WHIRLWIND CAMPAIGN TO RAISE $10,000

IN AID OF DEBT ON NEW CHURCH.

The Methodist Centennial Church,

Cochrane Street.

WILL GO "OVER THE TOP" ON

Thanksgiving Sunday, December 1st.

Every One in the Congregation is Called on to do His Very Best.

Let Us Own Our Own Church.

The Beverley Enquiry.

(Continued.)

Const. Whalen (examined by Mr. ...—Carrigan, the fireman, was ...ed and spent the night at the ...e Station. The others were al...d to go home as their families ...e here. They left the ship be...e they wanted to visit their fami...s. The three of them on the way ...Hr. Grace on the train complained ...r sleeping quarters were leaky. ...r also said the ship was hea...lly ...s and they didn't expect to see ...e again. They said she shook ...siderably from the engines. The ...e firemen were Carrigan, Noftall ...d Power. I saw her leaving Hr. ...e on January 21st. She appear...d to be very deep in the water, but ...e pretty steady. She began rolling ...ile before I lost sight of her. ...re was a breeze and snow squall ...e time. Noftall had most to say ...t the ship. He remarked she was ...d to be their coffin and the others ...d with him. They sailed on her ...e of the big wages offered.

Mr. Howley: Noftall complained ...the presence of Sergt. Byrne when ...saw him at his house that he didn't ...t to go in her. He refused to pur...e his ticket at the railway sta...n. The talk about her being unfit ...e in occurred on the way over. ...I think, said they came here ...e their families as they thought ...ould not sail before 4 or 5 p.m. ...Monday. Carrigan and Noftall ...Mr. Munn was mean to have them ...e. They would not be desert...s in the ordinary sense. They said ...e spoke to Mr. Munn about not ...g their quarters finished. They ...d a water used to come into it. I ...d no objection to the ship being ...seaworthy till we got on the train. ...e struck me their objections ...e simply because they thought ...e would be taken against ...r for deserting but later I thought ...e were sincere. On landing at ...Grace Mr. Munn passed them to ...on Wilson. They made no remark ...Mr. Munn about the condition of ...ip. They were vexed because ...e were arrested. I was speaking to ...Wilson on the way back. She ...ed to be a little nervous be...t submarines. I didn't see the ...before she went to Hr. Grace.

Mr. Summers: The firemen ob...d on the train that she was not ...to go in. Noftall said she was the ...dest he was ever in for shaking ...n the engines started. I didn't ...n them about the ship. Car...was a married man with 5 ...n and about 55 years of age ...d long experience as a fireman. ...on more excellent characters.

Geo. O'Rielly.—I belong to ...Hr. I have no ticket. I've ...about 30 years going to sea. ...master of the Argyle eight ...and in her altogether 17 years. ...the Beverley from St. John's ...Scotia and back again. I went ...ward and back as mate of her. ...general cargo going to Placen...she behaved alright on the way up. She was repaired at Placentia. I saw the work being done on her at Placentia. Five or six pitch pine beams were put in her, houses moved and sheathing put on. Parts of the copper on her were replaced. Her lower hold was solid as a rock. She was lighter built above that. I wouldn't fancy her for a deep sea boat. I brought her back in ballast to St. John's after being repaired and she behaved all right. She then went on dock. Mr. Kemp saw to the repairs on dock. We had oil, herring, etc., going to Montreal, almost a full cargo. I didn't notice any extra vibration from the engines. She made good weather on the way up. The caulkers were working at her in Montreal. She was leaking a lot under water above the rubbers. These were about a couple of inches in the water going up and somewhat under it coming back. Part of the rubber was cut off the port bow at Montreal and a new piece put in. She brought 8,000 barrels of flour and other goods on the way back, a full cargo. We had fine weather to Burin, where we went in as the coal was scarce, none having been taken at Montreal. After we left Burin we were ashore at St. Mary's. The flour taken out of her was not damaged. I saw her on dock here. I left her before she went to Hr. Grace. I saw her practically ready for sea. I had an offer to go mate in her, but I didn't fancy her for a trans-Atlantic voyage. She was 25 years old and built as a river boat and I wouldn't go in her across at that season as I didn't think her fit. I wouldn't mind going in her to Montreal.

