

to MAY 3, 1911

- Pearce, Mrs. Robert
Padgett, Mrs. John
Prett, Miss Lucy
Brazil's Square
Pearce, A., Allendale Rd.
Feddle, Jennie, card.
Hemilton Street
Peckham, Thomas,
Water Street
Pille, Master George
Ply, Alfred,
King's B. Rd.
Prince, Miss M. card
Morrey, Miss Grace,
Adelaide Street
Owen, G. W.,
Theresa, ret'd.
Power, Miss Katie,
Balsam Street
Power, Miss Lillian, card.
Henry Street
Pomeroy, Abel, Gower St.
Porter, M., Duckworth St.
R.
Ryan, Miss Mary,
LeMarchant Road
Ryan, Miss Mary,
Reid, Miss G.,
Bananan Street
Reid, Isabella,
Hamilton Street
Reardon, Robert, ret'd.
Riley, John,
Riley, H. C., ret'd.,
Gen'l Delivery
Roche, Miss Margaret,
care Miss Katie Roache
Rose, Monsieur Eugene
Rowell, J. R.
Roberts, Geo., slip
Tobias, James,
Sussag Place
Roberts, Mrs. Mary, ret'd.
Roberts, Katie, ret'd.
Rowell, Mrs. H. D.,
Furze Road
Roberts, Mrs. Maggie,
Stephen's Street
Ruh, Miss Marion
Russell, Edward,
Blackmarsh Road
Stamm, Edward, ret'd.
Shaw, Anna, ret'd.
Saunders, Mrs. J., ret'd.
Stamm, James, ret'd.
Saunders, Miss Mand,
Cookstown Road
Shaw, Mrs. George, card
Starrow, Mrs. Katie, card
Stewart, Mrs. Albert, ret'd.
Shepard, S. L., Monroe St.
Serrick, George
Shaw, H. J.,
Sylvan, Mrs.,
Hamilton Street
Simmonds, Maud, card.
Young Street
Skillington, Sydney, card
Smith, Miss Dolly,
College Street
Snow, Wm.,
Super, Edward,
Pennywell Road
Snow, J. C., ret'd.
Super, E., ret'd.
Squibb, Miss Jessie
Sullivan, Nicholas
Taylor, Arthur
Taylor, Lemuel,
alsam Street
Taylor, Mrs., Colonial St.
Templeman, Sarah, ret'd.
Thibault, Henry, James St.
Tobin, Lizzie,
Pennywell Road
Thomas, Douglas
Tobin, Miss Bride
Turner, Mrs. Jas.
Turpin, Wm., card
Taff, George
Walsh, Miss M. A.,
Mount Scio
Walsh, Martin, Mount Scio
Way, Annie, card
Wheeler, Elizabeth, G. P. O.
Westbrook, George
Whelan, Miss Lizzie
Whitshire, Samuel,
Springdale Street
Wersall, K. J.
Whitefield, W. J.
White, T. H.
White, E. R.
Wilkinson
Williams, Miss M.
White, Miss Thelombic
Yetman, Moses, George's St.

# SLATTERY'S

## Wholesale Dry Goods House.

WE OFFER to our Customers, the Trade and Outport Buyers, this Spring, the best selected Stock of Dry Goods of all kinds—American and English—yet put on the market.

See our Stock of Fleece Underwear, Muslins, Embroideries and Dress Goods before purchasing elsewhere.

W. A. SLATTERY, Slattery Build'g, Duckworth and George's Street—near City Hall.

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## A GOOD UNDERSTANDING IS AN ADMIRABLE AFFAIR,

but it is more to be admired when invested in beauty. We are showing a BEAUTIFUL RANGE OF MEN'S SOCKS, that is Fancy Socks—Cashmere Makes.

Of course we have a Big Range of the Ordinary Blacks and Tans, but we wish to call your attention more especially to our line of Fancy Coloured, Striped, Embroidered and Shot Effects, in Men's Cashmere Full Hoses.

## DON'T PUT YOUR FOOT IN IT

by purchasing your Socks for Spring and Summer Wear, somewhere else where the Socks bought don't wear like ours, but walk down Water Street and see our Window Display. Of course we don't wish you to judge by that alone, but ask you to step inside and see the quality of the Goods.

