

## DUTCH BULBS.

### George Knowling

has just received direct from Holland a large shipment of finest quality matured Dutch Bulbs, as follows:

DOUBLE AND SINGLE BEDDING HYACINTHS.  
HYACINTHS FOR GLASSES.  
ROMAN HYACINTHS.

TULIPS, DOUBLE AND SINGLE, including such choice sorts as "Couronne d'or," "Murillo," "Tian," "Vuurbaak," "Montresor," "Proserpine" and "Maas."

DARWIN TULIPS.  
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POLYANTHUS NARCISSUS—in 10 varieties.  
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TRUMPET DAFFODILS—"Bi-color Empress."  
DOUBLE AND SINGLE JONQUILS.  
ANEMONES—Double and Single.  
SNOWDROPS.  
SPANISH IRIS.  
FREESIAS.  
RAMUNCULUS.  
NARCISSUS POETICUS—(the pheasant eyed Narcissus), etc., etc.

We can recommend these bulbs as choicest matured stock which with ordinary care will give a wealth of flowers unsurpassable for quality and luxuriance, and although

Sold at Our Usual Low Prices,

nothing better can be obtained under any circumstances

**GEO. KNOWLING.**

oct1.51.eod

## 135 LIVES LOST

**Steamer Volturmo Afire in Mid-Ocean --- Steamers Called by Wireless Respond Promptly --- Many Passengers Saved.**

Special to The Evening Telegram.

HALIFAX, Oct. 11. Wireless messages from the steamer Volturmo, report that the s.s. Volturmo, with several hundred passengers aboard, from Rotterdam for New York, was abandoned, afire, at sea. Ten steamers responded to the wireless calls for help and fought for hours during a raging gale to save the passengers and crew of the burning steamer, which eventually was abandoned. Occupants of six lifeboats were thrown into the sea, when the boats were smashed against the steamer's side, and drowned. One report is that 225 of the passengers and crew of the Volturmo are missing. A wireless from the Carmania, said that the Volturmo caught fire in mid-Atlantic, and that the flames raged so furiously in the gale that abandonment of the steamer followed on Thursday morning. A few details coming through by wireless promise a graphic story of the fight made by the crews of ten trans-Atlantic steamers who responded to the Volturmo's call. The Volturmo sailed from Rotterdam October 2nd for New York by way of Halifax, where she was due to arrive next Monday. Wireless reports say 521 persons were saved making 200 unaccounted for. Capt. Barr, of the Carmania, received the distress call of the Volturmo, when 75 miles distant in lat. 34.32 West. The Carmania crowded on full steam and with extra stokers made over 20 knots an hour in the teeth of a gale. When the Carmania reached the vicinity of the Volturmo at noon, she found the forward end of the distressed vessel burning fiercely. The flaming ship was at the same time rolling heavily while her propellers were fouled with boats tackle used in lowering her six lifeboats. It was learned by the captain of the Carmania, that only two out of six lifeboats had succeeded in

getting safely away from the Volturmo. The other four, crowded from stem to stern with passengers and members of the crew, had been smashed against the side of the vessel and their occupants thrown into the sea, and drowned. Capt. Barr, of the Carmania, manoeuvred his vessel very close to the Volturmo, and finally got the Carmania's bows within a hundred feet of the Volturmo's stern, but found it impossible, however, to cast a line on board the Volturmo, or to get anybody on her. It was a terrific sight for the passengers and crew of the Carmania to see so close to them hundreds of passengers including women and children with horror-stricken eyes on the decks of the Volturmo, and yet unable to help them. Most of the passengers got into the Volturmo's lifeboats, but a number of them had gathered at the after end of the burning ship, whose crew at the same time continued in vain to fight the fire at her forward end. Capt. Barr, of the Carmania, in the meanwhile, kept his wireless apparatus at work communicating with all vessels within range of his instruments.

