIRECTORY

with Provincial and Foreign Sections and Trade Headings in Five Languages enables trades to communicate direct with MANUFACTURERS & DEALERS in London and in the Provincial Towns and Industrial Centres of the United Kingdom and Ireland, the Continent of Europe, Africa, Asia, Australia, America, etc. The names, addresses and other details are classified under more than 3,000 trade headings, including—

EXPORT MERCHANTS with detailed particulars of the Goods shipped and the Colonial and Foreign Markets supplied; STEAMSHIP LINES arranged under the Ports to which they sail, and indicating the approximate sailings.

One-inch BUSINESS CARDS of Firms desiring to extend their connections, or Trade Cards of DEALERS SEEKING AGENCIES can be printed at a cost of 8 dollars for each trade heading under which they are inserted. Larger advertisements at 80 dollars per page.

The directory is invaluable to every one interested in overseas commerce, and a copy will be sent by parcel post for 10 dollars net cash with order.

THE LONDON DIRECTORY CO., LTD., 25, Abchurch Lane, London, E.C. 4, England.

Business Established in 1814.

S. S. Digby is due from Liverpool sometime to-night.

S. S. Newfoundland leaves Liverpool for this port on Tuesday, 15th.



Isn't that a dainty dish to set before the King?

WHAT would those old kings and queens have said if they could have tasted SCHRAFFT'S CHOCOLATES?

In no art or science has such progress been made as in candy making. Taste Schrafft's Chocolates to-day and think what the kings and queens of olden times would have given for such delicious morsels. Our stock is always fresh and complete in all the popular flavors and assortments.

J. J. ROSSITER, Distributor.

Black and flesh is a smart combination for evening. The skirt may have a circular flare at one side only.

Like Fish Fresh Fried?

You WILL enjoy fresh fish fried with CRISCO, the pure vegetable shortening.

Fry with CRISCO

If you want to know what real delicious fried fish is, CRISCO does not smell nor smoke, and gives a delightful taste to fresh fish. CRISCO is economical too, for you do not have to use as much as you would ordinary fat or cooking butter.

THE BEST HOMES USE CRISCO. AT ALL GROCERS.

GERALD S. DOYLE, DISTRIBUTOR.

Forty-Six Years in the Service of the Public—The Evening Telegram.

Shirriff's Jellies are Delicious

"Their Goodness Never Varies"