

Evening Telegram

W. J. HERDER, Proprietor
W. F. LLOYD, Editor

MONDAY, April 22, 1912.

Time He Resigned.

There is much talk about town concerning the course which will be followed in regard to the Hon. D. Morrison and his connection with the Government. It is surprising to some people that the Prime Minister has not already taken action, for after all, Sir Edward Morris is Prime Minister and no Minister can retain his seat in the Executive Council after he has made up his mind not to retain him. It will be remembered that Sir Edward Morris made a ruling in the House of Assembly, when he said that he never had and had not now any interest in any timber property in Newfoundland.

It is being reported that in his ministry the Hon. D. Morrison after the disclosure made of the connection of the latter with the Anglo-American Development Company, and the interests which it has been shown that the Hon. D. Morrison obtained in that Company? It is high time for the Hon. D. Morrison to tender his resignation, if he has already not done so.

If he has not already done so, when the Prime Minister going to give him a hint to resign?

Gleanings From Titanic Disaster.

"We can replace the money, said Vice-President Franklin, of the White Star Line, but not the lives. It is horrible.

One of the lost, Mr. Thornton Davidson, is one of the youngest and best known stock brokers in Montreal. He is a son of Mr. Justice Davidson and a brother of Mr. Peers Davidson, K. C., husband of Louise, daughter of Lady Whiteway and the late Sir Wm. Whiteway.

Postmaster Morgan said the White Star Liner Titanic had on board 3,500 sacks of mail. It is not likely he said, that the mails were saved because during the few hours that the vessel floated after running into the iceberg, there must have been an excitement among those on board the disabled liner to launch and man the lifeboats. As the standard ocean mail bags hold about 2,000 letters, it is estimated that all about 7,000,000 pieces of mail matter have been lost.

That Capt. Smith believed the Titanic and the Olympic were equally unseaworthy, is recalled by a man who had a conversation with the veteran commander on a recent voyage of the Olympic.

"The commander of the Hawke was entirely to blame," commented a young officer who was in the group. "He was showing his weakness before a throng of passengers and made a miscalculation." Capt. Smith smiled enigmatically at the theory advanced by his subordinate, but made no comment as the view of the mishap.

"Anyhow," declared Captain Smith, "the Olympic is unshakable, and the Titanic will be the same when she is out in commission."

"Why," he continued, "either of these vessels could be cut in halves, and each would remain afloat indefinitely. The non-sinkable vessel has been reached in these two wonderful craft."

"I venture to add," concluded Capt. Smith, "that even if the engines and boilers of these vessels were to fall through their bottoms the vessels would remain afloat."

Fogota Here.

The S. S. Fogota, Capt. B. Barbour, arrived from the Northward at 11 a.m. today. Having left here at noon on Wednesday last she had fine weather except for Friday night when she labored at Fogota while a S. E. gale and snow storm raged piling drifts 6 feet high. She made all her ports of going and coming and brought up a large mail. Her passengers were Capt. J. S. Kean, G. Hann, J. Rendell, G. Dwyer, D. A. Ryan, G. E. Gillette, H. L. Hodge, C. L. Hodge, J. Hawkins, P. Roberts, F. Smith, J. Moores, J. Snow, S. Knight, G. Anstey, W. Hawkins, A. Knight, J. Phillips, Ben. Smith, Mr. Bennett, H. Harriett, R. Brown, J. Dominey, A. House, F. J. Morris, W. Locke, Mrs. B. Barbour, Mrs. W. White and child, Miss E. Jenkins and 54 second class.

Steamer in Collision.

When the Fogota was coming up the harbor this morning several schooners moored off Bowring Bros. premises were in her way. The bowsprit of one of the schooners caught in the port davit of the Fogota and she went full speed astern to get clear of the vessel, but only to run foul of another vessel. The assistance of the Ingham was necessary to bring her clear. Had she continued at first she would have sunk one or more vessels, and would also run the risk of having her propeller damaged by contact with the chains; as it was the bowsprit was carried out of a schooner. Capt. Barbour says there should be some uniformity for mooring schooners, as at present it is dangerous to steamers passing up the harbor.

REID NPLD. CO.
The Argyle left Placentia to-day bound west.
The Clyde left Port aux Basques at 6.10 a.m. to-day.
The Bruce sailed for Sydney at 1.30 p.m. taking Miss M. Devine, H. Spry, and a few other saloon and 80 steerage passengers.
MANY MEN LEAVING.—A large number of men came in by to-day's train from various parts of Canada, Bay and proceeded by the S. S. Bruce en route to the United States to engage in the pugle fishery.
The S. S. Prospero left Channel at 4.30 this a.m. coming east.

