

POOR DOCUMENT M C 235

THE EVENING TIMES AND STAR, ST. JOHN, N. B., WEDNESDAY, JUNE 14, 1922

TWICE AROUND THE WORLD IN FOURTEEN MONTHS



Commissioner Lamb of the Salvation Army, who has been twice around the globe in 14 months, left Waterloo station, London, recently for Canada and the United States to investigate the economic, agricultural and industrial conditions as they will effect emigration. The photo shows Commissioner Ballard of London bidding him farewell.

SEVENTEEN YEARS IN PENITENTIARY

Painsec Junction Man Convicted of Beating Daughter—Will Get Lash.

Dorchester, June 14.—Seventeen years in the penitentiary and whipped three times with a total of thirty lashes, was the sentence handed out to Earle Ashe, of Painsec Junction, by Mr. Justice Crockett, when the jury brought in a verdict of guilty late this afternoon. Ashe was charged with wounding and doing grievous bodily harm to his young daughter, Viola Ashe, and the jury found him guilty on both counts, first wounding and second doing grievous bodily harm.

On the second count, on

which Judge Crockett first pronounced sentence, the accused was given two years in the penitentiary, to be whipped three times the first year, ten lashes each time. On the first count Judge Crockett sentenced the prisoner to fifteen years in the penitentiary, to commence at the expiration of the two years' sentence.

PLANES SCARE HOTTENTOTS

Prove Chief Factor in Quelling South African Rebellion.

Cape Town, Union of South Africa, June 14.—Airplanes did more to strike terror into the insurgent Hottentots in the recent uprising in Southwest Africa than the whole of the volunteer forces engaged in quelling the rebels, says the Cape Town correspondent of the Cape Argus. The airmen were successful both in spotting the enemy and finding the government's patrols. A remarkable incident in connection with the trouble was the discovery and dispersal of a body of Hottentots in the mountain gorges, where they sat warming themselves by a fire soon after dawn. The airmen dropped bombs and opened machine-gun fire on them. Scores were killed, and the others fled in all directions, yet ten of them could have held the plateau against an army.

Use the Want Ad. Way

GOLD FROM LONDON.

Shipment of \$2,300,000 to U. S. First in Sixteen Weeks.

New York, June 14.—The first gold to be shipped from England to the United States in sixteen weeks is aboard the steamship Berengaria, according to an announcement made by Kuhn, Loeb & Co., to whom it is consigned. The shipment amounts to \$2,300,000. Gold shipments were suddenly interrupted in the early spring by labor troubles in Africa, which caused a complete cessation of work in the mines for several months. The trouble has been settled, the miners are back at work, and shipments of metal to London, which is the clearing house for practically the entire output, have been resumed on an increasingly large scale.

J. J. DONOVAN INJURED.

J. J. Donovan, 689 Main street, was injured about the right shoulder and arm, yesterday morning while at work aboard the steamer Manchester. He was struck by a bundle of wire which fell from a sling in which they were being lowered into the hold of the vessel. He was unconscious for a time as a result of the accident and later was taken to his home in a coach by fellow workers. Dr. J. M. Barry was called to attend him. An X-ray examination of Mr. Donovan's injuries will be made today.

SETS 21 DAYS TO GET WEALTH OF LUSITANIA

Leavitt, Head of Salvaging Concern, Sure of Reclaiming \$6,000,000 in Sunken Steamer—Banks on Own Diving Suit.

New York, June 14.—The steamer Blakely, from Philadelphia, will take from here part of the equipment to be used in the attempt to cut through three decks of the Lusitania and raise to the surface \$5,000,000 in gold from the strong room and the purser's safe, said to contain \$1,000,000 in gold and jewelry. B. L. Leavitt, president of the Leavitt-Lusitania Salvage Company and inventor of the diving suit for work under 275 feet of water, plans to arrive at the point off Kinsale Head, where the Lusitania lies, on or about June 29.

"If the weather is pleasant," he said, "we will cut the treasure out of her in three weeks. Storms or bad weather may delay it, but twenty-one days of good weather will see the job completed."

The stop in New York harbor is to take on board a thirty-ton boom, which will be laid on the water as a kind of platform when the effort is made to haul to the surface the twenty-ton safe in the purser's cabin.

