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## Stewards of Megantic Identify Crippen by Photograph.

Man and Woman Answering Detailed Description of Missing Pair Arrived Here—Bound for the West—"He Was a Saloon Passenger," Said Steward Airriess, When Shown Picture of Dr. Crippen.

Dr. Hawley Harvey Crippen, the London murderer, whose deed and escape are the talk of England, arrived in Montreal yesterday on the steamship Megantic, of the White Star Dominion line, according to the positive statements of the saloon stewards of the liner, and especially of the steward who waited on the needs of the passenger. When the stewards were shown a photograph of Dr. Crippen wearing a beard, they said unanimously:

"That is the passenger who sat at one of the first cabin tables."

When the Megantic touched port yesterday the passenger, identified as Dr. Crippen, accompanied by a woman, hurriedly left the steamship, took a cab, and has not been seen since. He was on the passenger list under an assumed name.

The Megantic left Liverpool on Saturday last, the day on which Dr. Crippen is stated to have left the scene of his awful crime. The list of steamships compiled by Scotland Yard, and sent to the American police as requiring watching, curiously did not contain the name of the Megantic.

According to the Megantic's officers no police examination of the ship was made at Father Point, so that if the passenger is really the murderer, he has made a clean escape into the interior.

The photograph of Dr. Hawley Crippen was this morning shown by a Witness reporter to Mr. H. J. Airriess, saloon steward of the Megantic, who waited on the table occupied by the suspected passenger.

"Can you describe the appearance and manners of this passenger?" the steward was asked.

"Yes, he was under the medium height, past middle age, with sandy hair, the top of his head being bald. He had a bright complexion, and looked like a man who took extreme care of his health. In fact I could see that from the way he ate and ordered his meals. He wore a beard, like the one in your photograph, and had glasses of French make, with heavy black rims. He was extremely well

dressed, even foppishly, and his suits were cut, I should say, by a European tailor. The man talked low and evenly, and like a man of splendid education."

The description is exactly similar to the one supplied by the Associated Press, which read as follows:

"Hawley Crippen, alias Peter Crippen, alias Franckel Crippen, an American doctor, 50 years of age, 5 feet 3 inches tall, fresh complexion, light brown hair, inclined to be sandy, bald on top of head, rather long mustache, mark on bridge of nose, wears false teeth and gold rimmed spectacles, speaks with a slight American accent, wears his hat on the back of his head; is plausible and quiet spoken; is accompanied by a woman calling herself Mrs. Crippen."

The description of the woman accompanying the Megantic's cabin passenger tallies with that of Ethel Le Neve, the fascinating typist, who lived in the London house with Dr. Crippen when the murdered woman was in her last resting place in the cellar. The stewards say she is about the same height as the plausible passenger, is bright, witty, wears

### Nutritive Hypophosphites

When a person feels "blue"—"all tired out"—"doesn't feel like doing anything"—cannot concentrate his mind on his work—feels weak mentally and physically—doubts his powers—complains of poor appetite and sleeplessness—suffers from headaches—then his nervous system is run-down and demands a good up-building tonic.

Nervous exhaustion is a modern disease, caused by too close attention to business, overwork, worry, devotion to trying family cares overstudy, etc.

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splendid clothes, is well built, smiles often to exhibit gold teeth, and has a passion for green stones, which she wore on the trip.

"I gathered a good deal of information about these two passengers from their conversation at table, and from what they said to me," said steward Airriess. "The man said he came from the Pacific Coast, California, I think. I could see he was an American, although his accent was not very pronounced. Probably the years he said he spent in Europe accounted for that. He said that for about five months he had been travelling through Europe, although he had resided for some time in London. He was in England, he said, somewhere about the beginning of the year.

"The man and woman were very affectionate towards each other. They were never apart. Wherever she was so was he. His deck chair was always placed near hers, and they never lost sight of each other. In fact they were known as a pair of turtle doves.

"Just before the steamship reached Montreal the passenger asked me the best way to reach the lakes—a quiet way," he said. He wanted to pass through the Thousand Islands, taking in Toronto, and then on to the West, where he intends to visit Calgary. "Then it is his intention, according to the man's conversation, to go south to California. They will travel for some years.

"When they took a cab at the White Star-Dominion Line I didn't hear what destination in the city they named."

Inquiries were made by the Witness among the several local hotels but nothing could be heard of a man answering to the name Crippen in masquerading under.

Not only Airriess, but several fellow-stewards identified the photograph shown in the Witness as that of the saloon passenger who disappeared into the mazes of Montreal yesterday.

