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ST. LAWRENCE HAS HAD MANY BIG TRAGEDIES

One of the Worst Was That of the Loss of Life to an English Fleet in 1711.

OVER THOUSAND LIVES LOST AT THAT TIME

Two Hundred Victims When The Steamer Montreal Was Burnt Sixty Years Ago

Quebec, June 6.—It is not generally known that in order to find a disaster on the St. Lawrence river which in point of number of lives lost, comes near paralleling the loss of the Empress of Ireland, it is necessary to go back two hundred years to the year 1711, when the English fleet under Sir Hovenden Walker, met with destruction on the crags of Egg Island, in the month of August. It is thought that close to a thousand lives were lost on that occasion, though some reports put the figure much higher. In any event, ten transports foundered.

Horrors of Wreck

An interesting if somewhat exaggerated account of what happened then, is to be found in a contemporary narrative of a nun, Mother Jucheregu, of St. Ignace, who gives an idea of the horrors connected with that shipwreck. After telling how a barque and forty men were sent down to the scene to gather up what they could, she says:

"They left Quebec in 1711 and returned in 1712 with five loaded vessels. They found there a spectacle of which the recital makes for horror more than 2,000 naked corpses on the sand, which had every posture of the desperate; some gashed their heads, others were snatching handfuls of hair, some were buried in the sand, others were embracing. There was a group of women, seven, who held one another by the hand and had evidently perished together.

Frightful Affair

"The sight of so many dead was frightful, and the odor which came from them was intolerable. Although the tide carried some of them away every day there remained enough to infect the air. Some had thrust themselves or been thrust into the hollows of trees, others were buried in the grass. There must have been some old officers, for there were found commissions signed by King James of England, who had been exiled in France since 1689."

Another terrible disaster was the loss of the steamer Montreal at Cap Rouge, June 26, 1857. On that occasion more than two hundred souls were either burnt to death aboard the boat or were drowned in attempting to escape from the flames.

SAY THEY SHOULD ALL BE PUNISHED

Inaction of the Government is Irritating Some of the Liberal Members.—Deputation Waits on Premier Asquith to Demand Prosecution of Ulster Gun-runners.

London, June 6.—The inaction of the Government with regard to the punishment of the Ulster gun-runners is still troubling the minds of Neil Primrose, Liberal member for Wisbech, Walter Roch and Arthur Sherwell, who are holding meetings up and down the country in condemnation of the ministers.

These three were leaders in a deputation which waited on Mr. Asquith, who informed them that there were special circumstances known only to the ministers.

The Hon. Neil Primrose, like his illustrious father, Lord Roseberry, prefers to take an independent path in politics. He has written to the London Daily Mail urging that so long as the Ulster gun-runners remain unpunished it would be illegal to punish the suffragettes for lawlessness.

FOR HOSPITAL

James Davis, Bay de Espoir, arrived by the Portia last evening for treatment at the General Hospital. This is his second visit to the institution.

700 Americans See Ambassador

Salvationists From U. S. A. Call At American Embassy In London

London, June 9.—The American delegates to the World's Congress of the Salvation Army, numbering 700, with Miss Eva Booth, Chief of Staff in America, at their head, marched this morning from Army headquarters to the American Embassy, where they were reviewed by Ambassador Page.

CLERGY CONDEMN "INDELICACIES" OF THE FASHION

And of the Shows Which are Frequently Put On At Some of the Theatres

AS A RESULT THE DEVOTEES OF FASHION ARE INDIGNANT

But Some of the Women's Clubs Back Up the Clergymen in Their Protests

London, June 8.—The Rev. Richard Free, Vicar of St. Clement's church, Fulham, has revived the discussion of modern fashions by a letter he has sent to the papers on "the wave of indelicacy" which, he alleges, is overspreading this country.

He complains of the indelicacy of some vaudeville acts, the indelicacy of posters on the billboards, and the indelicacy of motion picture shows.

More Than That

"Must women be supposed to have only faces and hands. Poor man is being disturbed all the time—now by a girl in a house, now by a poster, now by a leg of a too daring follower of the mode. What is more beautiful than the human body. Did not God make our bodies as well as our souls. Down with hypocrisy!"

Mrs. John Hartness, Secretary of the American section of the Lyceum Club, is one of those who have expressed themselves emphatically in support of Mr. Free's protest. She says:

"It is a real pleasure to find one man with the courage to lift his voice in condemnation of the shocking styles forced upon women by Parisian creators.