The difficulties in the way of salvaging the treasure of the Lusitania have been investigated, and pronounced to be insurmountable by many engineers. The profit to the salvagers, even though the project were successful, had been doubted because of the many claimants and the complex legal propositions involved in quieting titles. The depth of 275 feet is an insuperable bar, in the opinion of most marine engineers, because of the fact that, while divers have explored at that depth, none has been able to work so deep.

Divers Wear Metal Shell. Divers are encased in a rigid shell of metal and hard rubber to prevent them from being crushed by the pressure at such great depths. Mr. Leavitt says that he has been able to overcome this obstacle by a diving suit of his own invention which resists the pressure of the water, and enables the man to work at great depths. As for the claims of owners, he, the ship company or the insurance companies, it is his belief that he would take his chances in the International Salvage Court.

"I believe that we will get by far the greater part of the value of the treasure," he said. Any salvage court would allow him to do so. We have made no arrangement in advance with owners, shipping companies, insurance companies or the government. Mr. Leavitt said that he would take his chances in the International Salvage Court.

Many Have Abandoned Venture.

Great wrecking concerns like the Merritt-Chapman Company have studied and then dropped the Lusitania venture, believing the gods were against any successful salvaging operations. The idea of raising the ship itself was never considered feasible, and it is not being attempted by Mr. Leavitt and his expedition. The purpose is solely to make big holes in the three decks which lie over the safe and strong room, and then lift up the safe and the boxed gold through these holes.

The decks are to be opened by nitroglycerine. The great difficulty of this pointed out at the offices of the Merritt-Chapman Company, was that the general experience in dynamiting steel ships had been that the explosion ripped and twisted the decks and other steel work, so that the result, instead of being a hole, was an unmanageable mass of twisted steel.

"We will not use dynamite, but nitroglycerine," said Mr. Leavitt. "Dynamite will not explode under the pressure imposed on it at the depth of the Lusitania, but nitroglycerine will. It will not twist anything up, but will cut through the decks like a knife. When holes have been made through the three decks, the safe will be blasted from its fastenings and will then be hoisted to the surface with the aid of the boom."

Four Divers to Work in Shifts. "I am taking four divers who will work on two-hour shifts. The thing is feasible only because of the diving suits which I have invented, making work possible at that depth. The suits weigh 350 pounds on land. At that depth under water their effective weight would be seventy-five pounds."

These suits, which are metal forts with jointed limbs and heavy glass portholes for sight, are equipped with tanks to supply oxygen and with caustic soda to take up the carbon dioxide. In an ordinary suit the diver would be smothered at that depth as if a building had fallen on him. If he escaped crushing, he would probably be killed by the "bends," a disease induced by pressure, as he was lifted to the surface. As long as the special suit does not leak, however, there is no danger of bends, because the pressure is normal. On this account, the diver may be hoisted at once to the surface without danger. "Bends" is due to the absorption of nitrogen and other gases by the blood in order to increase the blood pressure and body pressure as increased pressure is put on it from the outside. This does no harm while the pressure is continued, but if suddenly released by elevation to the surface, the nitrogen dissolved in the body escapes as a gas, filling the body with bubbles and often causing death. It would take many hours to raise a diver safely from a 200-

foot depth in an ordinary suit, even if he were not killed outright.

Mr. Leavitt said that his expedition was being undertaken at a total cost of about \$160,000 as against the prospect of the lion's share of \$5,000,000. "Some big financiers have sought to interest themselves in it during the last few days," he asserted, "but it is too late. I was offered \$850,000 for the proposition as it stood, but refused. The investors who have put up the money to back the expedition are all middle-class people of moderate means."

The ship Blakely was built for the Shipping Board in 1919. It is 290 feet long, with a twenty-four-foot beam.

