

**Continued.—A List of the HOLLOWAY STUDIO, Ltd., Landscape and Seascape Photographs.**

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These Photos are all size 10 x 12, and sell for 50c. each unmounted, and \$1.00 mounted. Order by number. Prints of all Photographs may be seen at any time.

The HOLLOWAY STUDIO, Ltd., corner Henry Street and Bates' Hill, St. John's, Nfld.

## BELL ISLAND FATALITIES

### The Government Engineers Reports.

UNDERGROUND MANAGER MCKENZIE.

March 6, 1914.

Sir,—I beg to report that Mr. J. J. McKenzie, Assistant Underground Manager of the Nova Scotia Steel and Coal Co., was killed on the 31st January last about 5:20 a.m. while walking down the Submarine Main Hoisting Slope of the above Company at Bell Island.

It appears that in company with Mr. George Dickson, electrician, who was the only witness of the occurrence, he was walking down the main slope on a tour of inspection of the track and the slope generally, Mr. Dickson going on other business.

From Mr. Dickson's evidence, I learn that when he had reached the neighborhood of the 1,500 level, McKenzie was about 100 feet ahead of him walking in the space between the two tracks. The slope is lit at short intervals by electric light, and McKenzie was in full view. The ore car maker, considering the noise travels at a high speed, Dickson heard it coming and stepped over to the west track, the car in question being on the east track and descending. When Dickson saw McKenzie last he was standing between the tracks with his head turned toward the left or facing the west track. He shouted to McKenzie, but could not be heard for the noise. McKenzie then stepped backward instead of forward, and was struck immediately by the car.

It is totally inexplicable how a man of McKenzie's experience and noted carefulness should have made the mistake of stepping on the wrong track. Several cars ascending and descending must have passed him prior to this, which he must have avoided by taking the proper track. After the car struck him it hurled him to the east side of the slope where it is thought he was again caught by the oil box of the forward truck and carried along for about 100 feet. Mr. Dickson at once sent a signal to the driver of the hoist, and the car was stopped. At this time the ascending car had not passed the spot where the body lay, so that Mr. McKenzie when struck was almost above what may be called "the danger zone" of the slope. The upper half of the slope has two tracks which converge to one track some distance below the hoist mark. Both cars are attached to the drum of the hoisting engine in such a manner that when one car is descending the other is ascending, and they pass one another at a definite point above the switch where the two roads converge. From the switch upwards to a point considerably above the passing point is what I would define as a dangerous district, because the cars travel at a speed of 35 miles an hour and there is little time to step first onto one track to avoid the other, and then over to the other track to avoid the other car. This area is marked by red electric lamps and McKenzie was in it at the time of his death, but only 150 feet from its upper or south limit. The other car was 1,300 feet away from him at the time or 2-3rd of a minute in point of time, which was ample to allow him to avoid both cars by stepping first on the west track and then on the east track. Mr. Dickson says the slope was well lighted, the lamps having been renewed a day or two previously. If this were so McKenzie had the advantage of his eyesight as to the movements of the cars, because there would only be a cable showing on the west side and none on the east side, thus denoting that the first car to be avoided would be on the east side. Having regard to McKenzie's well known character for coolness and level headedness, I can only be conjectured that he was thinking of something else and only became aware of his danger when the car was close to him, and that he stepped in his attempt to clear it.

McKenzie was engaged at the time in examining the slope and the track a duty which devolved upon him. Otherwise he could not have reached the mine by the old slope, or at least have got around the danger area by

this means. The cars are running continuously all day, making a trip every 5 or 6 minutes, and McKenzie is only on duty during the day time, so that he has to examine under these circumstances. At night there is a limited amount of running, and this would be the better time to make the examination, but an official of McKenzie's standing is not then available. It is not, however, impossible to arrange that a usually good man on night duty should perform this work and that all running should be stopped while the examination is in progress. I consider that this should be made a rule of the mine, as a similar accident might happen at any point above the danger area through want of presence of mind.

McKenzie was aged fifty and leaves a widow and children. His death must have been instantaneous judging from the nature of the injuries received.

I have the honour to be, Sir, Your obedient servant,

T. A. HALL,  
Government Engineer,  
Hon. S. D. Blandford,  
Minister of Agriculture and Mines.

PATRICK HANLON,

March 28th, 1914.