At four o'clock in the afternoon, the Grosser Kurfirst, and the Seydlitz came in sight and these two were joined later in the afternoon by the Kronland, Devonian, Rappahannock, Minneapolis, La Touraine and Asian. The gale moderated slightly toward night and each of the succoring ships as soon as it was possible for her to do so, put out boats from her davits and lowered them to the sea. The waves, however, were so high that although the small craft made some progress in the direction of the Volturmo, it was impossible for them to get alongside, and they returned to their ships, in most cases, doing this with the greatest difficulty owing to

the overwhelming seas and darkness of night. At about nine o'clock in the evening, when darkness was at its blackest, flames burst through amidships of the Volturmo from her engine room and coal bunkers. As the fire lighted up the sky, this was followed by an explosion which sent into the air burning wreckage like a flight of rockets. The spectacle of the great vessel being consumed by fire with over 500 souls on board, and surrounded by a fleet of huge-lit hulks, crowded with thousands of spectators, all anxious but unable to help, owing to mountainous seas, beggared description. All that could be done by the would-be helpers was to throw overboard from their vessels dozens of lighted life-buoys and stand by in the hope of picking up some of those who had been sent into the sea. At twenty minutes past nine at night, the wireless operator on the Volturmo had to turn over connection of his instruments to the reserve batteries, as the fire had reached the boilers and engine-room and had put the pumps and dynamos out of action. About midnight a ray of hope came, for it was seen that the flames were not making much headway aft of the engine room, or after bulkheads of the Volturmo. By daylight the Volturmo was still floating with her great human cargo huddled in masses on her poop; the sea had moderated considerably and a flotilla of boats had gathered around the stern of the burning ship.

HALIFAX, Oct. 11. The s.s. Carmania reports the s.s. Volturmo from Rotterdam to New York, abandoned, afire, at sea. Ten steamers responded to wireless calls. The occupants of four lifeboats were drowned and 200 passengers are reported missing. The Volturmo caught fire in mid-Atlantic. She sailed Oct. 2nd; 521 persons are saved. Capt. Barr, of the Carmania, received the distress call when 75 miles off, and rushed at 20 knots in the teeth of the gale. He got within 100 feet of the Volturmo's stern, but could not get a line out. It was a terrific sight. At 4 p.m. the Grosser Kurfirst and Seydlitz came in sight, and later the Kronland, Devonian, Rappahannock, Minneapolis, La Touraine, and Asian. The gale moderating, each steamer lowered her boats but they were compelled to return. At 9 p.m. when darkness was blackest, the flames burst amidships, and a terrible explosion followed. Dozens of lighted life-buoys were thrown over. By daylight the Volturmo was still floating with her human cargo huddled in masses on the poop, and the flotilla of boats gathered to the rescue work.

LIVERPOOL, Oct. 12. The Carmania, Capt. Barr, with 11 of the Volturmo's survivors, is due at Queenstown on Sunday night.

NEW YORK, Oct. 12. The passenger list of the Volturmo, received from Rotterdam, shows that practically all on board were immigrants, mostly bound for Canada.

HALIFAX, Oct. 12. It was expected that the Volturmo would have called here. She had 262 steerage passengers and 200 tons of cargo to land here, with 21 cabin passengers, 278 steerage and 910 tons cargo for New York. Chief officer Miller and Purser Brown, well known here, are among the saved, also the second, third and fifth engineers. The s.s. Rappahannock is due here the latter part of next week. She has 19 rescued passengers. The Car, bound for Luban in Russia, also has several passengers and crew.

LIVERPOOL, Oct. 12. Capt. Barr's official report of the disaster is as follows: "Carmania 6.30 a.m. Saturday—Volturmo abandoned on account of fire. Friday, Oct. 10th, lat. 48.25 N. long. 34.32 W. All survivors taken off. Following is list of those saved and aboard the ten steamers assisting: Carmania, 1; La Touraine, 40; Minneapolis, 30; Rappahannock, 19; Czar, 102; Narragansett, 29; Devonian, 50; Kronland, 90; Grosser Kurfirst, 105; Seydlitz, 36; total 521."

