



**THE NEARSIGHTED OR MYOPIC EYE, GLASSES NEEDED**



**THE FARSIGHTED OR HYPERMETROPIC EYE, GLASSES NEEDED.**

**THREE is the Astigmatic Eye, under which heading comes compound and simple Hypermetropic, Myopic and Mixed Astigmatism. These cause much suffering. Diplopia or double vision and strabismus are also accountable for a good deal of pain and annoyance. The remedy is properly fitted glasses. Why do you suffer when the relief is so near at hand. Go to**

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All kinds of Frames and Mountings kept in Stock All kinds of Lenses ground at an hour's notice.

### Cable News.

**Special to Evening Telegram.**  
LONDON, April 25.  
The Times in an editorial accuses the American Titanic investigators of remarkable ignorance pertaining to nautical affairs, and a seeming impulse to find and punish a scapegoat, rather than any desire to discuss the weak points in the system and apply fitting remedies. The Americans, says the Times, cannot fail to appreciate the feeling in England that the Titanic was a British ship, flying the British flag, and that the accident happened on the high seas, and not in American waters. Finally the investigation, its personal conduct, and the responsibility thereof, belongs to the duly constituted British courts. Parliament will naturally object when the enquiry tends to enter a sphere which is British. The Legislature ought to be supreme.

**Special to Evening Telegram.**  
LONDON, April 25.  
Admiral Bridge has offered a possible explanation regarding a mysterious ship whose lights were seen by the officers and passengers of the Titanic shortly after the accident occurred. He is convinced in his own mind that the lights seen were merely reflections of the Titanic's own lights from an iceberg in the vicinity. Such a phenomenon is often observed in the ice region, he says. The results of the Titanic striking an iceberg would, he considers, have been the same whether she was making 10 or 20 knots an hour. He also does not blame Capt. Smith, although he admitted that a searchlight might have revealed the presence of icebergs.

**Special to Evening Telegram.**  
TORONTO, April 25.  
Dr. Quitzrua, a medical graduate of Berlin University, formerly a resident of Hanover, Germany, who arrived here yesterday, was a passenger aboard the Mount Temple, a C. P. R. vessel, which arrived at St. John, N. B., from Antwerp on Friday last. He said that the wireless operator on the Mount Temple informed him that they were the first to get the Titanic's C.Q.D., and that they were only 40 miles from her at the time. The Mount Temple makes ordinarily about 11 knots. Capt. Moore, of the Mount Temple, wired from St. John to the Toronto Star, denying Dr. Quitzrua's story. "I only know from hearsay what transpired previous to my being awakened, but I prefer to say nothing until I testify before the Senate Committee at Washington," was Dr. Quitzrua's reply this morning, when questioned as to his opinion of Capt. Moore's statement regarding the steamer's position when the Titanic sank. "I am going to Washington tonight." In answer to further questions, he said, "I retired about 9 p.m. Sunday, and was awakened by the stopping of the Mount Temple's machinery. I arose, opened the cabin door, and looked about. I saw a couple of passengers and several stewards, and asked what was wrong. They told me the Titanic had struck an iceberg and was sinking, and that they had seen lights and distress signals. I went back to the cabin, dressed, and coming on deck shortly before daybreak, saw a tramp steamer about half a mile north in a field of ice. She was cruising around, evidently in an attempt to get out of the ice. A Russian boat came alongside of us, but did not give us any word. She made a circle where the Titanic was said to have sunk, as well as around us. A little later, at 6 o'clock, we sighted the Carpathia southeast of us. We made a circle around what seemed to be the scene of the wreck. We did not see any kind of wreckage or bodies. At 8 a.m. we got a general message from the Carpathia that the Titanic had struck an iceberg and was at the bottom of the sea; that 700 had been saved, and all others on board lost, and that there would be no need to stand by. We then continued on our course. I received the following message from Senator Alden Smith this morning, it having been sent me last night:—"Come at once as we desire your testimony. Expenses paid. Answer." I have just wired him that I will take to-night's train."