To Mr. Summers: She was leaking a lot according to the engineers before we went to Montreal. There was 4 or 5 days work on her there. We had to unload some of the flour as she was still leaking.

To Capt. McDermott: The rubber was about even with the main deck. You could see the leak coming in in the engine room. There was a lot of vibration from the engines, but you would expect it in a ship so old.

To Mr. Summers: She grounded while loading at Montreal. The reason given by the captain for putting into Burin was shortage of coal. We got a supply there. After leaving there and making about 10 miles we put back again owing to bad weather. It was blowing a good breeze and she tumbled a lot. We went into St. Mary's because of bad weather. We remained in the harbor that night but next day moved up to Riverhead and grounded on a mud bank. I told Capt. Wilson about the piece being put in the rubber at Montreal. I didn't notice what effect the rubbers had in a heavy sea.

To Mr. Howley: We had rough weather on the way from Montreal, but there was no leakage and the flour was not damaged. Her houses were strengthened with angle irons on deck here. It was ordered done by Mr. Munn, I think. I heard Mr. Fearn say it wasn't necessary. The work strengthened her considerably. Most of my time has been in the coastal service. I was never across.

To Capt. MacDermott: I think Mr. Fearn meant the angle irons were not necessary. He had put in big knees himself.

Thos. P. Kemp, examined by Mr. Hunt—I saw the Beverley first in St. John's, the day she arrived from Sydney. I was aboard and examined her. I didn't notice her leaking at the time. I didn't give her a thorough examination. About 10 days after I began taking the superstructure off her. After that she went to Placentia. I went on her. She steamed well and didn't leak to my knowledge. She was remodelled at our wharf on the Jerseyside. We sheathed her with 1¾ inch pitch pine, put in several large and a number of smaller beams, put a hatch forward and aft, put in spars, new hawse pipes, moved the winch from the lower to the top deck, the hawse pipes were put on a line with the top deck, barred up the cargo hatches in her sides, altered the accommodations and put a new wheelhouse on her. Mr. Black pointed out to us what was to be done and it was done under his direction. I had charge of it. I never worked at a steamer before. My knowledge of altering the ship would be practical rather than theoretical.

To Capt. MacDermott—We put in 12 or 14 pitch pine beams of 12 by 12 and 12 by 10 inches with a number of smaller ones. I think the ship was built in two sections as the timbers did not continue right up but were lighter between decks than those below. Where we closed up the ports the timber was 1¾ or 2 inch soft pine.

To Mr. Summers—I think she was built for river work because she was so shallow.

To Capt. MacDermott—Her flooring had a rising of about 18 or 20 inches in 14 feet. In a modern ship it would be about 40 inches. This would be on a fishing vessel.

To Mr. Summers—I don't know anything about the theory of the stability of ships.

To Mr. Hunt—During the time she was being repaired at Placentia I don't think she was leaking. I've been shipbuilding the past 3 or 4 years. I wouldn't consider her very strong about the engine-room. This was after she left Placentia. I wouldn't favor her for winter trips.

To Mr. Summers—The entrance to the engine room was left as it was.

To Mr. Howley — Angle irons wouldn't strengthen the work about the engine room. I think my opinion as to strength would be as good as Mr. Black's or anyone else's.

To Capt. MacDermott—I am not a shipwright by trade. I never served my time as a carpenter but I worked at it and erected houses and whaling stations. The Elizabeth Fearn and Cecil Fearn have been built under my supervision. Mr. Palfrey makes the models. I have the hatches, etc, put wherever I want them.

To Mr. Hunt—Palfrey put on the sheathing on the Beverley.

To Mr. Howley—He had nothing to do with putting in the beams. Simon Piercey, foreman with John Taylor, did that.

At 6 p.m. adjournment was taken till to-morrow afternoon.

To arouse a sluggish liver, to relieve a distressed stomach, to fortify yourself against disease,—use

BEECHAM'S PILLS

Largest Sale of any Medicine in the World. Sold everywhere. In boxes, 25c.