FIRE ALARM TELEGRAPH

- 2 No. 2 Engine House, King street.
- 2 No. 2 Engine House, Union street.
- 4 Cor. Sewell and Garden streets.
- 4 Infirmary (Private).
- 8 Union St., near Cor. Mill and Dock Sts.
- 6 Prince Wm. street, opposite M. R. A. alley.
- 7 Cor. North Wharf and Nelson street.
- 9 Cor. Mill and Pond streets.
- 9 Water street, opposite Jardine's alley.
- 12 Waterloo street, opposite Peters street.
- 13 Cor. St. Patrick and Union streets.
- 14 Cor. Prince Edward and Richmond streets.
- 15 Prince Edward street, Wilson's foundry.
- 16 Cor. Prince Edward and Hanover streets.
- 17 Cor. Brunswick and Erie streets.
- 18 Cor. Union and Carmarthen streets.
- 19 Cor. Courtney and St. David streets.
- 21 M. R. A. stores, private.
- 21 Cor. Gorman and King streets.
- 24 Cor. Princes and Charlotte streets.
- 25 No. 1 Engine House, Charlotte street.
- 26 City Hall, Cor. Prince William and Princes streets.
- 27 McLeod's Wharf, Water Street.
- 28 Cor. Duke and Prince Wm. streets.
- 29 McAvity Foundry, Water street, private.
- 31 Cor. Westworth and Princes streets.
- 32 Cor. Duke and Sydney streets.
- 34 Cor. Charlotte and Harding streets.
- 35 Cor. Gorman and Queen streets.
- 36 Cor. Queen and Carmarthen streets.
- 37 Cor. Sydney and St. James streets.
- 38 Carmarthen street, between Duke and Orang streets.
- 39 Cor. Crown and Union streets.
- 41 Cor. St. James and Prince Wm. streets.
- 42 Cor. Duke and Westworth streets.
- 43 Cor. Broad and Carmarthen streets.
- 44 Cor. British and Charlotte streets.
- 45 Cor. Pitt and St. James streets.
- 46 Sydney street, oppo. Military buildings.
- 47 East End Shellfield street, near Imperial Oil Co. office.
- 48 Armory, Cor. Shellfield and Carmarthen Sts.
- 49 City Road, opposite Christie's factory.
- 50 Cor. Dorchester and Hazen streets.
- 52 Exmouth street.
- 54 Waterloo, opposite Golding street.
- 56 Waterloo street, opposite entrance Gen. Pub. Hospital.
- 57 Mill Row, between Westworth and Pitt.
- 58 Carlton street, on Calvia church.
- 59 General Hospital, Waterloo St.
- 60 Cotton Mill, Courtney Bay, private.
- 61 Erie street, near Peter's Tannery.
- 71 Cor. Clarence and Pitt streets.
- 72 King street, east, near Carmarthen.
- 73 Between Cor. and Pitt Sts.
- 74 Cor. Orange and Pitt streets.
- 75 Cor. Meeklenburg and Pitt.
- 76 City Aqueduct, foot of bridge.

NORTH END BOXES.

- 111 Stearns' Mill Indian town.
- 122 Cor. Main and Bridge streets.
- 123 Macleod's wharf, Main street.
- 124 Cor. Adelaide and Newman streets.
- 125 No. 6 Engine House, Main street.
- 126 Douglas Avenue, opp. F. M. O'Hall's.
- 127 Douglas Ave., Bentley street.
- 128 Murray & Gregory's Mill, private.
- 129 Cor. Duke and Victoria streets.
- 131 Millidge Ave.
- 132 Strait Shore opposite Hamilton's Mills.
- 134 Milling Mills, Strait Shore.
- 135 No. 7 Shed.
- 136 Strait Shore, Warner's Mill.
- 141 Alexandria school house, Holly street.
- 142 Cor. Camden and Portland streets.
- 143 Maritime Mall Works, private.
- 144 Main street, police station.
- 145 Main street, opposite Harrison street.
- 146 Main street, Head Long Wharf.
- 151 Fleming's Foundry, Pond street.
- 162 Mill street, opposite Union Depot.
- 164 Cor. Paradise Row and Millidge street.
- No. 4 Engine House, City road.
- 227 Mount Pleasant and Surpess Avenue.
- 241 Cor. Stanley and Winter streets.
- 242 Schofield's Terrace, Wright street.
- 243 Rockland road, near Cranston Avenue.
- 244 Rockland road, near Millidge street.
- 245 Cor. Somerset and Barker streets.
- 247 Landsdowne Ave.
- 413 Cor. City Road and Gilbert's Lane.
- 421 Marsh Bridge, near Frederick street.
- 422 At C. G. R. Round House.
- 423 Cor. Thomas Avenue and Robert street.

WEST END BOXES.

- No. 4 Shed.
- No. 3 Shed.
- No. 4 Shed.
- No. 7 Shed.
- Between No. 3 and No. 4 Sheds.
- Inside.
- The end of No. 1 Shed.
- No. 14 Shed.
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HONOR TO THE PRESS.

Bulgaria Puts the Portrait of London Correspondent on Her Stamps.