There is a discrepancy of 10 in the total, probably a wireless error. The crew consisted of 93 men.

HALIFAX, Oct. 12. The Uranian line, by which the Volturmo was chartered, wired its representatives here to send a steamer to search for the bodies of the victims. None suitable being available, it was suggested that as the tragedy occurred in mid-ocean, it would be better to send one from Liverpool or Southampton. A steamer will be despatched forthwith. The Rappahannock's captain wires that 15 women and 4 children, all scantily clad, are aboard. The weather is rough, and 112 are missing, with 70 or 80 perished.

LONDON, Oct. 12. Not since the Titanic sank has Europe been so thrilled by a wireless message as by the news of the Volturmo horror. So far as known 135 lives are lost. The 521 rescued are on steamers bound, some east, some west. The rescue steamers arrived in plenty of time to save, but were impotent owing to storm. All night their boats made desperate, but unavailing efforts to get alongside, and not till Friday night did they succeed. The Volturmo was well equipped with boats sufficient for 1,000 people, but boisterous seas, lack of boat drill or panic made them useless. They were mostly smashed or upset. Two boats, crowded with passengers, are reported to have got away, but search proved fruitless. The Carmania arrived first, followed by La Touraine. The Volturmo was hidden from all ten by the clouds of smoke. Officers and crew fought desperately, whilst the passengers huddled together as far from the flames as possible. The hopelessness of the situation was manifested at 9 p.m. when a great explosion tore away a part of the upper works, and the flames burst through the engine room. Then it became a question as to how long the Volturmo could keep above water.

MINARD'S LIFEWAY RELIEVES  
GALILEI STIMULATES VITALITY

### New Psalm of Life.



Tell me not in mournful numbers life is but an empty dream, for that man the earth encumbers who can't see life's a scream. I am tired of folks complaining of the life we're living here, beeing sourly

when it's raining, beeing when the skies are clear. I am tired of human relics holding up this world to me. I am tired of hearing attacks wishing they were never born. For this world that we're infesting is entitled to the bun; through the skies you might go questioning and not find a better one. Certain rules hold out forever in this world we're living in; there's reward for wise endeavour, there is punishment for sin. Life has few and feeble terrors if you only mind the rules; there's the crown for righteous farers, there's the dump for knaves and fools. If you hear a fellow kicking, saying life is drear and sad, you may bet he's had a kicking that he needed pretty bad. Life is bulky, life is joyous, life is smooth and recherche, and there's nothing to annoy us if the rules we will obey.

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### The Greatest Invention for the Fishermen.

We can justly claim to have been the pioneers in introducing Motor Engines for fishing boats in Newfoundland, with the result that today, they are an absolute necessity to the fisherman.

Every fisherman knows the benefit it would be to have an engine in his boat, but he also knows, by the experience of others, that on account of the present high price of Gasoline, it takes nearly all the profit of an average voyage to pay for the Gasoline.

We have recognized this for some time, and have investigated all the best known Kerosene Engines on the market, but none of them came up to our requirements until the Mianus Motor Co. invented the

"MIANUS KEROSENE ENGINE."

3 to 40 H. P.

We immediately accepted the Agency for the "Mianus" convinced by our past experience of Marine Engines that it possessed all the good qualities so long sought for in a fisherman's Engine.

The cost of operating a Mianus Kerosene Engine is CONSIDERABLY LESS THAN HALF THE COST OF OPERATING A GASOLINE ENGINE OF EQUAL POWER, AND IS MORE EFFICIENT.

Kerosene can be obtained at every Harbour in Newfoundland and Labrador. Gasoline cannot.

The Mianus is a working man's engine and is so substantially constructed, that there is nothing to wear out for years.

It is powerful, reliable and simple to operate.

As proof of its great power, a 3 H. P. MIANUS turns a 15 inch 3 blade propeller at 550 R. P. M.; 5 H. P. turns an 18 inch 3 blade; 7 1/2 H. P. turns a 22 inch 3 blade, and 10 H. P. a 24 inch 3 blade, etc.

