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### Important Notice!

The Fraser Machine & Motor Co. for the purpose of reorganizing and enlarging their plant, lately went into voluntary liquidation; the organization is now complete, much more capital has been subscribed to meet the growing demands of the business, and

this year double as many FRASER engines will be built as last year. There is no other engine so popular in Newfoundland or Canada as the FRASER, and with the new Company we can promise better service and deliveries than in the past, when many had to wait for their engines, as we could not get them from the factory fast enough. All orders now booked

we can ship at a moment's notice. FRANKLIN'S AGENCIES, LTD., St. John's, Newfoundland, Agents.—Feb 23

### SEE IT RISING!

What? Why? The Mail and Advocate circulation, that's what. Second to none just at present. Bear this fact in mind when advertising!

## AT DEVINE'S

# Great REMOVAL Sale!

FRIDAY and SATURDAY will be busy days at Devine's Great Removal Sale. Everything must go, and all marked low. Don't put off till the evening what you can do in the morning. Get in before the crowd and pick up to your hearts content a generous bundle of Bargains. One woman said:—" 'Tis great to be able to get things so cheap, when everything is so dear in other places."

Special: 1000 yds. Silk at Half Price

10 dozen Men's Overalls. Made from Blue Derry of strongest quality and sold in regular way at 55c. Removal Sale Price ..... 59c.

25 dozen Men's Negligee Shirts; neatly striped; all sizes. Handsome Holiday or Sunday Shirt. Regular Price 85c. Removal Sale Price ..... 50c.

10 cases Men's Strong Working Boots. Leather all through. Worth \$2.70. Removal Sale Price ..... \$2.30

Men's & Boy's Suits Away Down in Price.

### Hosiery.

Hosiery. Stockings for Men, Women and Children at half price. Here is a chance to supply the family with first class stockings at prices no more than you have been paying for the "no wear" kind.

Shop Forenoons as Store is Crowded Evenings!

N.B.—Mail Order Customers will please add postage when ordering these goods. Write To-day.

J. M. DEVINE,

The Right House - - 167 Water Street.

## HOW SALVORS HAVE DEPRIVED FATHER NEPTUNE OF HIS PREY

Some Ingenious Feats of Engineering Whereby Many Sunken Ships Have Been Patched Up Under Water and Again Put in Condition to do Service to Commerce.

MANY SHIPS NOW AFLOAT WERE ONCE ABANDONED AFTER DISASTER AT SEA

Months and Often Years Have Been Spent in Salvaging Some of the Wrecks.—In Some Cases They Have Been Salvaged Entire, in Others But Part Has Been Relieved.

The discussion as to the feasibility of raising the wrecked Empress of Ireland with the bodies of the hundreds of victims imprisoned within her shattered hull recall many wrecks of recent years over which salvors have worked, some successfully, others with no success at all.

One of the most ingenious feats of salvage engineering was the raising of the Anchor liner Utopia in the Bay of Gibraltar. She came into collision with the warship Anson and sank in nine and a half fathoms of water. About one thousand persons, including many Italian immigrants, were on the Utopia at the time she ran on the ram of H.M.S. Anson, and of these some six hundred met their death. The Utopia was struck at of amidships and sank stern first. A few minutes after the collision occurred all that could be seen of her above water of the Bay of Gibraltar were her masts and funnels.

Sunk in 57 Feet of Water. The work of raising the liner was placed in the hands of a salvage expert. When his divers went down in the bay they discovered that the vessel lay in fifty-seven feet of water at bow, and that the breach made by the ram of the Anson was twenty-six feet long by fifteen wide, the lower edge of the hole being in fifty-two feet of water.

In order to raise the wreck it was first found necessary to erect a great superstructure upon her hull so high as to rise above the surface of the water. This temporary bulwark when fixed was twenty-four feet high at stern and thirteen feet at the bow. So soon as the superstructure was firmly attached to the hull divers set to work to repair the hole made by the Anson. They patched up the breach so securely with oak plants fixed with screw bolts that the Utopia was not only rendered watertight for the remainder of the time spent in salvage operations, but needed no further attention during the voyage to a Clyde shipbuilding yard after she was raised. This was a wonderful piece of work, considering the depth the wreck lay in and the various strong currents of the stormy Bay of Gibraltar.

The Operations. When the hole was repaired pumps were erected upon the false bulwark. These pumps, which were capable of raising seventy tons per minute, pumped the water out of the area enclosed by the ship and her superstructure. It was until three thousand five hundred tons displacement had been effected by the pumps that the Utopia began to rise.