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## Regarding Men's Plain Black CASHMERE HALF HOSE

We are this week showing Two Specials:—

20c. pair, or 6 pairs for \$1.10.  
22c. pair, or 6 pairs for \$1.20.

Out size or Large Men's Plain Black Cashmere 1/2 Hose, at 45c. and 55c. pair.  
Men's Plain Tan Cashmere 1/2 Hose, at 25c., 30c., 35c., 45c. and 55c. pair.  
Men's Black Cashmere 1/2 Hose, Embroidered Fronts, at 40c., 45c., 50. and 55c. pair.  
Men's Fancy Coloured, Striped and Shot 1/2 Hose, at 50c., 55c. and 60c. pair.

# HENRY BLAIR.

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IS THE INDEX OF MERIT IN OUR

# CEMENT

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## Mr. M. F. Carroll

### Writes From British Columbia About the Wreck of the Bruce

Editor Evening Telegram.

Dear Sir,—Amongst the last lot of papers I received from my friends at home in St. John's, I read with interest the reports of the Bruce's wreck. As the reports were presumably taken from Nova Scotia papers, which were given them by the passengers, I fall to see why any sane reader should not believe the comfortable facts as published by the saloon passenger in the Sydney and Halifax papers, some of whom conveyed the news to me, and I have landed from the wreck, on having charge of such a noble-hearted and brave crew of men; because I, and every one of the passengers, can assure you, Mr. Editor, that it was not not been for our men the passengers would have had a feeling of utter despondency, as the crew of the Bruce, with one or two exceptions, were conspicuous by their absence when they were needed most. However, as I will come to the objections to our men's work later on, will at first endeavour to truthfully state some facts that have not been published about that morning, as it is nothing to me one way or the other, and I should like the readers of the reports given in your papers to appreciate the facts as given to the N. S. papers, of which my men or I knew nothing until we saw it on the trains after leaving Sydney. It is unnecessary for me to repeat the facts already given in the saloon passengers, but I would like to give an explanation about the remarks of one passenger who was travelling with his sister, as to some people singing, etc., in the midst of the panic. According to this gentleman...

### Voices Were Not Harmonic.

But let me tell your readers that some of the light-hearted ones had to do something to try and keep up the courage of the poor women and women-like men who were wailing and wailing about their souls. Something had to be done to keep those poor Christians from trying to keep up if we follow the old saying, "It is just as good to kill people as to frighten them to death." Whilst we—half naked—were trying to keep up the courage of the timid saloon passengers, the steerage passengers, 40 of which were our men, were getting out boats, etc., in the midst of the excitement two of our crew came aft looking for me, to try and get them some clothes to shift, as the water was running out of them. They had fallen into the water, and were as poor as poor Pike. They said, "Poor Bill Pike and some other man are gone." They eventually got some clothes and shifted themselves, and when they had the dry clothes on, one of them was dressed in a uniform coat that had been left off by one of the officers, and when he got on shore, the things got quiet, the rest of our men used to salute him, saying "How do, Chief Joe" (Joe Molloy). Now to the objections of the chief officer, who does not seem to relish the idea of our men getting a little praise for the work they willingly did of their own accord. Mr. Taylor told one of the Sydney papers, when giving his report, that he is a Newfoundland, and felt proud of it. All Newfoundlanders should feel proud of him from an apparent physical standpoint, but physique is only an infinitesimal portion of the ingredients that are required in the composition of a full-blooded or true-hearted Newfoundland. He says he called for ten volunteers and could not get them; and what is more, he gave everyone to understand that our men with one or two exceptions were a Cowardly Set.

