tervals and for a while heard the answering blasts from the Regulus, but suddenly these ceased and the tug's crew feared that the worst had occurred.

crew feared that the worst had occurred. The John Greene continued
cruising up and down the coast all
night in the hope either of descrying
the ship or picking up the crew had
they taken to the boats, but no tidings
of ship or men were had. In the
meantime the linguaham, which saw
no sign of the ship, arrived back here
at midnight. She left again at midnight, went out and returned at 8
a.m., having seen nothing of the Regulus or the other tug. The men on
the John Greene after daylight were
startled to see the Regulus ashore at
Shoal Bay, near Petty Harbor, with a
mountainous sea running over the
hull, which was being demolished
quickly. There were no traces of
boats or men to be seen, and it is
believed that the ship went ashore so
suddenly that the men had not time
to launch a boat and all were swept

suddenly that the men had not time to launch a boat and all were swept off the decks by the high seas which pounded on board and were quickly drowned. At daylight Mr. Harvey communicated with Cape Spear, believing that the ship was being towed to port by the tugs, but nothing had been seen by the Messrs. Cantwell of the ship or tugs. The Cape people thought the ship might have been kept well off to sea if the tugs had her and would enter port dur-

been kept well off to sea if the tugs had her and would enter port during the morning. They also believed that the wind was off shore during the night and that the vessel would make port under her own sall. They evidently must have referred to the wind which blew from the S.W. this morning, as last night the wind blew from the S.E., right on the shore. A schooner which was passing the Re-

chooner which was passing the Re-

t the office resumed her run to por When the accident occurred to th

Regulus the John Greene was also

a perilous position, and if a misha

had occurred to her machinery sho

also would have gone ashore and not a man on board would have been sav-

ed. The action of the Anglo Office here in telephoning the contents of

the message received from Capt. Tay lor to Mr. Harvey is to be commend

rdinary way. The Regulus passed this port at 8.30 a.m. yesterday bound to Sydney in ballast for a cargo of coal. She was to have taken a cargo of iron ore from Bell Island to Sydney in the coal of iron ore from Bell Island to Sydney in the cargo of iron ore from Bell Island to Sydney.

ndering, and also when she col-

service up to the discontinuance of the contract by A. J. Harvey & Co. He

him. He was quite a young man and was in command of the ship until the

accident with the Karema. The other Newfoundlanders in the crew were:

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Maggi's Delicious Soups, in packets of 5,

15 cts. and 21 cts. Maggi's Essence for enriching soups, 23c bot. Maggi's Consomme, 5c. capsule of 2 portions English Mincemeat, 1lb. glass Jars, 32c each Crosse & Blackwell's Soups, 27c. tin Captain White's Currie Powder, 38c. bot.

Crosse & Blackwell's Essences, 1 oz bot.,

Colman's Cenuine Mustard. The quality

we sell is guaranteed pure and not Colman's

Condiment as usually sold. Read labels on

Batty's Nabob Pickles, 37 cts. bottle

#### Jacob's BUTTER PUFF BISCUITS, 25 cts. lb.

Shelled Walnuts, 35 cts. Ib. Tate's Afternoon Tea Sugar, 1 lb. cartons,

Real Calve's Foot Jelly, for Invalids, 20 cts. and 37 cts.

Batcher's English Machine Cut Mixed Peel, 1 lb. packets, 20 cls. Anglica for cakes, 40 cts. Ib.

Flaked Wheat Manhu, 2 lb Cartons, 20c each Crosse & Blackwell's Rennett, 15 cts. bot.

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Hunter's Pea Flour, for mak-

ing delicious pea soup, 7 cts. 1b. Benger's Food 43c, .. 75c. tin. Nelson's and Cox's Gelatine, 12 cts. pckt.

Allenbury Feeds, Nos 1 & 2, 48c. tin.

Allenbury Food, No. 3, 30 ets.

George Knowling.

## Evening Telegram

W. F. LLOYD. - - - Editor.

Monday, Oct. 24, 1910.

#### Public Sympathy.

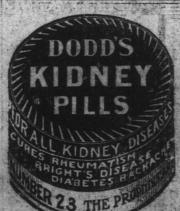
The sympathy of the whole con munity will go out to the widows orphans, fathers, mothers, brothers and sisters left desolate in mourning the loss of those brave sailors who met a watery grave when the ill-fated Regulus met her last and worst misdventure. Words fail to convey the heart-pangs and sorrows which afflict the bereaved ones to-day. Nineteen souls all told have found a watery grave, twelve of whom belong to Newfoundland. Among them Capt. Taylor has spent a life-time in the service of Harveys and Reids. The last time we saw his genial and kindlar face was in the harbor at Botwood.

