

S.S. Thetis Here from New York

The S.S. Thetis, in charge of Capt. Faulke, arrived here from New York at 11 a.m. to-day after a run of five days. As we mentioned some time ago, the Thetis has been purchased by Job Bros. & Co., and in the early 80's of the last century was one of the finest of the Dundee fleet of sealing ships and a most successful voyager to the haunts of the harp and hood. She first went to the sealfishery from this port in 1881, in '82 was commanded by Capt. C. Dawe and in 1883 by Capt. Fairweather. That year she was purchased as we think, was also the Bear of the American Government and has since been used as a patrol boat in Alaska waters. Since leaving here she has been practically rebuilt by the U. S. authorities and has been fitted up with palatial saloons and magnificent quarters for the ship's officers and foremost officials, also being much altered about the decks. She is a fine ship of 491 tons gross and came from San Francisco through the Panama Canal to New York, the voyage occupying four weeks. She will be five or six weeks on dry dock 'tween decks.

Carbonoid saves 25% your fuel cost.

NEWFOUNDLANDERS WOUNDED AND MISSING.

A Canadian casualty list issued on Saturday last gives the names of Pte. Samuel Carnell and Sgt. Ernest M. Tessier as being wounded and Sgt. Wm. C. Hood, of Bay Roberts who had been previously wounded, as wounded and missing. Sgt. Tessier is a son of Mrs. C. W. H. Tessier, of St. John's.

AN ASSAULT CASE

There was a clean docket in the police court to-day. An assault case was entered for trial to-morrow. It appears that the "green eyed monster" jealousy had much to do with it and impelled an ardent swain to very ungalant conduct towards his sweetheart. In fact he, in a paroxysm of rage smashed one of the best creations of local millinery, which the girl wore, and tore her dress, and she intends to make him pay for it.

"GOLD BOND"

Cut Tobacco.

The very Best.

10c. per tin.

M. A. DUFFY,

Wholesale Distributor,
Office—Gear Building,
East of Post Office.

Yesterday's Fire Freshwater Road

Barn and Contents Owned by Mr. Edward O'Neill Are Destroyed by Fire—Blaze Might Have Had Disastrous Results Had High Wind Been Blowing—Water Service Fails

At 4.34 p.m. yesterday an alarm of fire was turned in from box 237 at the corner of Freshwater Road and St. James' Lane, which leads to the Merrymeeting Road and the Central and Eastern Fire Companies were quickly on the scene. The fire broke out a few minutes before the alarm was sent in, in the barn owned by Mr. Edward O'Neill, whose house is situated just to the westward of it. At the time there was a fresh and strong breeze of wind from the N.W. and had the section been a congested one the City might have experienced a repetition of the terrible conflagration of 1892. The firemen were aware long before the outbreak that something had gone wrong with the water in the mains as the pressure had dropped suddenly in the Central Station from 60 to 70 lbs. to 20 lbs. and on times to zero. In fact they had been notified by Water Inspector Donnelly, of the accident, and on arrival the men quickly got two stretches of hose each of 35 lengths from the reservoir at Coketown Road and the engine kept there was put at high pressure, but up such a lengthy and steep grade it was next to impossible to get a high pressure, and water could be thrown from the nozzles of the hose for a distance of a few feet only. J. G. Sullivan was early on the scene as well as Supt. Grimes and a strong force of police, and these with the firemen worked well and did their best to keep the fire from reaching any of the residences to leeward of the burning fabric. Chiefs Winsor and Treble directed their men well, but before any kind of decent head of water could be had the barn and its contents, of about 10 tons of hay or more, valued at \$300 had been destroyed. The loss to Mr. O'Neill is a heavy one, as he had no insurance. Shortly after the fire broke out a rick of straw, containing about 1 1/2 tons, in the centre of the field, caught and men getting ropes about it pulled it down and stamped out the blaze, though most of it was destroyed. When the firemen arrived at the scene the barn was enveloped in flames and it could be seen that even with a plentiful supply of water it could not be saved. The flames swept down on the houses of Mrs. P. J. Kennedy and Mr. Moore, but men climbed to the flat roofs of these and kept them flooded with water taken from wells near and from the hose and thus the danger of a great conflagration was averted. Had these buildings caught it is hard to say where the fire might have ended. How the fire originated is not definitely known. Mr. O'Neill was at work at some fodder about 5 yards away from the barn when suddenly he saw that it was on fire. Just previously he thinks he saw a man get in the shelter to light his pipe and possibly a burning match dropped carelessly by him started the blaze. The fire flames near were of no service to the firemen, their being no water in the mains. After the barn was destroyed