As far as cowardice is concerned, I know who would show the "white feather" if he were to call some of our fellows a coward within arm's reach. But the "cowards" were about a thousand miles on their journey when he gave that report, and he knew they could not hear him then. If there had been any discipline amongst the crew, the passengers were the ones that would naturally notice it. But the fact is, that our men could hear were to speak of the unselfish manner in which our men helped the panic-stricken passengers; so that Mr. Taylor's strong, from Johnstown, Penn., and Mr. Brown, from London, Eng., told me that if I should at any time need affidavits to show the fact of discipline amongst the crew, and the excellent work voluntarily done by our men, they would willingly make such affidavits, and all the passengers who scrambled on deck when the work was being done would make the same declaration. He mentions Eosun Murphy and John Connors in

### The Stomach Needs Help

The liver, kidneys and bowels must be kept active by DR. CHASE'S KIDNEY-LIVER PILLS. The liver and kidneys are overworked in their efforts to remove the poisonous waste matter from the system. They fail and become torpid and clogged. The bowels become constipated, and stomach derangements follow. There is one medicine which will overcome this condition more certainly and more quickly than any other, and this is Dr. Chase's Kidney-Liver Pills. This medicine gets the bowels in action at once and by awakening the liver and kidneys ensures the thorough cleansing of the filtering and excretory systems. With the poisonous obstructions removed, the digestive system resumes its healthful condition, appetite improves, pains and aches disappear as well as irritability and depression. You cannot imagine the amount of relief treatment. One pill a dose, 25 cents a box, at all dealers, or Edmanson, Bates & Co., Toronto.

## This Old Gentleman Cured of Rheumatism

By One Box of GIN PILLS

YARMOUTH, N.S. "I have been bothered with Rheumatism for the past year and have taken a good many of the kinds of medicine but found no relief for it."

One day a friend advised me to try GIN PILLS, and after taking one box of them, I felt a new man. I thought I would write you a few lines to let you know how thankful I am for the relief they gave me, and would advise all sufferers from Rheumatism to try GIN PILLS.

Wm. Conroy. Don't bother with liniments and so-called "blood purifiers". They won't help your kidneys—and Rheumatism is caused by weak, strained or irritated kidneys. The only possible way to cure Rheumatism, is to cure the kidneys. GIN PILLS will do the nothing else will. Take GIN PILLS NOW and be free from Rheumatism this winter. soc. a box—6 for \$2.50—and money promptly refunded if you are not satisfied. Order from us if your Dealer does not handle GIN PILLS. Sample box sent free on request. National Drug and Chemical Co., Dept. N. Toronto, 57

his only word of praise. My only inference from this praise is that the boat or Jack must have "put him down" to the bottom of the sea. It is to be done in such cases of emergency. I know they are two good men. If not they would not be amongst me. In fact they were not. The men were not so good as they are. The passengers would not get ashore in safety in such a hurry as they did. In fact they would not be ashore yet if they were depending on the Bruce's crew. He also speaks of putting some of his men in charge of the boat. I believe Mr. Taylor's intentions were good enough, but the execution of his intentions showed that he was not in the habit of obedience on the part of those he gave orders to. Why, the very boat that Murphy and Connors helped to get out and now ashore had no one in charge of it. Tim Sullivan, who is also one of our crew (and a deep water man), put an oar at the stern of the boat to steer it. He told me afterwards that he asked the man to what the boat and no one answered. He saw a man with a brass buttoned coat on, and Tim asked him if he was in charge of the boat. He said he was, and of bravery said no, he only got in the boat the same as every one else. They told me the