At 2 p.m. yesterday, while A. J. great difficulty in the high sea runding, the tug got the largest hawser on board to the ship and began town of board to the ship and began town board to the ship and began town of board to the ship and began town board to the ship and began town of board to the ship and began town board to the ship and began tow

## The Regulus is Swept on the Rocks at Shoal Bay, Near Petty Harbor, and Her Crew of 19 Lost.

At 2 p.m. yesterday, while A. J. great difficulty in the high sea run-

last time we saw his genial and kindlast time we saw his genial and two could not hear each of the
in-last time with and low could not hear each of the
in-last time we saw his and two could not hear each of the
in-last time with and last time and last



when we mode the Lord Northcilifies yeard with Earl Grey and
pairty on board. Then again there
was Capt. Movell, the chief mate,
and engineers Penation and Knight,
and engineers Penation and Knight,
and engineers Penation and Knight,
and the providers of the terred does
the providers o



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Department.

gulus at 2 p.m. yesterday, bound to St. John's, received Capt. Taylor's message as to the ship's condition, ran into Bay Bulls and delivering it The Regulus Disaster. The Stories of Capt. Roberts, Capt. Rose, and Mr. R. G. Rendell. The tug John Green, Capt. Roberts, ent out shortly after 2 p.m. yester-Mr. R. G. Rendell went in her o do whatever he could in the way of helping. Mr. Rendell had an experi-ence that he will never forget. He ed, for valuable time would have been lost had it been transmitted in the did not interfere with Capt. Roberts in any way in regard to what he should do, but left everything to his discretion. The tug got up off Bay Bulls at night and then the weather ney, but the N. S. S. Co. telegraphed Mr. Harvey Saturday asking him to fog, a gale of wind and heavy sea. It was impossible to see any distance head so thick was the weather. The neight and to send the Regulus for doal. The Regulus has been a number of years in the possession of Messrs. Harvey & Co. and was for a lengthy period a profitable beat for a getting a sight of the Roberts. lengthy period a profitable boat to the company. About three years ago, that they keep on the search for her. Finally at about 8.30 they saw the lights of the Regulus, she was at an-chor off the North Head of Bay Bulls. has had in that time several serious accidents, notably when two years ago she struck an iceberg off the The John Green worked up close to the Regulus at great risk and gave outhern Shore and narrowly escaped her the end of her big new hawser. It was payed out and the tug steamed slowly ahead in the teeth of the gale lided with the Karema off New York during the past summer. The loss and kept dodging to windward till such time as the Regulus would have of 19 men, the crew of the ship, is an her anchors up. Whatever was wrong in board the latter steamer caused a re deeply affected by it. The material delay of an hour and a half. They oss to the company is a large one, as were either trying to get up the anthe ship was only lightly insured. Capt. Taylor, who was in command chor or to unshackle it. In any case the delay was most disastrous. The of the ship, and who has a wife and storm was increasing all the time, the everal children residing on Cabot Street, this city, came over from Bell

his ship Saturday. He was comeral years ago and was again ap-pointed her master after she was re-paired in New York, from which port were not three miles or even two back for repairs. uiles off when the tug started to go thead. Progress was very slow and the sea swept the deck of the John he brought her down to Bell Island via Sydney. Capt. Taylor also com-manded the Virginia Lake, formerly the Conscript, on the northern coastal Green. After towing for an hour and a half the big line burst. They were hen near the Southern Head of Petty Tarbor, and if the line had held on or ten minutes longer the tug would also commanded the Home on the Labrador route in the R. N. Co. em-ploy. The mate of the ship was Malhave brought the Regulus into Petty Harbor Bay and there would proably be no such disaster to chronicle o-day. Capt. Roberts says he obcolm McNeil, son of a widowed mother, and leaves two brothers to mourn were just south of Petty Harbor Mo-tion whe nthe line parted. The John Green was then put about head to John Penston, chief engineer: M. F. Knight, second, son of Mr. Stephen Knight, chief engineer of the Stella Maris; John Kent, bosun; Fred Cooke, A.B. and lamp trimmer; M. wind in order to have the line hauled in with a view to making another atempt as quickly as possible to get add of the Regulus. Capt. Roberts knew now that they were close on tion, etc. Price 60c. a box. ost. It took a quarter of an hour to get in the line. A blow from the whistle of the Regulus a few minutes before this was the signal that they were in sight of land which proved to be the Southern Head of Petty Har-ber. The crew of the tug also heard

the dry dock.