Washington, June 10.—Taking notice of the recent awards of the Pulitzer prizes in newspaper work, Stephen Panaretto, the Bulgarian minister in Washington, called attention to the fact that his native country had been one of the foremost in formal recognition of the services of newspapermen. Lying before him on his desk was the incoming mail from Sofia, and several of the letters were a beautifully executed portrait of L. D. Bouchier on a postage stamp.

"That was the remarkable tribute paid by Bulgaria," said the minister, "to a man who gave up thirty years of his life to aiding her in the struggle for freedom, in building up her relations with Europe, and making the world know the resources of the country. He was the correspondent in Bulgaria of The London Times for that length of time, in itself a remarkable record, and was so beloved by the people that it was in conformity with the general desire that for the first time in history the portrait of a foreigner was placed on the postage stamps."

The reporter agreed with the minister in his belief that at last the newspaperman was coming into his own.

COLGATE'S TALC POWDER

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CASHMERE
BOUQUET

SOFT as a flower petal—
fine as the pollen. A
glow of youth to the
skin—an elusive fragrance
floating near.

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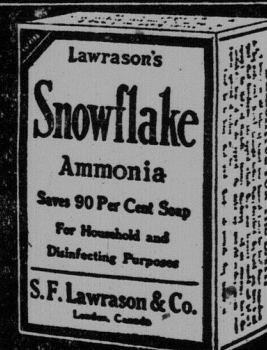
Central Greenwich, June 13.—Hon. P. J. Veniot, minister of public works; Colonel O. W. Wetmore, M. P. F., and J. D. McKenna, Liberal candidate in the Kings county by-election for the provincial legislature, addressed one of the largest meetings ever held in Central Greenwich this evening. The hall was packed to the doors and there were many who were obliged to stand.

Australia's Smaller Wheat Crop.

The official estimate of the Australian wheat crop just harvested was 131,817,884 bushels, comparing with 143,964,690 in the preceding year, and about 145,000,000 in 1920. The Australian wheat crop has varied widely during recent years. In 1916 it reached 132,000,000 bushels, in 1917 it fell to 46,000,000. It is estimated that the present crop will add 30,000,000 bushels exports as against 100,000,000 exported in the preceding season.

Snowflake THE FULL STRENGTH Ammonia

It softens the water
in the washing machine
and makes the clothes
so white and clean.

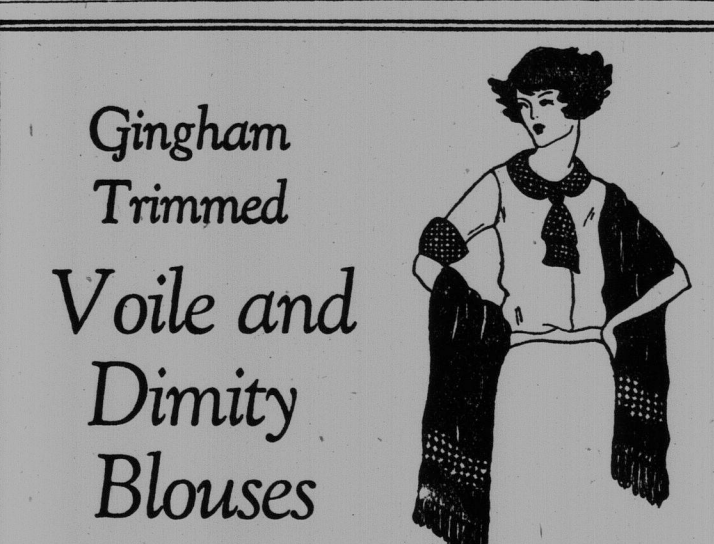


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Becomes
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Milled by Hunt Bros Limited London, Canada.

Thorobread, they all say, is the right baking way.



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Trimmed
Voile and
Dimity
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To-morrow \$2.98 and \$3.50

The new fad in New York and one of the
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Fine, sheer Voile and white striped dimity
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These smart little blouses with Peter Pan
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Ward's Orange- CRUSH

The largest selling
fruit-flavored beverage
in the world, due
to superior delicious-
ness, purity and qual-
ity. Be sure you are
served the genuine.
Sold in bottles, also
ice-cold at fountains.



Lemon-CRUSH
Lime-CRUSH

Ingredients

The three "Crush" drinks get their
flavors from the delicate fruit oils pressed
from the fresh outer skins of oranges,
lemons or limes, to which are added
juices from these fruits, cane sugar,
U. S. certified food color, carbonated
water, and citric acid—the natural
acid of oranges, lemons and limes.

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