**Special to Evening Telegram.**  
SOUTHAMPTON, April 25.  
A deputation from the firemen of the Olympic proceeded yesterday to board the steamer in order to test the collapsible boats. The inefficiency of these crafts was the cause given by the men for striking. At the request of the officials of the line and the Board of Trade, they have, however, consented to be witnesses of a thorough trial of the seaworthiness of the boats. If their report should be satisfactory, all hands will rejoin the ship. The Olympic meanwhile, is lying off Ryde, Isle of Wight, the officers having succeeded in securing only one-fifth of the firemen necessary to work the ship.

**MANY THANKS.**—We thank Chief Engineer Davis for copies of the latest American and Canadian papers.

### 'Charley's Aunt.'

**A BRILLIANT SUCCESS.**  
His Excellency the Governor, Lady Williams, Capt. Gale and a distinguished audience attended the initial performance of "Charley's Aunt" at the Casino Theatre last night, the production itself being the most brilliant success that the Joseph Selman Stock Company has scored since the opening of the Easter season. The selection gave the troupe ample scope for the display of its individual strength, and the members, without exception, were well suited to their respective roles. The principal character, that of Lord Babberly was played by Mr. Harold Selman with particular success. His natural buoyancy of youth, his powers of mimicry when he appeared in female attire fairly convulsed the audience, and he created much genuine mirth by reason of his clever work. Mr. Joseph Selman portrayed Jack Chesney in the smooth, polished manner that has made him a favourite in the past. He has been seen to excellent advantage in many parts, and was equally at home as the Collegian. His chum, Charley, found a successful exponent in Alton Thomas; Mr. P. S. Barrett being a tower of strength as the "Governor"; Mr. Kelly making an amusing valet, while Mr. Montserrat success. His natural buoyancy of youth, his powers of mimicry when he appeared in female attire fairly convulsed the audience, and he created much genuine mirth by reason of his clever work. Mr. Joseph Selman portrayed Jack Chesney in the smooth, polished manner that has made him a favourite in the past. He has been seen to excellent advantage in many parts, and was equally at home as the Collegian. His chum, Charley, found a successful exponent in Alton Thomas; Mr. P. S. Barrett being a tower of strength as the "Governor"; Mr. Kelly making an amusing valet, while Mr. Montserrat success. His natural buoyancy of youth, his powers of mimicry when he appeared in female attire fairly convulsed the audience, and he created much genuine mirth by reason of his clever work.

Miss Gertrude Arden once more delighted the audience in the role of Kitty. In common with the other ladies of the company she wore several most beautiful gowns, which were the subject of much favourable comment amongst the audience. The remaining characters were artistically handled by Misses Nancy Lee Corwin, Tessie Lawrence and Katherine Irving. The singing numbers contributed by Miss Alice Mackenzie were greatly enjoyed and warmly applauded. To-night "Charley's Aunt" will be repeated, and on Monday the late Sir Henry Irving's world-famous success, "The Bells," will be staged.

### A Damaged Destroyer.

The United States destroyer Warrington formed one of the squadron of five destroyers which was during Christmas week fighting its way north, in line ahead, at a speed of from 12 to 14 knots against a strong head wind and heavy sea. The night was overcast and very dark. Driving before the storm with her lower sails "wing and wing," and a smother of "bam at her bows, came a large coasting schooner. Whatever the conditions, the schooner came driving right through the line of destroyers, striking the Warrington just abaft her after torpedo tubes and just ahead of her after water-tight bulkhead. The schooner's stem cut through the vessel, completely severing forty feet of her stern from the body, stripping the hull plating with its framing, clear of the shafting, and leaving the latter protruding aft of the gaping wound in the ship, like a couple of trailing tentacles. The water flooded the next compartment, and entering the open door, flooded also the compartment ahead, up to the watertight bulkhead about the engine room. Fortunately, in spite of the heavy

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**Absolutely Pure**

**MAKES HOME BAKING EASY**

**Light Biscuit  
Delicious Cake  
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Flaky Crusts**

**The only Baking Powder made from Royal Grape Cream of Tartar**

sea that was running, the bulkhead held. Disabled off Cape Hatteras 150 miles from the nearest dry dock at (Norfolk), with forty feet open to the sea, things looked ugly. The wireless, however, sent out its call and brought the revenue cutter Onondaga to the rescue. Lines were got aboard, and after a long tow of forty eight hours, the Warrington was safely dry-docked at Norfolk Yard, where she will be repaired.