### Brass-Buttoned Man

was one of the first to jump ashore, and remained there. When the boat left the boat to go off for more passengers, you can rest assured there was no brass buttons in it, but there were quite a few of them already around the fire that had been started on the beach, and some of our men kept rowing back and forth until all the passengers were safely landed. I was in the last boat that went ashore. This is the boat that Mr. Taylor refers to in one of his reports as having set ashore, whilst he remained on board, as he considered themselves (that the ship) in danger. He must have been about the only one I could see on board at that time that considered her dangerous then. We were in the saloon chatting about what had happened when he told us we had better get ashore, and although we felt more comfortable in the saloon than we did on the beach, we decided to take his advice and get ashore. When we landed they had two good fires going, and I went into the little huts and saw a poor girl bent over an old stove trying to dry herself, and the ex-policeman who came with me were earnestly demonstrating what they had learned. I Sullivan about first aid by trying to revive a semi-conscious man, who must have been in the water quite a while. They eventually got to the beach, and some of the water out of the poor fellow and brought him to his senses. You can bet your life this poor fellow, who was all from our crew. This is the boat that Mr. Uphill (I do not know who he is), the chances are that one or more of them would be in eternity now. However, we were not long ashore when I discovered that we had nothing to eat. This would be about 11 a.m. I asked Mr. Mulrooney, the chief steward, whether we could get some meat or something if we sent a boat off. He said yes, and gave instructions how to get some fresh meat. I then asked for 5 or 6 bands to go off to the Bruce again to get something to eat. The whole of our men would have gone if necessary. When the oars were manned, they were all from our crew. It is a certainty that the oars did not rub the anchors off any brass buttons rowing to the steamer that trip anymore than the previous ones. This is the boat that Mr. Uphill (who was travelling with his sister) refers to as having a hired crew by Mr. Brown, (of our men) to row him on board and have a last search for his missing grips. Mr. Brown hired nothing or nobody. He asked me if our men would help him to try and locate his grips that he had left in his stateroom if he would go on board with them. Our men were pleased to do a favour for anybody, and took him aboard. Although they did not get his grips they tried hard to do so, and Mr. Brown gave them a dollar each containing ashore. When the boat came back to us, we got two quarters of fresh beef, which was cut to small pieces; roasted, and consumed in a hurry on land. I remember that I showed here mention that the men who went off in the boat, and as Mr. Uphill says in his report, went to their waist in water. Mr. Brown's luggage had been rowing back and forth all the morning; as they manned the first boat, and kept at the oars until the last passenger was landed. To show you it was not a matter of waiting for a chum to jump in the first boat and stand by the oars; that were mostly strangers to each other before they signed with me, and just happened to be there and saw that men were

needed to take the oars. They were Jack Anthony, from some part of Conception Bay, but who is well known in St. John's, and a young C.L.B. boy and an oarsman on Quill Vidi; Thos. Turner, from St. Brandon's Bonavista Bay; Wm. Ryan from Brims, Conception Bay; with Williams, Kavanagh and Morris from Aquaforte. Although some of them were bleeding from cuts in their heads and faces, they stuck that boat like men. That's certainly an exemplification of cowardice and laziness, is it not? Whilst we were eating our dry roused bread, the purser came back from Main a Dieu, where he had been gone since early morning to wire the owners about the wreck of the Bruce and the loss of two men. Who he came to where I was standing several of the men heard him ask me if there were any more than the two men missing. I told him he was the one who should know that as he was the purser and had the names of all the passengers. There had been any regularity, or irregularity displayed by the passengers and crew, the purser should have taken the names of every passenger before they went ashore in the boats, as he was clearly the one to take up the case; instead of getting in the first boat to telegraph the news and leaving the passengers to the mercy of the waves, or the rowers who were it would have sounded much better to the readers of the St. John's papers, the evening they published the telegram from the purser, to take up the paper and read an account of the purser sending a telegram to the owners, whilst he remained on board to his duty. If his books were lost certainly the names of the survivors would be of no benefit to him. But when the passengers could be counted getting into the boats, the very fact that he would not have been done, was to get all the passengers together on the landing place, and counted the saloon, and steerage passengers. As he knew how many passengers were on board when we left Port aux Basques, he would then know exactly how many were drowned, as it was a case of life or death for himself, especially among the greater part of the Bruce's crew. I am not trying to put any unnecessary blame on the purser, Mr. Taylor, because he was probably obeying the orders of some superior officer. Mr. Taylor states with certainty that there was only one man lost, as then was Shea on the passenger list. I sincerely hope he is right. But those who were trying to push out the boat were overbalanced because they saw the sad circumstance, candidly affirm that they saw 5 men go in the water and only three come out of it. I at once rebalanced the point, as if the other man was also one of our crew, and found that poor Pike was the only one that was missing amongst them. Then the query arose, "Who is the other man?" Someone who was near him pushing the boat said, "It is that chap who was skylarking with us on deck last night." But he did not know his name. Someone else said his name was Shea. A couple of them thought he was from Brigus, and others thought he was from Carleton Place. Hence the reports that were safely landed on shore. Every eye witness (amongst our men) to the sad event is certain that two men were drowned. If such is the case there is a possibility of the other one being some poor stranger who took the train at Grand Falls or some other lumber centre along the line, and was going somewhere else to better himself. Whatever is the truth of this sad affair, the certainty remains that every passenger on that boat displayed a grateful attitude towards our men. If they were as lazy or cowardly as Mr. Taylor would make believe, they could have gone ashore and remained there, as most of his crew did. The fact of three or four of them being so bad from the effects of the chill they got, as to have to remain in bed for weeks or so here in Victoria, will show that the poor fellows did not spare themselves. However, as they are in the employ of a good company, who secured the best medical attendance for them, they were alright by the time we were ready to send them to their respective factories, where they are now settled to their work and making good money. In conclusion, Mr. Editor, permit me to inform you (which I already have done to my friends) that I have been face to face with death so many times, that when the Bruce struck I took it for granted that a little later on, everything would turn out all right. I did not think there was any necessity to create such a newspaper sensation over it. I did not intend to make any press comment about it. But when I read a publication from St. John's papers, signed by the chief officer of the Bruce, in which he gives the people to understand that our men were a lazy or cowardly lot. I think it my duty as the representative of those men, to at least try and convince their friends and Newfoundlanders in general, that they are about the best bunch of all round workmen that ever left Nfld. and I am in a position to be able to select good workmen from there, as I have been employed by them from all parts of the island for the past 12 years, and I can assure you that there is not a spark of laziness or cowardice in any of the men who came out here with me. Do you think I would let a man from Nfld. away out here to British Columbia, whose actions would in any way leave an opening for a reflection to be cast on me or my country? Well, not much. Hoping you will find room to give these facts publication in your widely-circulated paper, so that people can see where the cowardice rests in reality in the present instance. I am, Yours very truly, M. F. CARROLL, Victoria, B. C., April 29th, 1911. P. S. Mr. Cecil Pitts who is well known in St. John's, and has been in hospital here for the past two months with a stroke of paralysis has read me to get some of the papers at home to publish a note to the effect that he is now on the road to recovery, and expects to be able to get about again in a few weeks time. He has been out for several country drives during the past week. I hope you will put in an item in the above effect, because when J. was in St. John's there was no hope of him and his friends had not heard from him since. M. F. C.