Alls Well That Ends Well

City Council Must Explain How Yesterday's Accident Occurred on Long Pond Road—Were the Pipes Faulty?—The City Doesn't Want a Repetition of 1892

About 3.40 p.m. yesterday Water Inspector Donnelly, as well as other city officials became aware that something had gone wrong with the main water system, as the pressures in the eastern and central sections of the city fell quickly to 20 lbs and at times to zero. The fire stations were quickly notified and after a short while the break was discovered at a point near Cook's farm, on the Long Pond Road, in the western section of the line. The break was a bad one and a great flood of water issued from it, inundating the surrounding terrain. Quite a number of men were immediately set to work under direction of expert employees of the Council, and when the fire was noticed on Freshwater Road there was consternation, as it was known that as a result of the break in the mains that no water was available. Fortunately the fire was not in a congested district and it was another case of "all's well that ends well." As a result of the break the water in the great main reservoir, out near Windsor Lake was in a comparatively short time almost completely drained away. Under such conditions had a fire occurred, says further down on Freshwater Rd. or in any other populous area on the higher levels, one need not be of an over-imaginative temperament to imagine what the dire outcome would have been. We believe and are willing to admit that the accident to the main was unforeseen, but this would be a poor excuse were the city to be once again destroyed through lack of water. What the public must demand from the City Council in the premises is as to how such an accident occurred, was it the result of carelessness or negligence, were the pipes in this section faulty, was the accident one which could have been averted? We reserve further comment until a full enquiry will have been made. All last night a force of men were making repairs and completed, we hear, this morning.

It is proved that Carbonoid absolutely eliminates Carbon from Cylinders, Cylinder Walls and Piston Heads.

TRAIN REPORT.

Wednesday's No. 1. Left Crabbles 7.35 a.m.
Yesterday's No. 2. Left Glenwood 7.40 a.m.
Yesterday's No. 2. Left Glenwood 7.40 a.m.
To-day's No. 2. Left Port aux Basques 9.20 a.m.

the hay about smouldered for a long while. The "all out" signal came in at 7.10 p.m. Shortly after 10 last night the hay and debris again took fire and the chemical was sent forward and extinguished it. A set of new harness kept in the barn with some farming implements, etc., were also destroyed.

LOCAL ITEMS

The S.S. Eagle arrived here to-day from Halifax laden with flour and general cargo for Bowring Bros. Ltd.

The S.S. Florizel, which did not leave Halifax until 4 p.m. yesterday is due here this afternoon.

A local express is due here at 5.30 p.m. with the mail brought to Port aux Basques by the Meigle.

The steamer Algonquina, to be painted up and the yacht Czarina for an overhaul, went into the dry dock to-day for repairs.

The several lady pupils of St. Bride's Academy, Littledale, now in hospital, ill of diphtheria, are doing well and all are convalescent. The disease is of a very mild type.

Some city sportsmen who went out shooting by Tuesday's express returned last night by the shore train. Their bags of birds in most cases were slim and they report partridge scarce on the various barrens.

The civic collections for the week just closed amounted to \$5717.43 as against \$2,438.53 for the corresponding week last year. The expenditure was \$2623.31 and for the same week 1915 \$2178.89.

A lady resident of Cochrane Street complains that her home was recently broken into and that considerable property was stolen. The police will likely take the matter up and will no doubt bring the guilty party or parties to justice.

Yesterday Const. J. Morrissey, of Bell Island came to the city and brought back a Quidi Vidi man who has been charged with stealing a meerschmum pipe worth \$12, owned by one Goss of the Island. He was remanded here and will be tried at the Iron Isle.

THE KYLE'S PASSENGERS.

The S.S. Kyle arrived at Port aux Basques this morning, bringing Lieut. C. Strong, Sgt. Moore, Corp. Coffeld, Lance Corporal J. B. Barnes, Ptes. J. E. Morrissey, L. Lake, Hartery, Hayward, H. Hewitt, O. Batstone, J. Wadden, H. Matthews, J. Stanford, W. Parsons, H. O'Keefe, J. White, E. Shea, C. H. Ellis and Clouter; Messrs. John Ridout, Hon. M. P. Gibbs, Rt. Rev. Bishop Power, E. B. Walley, D. J. Curtain, O. C. Gould, C. J. Peoples, L. Howe, Mrs. Gale, J. Bruce, J. and Mrs. Gale, R. Fudge, Miss Shea, Capt. C. M. Strong, M. A. Edgett, M. Soper, G. Abbott, R. C. Smith, Jas. Berry, P. J. Shaw, M. Bishop, D. K. Boyd and Mrs. D. Grant.

TOURISTS ON PROSPERO.