Sir,—I beg to report that Patrick Hanlon, aged 31, single, of St. Mary's, P. B., was fatally injured on February 14th last, at 3:30 p.m. while tending an electric shovel working on the surface at the mine of the Nova Scotia Steel and Coal Co., Ltd., at Bell Island.

His injuries were so extensive that he died on the following morning about 10:30 a.m.

It appears from the evidence adduced at the inquest which I held, that Hanlon was engaged to attend to the jacking of the shovel and also to assist the other men in trimming up the shovel and in trimming. Prior to the accident he and the other men were all standing outside the ore car and beyond the range of the shovel, but when the boom and bucket had revolved inwards after making a cut at the face of the earth slope, Hanlon ran in under the boom and began to shovel away the loose earth at the foot of the slope in order to allow the bucket to get a clean cut. At its next movement, while engaged in this work a pan of iron clay and stones which had been dislodged at the top of the slope by the last cut of the bucket gave way and slid down the shovel, breaking his legs and causing other internal injuries. He was at once conveyed to the surgery and the bones of the legs set, but he was so seriously injured otherwise that he died as stated on the following day.

The evidence of the foreman, Richard Cummings, is that he had frequently cautioned all his men, and Hanlon especially, not to undertake this work until specially sent to do so, and that this was never done until the shovel was put out of operation. The foreman had his back to Hanlon at the time of the accident and did not see it, but James Walsh, labourer and Heber Sheppard, driller, were witnesses and the latter shouted to Hanlon when he saw the earth beginning to move, but possibly the noise of the machinery prevented Hanlon hearing him. Both these witnesses testify to the carelessness and watchfulness of the foreman and to the repeated warnings he gave his men to avoid this and similar dangers. I can only come to the conclusion that this accident was the result of Hanlon's disregard of his foreman's orders, as he was doing what he had been previously cautioned not to do. He was an active young man and the day being very cold it is presumed he found it hard to be standing idle.

I have the honour to be, Sir, Your obedient servant,

T. A. HALL,  
Government Engineer,  
Hon. S. D. Blandford,  
Minister of Agriculture and Mines.

ELISIA SMITH,

March 27th, 1914.

Sir,—I beg to report that on 27th February last, Elisia Smith, aged about 75, married, while travelling in the East Submarine Mine of the Nova Scotia Steel and Coal Co., at Bell Island, was struck by a locomotive which cut and bruised the calf of his left leg. Severe gangrene supervened and, owing to his condition and age, the doctor could not maintain any hope of success, and he died on the 17th March.

James Pitts was with the deceased at the time of the accident. They were both walking up the 950 Headway East in the middle between the two car tracks, had crossed the landing of the 900 level and were turning out across the west track to reach the high way where the men walk as a matter of ordinary precaution. Smith was leading and Pitts was close behind him

and both men had their lamps lit. As they were approaching them on the east track under gravity, but sprang, this car would eventually join a fleet of cars lower down and across the landing. A hoisting engine was working at the time close to where Smith was injured and the noise prevented him from hearing the car, and he also says that neither Smith nor he saw the car. Just as Smith was turning out of the middle way and had his left side exposed to the south some part of the car struck him in the calf of the leg. He was about to fall backward when Pitts caught him and prevented him from falling under the car. First Aid was quickly administered, but Smith lost some blood and was in a weak condition when brought to the surgery. Dr. Cron states that Smith was in very poor condition, badly run down, and considerably older in his opinion, than his declared age of fifty. It was at first hoped that his wound would heal without any serious complication, but some gangrene set in and his condition rendered it absolutely impossible to perform an operation for the removal of the poisoned limb, and he gradually sank and died on the date stated.

Nurse Sheppard also confirms the condition of Smith as stated by Dr. Cron and Lynch. This accident, which was of a simple nature, would not, in 3 cases out of 10, have proved fatal if the injured person had reasonable vitality, and he doctors ascribe his collapse entirely to his condition.

With both their lights lit and walking towards the approaching car it is hard to understand how neither of these men saw it or why they did not anticipate it and both keep clear of the car, which they could have done as exemplified in the case of Pitts. The presence of the hoist robbed them of their sense of hearing, and against this it was incumbent upon the Company to provide permanent lighting of the landing, an omission which they have since made good.

