

Thrilling Rescue

Crew Had Lost Hope—Landed at Hull.

A thrilling experience at sea in which they had a narrow escape with their lives, befell the crew of the sailing ship Mabel Davis, who were landed at Hull to-day, by the steamer Henry T. Scott. The rescuing steamer only got them aboard in the nick of time, for they had been on their water-logged vessel eleven days, which was then on the point of foundering in the Atlantic. During this anxious period the crew were continuously in turn at the pumps to which they were tied, or they would have been washed overboard. Capt. A. Saunders and the crew of the Mabel Davis had made a plucky and determined effort to keep the water under, but it had gained on them, and they had about abandoned hope when the steamer Henry T. Scott, bound from New York to Hull with general cargo and wood, was attracted by a light seen up from the doomed sailing ship. The westerly gale was still blowing and seas running mountains high, but at no period of the eleven days was it possible for a small boat to be launched, and it was realised on board the steamer that if they attempted to launch a boat it would last for five minutes. The Mabel Davis had managed to carry enough canvas to keep her bow to the wind. The problem was for the steamer to establish communication with the sailing vessel in such a raging sea; the captain of the Mabel Davis said that he had been 27 voyages, and had never experienced such a storm, and the captain of the steamer agreed it was the worst storm he had experienced in the Atlantic. The sailing vessel was helpless, but with commendable seamanship, the captain of the steamer kept his ship stern on to the bow of the sinking craft, and with a hundred fathoms' life lines, with lifeboats were thrown from the steamer, and eventually hooked aboard the sailing vessel, and the shipwrecked crew fastened the lines to the life jackets they were wearing. In turn, they jumped into the sea, and were drawn up, through a hundred fathoms of water to the steamer, and pulled aboard, the marvel being they were not dashed against the ship's side.

April 15th, with a cargo of salt for Newfoundland. They called at Gibraltar, and left on April 17th, and were 23 days out, and near the Banks of Newfoundland when they met a terrific westerly storm. For eleven days they lay too, keeping the vessel's bow to the wind, but seas washed over them. With the strain the vessel began to leak, and though all hands were kept at the pumps night and day the water began to gain on them gradually. It was not till eleven days had elapsed that they sighted the lights of a steamer, which proved to be the Henry T. Scott, at 2 a.m., and sent up flares. At the time they were slowly sinking. The steamer stood by, but could make no rescue efforts till daylight. The mate explained how they put on their life preservers and were pulled through the sea. "It had looked very dreary for us, with our vessel sinking under us, and no hope of getting off, but still pumping for dear life. It was pretty good getting all seven of us off a wreck in a storm like that without a mishap." The steamer carried a motor engine, but had no attachment for the pump. The "Mail" discussed with the mate, a smart young man, the airman at Newfoundland, and the mate expressed the hope that Hawker would not have the bad luck to come down on such a sea as they had experienced. The shipwrecked men are all Newfoundlanders, and with the exception of the captain, who has been in Hull previously shipwrecked, had not hitherto been in England. They were Captain A. Saunders, Ernest Spencer (mate), Herbert Barrett (bosun), Alex. Newell, Leonard Smith, Andrew Seaward (seaman), and John Curtis (cook). They spoke highly of the generous treatment accorded them on the steamer. The sailing craft foundered after they had been rescued. The shipwrecked men lost all their belongings. At Hull they were accommodated at Mr. Blyth's boarding house, Hummer Dock-street, and will be sent on later to their homes in Newfoundland.—Hull Daily Mail, May 19, 1919.

A TERRIFIC STORM.
Ernest Spencer, the mate, told the "Mail" that he was nearly drowned, and that he only got two glimpses of the steamer, as he was pulled through the sea. He also said that the Mabel Davis left Santa Paula, Spain, on

to Sir Edgar's influence that the captain and men obtained passage by the trooper after spending 36 days in England, worn out by constant but futile applications to the Board of Trade, the officials of which were crassly and openly negligent and careless of the shipwrecked mariners' condition. Captain and crew alike lost everything they possessed, the master's loss being especially severe as all his instruments and charts went down with the ship.

77 Trees in One Day is Wilhelm's Record.

AMERONGEN, Holland. — Seventy-seven trees sawn in one day is the best record attained by Wilhelm Hohenzollern since his flight into Holland and his semi-imprisonment in the Castle of Amerongen. On May 14th he completed the sawing of 3,000 trees. The last of these was cut into about thirty small blocks, which were taken to the ex-Kaiser's apartments in the Castle and there marked by his own hand with the date of the occurrence. On this occasion, as when the one thousandth and two thousandth trees were cut, blocks were presented as souvenirs to several members of his suite and to the workmen in the castle garden who helped in arranging the trees for sawing. Most of the remaining blocks were then packed in a case and sent off to Germany for distribution among those who have remained true to the memory of their former ruler.