They were positive of the similarity of features and expressions. The second saloon steward was several tables removed from the suspected passenger, but he said without hesitation: "They were the passengers served by Airriess."

The local detective department was this afternoon notified of the supposed discovery of Dr. Crippen's whereabouts by the Witness' Chief Carpenter will immediately help in following up the clues supplied. The chief, however, is doubtful if the Megantic's passenger is the man wanted.

"You see, Scotland Yard, immediately the murder was made known, notified the police and detectives throughout England to watch out-bound vessels," said the chief. "They would hardly have overlooked the man if he were on the Megantic, because the Liverpool police are a remarkably efficient body of men."

The chief, however, will continue inquiries with a view to locating this passenger, who, if not Crippen himself, is remarkably like him.

The provincial police and detectives will also aid in the hunt, and either to-day or to-morrow developments are expected which will bring this new issue to a decision.—Montreal Witness, July 19.

### WIRE WOUNDS.

My mare, a very valuable one, was badly bruised and cut by being caught in a wire fence. Some of the wounds would not heal, although I tried many different medicines. Dr. Bell advised me to use MINARD'S LINIMENT, diluted at first, then stronger as the sores began to look better, until after three weeks the sores have healed, and best of all the hair is growing well, and is NOT WHITE as is most always the case in horse wounds.

F. M. DOUCET.

Weymouth.

## Australia Behind Great Project.

Scheme for Linking Up British Pacific Possessions. The Home Government will Contribute.

London, July 16.—The proposal to subsidize a cable service of press news which has been brought forward by the Australian Commonwealth Government is a reminder that a scheme has also been formulated for linking up Australia and New Zealand with the British island possessions in the Pacific by means of wireless telegraphy. It would appear that the proposal is to establish, under state control, wireless installations at various points, high power stations at Sydney, Doubtless Bay, New Zealand, Fiji, and Ocean Island, and other of lower power in the Solomon and New Hebrides groups.

Quite a large trade is done between the two great island colonies in the southern hemisphere and the numerous small British possessions in the Pacific, and it is believed that by connecting these up a great impetus will be given to their commercial relations. Should France and Germany wish to avail themselves of this wireless chain to establish inter-communication between their possessions in Oceania, facilities will be willingly afforded them.

Something under £100,000 is the estimated cost of the scheme, the greater part of which will be provided by the places most immediately concerned, the balance being promised by the Home Government.

## Dr. Allan's Funeral.

The funeral of the late Dr. Allan took place at Harbor Grace at 4 p.m. Saturday after the arrival of the train, which brought a number of people from St. John's and other places to attend the obsequies. A concourse of people of all denominations attended. The remains were enclosed in a handsome casket covered in black cloth and with silver trimmings, and many floral offerings were laid upon it. The Masonic brethren attended and a guard of honour from the Nfld. Highlanders in full uniform was a conspicuous feature of the mournful procession. The body was at first taken to St. Paul's Anglican Church where service was held, Rev. Canon Noel officiating, assisted by Revs. Smart and Carpenter. The church was thronged. After the solemn ceremonial the procession reformed and proceeded to the cemetery, where another short service took place. During the time the funeral was in progress the business places of Harbor Grace were closed down and the streets were crowded with sympathetic spectators.

## Drowned in the Straits

By the Fogota we learn that a drowning accident recently occurred at Brandy Harbor, in the Straits of Belle Isle. A young man named John Stockley, of Greenspond, being the victim. The deceased fished in a small craft with Skipper Abram Kean, of Flower's Island, who arrived home with what fish he had caught on Friday last, and brought the news of the accident with him. Kean and Stockley fished together and were coming into Brandy Harbor with the boat deeply laden when the accident occurred. There was quite a lump of a sea running, the boat was swamped and overturned and both men went into the water. Stockley got clear of the boat and sank to the bottom in a few minutes. Kean held on to the boat which remained above water when the fish fell out of her. He had a terrible struggle for life, and when rescued by the occupants of another fishing boat which was also coming from the grounds, he was all but gone. He succeeded in uprighting the boat to which he clung seven times, but as often upset her in his struggles and when found was speechless and only semiconscious. Had rescue not come when it did he, too, must in a few minutes shared poor Stockley's fate. His schooner, the Daisy Kean, arrived some Friday with only 40 qts. of fish. The sad accident / fishcartened the skipper and his two sons, and they would not fish there longer.