I also consider that they are to blame in employing an old man in a "rail condition" at work underground, where, owing to the natural dangers attaching to mining, alert and able-bodied persons only should be engaged.

I have the honour to be, Sir, Your obedient servant,

T. A. HALL,  
Government Engineer,  
Hon. S. D. Blandford,  
Minister of Agriculture and Mines.

### TESTIMONIALS.

To Dr. F. Stafford and Son,  
Dear Sirs,—I strongly recommend your Prescription "A" to all sufferers with indigestion and Dyspepsia. I use all kinds of medicine and consulted various specialists, but none cured me. I saw your Prescription "A" advertised in the papers and tried a few bottles and it made a perfect cure of me.

MRS. HALL,  
Hayward Ave., St. John's.

To Dr. F. Stafford and Son,  
Dear Sirs,—I am sending you 50 cents in stamps. Please send me one 50 cent bottle of Prescription "A", the 10 cents balance will pay for postage. You sent me a trial bottle a short while ago and it almost cured my wife and I think another 50 cent bottle will make a cure. I have tried doctors and all kinds of medicines but I don't believe that there is any medicine that can cure a bad stomach like Stafford's Prescription "A". I am more than thankful that you advertised this medicine. Please forward as quick as possible.

P. S.—Call at our Drug Store, Theatre Hill, and see these testimonials for yourself.

DR. F. STAFFORD & SON,  
St. John's, Nfld.  
Manufacturers of the "Three Specials":  
Stafford's Liniment,  
Stafford's Prescription "A",  
Stafford's Phosphate Cough Cure.  
M27217

### Stepmother's Repartee.

There were amusing passages in a breach of promise case at Armagh Assizes yesterday.

The plaintiff was Ellen Webster, and the defendant John Morton. The case had been dismissed in the county court, and the plaintiff now appealed. Evidence of the promise having been given by the girl, her stepmother gave corroborative evidence. She was cross examined by Mr. Chambers, K.C., and her smart retorts led the judge to say that counsel had met his match.

Mr. Chambers: More, my lord, more; but I will stand a few rounds. I am not at the ropes yet.

The witness addressed counsel as "your honour," and when he modestly disclaimed the title it was suggested that under the Provisional Government he would probably be Lord Chief Justice.

Mr. Chambers (to the witness): I think you rather like me.

The Witness: We do favour each other.

Mr. Chambers: And, do you know, I am terribly taken with you. You have very winning ways. (Laughter.)

The defendant having entirely denied the promise, his lordship reversed the decision of the county court judge, and gave judgment for the plaintiff, with damages 50 pounds, and costs.—March 12, 1914.

## EFFECT and CAUSE

Acme of ease, comfort and grace of movement that cannot fail to charm and delight the user, is the GRAND RESULT of wearing the FAMOUS

## D. & A. CORSET.

OUR PRICES:

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Just what you require Ladies, for your New Spring Suit. Every Skirt worth from \$3.50 to \$4.50 each.

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Only Forty-Eight in this lot and every one a BARGAIN.

## S. MILLEY.

### Food For Thought.

This is the cheapest food in the world. Fill your thoughts for a while with insurance, unless you are already covered. No thinking man neglects this protection. Thinking of insurance means thinking of Eric Johnson—and his low rates—and his prompt payment of claims. Why not ask for terms?—advise.

CEREMONY POSTPONED.—Owing to the sudden death of Past D.D.G.M. Pinnett, the Institution ceremony which was to have taken place last night, has been postponed until Wednesday next.

To whom it may concern: This is to certify that I have used MINARD'S LINIMENT myself as well as prescribed it in my practice where a treatment was required and have never failed to get the desired effect.

C. A. KING, M.D.

MISSIONARY SERVICE.—Rev. Canon Colley will give a Missionary address at the Cathedral to-morrow evening. After service the annual meeting of the Women's Home Missionary Association will take place in the Parish Room, and will be open to the public.

### McMurdo's Store News.

THURSDAY, April 2, 1914.

If you need a real muscle builder and tonic food, one which is at once pleasant and palatable, you will find what you need in our Emulsion of Cod Liver Oil and Hypophosphites. There is no difficulty in taking it, and it has no tendency to "repeat"—which spoils its digestibility. Besides, it is economical, a fifty cent bottle containing from one quarter to one half more emulsion than the other well known articles of similar name, and we can honestly say that the results this preparation has given are fully equal to those produced by any other Cod Liver Oil Emulsion in the market. Price 50c. a bottle; trial size, 25 cents each.