Many efforts have been made by visitors to Amerongen to obtain possession of one of these blocks, but all efforts to purchase them from their owners have been futile. It must not be imagined that the trees in question are giants of the forest. Most of them are mere saplings. The ex-Kaiser complained about the smallness of the trunks brought to him, and recently some trees of from three to six inches in diameter have been placed on the sawing block for him. He sometimes becomes very nervous when working at his self-imposed task and is inclined to snap a sharp remark not to the liking of those aiding him, whether they be ordinary laborers employed by Count Bentinck or members of the former monarch's suite. This occurs occasionally when a bent tree trunk is placed on the block, and in order to avoid such occurrences orders have been given that only straight trunks be brought into the shed, so that when they are laid on the block ready for sawing they shall not move. The trunks are all marked in advance with white chalk at the places where they are to be sawn. On the day when the ex-Kaiser completed his three thousandth tree there was a narrow escape from a tragedy in the grounds of the castle. Cynthia, the former



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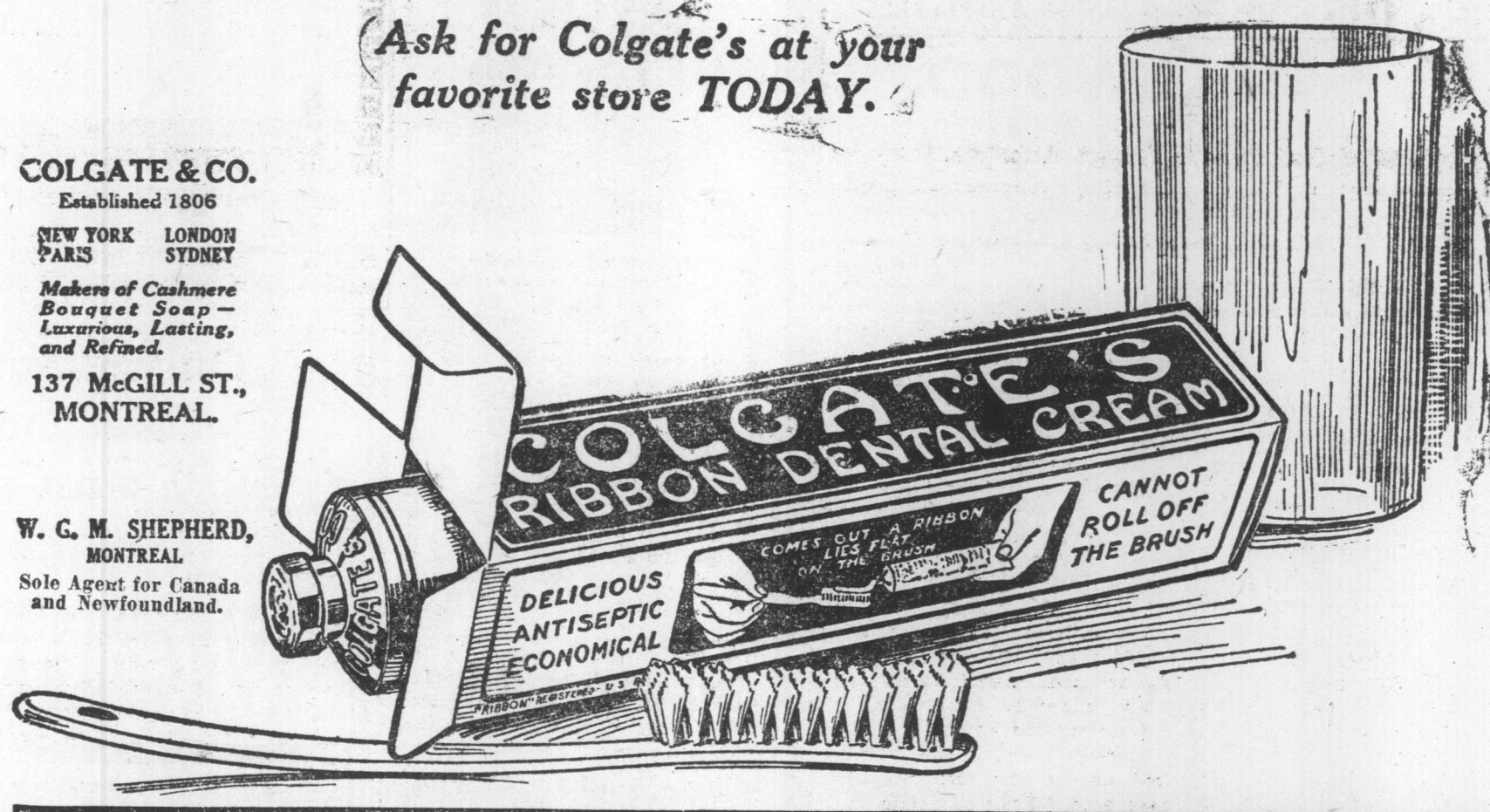
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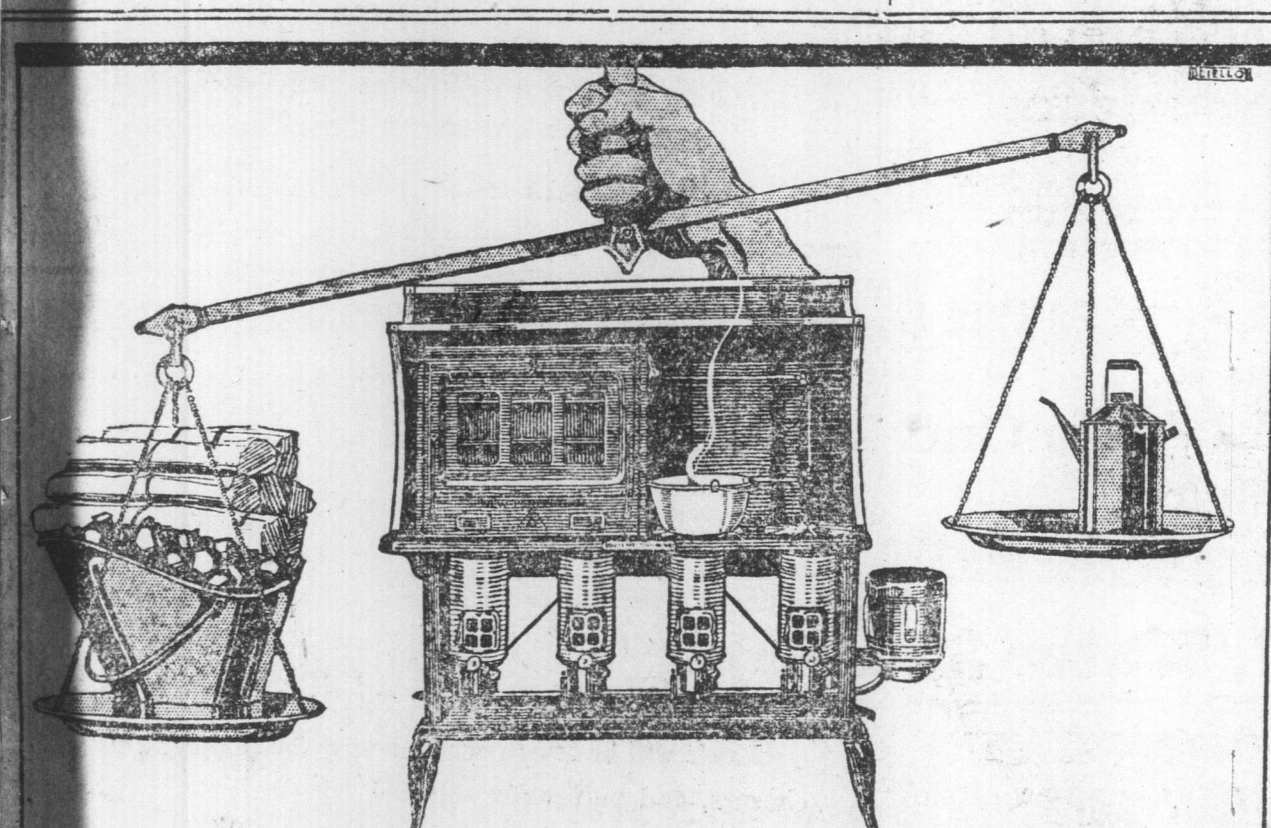
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Kaiserin's dachshund, was accompanying its mistress in the garden, when it perceived the castle cat, Poesje, the mother of a litter of four kittens. When Cynthia approached the basket where the kittens were lying Poesje sprang at Cynthia's nose. A shriek from an attendant did not frighten the cat. The ex-Kaiserin became terribly excited, and someone cried "Kill the beast!" This, however, was unnecessary, as a gardener crept from behind, seized Poesje by the neck and carried her off to a stable, to which her kittens were also carried. Since this she has been locked in the stable. Cynthia at last accounts was still suffering from several severe scratches.