COMPARE THESE WITH OTHER ENGINES BEFORE BUYING.

Nearly all the Marine Engines are guaranteed for one year only. Mianus is GUARANTEED BY THE MAKERS FOR THE LIFE OF THE ENGINE.

It will benefit every fisherman to write us for further particulars about Mianus Kerosene Engines, because it is the Engine you will eventually buy. Write us to-day for

CATALOGUES AND PRICES.

JOHN BARRON & CO., Agents for "MIANUS KEROSENE ENGINES."

sept30.eod.t

### Cable News.

ST. MICHAEL, Alaska, To-day. The Russian Government steamer Talmir and Wayatch, under command of Wiltsky, which has been engaged in Arctic exploration in North Siberia, for three years, arrived here for coal. Wiltsky reports the discovery of a body of land as large as Greenland, extending beyond lat. 72 north, long. 102 east.

LONDON, To-day. King George and Queen Mary, who attended a command performance at a London music hall Saturday night, had a narrow escape from being mobbed by suffragettes. The women who had gathered in considerable numbers made a lively dash for the Royal carriage on its arrival at the theatre, shouting, "Women are being tortured in prison." They had almost reached the carriage when the police closed around. With defiant shouts of "Votes for Women," they were hurled back. The suffragettes were treated roughly by the crowd, but managed to escape arrest.

G. Knowling. Duckworth St., Central and West End Stores. G. Knowling.

### Men's SPECIAL BARGAIN

Surplus Stock of Large Make of

## TUNIC SHIRTS,

which we secured on very special terms, and are able to offer these stylish, high-class Shirts in either stiff or double cuff at the price of commonest grade.

Stylish.

Well Finished.

TUNIC SHIRTS, 75 cts.

Worth 95 cts. to \$1.40.

Wonderful Variety.

High Class.

See our windows and note the large variety of smart, up-to-date garments.

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40 baskets GREENGAGES—for preserving.

50 barrels Gravenstein APPLES.

25 barrels Large N. Y.

RED CRANBERRIES.

SMOKED KIPPERS.

FINNAN HADDIES.

MOIRS' CAKES AND CHOCOLATES:

Fresh made: NOUGATINES, BURNT ALMONDS, STUFFED DATE, VANILLA COBBLERS, CHARLOTTE, WALNUT INSIDE, BORDEAUX, ORANGE PEARLINGS, MARASCHINO CHERRY, VANILLA, 1/2 lb. fancy boxes, 1 lb. do. And a full line of PASCALIN ENGLISH CONFECTIONERY.

New York Butchers CORNED BEEF.

Halifax SAUSAGES. Local SAUSAGES.

Celery, Cauliflower,

Carrots, Parsnips,

Beet,

Bananas,

W. E. BEARNS.

OUR 'PHONE 379.

## A. & S. RODGER.

Specially Serviceable and Attractive Lines in

## Ladies' Wool Rinking Caps,

45c. and 60c.

Exceptional Values Offering in

Ladies' and Children's

## FELT HATS.

## A. & S. RODGER.

# Morris Must Go!

## THAT'S what the PEOPLE SAY

### Price's Carriage Candles. Price's Night Lights.

FRESH OYSTERS.  
N. Y. TURKEYS.  
N. Y. CHICKENS.  
PEARS.  
BANANAS.  
GRAPE FRUIT.  
CAL. ORANGES.  
MOIRS'—Mixed Kisses and Caramels in Pails.

200 bags P. E. I. Black Oats  
100 bags Bran.  
500 bags (each 2 1/2 bus.) Mixed Oats.  
200 bags Hominy Feed.  
200 bags Corn Meal.  
10 brls. Table Meal.  
50 bags Molassine.  
Spratt's Chicken Meal.  
Spratt's Dog Biscuit.  
100 brls. Apples.  
Gravensteins, Wealthy, Blenheim, Emperors.

T. J. EDENS, Duckworth St. & Military Rd.