"Woman's form has been always considered the most beautiful creation in the world, but it should be draped artistically. The ancient Greeks had the right idea of dress with their flowing draperies that revealed every line with modest beauty.

"Other women should do as we are now doing in America—study the French designs and take from them merely whatever is chic or original."

Given Up As Lost

Friends and relatives of Michael Brown, who went out fishing in a small boat Wednesday evening, have given him up as lost. The tugs Zaidce and Hillford after a search, came upon Brown's boat Thursday and towed it to North Sydney. Contrary to reports the D. G. S. Stanley did not join in the search.—Sydney Record.

READ THE MAIL AND ADVOCATE.

Captain "Bob" Bartlett Tells Story of The Loss Of the Steamer 'Karluk'

Prompt Action Saved Whole Ship's Company

Experiences Of The Party, After The Ship Was Abandoned On Jan. 10, 1913—Captain Bartlett Proved Himself a Capable Leader.

By Captain Robert A. Bartlett.

(Commander of the Whaler Karluk, Flagship of the Stefansson Arctic Exploring Expedition.)

St. Michael's, Alaska, May 31.—Commander Vilhjalmur Stefansson of the Canadian Government arctic exploring expedition left the flagship Karluk September 20, 1913, fifteen miles off the mouth of the Colville river. The next day a strong east wind sprang up and September 24 the ship began to drift westward.

The theory of the drifting across the pole is questionable. Our drift carried the ship to the point where the Jeanette began its drift.

At three o'clock the morning of Jan. 10 we were awakened from sleep by a sharp report like that of a gun. The ship was trembling and quivering. Going on deck we found that the ice had opened from the stem of the vessel, running in a westerly direction about 100 yards, where the crack had closed.

Karluk Was Doomed

Realizing that the Karluk was doomed, we immediately began placing on the ice pemmican which had been taken from cases sewed in cases; also milk, clothing, ammunition, arms, oil, etc.

The night was intensely dark. No moon, no stars were visible. The air was filled with drifting snow, driving before the wind at forty miles an hour.

Ten thousand pounds of pemmican and other provisions were placed on the ice.

The ice around the ship was badly broken, but notwithstanding the dangerous condition in the darkness the men began hauling supplies on sledges to the solid ice 100 yards away, where loomed the house and the other articles we had previously placed there.

Into the house we sent an Eskimo

woman with her baby, telling her to make a fire in the stove in preparation for our arrival and settling there.

Quick Work

By midnight all the supplies had been placed on solid ice. The coffee kettle was boiling constantly in the galley.

At this time I sent the men to the shelter-house. I remained on the ship until it sank at 4.30 o'clock the afternoon of Jan. 11.

We watched the final plunge, with the blue ensign at the main topmast cutting the water as the ship disappeared beneath.

We had two houses on the ice, one of snow, the other built of boxes covering with sails. All the mattresses had been saved from the ship and every manjack had a good bed of skins and blankets. There was a stove in each house and plenty of coal to keep things warm. We had a very comfortably constructed gallery with a large stove, regular meals and good food.

Plan to Reach Land

"We decided that as soon as the sun returned, giving us five hours a day for travel, to commence transporting our supplies to land. About six miles away, south by west, there appeared land.

"Jan. 20 I sent Mate Anderson, Second Mate Barker and two sailors, with three months' provisions and a good supply of ammunition, to look for a game land and also to make a trail for facilitating the removal of the supplies of the main party toward shore.

"Everyone was busy making skin clothes, the Eskimo woman cutting the garments and the men sewing them.

"The supporting party accompanying the mates, consisting of Mamen, Eskimos and twenty dogs and three sledges, returned the third day, remarking that they had encountered

fairly good ice with little movement. They accompanied the mates to within three miles of land Jan. 31. This land proved to be Herald Island. Open water prevented a landing at that time.

Not Sighted

"Wrangel Island, thirty-eight miles from Herald Island, was not sighted by the supporting party.

"Feb. 2 Dr. A. Forbes Murray, medical man of the expedition; James Murray, the ocean current expert, and Henry Beauchat, the anthropologist of the party, and Sailor Morris, who were impatient to get to land, left us, using man-power sledges for travel with the same methods that were employed in the British antarctic expedition and following the trail of the support party.

"Feb. 7 I sent Mamen and two Eskimos with sledges and supplies to land. Mamen injured his leg on this trip and returned to camp, his place being taken by Chafe, who was advancing with supplies along the trail.

"Chafe found open water within three miles of Herald Island. Seeing none of the men on the island, he presumed that they had gone on to Wrangel Island. Feb. 13, landing on an ice spit here.