By the Prospero this trip there went several American tourists who recently arrived here. They will go the round trip on the ship and with the present fine weather prevailing they should bear away with them a good impression of the country. They came from Kansas City, U.S.A. and among them is an eminent medical man of that place.

OUR THEATRES

THE NICKEL
There is another charming weekend performance at the Nickel theatre to-day which should attract very large audiences. The programme is a varied one and is certain to afford the greatest pleasure to all. "I will repay" is a beautiful three-act social drama in which Marguerite Clayton, John Junier and Edward Arnold play the leading characters. "The fighting four" is a comedy riot, in which Geo. Ovey is seen. The Majestic players present a thrilling two-act melodrama entitled "The Mystery of the Hindu Image." The ninth episode of "The Diamond from the Sky" will be shown. The chapter is entitled "A runaway match" and is highly interesting. The blumper matinee for children takes place to-morrow afternoon.

THE CRESCENT.
A Biograph two-reel feature "The Chain of Evidence" is the headliner at the Crescent Picture Palace to-day. Viola Smith, Jack Mulhall and Ivan Christy are the principals in this great drama. Billie Reeves, the celebrated London Music hall comedian features in "Insonina," a fine comedy. A thrilling Lubin drama is "A Reformation Delayed." Burns and Stull as Pokes and Jabbs are presented in "Their Wedding Day," a lively Vini comedy. Mr. Sam Rose sings the latest ballad, "When the sun goes down in Romany." Professor McCarthy presides at the piano, playing the newest and best music. Send the children to the big Saturday matinee. Extra pictures.

Weekly Meeting Civic Board

Several Complaints Are Sent in Regarding the Faoms "Hoppers"—Residents in Many Sections of the City Suffer Much on Account of Those Unclean and Unsightly Ornaments

The Mayor, Mr. Gosling, presided at last night's meeting of the Council. Jas. Carter and E. R. Burgess wrote of the bad condition of Barnes' Road and of the condition of a "hopper" near Balsam Place. Repairs will be made and the matter of the hopper will be investigated.

Coun. Tait drew attention to a house in Haggerty's Lane, which is in a dilapidated condition and asked that the owner be compelled to effect repairs. The Engineer will attend to this.

The matter of J. Weeks' application for a fountain on Corwall Avenue, the wells having gone dry, was referred to the Engineer.

Pat. Brien, Lime St., complained that a "hopper" near his door was unsightly and not giving satisfaction.

Coun. Tait admitted that the "hoppers" were unsightly, but considered the people themselves were to blame if the pots were not kept clean. The Engineer will report.

W. Muford, Monroe St., wrote about people throwing filth in a grating near his residence. A night car will visit the place in future.

Jack Rossley asked permission to make additions to theatre in Hutchings' Street and submitted plans. The building is within the fire area, and the Board has no authority to permit the erection or extension of wood buildings.

Mrs. Alice Lawlor offered house corner of Theatre and Carter's Hills to the City for \$4,000. The Council is not in a position to purchase, but will give permission for the owner to make "reasonable" repairs.

E. G. Cousins, Southside, asked permission to rebuild store. Must submit plans.

K. O'Driscoll, Mundy Pond Road forwarded plans of proposed addition to house. Referred to the Engineer, as was also a similar application from Const. A. Greene, Parade Street.

W. H. Motty, Charlton St., asked for permit to repair and raise house. A matter for the Engineer.

P. C. O'Driscoll, agent, was awarded contract to supply 600 feet of pipe. His tender being the lowest.

C. J. Fox, for Mrs. D. J. Greene Queen's Road, asked permit to make repairs to house in that street, which was granted.

Solicitor Morris, in reply to a letter from the Board, re the claim of W. Feehan, who was injured near Windsor Lake, reported that the city was not liable.

Sanitary Supervisor Dwyer reported that the margin of Quidi Vidi Lake could be cleaned up for \$10.00.

The Engineer reported that at 7 p.m. yesterday the Fire Supt. telephoned to the Water Dept. that the pressure of water of 65 pounds per square inch a little while before had dropped to 20 pounds. The trouble the Engineer explained, was a break in the main, and when the fire alarm was sounded about one hour later he advised the fire companies to use the water stored in the Pennywell Road reservoir.

Inspector Bambrick referred to the bad condition of the side drains which lead from Pennywell Road and Boncluddy Street. This could be repaired for \$55.00. The amount was voted for the work.

Councillor Mullaly asked why the water was turned off from the drinking troughs and quoted a letter in yesterday's news relative to the matter. Mayor Gosling reported that there was no danger from stagnant water in these troughs, if owners of horses would be careful, while Councillor Tait said that if the drivers of horses were not too lazy to keep the receptacles clean, it was their own business.