## The Brigade Race.

Dear Sir,—The Brigade Race, as usual, is one of the most interesting on our Derby Day programme, and the rules governing it should be strictly adhered to. Section (d) reads: "Every competitor must have been a member of his corps continuously since the first day of August in the year preceding the Regatta." It is to be hoped that the committee in charge will enforce this rule, for it is said that parties are practising for this race who, up to date, never had a uniform, nor did a drill, and are over age—21 years. They should not be permitted to compete. British fair play, gents, and may the best men win!

Yours truly,

SPORT.

St. John's, July 25, 1910.

## The Guy Tercentenary.

The Rev. W. Stacey will represent Bristol at the forthcoming tercentenary celebrations at Newfoundland. Mr. Stacey, who has been engaged in ministerial work in Bristol for many years, is a native of Newfoundland, and was one of those who welcomed the late King, when as Prince of Wales he visited the Colony. The rev. gentleman will leave for Newfoundland on July 16th, taking with him credentials from the Lord Mayor of Bristol, and he will be able to say a good word for the city whence John Guy sailed in 1610 on his mission, which resulted in the colonization of Newfoundland. A feature of the celebrations will be the erection of a monument at about the spot where John Guy landed, and as previously announced, Bristol is going to send out a tablet to be affixed to the monument. — Western Daily Press, July 8th.

The rev. gentleman, the subject of the above notice, has been absent from Newfoundland, the country of his birth, for the past 25 years. He is now relieved from active work in the ministry and arrived here by the Carthaginian this morning to spend a holiday in old Terra Nova. He has many relatives and friends of former years, both in the Capital and country, all of whom will be glad to welcome him once more amongst them. We had the pleasure of a short conversation with him on his impressions of the new St. John's.

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# S. MILLEY.

## King of Cocos Isles.

Romance of an Indian Ocean Utopia. — Scotsman Despot.

The death occurred at Ventnor on Thursday of the King of the Cocos Keeling Islands—Mr. George Clunies Ross, who had come to England from his coral island domain in the South Indian Ocean in search of health.

The connection of the Ross family with these remote islands, which are under British protection and are situated about 700 miles from Java, forms a romance of adventure which might have been taken from a chapter by Stevenson. It was in the Cocos Islands that Darwin studied the formation of coral reefs, and at the time of the great naturalist's visit in 1827 the first of the Ross dynasty—June Clunies Ross, a Scotsman and a British naval officer—had made his home there. The second of the house, his son, took up the rule in 1854, and was succeeded by George Clunies Ross (who died yesterday), at the age of thirty, in 1871.

Mr. George Clunies Ross was a man pre-eminent in courage, capacity, and tenderness, and his island home, of which he was the proprietor as well as the chief, is a veritable Utopia. Coined money is unknown there, for the parchment notes of George Ross are the sole medium of exchange;

crime hardly exists, and, without police or military, perfect order prevails.

### Benevolent Despot.

Mr. Ross was the most benevolent of despots, with the power of life and death over six hundred or seven hundred subjects. His domain was an enchanted land, where the rats climb trees and nibble the coco-nuts, where the giant land crab scuttles to and fro brandishing claws of such formidable character that it can "nip through wire netting as easily as can a man with cutting pliers, can tear up tin with ease, and break with its great pincers the wooden bars of a cage that would serve to imprison a large wild animal."

As to rats—thereby hangs a story. Until a few years ago not a rat was seen in Cocos. But a ship was wrecked off the islands and the rats swam ashore. They increased at such a rate that they became a nuisance and caused a tremendous loss by spoiling the buds of the coco-nut, which are extremely tender, and are spoiled immediately anything touches them.

The King of the Cocos Islands, therefore, endeavoured to exterminate the rodents, and at last he imported cats. But the cats did not do their work at all. The trouble of catching the rats was apparently too much for them, and finding a delicious shell-

fish on the shores which they liked much better, they within a short time became large and wild, and, in fact, a tremendous nuisance—so much so that now the islanders have not only the trouble of rats, but also of cats.

### Shark-Infested Coasts.

One of the most interesting facts about the Cocos Islands is that at their highest point they are only 8 ft. above sea level. The principal island, taking its name from the proprietors, is known as Ross Island, and contains Malay villages. The waters surrounding the islands abound in sharks 6ft. to 12ft. in length. The principal export of the islands is copra, the dried kernel of the coco-nut, and it is from this product that the Ross family have amassed their great wealth.

As a young man Mr. George Clunies Ross studied engineering at Glasgow, returning to the islands in 1864. He had a large family, of whom several sons and daughters were at his bedside when he died. Mr. Ross's grandmother was an Englishwoman, and his mother was a Malay. He himself married a Eurasian. There are no white women in the islands.—July 9.

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