Personal.

Rev. Mr. Pitcher arrived by the S. S. Seal yesterday from Battle Hr.

Rev. J. J. Walker, of St. Brendan's, is at present in the city.

Mr. Ronald C. Kean arrived yesterday from Flower's Cove, and is registered at the Crosbie.

Capt. W. C. Winsor came to town yesterday, on a visit from Wesleyville.

Mr. N. Davis, of Brigus, is a guest at the Crosbie, having arrived in town yesterday.

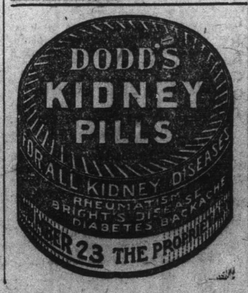
Mr. Pleman West, of Ladle Cove, Fogo, was removed to hospital yesterday to undergo an operation.

Mr. Gerald Power, son of Mr. M. Power, of Baird's, who was purser on S. S. Diana has returned to town.

Mr. J. T. Croucher, agent for Messrs. Baine Johnston and Co., Battle Harbor, arrived yesterday by S. S. Seal.

Shippers Complain.

Shippers of freight by S. S. Argyle, Placentia Bay Service, have received numerous protests from consignees that goods are landed from this steamer in a wretched condition, being damaged by oil, grease and water. This is a matter which demands immediate investigation, and the Reid Company should enquire into it at once



Child Welfare.

Editor Evening Telegram.

Dear Sir:—I have just received from the Registrar General the Report of Infantile Mortality for the month of October.

For the first time this year the number of deaths if greater than that of the same month in recent years, which of course, was to be expected owing to the scourge of Influenza which ravaged the City.

The total number of deaths from January 1st, to October 31st for the years 1916-1917 and 1918 is as follows:—

	Under 1 Yr.	1 to 5 Yrs.
1916..	194	139
1917..	175	56
1918..	123	66

The deaths for the month of October were Under 1 year 26. From 1 to 5 years 22. The Nurses, in spite of being indisposed for some days themselves, paid 725 visits, but they report, that out of the 26 who died under one year, only eight had been seen by them and of the twenty-two from one to five, only three had been visited.

The births of three of the infants who died had not been reported to the Registrar General, making seven instances of the sort since the Community Nurses have been at work. This is an important matter, and is the foundation of the work of the Nurses, and I submit that the responsible parties in each case should be summoned and fined as the law provides.

Although the work is still only in its infancy, the results on the whole are most gratifying; and I am convinced that if steadily pursued a great and permanent reduction will be made in the infantile death rate of the City, which has been so shamefully high.

We have been fortunate in securing the services of the two Misses Kendall, whose training for the nursing profession was precisely in line with our requirements. But a third Nurse at least is necessary to visit all the newly born and sick children in the City.

The funds at the disposal of the Medical Health Officer, under whom the Nurses work, is $950.00 per annum partly provided by the City and partly by the Government.

The expenses to the end of October are $1126.12. A further amount of about $375.00 is wanted to pay the expenses until the end of the year, making a total of say $1500.00. The sum of $400.00 has been donated already, which added to $950.00 previously mentioned makes $1350.00 leaving a deficit of $150.00 for this year. Next year, if we have three Nurses, as we ought to have the expenses will be about $3500.00. To meet this we will have:

From the Government and Council, $950.00.

To carry on this most important work during 1919 the additional sum of $2700.00 is required and I now appeal to the public of St. John's for subscriptions for this purpose.

Subscriptions may be sent to me or to Dr. Fraser and will be acknowledged in the papers.

Yours truly,
W. G. GOSLING.

SUBSCRIPTIONS.

W. G. Gosling $600.00

W. M. S. Convention to-morrow, Wednesday, at 3 and 7.45, in Cochrane St. Lecture Room. Come!—nov26,1i

The Influenza Epidemic.

The disease is being slowly but surely stamped out in the city, but in the outports there is still cause for unabated fighting. Dr. MacDonald, of Marystown, has been authorized to go to Flat Islands where the sickness is raging. The following messages were received by the health officer yesterday:

From Rev. Mr. Butler—Thirty families ill at Bay Bulls Arm, T.B.; one death; doctor needed. (Dr. Chisholm has been instructed to visit there.)