Save Even Ship's Cat

"Here we found plenty of driftwood and the Eskimo woman prepared fire for us. She carried along her baby and the ship's cat, which had also been saved when we landed.

"Realizing the necessity of immediate relief for the men on Wrangel Island, I started Feb. 18 for the Siberian shore, 100 miles away, accompanied by Eskimos and Perry, with a sledge and seven dogs. Four bears had been shot on the trail on our way to Wrangel and plenty of bear signs near the island showed that there was a possibility of an abundance of game.

"We reached the mainland fifty miles west of Cape North. We met with very good treatment at the hands of the natives along the coast to East Cape, where we encountered Baron Kleist. He greeted us warmly and with great kindness offered us the hospitality of his house at Emma Harbor.

"I arrived at Emma Harbor in the middle of May, when Captain Peterson of the Whaler Herman, hearing of my plight from the natives, voluntarily gave up his whaling and trading trip and called for me at Emma Harbor. From there we started immediately for the American coast."

U. S. NAVAL TUG 'POTOMAC' AT LOUISBURG

Looking None the Worse For Having Been Tied Up All Winter in The Ice Floes.

IS IN COMMAND OF U. S. CONSUL GOULD.

Men Who Rescued Her To Be Paid But Not As Salvors of The Ship.

Louisburg, N.S., June 5.—The United States Naval Tug Potomac, arrived here last night from Port aux Basques in command of Consular Agent O. C. Gould. She completed taking bunker coal to-day, and will sail direct for New York as soon as the weather permits.

The tug is a very powerful one of 2200 H.P., and from her outward appearance looks none the worse for her battle with the Newfoundland ice floes. Some of her machinery suffered however, on account of the cold weather freezing up some of the pipes, but repairs were soon made to enable her to stam away at an eleven knot gait.

No Salvage

Speaking to the Consular Agent about her battle with the elements and the salvage claims, he explained that the newspapers' account of the incident were far off the mark. In the first case before her original officers left her they posted a notice on her

wheel house stating that the ship was not altogether abandoned, and was not subject to salvage as the crew were standing by her, and he explained, as the property of the Navy Department she was not subject to salvage, the in such case the Department would not doubt pay any persons well for bringing her to port, but in this case there was no salvage whatever.

Hired Men

Mr. Gould personally hired men on behalf of the Department and accompanied them when they went to her rescue. He also had chartered a schooner with a load of coal, and they had a very trying experience in negotiating their way through the ice for a distance of sixty miles, to board the tug on their passage. On the old vessel it looked on several occasions as if they would be pinched by the heavy ice floes, but escaped unhurt, though they were out in the gale that was supposed to have caused the Southern Cross to founder.

Mr. Gould has an entire crew from Newfoundland and, most of them having served a long term as sealing skippers, Mr. Gould speaks highly of their capacity for enduring cold and discomfort.

Not Pleasant Job

It has been quite an experience for him, but one which he would not wish to repeat very often. Mr. Gould is stationed as a Consular Agent at Bay of Islands, Nfld., and was for a time stationed at the Department at Washington. He has also seen service in the navy where he learned navigation. Before returning to Bay of Islands he will pay a visit to Washington delivering the tug to the Navy Department.

READ THE MAIL AND ADVOCATE

Redmond Defends Irish Volunteers

Says the Nationalist Force Was Made Necessary By the Activities Of Carson

Dublin, June 9.—Redmond, leader of the Irish Nationalists, issued a statement to-day, in which he emphatically denies the report that the Irish volunteer movement is hostile to the objects of the Irish party (—) "Up to two months ago I felt that the volunteer movement was somewhat premature, but the effect of Sir Edward Carson's threats upon public opinion in England, the House of Commons and the Government, and the occurrences at Curragh Camp and successful gun running in Ulster, virtually altered the position.

"The Irish party took steps about six weeks ago to inform their friends and supporters that in their opinion it was desirable to support the volunteer movement, and as a result it has spread within the last six weeks like a prairie fire, and all the Nationalists in Ireland will soon be enrolled."

DISASTER SENDS UP THE RATES OF INSURANCE

Underwriters Will Charge More For Taking Risks On St. Lawrence Route

VIRGINIAN TO FILL PLACE OF THE EMPRESS

Claims On the C.P.R. By Travellers Will Likely Total Million And a Half

London, June 6.—Cables from Canada inform us that the Empress disaster is "the subject of amazed comment throughout the Canadian press," which insists that the catastrophe was perfectly avoidable. This attitude has not been adopted by the English newspapers. Their comments continue to follow the line indicated by the Canadian Associated Press on Saturday, namely, that even with the most modern appliances and complete precautions man is not yet master of the sea. It is obvious, though, that the disaster will have an extremely depressing effect on Canadian insurance.