Time to Round Offenders Up

Reckless Driving by Cabman and Motor Car Owners Has of Late Grown to an Alarming State—Something Must Be Done to Protect Pedestrians From Injury, Perhaps Death

We are in perfect accord with the remarks of our contemporary, the "Daily News" this morning as to the reckless driving noticeable when trains are due to arrive. Each day and night when trains are expected, cabmen to get fares drive their horses at a furious rate up Water Street.

While on this thoroughfare the danger to pedestrians is not very imminent, although the possibility of an accident is ever present, but once these cabs turn to go over to the railway station people walking that way take their lives in their hands. Often times with the noise of the shunter in the yards or the steam of the engine of the train, if it is in it is impossible to hear these rubber-tired vehicles come along and time and again we have seen men, women and children escape death almost by a miracle. This is a matter that long ago should have been rectified and we hope that the proper authorities will soon give it the attention it deserves.

Now as to automobiles and kindred vehicles on the streets of the City and roads of the suburbs the same applies. The lives of pedestrians must be protected at all costs. This is axiomatic in every civilized community, but it does not seem to apply with any great degree of force in this city of St. John's.

In this city there are few, if any properly designated crossings in our streets, there are none in the country roads. People cross the thoroughfares where they please and they have a right to do so. But when they are in the act the automatic auto owner disregards his presence and rushes along at good speed. He evidently takes the stand that he is the ruler, if not the owner, of the road, and the poor pedestrian must jump for his life or take the risk of broken limbs or a sudden and violent death. This condition of affairs is intensified on the suburban roads and the wonder is that not more fatal accidents are reported. This whole matter of the speed of such vehicles will have to be readjusted so that the masses of the people may be able to walk abroad either for business or pleasure with at least some degree of security.

The use of Carbonoid means more power, less fuel, perfect ignition, easier starting, and uniform combustion. IT PAYS.

REID'S STEAMER REPORT.
Argyle arrived Placentia 6.15 p.m. yesterday.
Clyde leaving Lewisporte this a.m.
Dundee left Port Blandford 3.30 a.m. to-day.
Ethie to leave Humbermouth last p.m.
Glencoe to leave Placentia last p.m.
Home leaving Lewisporte this a.m.
Wren left Clarendville 4.40 a.m. to-day.
Kyle arrived Port aux Basques 8 a.m. to-day.
Neptune North of Battle Harbor.
Meigle left Port aux Basques 10.30 p.m. yesterday.
Sagona South of Holton.

George B. Cluett
built New York, 1911. Length 113.3 feet, breadth 25.9 feet, depth 11 feet; gross 210 tons, net 155 tons. Loads 2300 drums of fish. Equipped with 75 H.P. "Wolverine" Engine. The vessel reaches port about Wednesday, 13th inst. and can be examined on arrival. Apply to:

Secretary International Grenfell Association.

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READ THE MAIL & ADVOCATE

Annual Meeting Grenfell Assoc.

The Second Annual General Meeting of the International Grenfell Association was held yesterday afternoon at the King George the Fifth Seaman's Institute—the Registered office—at 4 p.m. Excepting Hon. Robert Watson, all the other Directors were unaccountably prevented from coming to St. John's to attend the meeting, but they were represented by proxies:

Mr. C. S. Ashdown by Mr. Charles P. Ayre; Mr. W. R. Stirling, by Mr. H. R. Brookes; Dr. Clarence J. Blake, by Mr. B. E. S. Dunfield; Sir Herbert R. Ames, by Hon. Marmaduke G. Winger; Mr. J. A. Machado, by Mr. A. Shaw; Mr. W. C. Job, by Mr. R. B. Job.

Hon. Robert Watson occupied the chair. The second Annual Report of the Board of Directors for the year 1915 was adopted, and the Budget for the current year (1915) showing an estimated expenditure of \$60,000 was approved. The meeting then adjourned.

WE ARE NOW BOOKING ORDERS FOR:

NEW OAK COIL LIVER OIL BARRELS, SCOTCH AND LOCAL HERRING BARRELS, SALMON TIERCES AND BERRY BARRELS.

If you need any of the above we can supply you at short notice. No order too large or too small to receive prompt attention. Write **Box 156. Phone 141.**

The Mercantile Coöperage, 275 Southside Road.

OFFERS INVITED

For the purchase of the Auxiliary three masted Schooner

"George B. Cluett"

built New York, 1911. Length 113.3 feet, breadth 25.9 feet, depth 11 feet; gross 210 tons, net 155 tons. Loads 2300 drums of fish. Equipped with 75 H.P. "Wolverine" Engine. The vessel reaches port about Wednesday, 13th inst. and can be examined on arrival. Apply to:

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