From Dr. Whalen, Searston—Eight cases of influenza here.

From Dr. Killam, Pilley's Island—Six cases and three deaths the last week.

From Mr. Avery, J.P., Burin—450 cases here.

From Dr. Tulk, Burgoyne's Cove—Nine cases and two deaths.

From Dr. Hogan, St. Mary's—620 cases in the bay and 12 deaths.

From Dr. Bethune, St. George's—Seventy-five new cases and two deaths.

From Dr. Stentaford, Carbonear—Eighty cases and two deaths.

From Dr. Fisher, Curling—Ninety-five cases and two deaths.

From Dr. Wilson, Hr. Breton—Nine cases at Little Bay West, all improving.

From Dr. Curtis, St. Anthony—Five cases here and two deaths; 2 cases at Ireland Bight and 3 at Cook's Hr.

Thursday Wanderers Pantry Sale, in aid of Jensen Camp, Presbyterian Hall, Friday, Nov. 29th, at 3.30 o'clock. Admission 20c.—nov25,3i

Storm's Work.

(Twillingate Sun.)

Last Friday night and Saturday the wind blew from about N.N.E. with the force of a gale. Many fences were blown down, including parts of the C. of E. cemetery fence. Friday night the schooner Fleetwing went ashore on Hayward's Point. During Saturday morning the schooner John Earle drove on Harbour Rock, and after pounding for an hour or so went to pieces. The schr. Fiona also went ashore on Wheeler's Point. The schr. Luetta dragged her anchors somewhat as did the schr Bessie Grace, but both held on and rode the storm safely.

Wedding Bells.

DOWNER—CLARKE.

A very pretty wedding was solemnized at St. Andrew's Anglican Church, Fogo, on Wednesday, Nov. 20th, at 4.30 p.m., when Mr. Benjamin Clarke, wireless operator of that place, led to the altar Miss Gertrude Mary Downer, youngest daughter of Mr. and Mrs. Isaac Downer of the same place. The bride looked charming in a dress of cream satin with bridal veil and carried a bouquet of orange blossoms, and was given away by Mr. Verge, C. of E. Teacher. The maids of honor were Miss Violet Baker and Miss Amelia Jones. The former wore a dress of pink silver cloth, and the latter pink silk. Mr. Arthur Earle did the duties of best man. The ceremony was performed by the Rev. J. T. Hiscock, B.A., rector of St. Andrew's, in the presence of quite a number of friends of the young couple. The groom's present to the bride was a set of black wolf furs, and to the maids of honor a wrist watch and cheque, and to the best man a gold tie pin, and the father-giver a set of cuff links. After the ceremony the happy couple drove to the residence of the bride's parents where a reception was held and a very enjoyable evening spent. The presents received were many and costly, testifying to the esteem in which the young couple are held. Their many friends join in wishing them many years of happy wedded bliss. Mr. and Mrs. Clarke will make their future home at Fogo.

The rehearsal for the R. C. Cathedral Choir will take place on TO-MORROW (Wednesday) EVENING, in the C. C. C. Hall, at 8 o'clock sharp, instead of Friday. This change is absolutely necessary. Every member is requested to attend.—1i

Influenza on the Petrel.

Word was received last evening by the Reid Nfld. Co. that the S. S. Petrel was held up at Port Union as five of the crew were suffering from the "flu". None of them were seriously ill and in a few days the steamer will probably resume her route.

Thursday Wanderers Pantry Sale, in aid of Jensen Camp, Presbyterian Hall, Friday, Nov. 29th, at 3.30 o'clock. Admission 20c.—nov23,4i,s,tu,w,th (news)

VESSEL WRECKED. — A three-masted vessel, owned by the Horwood Lumber Co., which was anchored in Farewell Hr., on Saturday, went ashore in the breeze and became a total wreck. This is a vessel which the firm lately purchased, and was being taken to Campbellton for repairs. — Twillingate Sun.