Then she rose sufficiently high to allow the superstructure to be removed and the pumps placed on her deck. By working the pumps again every drop of water in the vessel was got out, and she rose to the surface and was towed into shallow water and beached. Within two months of her collision the Utopia was back in England undergoing repairs. Her salvaging was accomplished in the shortest time and with the least expense ever recorded for a vessel of her size.

Took Four Years To Do It. It is not every vessel that can be raised so rapidly as was the Utopia. The steamship Wick Bay lay in thirty feet of mud near King's Lynn, and for four years baffled all attempts to lift her out of the Lynn Channel. When at last she was raised her hull was broken in half, and divers, who manipulated suction pipes within her interior, discharged from her no less than three thousand tons of thick mud.

Many ships have gone ashore at Lundy Island. A couple of years ago H.M.S. Montagu was impaled upon the tucks of the Shutter rocks, close to the island, and could only be salvaged piecemeal.

The steamer Ackworth, carrying a cargo of coal, was more fortunate when she ran ashore at Lundy Island. She was rescued in her entirety and taken in tow to Cardiff. The total cost of salvage, including floating the vessel and getting out the coal, was nearly nine thousand pounds.

Few Cases Desperate. So long as a ship holds together, above water or below, hope of salvaging her is never abandoned. When the tramp steamer Milwaukee, a brand-new vessel of seven thousand three hundred tons, ran hard upon the gra-

ite crags of the Scottish coast near Aberdeen it seemed that she would have to be left to the tender mercies of Father Neptune.

Within twenty-four hours of her grounding a heavy swell twisted her bows to pieces. The men responsible for her, salvaging saw at once that it would be futile to attempt to save the forepart of the Milwaukee, so they hung a belt of small dynamite cartridges around her hull, just forward of the engine room bulkhead. When these were exploded the vessel parted in two.

Part of Her Abandoned. The broken bows were then left upon the rocks to take care of themselves, but the whole of the afterpart of the ship, bearing the engines, were safely floated off the treacherous crags and towed to the Tyne, where the Milwaukee was made as good as new by splicing a fresh forepart on to the rescued stern.

A wonderful piece of wreck-raising was the lifting of the Wells City, a steamer of three thousand tons, which sank in New York harbor after a collision with another vessel. Only her masts were visible after the disaster, her hull resting on the sea bottom fifty feet below. Pontoons were placed on either side of the sunken ship and made fast to her by chains. After she was partly pumped dry of the water within her, huge cranes dragged her to the surface. The cost of raising and repairing the Wells City was close upon twenty thousand pounds.

Salvaging a Warship. In 1892 H.M.S. Howe ran upon the Perciro Reef off the Spanish coast and toppled over. The salvage company who undertook to save her found her bows clean under water and her bottom pierced with several sharp points of rocks. Divers blasted away the rocks with dynamite, removing no less than four hundred cubic feet of them. Their next proceeding was to affix a huge metal shield over the broken parts of the hull, thus rendering it watertight. At ebb tide pumps were brought into action, and presently the Howe raised herself from the rock cradle which had held her for many weeks.

The Helen Brewer was rescued in a similar fashion when she capsized at Port Glasgow. She was overturned in a squall close to the quay, and righted with the aid of three centrifugal pumping engines.

Big Proposition. The Iowa, a ship of two thousand five hundred tons gross, bound for New York, ran ashore in a fog about twenty miles west of Cherbourg on the French coast and turned right over on her side. Salvage work was put in hand, and attempts were made to lift the vessel in a remarkable manner. A number of steel posts were fixed up, each one having a pulley arrangement at the top. Over the pulleys hawsers were then passed and attached to the masts of the sunken Iowa.

The idea was to pull on the hawsers until the vessel was forced up. The Iowa refused to be righted in this manner however, and the money—four thousand pounds—spent on the steel posts and hawsers was a dead loss. A little later the Iowa was pumped dry and made watertight, with the result that she rose with the tide.

Dozens of one-time wrecks are steaming at the present time across the ocean carrying passengers and cargoes.

### Tailoring by Mail Order

I make a specialty of Mail Order Tailoring and can guarantee good fitting and stylish garments to measure.

A trial order solicited. Outport orders promptly made up and despatched C.O.D. to any station or port in the Island, carriage paid.

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(Next door to F.P.U. office.) Jan 20, tu, th, sat

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500 Cases 24 1's Cooked Corned Beef  
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You will save money by stocking from this shipment which was

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