## CHRONIC BRONCHITIS

Cannot be cured with ordinary soothing syrups. The disease must be attacked at the root to eradicate the irritation of the lungs, heal the wounds and strengthen the respiratory organs. The composition of

MATHIEU'S SYRUP of Tar and Cod Liver Oil and other Medicinal Extracts marks it amongst all other remedies as the true specific for the diseases of the throat, the bronchial tubes and the lungs. Here are a few conclusive proofs:

WESTERN UNION TEL. CO., Church Point, N.S., May 9, 1908. Blacking & Mercantile Coy., Ltd., Amherst, N.S. Dear Sirs,—Rush one gross Mathieu's Syrup to Church Point Station. LOUIS A. MELANSON. CHARLOTTETOWN, P.E.I., July 27, 1908. Blacking & Mercantile Coy., Ltd. Dear Sirs,—Yours of the 22nd inst. received re Mathieu's Syrup. I have been using the article in my home for the last seven or eight years, and know of nothing better to use when one is subject to cough or cold. In fact, we would not be without it for twice its value. I have very much pleasure in recommending this article, and in selling it over the Island I have the same report from our customers. CARVELL BROS., G. M. RITCHIE. SYDNEY, C.B., July 20, 1908. Dear Sirs,—Yours of the 22nd to hand asking for testimonial for Mathieu's Syrup. I have handled Mathieu's Syrup for one year, and find it one of the best sellers in a cough medicine that I have ever handled. I am ordering one Gross from your traveler to-day, as I sold the last bottle in stock yesterday. DON. J. BUCKLEY, Druggist.

AGAINST HEADACHE there is no remedy so active as Mathieu's Nerve Powders which contain no opium, morphine or chloral. 25 cts. per box of 18 powders.

J. L. MATHIEU CO., Sherbrooke, Can. THOS. McMURDO & Co., Wholesale Chemists and Druggists, St. John's, Nfld.

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