Telephone System Vices.

We are glad to see that the "Daily Telegraph" has called attention to a subject which is causing great and growing resentment among business men. The telephone service has never been good. Since the war it has been deplorably bad, and since the armistice it has been worse than ever. The vices of the telephone service are, at bottom, those of nationalised business generally. It is nobody's interest to show enterprise. It is to nobody's detriment to be a little slack. A certain standard must be observed by each individual, but beyond that the usual incentives of reward and punishment have no effect.

But a little slackness in every individual means a very great slackness in the aggregate, and when the position is complicated by real and unusual difficulties the slackness rapidly assumes monstrous proportions. The complaint against the telephone service may be easily summarised. It is next to impossible to get a telephone installation; there is constant trouble in using it when got; the charges are unduly high; the operators are constantly giving wrong numbers; "number engaged" is a formula often used when it cannot possibly represent the fact; the time occupied in getting trunk calls is altogether absurd; complaints are received with polite indifference; there is no redress for very substantial loss owing to the failures of the staff, this latter complaint applying also to letters and telegrams.

The Postmaster-General overcharges you, and you must pay, or give up your instrument. He wastes your time and your money, but you have no redress. Further, there is no flexibility of charges, such as obtains in private enterprise. A villager with a telephone has to pay absurdly in proportion to the actual use he makes of it as compared with the dweller in a big town. Such are the defects of an undertaking of the kind most appropriate for State management. We cannot expect the Government, having acquired a monopoly, to part with it. But the stagnation and even the deterioration

of the telephone service since it came under official control is surely a warning against experiments with industries in which everything depends on the intelligence and initiative of the individual.—Evening Standard, London, Eng.

Preparing for Ocean to Ocean Flight.

WASHINGTON, District of Columbia.—Tests are now being made with the new United States Martin bomber aeroplane to determine its fitness to attempt a trans-continental flight within the next week or ten days. Capt. Roy Francis, who will pilot the machine from New York to San Francisco, California, will give it the first long-distance trial by flying from Dayton, Ohio, to New York this week, according to present plans. The manufacturer's tests last Saturday were satisfactory.

After reaching New York the date for starting for San Francisco, provided the machine has functioned properly in all preliminary tests, will be determined by weather conditions. It is planned to start when the weather is fair over the whole course. The flight of 2750 miles is scheduled to be made in 32 hours, with only one stop, at North Platte, Nebraska. The first leg of 1500 miles successfully flown, will surpass the flight from Newfoundland to the Azores by the United States navy seaplanes.

The hardest part of the trip will be from North Platte to San Francisco, 1241 miles, across the Sierra Nevada mountains. Landing places in case of trouble are numerous from New York to North Platte, but in the last half of the flight the mountains offer few suitable open spaces. However, several flights across the Sierras have been made, the most recent effort by Lieut. William Hamm McR. Beck in a De Havilland four plane. His observations are available for the guidance of Captain Francis. Lieutenant Beck covered 545 miles from Sacramento, California, in 321 minutes. It was necessary to fly at an average altitude of 11,000 feet. The Allegheny Mountains in the east present comparatively little difficulty, as they can be crossed at an altitude of less than 3000 feet, and the distance is much shorter.

Both military and commercial flying are expected to profit greatly by this flight from ocean to ocean. A successful flight from North Platte will show that the United States Army has a machine capable of effective operation for 1500 miles within an enemy's lines, while regular freight and passenger service will be proven practicable, and doubtless soon will be maintained along the route to be established by Captain Francis.

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Its Own Driver.

Two farmers had been enjoying a festive evening, and both of them "had done themselves remarkably well," to use an expressive phrase. They had a drive of five miles before them, and it was a very dark night, but the horse knew the way. Side by side they sat in the cart, and went along at a spanking pace. At length they swung round a sharp turn in a most alarming manner, only just missing the gatepost by an inch or two.

"Gently, George, gently round the corner, old man," murmured Bill.

"What, haven't you got the reins either?" he said.

JUST RECEIVED: 1,000 bottles Fletcher's Castoria. DR. F. STAFFORD & SON.—June 28, 1919.

Not Paid Yet.

Premier Clemenceau of France says: "We have waited forty-nine years for this moment," speaking of the announcement that Germany would sign the peace treaty. On the other hand the British press is profoundly distrustful of Germany, as it has a right to be in the light of the sinking of the German fleet interned in British waters. It is held that we cannot afford to regard the Germans otherwise than as treacherous until the last penalty is paid, and most of us will agree that this is a fair diagnosis of the German situation.—Burlington Free Press.

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