REPORTS THE INVERMORE.

The Marine and Fisheries Department had the following wire from Twillingate this morning from Mr. Sheppard, mailman, on the Invermore: "Arrived at Turnavik on the 16th and experienced winter weather. All vessels except two of Rorke's and McRae's have left the coast,"

tom of a white painted boat and a lot of small wreckage.

Realizing that the ship had met her doom and that nothing else could be done, the tug was put about for the Narrows and arrived in port at 8 this morning. The D. P. Ingraham, which went out the third time at 9 this morning, returned at 1.15 p.m. to-day. Capt. M. Rose reported to the Telegram that he passed through a lot of wreckage, part of a decking, pieces of a chart house and fittings and Minard's Liniment Cures Burns, Etc.

pieces of a forecastle painted per green and teak wood, also casks an:1 kegs. The mate of the Ingraha who was familiar with the fittings of the Regulus, recognized the pea gree painted timber and the teak wood fit-tings as belonging to the Regulus. They also saw a number of kegs, which Mr. Wills of Harvey & Co's. says were on the Regulus. The theory is that she struck on the shoal ground near Petty Harbor Northern Head and

#### Telegram

From His Excellency the Governor to The Right Honourable The Secretary of State for the Colonies.

24th October, 1910. Please convey to Her Majesty the Queen the deep and respectful sympathy of all in Newfoundland on the great bereavement which Her Majesty

#### Collided With Schooner

We learn by the Fogota that the Prospero while going north on last Thursday collided with one of Blackwood's schooners off Wesleyville. There was a stiff breeze blowing and the schooner slightly lead, when she suddenly "luffed" and fell right across the ship's bows. Before the ship's speed could be checked she collided this city, came over from Bell it is likely that by the time the tug started to tow the Regulus ahead of damage. The craft, which was increasing an unitarish high, and with the schooner, carrying away her bowsprit and doing fully \$200 worth of damage. The craft, which was increasing an unitarity time time, the schooner, carrying away her bowsprit and doing fully \$200 worth of damage. The craft, which was increasing an unitarity time, the schooner, carrying away her bowsprit and doing fully \$200 worth. listance of the shore. Certainly they | bound north for lumber, was towed

#### McMurdo's Store News

MONDAY, Oct. 24, 1910.
Dr. Mazernie's English Cure has given remarkable results in many cases of cold in the head, catarrh. sore nose, etc., and is of special value in damp weather; for it keeps the membranes of the nasal passages a healthy state, and prevents irritaserved the lights of the Regulus for a healthy state, and prevents irrita-about five minutes and then they all inddenly disappeared. They were does away with the necessity of towing on a N. E. by E. course and snuffing liquids up the nose. On the whole, it is one of the most success ful remedies for catarrh. Price 50c We have just opened a new \*consignment of the well-known Fruitative Tablets. Fruitatives are a laxative medicine, and many people find them exactly what is wanted for constipa-

#### Coastal Boats.

REID NFLD. CO.

The Bruce arrived at Port aux Basnues at 7.25 a.m. yesterday. The Clyde arrived at Lewisporte at 6.10 p.m. yesterday and sailed this a.m. for the south.

The Ethie left Clarenville at 8 a.m.

at 7.30 a.m. to-day .

The Home is due at Bonne Bay from the north.
|The Invermore is still north, of willingate.

#### Train Notes.

The Bruce express left at 6. p vesterday, taking P. LeFleur, J. M Namara, Mr. Moubray, B. A. McNab, Mrs. Tilley, Mr. Wood, Mr. Laurie W. H. McKay, Mr. Chaplin, C. Edgar and 50 others.

The incoming express left Port aux Basques at 8.35 a.m. yesterday and arrived here at 12.10 p.m. to-day with the local from Carbonear, The following passengers came by her, P. F. Moore, R. J. Coleman, I. C. Morris, E. Russell, Rev. Fr. O'Flaherty, Head Constable Bartlett, H. J. Crowe, Segt. Noseworthy, I. Gibbeson, S. Kean, J. R. Dawson, J. esner and 40 others.

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