An Intelligent Person may earn \$100 monthly corresponding for newspapers. No canvassing. Send for particulars, Press Syndicate P.O. Box 117, Toronto, N.Y.

MINARD'S LINIMENT RELIEVES RHEUMATISM.

### Wild Suffragist Fighting in Trafalgar Square.

East End Crowd Angry at Arrest of Sylvia Pankhurst, Constables Injured.

Nine arrests, including that of Miss Sylvia Pankhurst, were made in connection with an East End Suffragette meeting yesterday in Trafalgar Square. Miss Pankhurst was arrested quietly, but there was some angry fighting afterwards, constables receiving injuries.

Miss Pankhurst who had been hiding from the police in her Bow lodgings for some weeks, intended to speak yesterday afternoon at a demonstration of her supporters who marched to Trafalgar Square from the East End. When she tried to join them near the corner of Northumberland Avenue she was seized by detectives, taken to Charing Cross Post Office and then put in a cab and driven to Holloway.

STEPPING FROM A BUS.  
Miss Pankhurst had come from Bow by motor-bus, and meant to lead the procession on to the square.

But the plain-clothes detectives who were lying in wait for her completely spoiled her plan. As she was stepping off the bus she was surrounded by policemen and detectives, and so quickly was the arrest carried out that Miss Pankhurst was being hurried off to Holloway Prison before most of her followers had realized what had happened.

The procession then went on to the square. FIGHT WITH MOUNTED POLICE. At the arrest of Sylvia Miss Pankhurst, who had charge of the meeting, declared that they would go to Downing-street to protest against the arrest.

Headed by a suffragette flag they marched away towards Whitehall, but came into conflict with the mounted police.

The police then tried to break up the procession. Some of the suffragettes, armed with short stout sticks, tempted to defend themselves and attacked the police, but the mounted men, however, soon succeeded in breaking up the procession, and many arrests were made.

Miss Patterson was one of the first taken into custody. A man who attempted to defend her fell in the struggle. A constable who took part in the arrest of Miss Patterson was badly hurt and had to be carried away.

### THE GREATER QUESTION.

At this season of the year for Farmers with up-to-date ideas is, what are the best means to use to get the best returns from the land. Fertilizers must be used liberally. If large returns are looked for, there are several good chemical fertilizers which may be recommended, but Sulphate of Ammonia has been proved to give the best returns, and is the most valuable and economical source of Nitrogen for agricultural purposes.

For vegetables, grass, and all crops, about one and a half cwt per acre is the best quantity to use, and this should be applied when the plant is making its growth, as well as before sowing the seed.

If a liquid manure is preferred, 1 1/4 oz. of Sulphate to one gallon of water should be used, and applied once a week for 4 months. This quantity should not be exceeded.

It is a good plan to reduce the Sulphate to a fine powder, and mix with four or more times its own bulk for the purpose of diluting the manure, which is very powerful.

For potatoes the following mixture is strongly recommended:—  
40 lbs. Superphosphate.  
25 lbs. Fine bone meal.  
15 lbs. Carbonate of Magnesia.  
15 lbs. Sulphate of Potash.  
21 lbs. SULPHATE OF AMMONIA.

1 cwt. Apply at the rate of 10 to 11 lbs. to 40 square yards.

The use of Carbonate of Magnesia in conjunction with Sulphate of Ammonia, is of great importance in potato culture.

For turnips use the following:—  
66 lbs. Superphosphate.  
13 lbs. Fine bone meal.  
13 lbs. Sulphate of Potash.  
20 lbs. Sulphate of Ammonia.

1 cwt. Apply at the rate of 10 to 11 lbs. to square yards.

Sulphate of Ammonia of excellent quality is now made by the St. John's Gas Light Company, and may be obtained on very reasonable terms. Full particulars may be obtained at the Gas Works, or at the Board of Trade Building. Ask for special book "Turnip Culture," it will be let on the use of Sulphate, it will be found of great value in securing the heaviest crops.

MINARD'S LINIMENT RELIEVES RHEUMATISM.