### Won Earl Grey's Prize.

It is interesting to note that Mr. S. A. Duprez, the present trap drummer at the Nickel Theatre, was with the Lieut-Governor's Footguards Band Christmas week fighting its way north, in line ahead, at a speed of from 12 to 14 knots against a strong head wind and heavy sea. The night was overcast and very dark. Driving before the storm with her lower sails "wing and wing," and a smother of "bam at her bows, came a large coasting schooner. Whatever the conditions, the schooner came driving right through the line of destroyers, striking the Warrington just abaft her after torpedo tubes and just ahead of her after water-tight bulkhead. The schooner's stem cut through the vessel, completely severing forty feet of her stern from the body, stripping the hull plating with its framing, clear of the shafting, and leaving the latter protruding aft of the gaping wound in the ship, like a couple of trailing tentacles. The water flooded the next compartment, and entering the open door, flooded also the compartment ahead, up to the watertight bulkhead about the engine room. Fortunately, in spite of the heavy

### Personals.

Mr. R. Coleman, commission merchant, who had been to New York on business, returned home by the s.s. Rosalind.  
Mr. R. B. Job, accompanied by his wife, having spent the winter in England, arrived last night on the Rosalind. They proceeded to Halifax from the Old Country on the Laurentic, and were on board of her when they heard of the terrible marine disaster.

### Rosalind Here.

The s.s. Rosalind, Capt. Williams, arrived from New York via Halifax at 7.30 last night. On the run from the former port, which was left Wednesday last, conditions were favourable, but the passage from Halifax, which occupied 70 hours, was continually rough. She brought a full cargo and the following passengers: Mr. Birkalans, W. A. Knight, Mrs. C. D. Warren, Capt. R. Jones, Miss G. Kavanagh, R. Coleman, R. B. and Mrs. Job, T. C. Carr, T. E. Hughes, F. Dawes, D. G. and Mrs. McAlpine, Capt. D. Fraser, D. McDonald, Messrs. Bothal, Scott, Short, Cameron, Lintlop and ten in steerage.

### Train Notes.

An express with a few passengers arrived here at 5.10 p.m. yesterday from Millertown Junction.  
The first cross-country express to go out since Feb. 7th left here at 6 p.m. yesterday. There went out H. H. Abbott, W. R. Howley, J. House, Mr. Elliott, F. Hanrahan, Mr. Carter, A. B. Spence, Mr. Bokam, His Lordship Bishop Jones, B. Fisher, J. Noonan, J. P. Hearne, G. Byrne, J. Byrne, Const. Bishop, J. Murray, Miss Walters, F. J. Smith, M. McGuire, F. Dunn and about 80 second class.  
The local at 10.30 last night brought in about 50 passengers, mostly fishermen from Placentia, St. Mary's and other places.  
**DANGEROUS TOY.**—In many parts of the city at present boys can be seen using air rifles from which they fire leaden and other pellets. Some of these are powerful and are likely to blind and otherwise injure persons hit with the missiles used.

## GOOD, STRONG SCHOOL BOOTS FOR BOYS.



**THE KIND THAT STANDS THE TEST.**

Ask those Parents who have had them for their Boys—they will have no other.  
**For Strength and Durability they are second to none.**

# S. MILLEY.

## A. & S. RODGER.

**Big Selection of**

# New Goods!

**See the Dainty Productions in Millinery. The Ladies' Lace & Embroidery Jabots & Silk Bows are Gems of Artistic Taste.**

**Newest Designs in Summer Dress Muslins. Have you tried "Tobralco," the best Washing Fabric on the market.**

## A. & S. RODGER.

**CREW TRANSFERRED.**—Following the arrival of the Rosalind last evening her officers and nearly all her crew were transferred to the Florizel, which ship left shortly after for Halifax and New York. Capt. Fraser and the new officers appointed by the Black Diamond people for the Rosalind came along from Halifax.

**CARGO OF "NOTIONS."**—The scho. Ambition left Boston on Saturday last consigned to Geo. Neal with a cargo of Yankee "notions."

**TOOK LARGE MAIL.**—The Bruce express, which left here yesterday evening, took over 100 bags of mail matter, a good deal of which will be distributed along the line.

**MILNARD'S LINIMENT CURES Diphtheria.**

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