Rates Stiffen

Underwriting substantial concessions were recently contemplated in regard to premiums and conditions, but the latest loss will result in general stiffening of the rates regarding St. Lawrence risks. The opinion in well informed quarters is that the Dominion Government will now contribute toward the cost of insurance to offset lower charges on New York and other competing routes.

Wrecked in Calm Sea

As both the Titanic and Empress were wrecked in a perfectly calm sea it is advocated that the upper decks of liners ought to carry large seats instantly converted into rafts.

The Canadian Associated Press is informed the Virginian will act as substitute for the Empress of Ireland with sailing arranged for June 12. Several newspapers express appreciation of the courtliness and readiness shown by the C.P.R. staff.

In the present emergency pitiful scenes are still witnessed at Liverpool, at the offices the number of callers is hardly perceptibly less, for although the fate of the majority of the passengers and crew is definitely known the relatives still flock to the office in expectation of news concerning the recovery and identification of bodies. Several women refuse to leave until they have news of some kind of their relatives. One of them has been in the building since Friday.

GLADYS E. WHIDDEN ASHORE

The schr. Gladys E. Whidden, formerly employed in the cattle trade, drove ashore at Sydney in last Friday's storm. She was floated off without much damage.

saved, but the steamer was so badly damaged that it was abandoned.

MANY SETTLERS ARE MASSACRED BY PERUVIANS

Warlike and Bloodthirsty Huambias Slay Large Number Of People

RAIDED RUBBER STATIONS AND COMMITTED OUTRAGES

Large Numbers of Settlers Fearing Further Trouble Fleeing From Peru

Liam, Peru, June 6.—The warlike and bloodthirsty Huambias are in arms again and an appalling massacre of settlers is reported. The scene is the Upper Marañon. Settlers are fleeing from the Marañon Valley in large numbers. The vicinity of this tributary of the Amazon has seen a large number of recent outrages by savages.

This latest raid was on the rubber stations of Marrucos and Niva which were sacked and destroyed, while some fifty people were massacred, their bodies afterwards being burned.

Killed All

The "caucheros" fought desperately to the end, but neither women or children were spared. And when an armed party arrived on the scene they only found smoking ruins and death.

Only two months ago Indians slew some fifteen settlers in the same part of the world, while last year the Huambias, who are responsible for the present tragedy, wiped out the Peruvian garrison on the Morona river, near the Ecuador frontier.

Treacherous Attack

The attack was treacherously and unexpectedly made upon the camp, the Indian chief shooting Captain Bezada down with the very gun which his victim had just shown him how to use. After the massacre the camp was sacked and burned by the savages. Seventeen members of the garrison fortunately escaped, having been absent from the camp at the time.

The Huambias are a warlike tribe that have so far proved wholly intractable to the influence of civilization. They have been guilty of numerous murders and massacres in the Marañon region. In 1900 they attacked the village of Barranco, killing a number of people. In 1904 they fell upon Naareth, near the Pongo's Manseriche, killing between forty and fifty persons, while in 1911 the rubber gatherers along the River Alchayacu suffered severely at their hands.

NEW TELEPHONE IS INVENTED

Two French Naval Officers Make Successful Experiments With Wireless Apparatus.—Many Advantages In The New Instruments.—Installed On Warships.

Paris, June 8.—By means of a wireless telephone apparatus invented by two naval officers, Commander Victor Colin and Lt. Maurice Jeance, conversations were carried on over a distance of 150 miles. Words came with greater distinctness, it is said, than is customary even over a telephone connected wire, the speaker's voice being clearly recognized.

Started Five Years Ago

Inventors of the new apparatus succeeded in transmitting speech by wireless five years ago. Their instruments were installed in the French battleships Verite and Justice, but they could not be depended upon, chiefly owing to the variable quality of the oscillations of Hertzian waves. By experiment the inventors finally succeeded in overcoming the difficulties by means of an attachment which filters waves. They declare that any number of posts can exchange conversation at the same time without interfering with each other, by slight varying respective wave lengths.

WEATHER REPORT.

Toronto (midnight)—Moderate to fresh Westerly to South-Westerly winds, fair and a little warmer.