China and Glass Department.

We are now showing a New and Complete Stock of TEASETS, 21 Pieces, at Low Prices.

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| Teasetts, 21 Pieces, White and Gold. \$1.15. | Teasetts, 21 Pieces, White and Gold Fluted. \$1.45. | Teasetts, 21 Pieces, Ruby Lustre Colorings. \$1.55. |
| Teasetts, 21 Pieces, Real China, Crown Derby Colouring, Nice Decoration. \$1.95. |  | Teasetts, 21 Pieces, Real China. A dainty Rose Pattern. Good Shape. \$1.95. |
| Teasetts, 21 Pieces, Real China, Rose Wreath and Garland Decoration. \$1.85. | 21 Piece Set, Contains: 6 Cups and Saucers, 6 Tea Plates, 1 B & B Plate, 1 Slip Bowl, 1 Cream Jug | Teasetts, 21 Pieces, Real China. Helio or Nile Green Shading. Floral Design. \$2.95. |

GEORGE KNOWLING.
ap22.6i.m.th

The Last Scenes ON BOARD THE TITANIC.

Special to Evening Telegram. NEW YORK, To-day. Bride was questioned about the final scenes aboard the Titanic. Bride and his superior, Phillips, were among the last to leave and were witnesses of the closing scenes on above deck and topmast parade deck of the lost ship. Bride's story was fragmentary, because it was drawn from a memory that ceased to see the actual living horror, and it ran about as follows: "We did not feel the shock when the ship struck. In fact, I was asleep at the time and was not even awakened by the impact. When the engines stopped, Phillips called me, and I put on the telephone apparatus, while he went out to see what was the trouble. A little later he came back. He said things looked 'queer.' By queer I suppose he meant that every thing was not as it should be. At this time, however, we neither worried a bit. When he heard the confusion on the deck, I went out to investigate. When I returned I found Phillips sending out 'C.Q.D.' call. Giving our position we raised Frankfurt first, then the Carpathia and the Baltic. As I have said we did not try for Frankfurt for any length of time, but concentrated our messages on Carpathia which had answered, she was rushing to our aid. The Captain came into wireless cabin from deck, when the Carpathia advised us as to her position, and he figured out the time when that vessel probably would arrive. He left when that was disposed of and proceeded to the bridge. Then we began unofficially to keep communication with Carpathia. From time to time either Phillips or I would go on deck to observe the situation. The last time I went on deck I found passengers running around in confusion. There was almost a panic. They were seeking for life belts, all the large life-boats were gone, but there was one life raft remaining. It had been lashed on the top quarters of the boat deck and a number of men were striving to launch it. He went back to wireless cabin and found Phillips striving to send out final 'C. Q. D.' call. The power was so low he could not tell exactly whether it was being carried or not, for we were in a closed cabin and could not hear the crackle. Phillips kept on sending, however, and at whistles buckled on his life-belt, and I put on my own. Then both of us cared for a woman who had fainted, who had been brought into our cabin. It was about ten minutes before the ship sank. The Captain gave the word for every one to look to his own safety. I sprang to aid the men struggling to launch the life-raft. We had succeeded in getting it to the edge of the boat when a giant wave carried it away. I went with it and found myself underneath struggling through eternity. I finally emerged and was swimming 150 feet from the Titanic when she went down. I felt no suction as the vessel plunged. I did not see Ismay. The Captain stuck to the bridge. Then I saw him jump in just as the vessel glided into the depths. He had not donned a life-belt so far as I could see and went down with the ship.

LINOLEUM
—AND—
FLOOR CLOTH!
JUST OPENED!
A large assortment of Linoleum and Floor Cloth. All New Patterns to select from.

U. S. Picture & Portrait Co.,
House Furnishers.

Masonic Service.

The members of the Masonic fraternity attended Service at Gower St. Church yesterday afternoon, and the Rev. Dr. Rogers preached on behalf of the Tasker Educational Fund, Rev. Bro. Thackeray offered prayer, and the choir sang the Anthem: "Lift up your heads, Oh ye gates." The lesson was taken from the chap xii to the Romans. Dr. Rogers took for his text: "One God and Father of All" and "Buy the truth and sell it not." A collection was taken up and realized a goodly sum. Members of the District Grand Lodges, the Chapter and the St. John's, Avalon, Tasker and White-way Lodges were present.

McMurdo's Store News.

MONDAY, April 22, '12. Last year we introduced Bell's Fibre Moth Bags, which immediately became popular, as it was instantly realized that here was the sensible means of keeping furs and other garments absolutely protected from moths, dust, and dampness. They sold largely, as they were convenient and capacious, as well as moderate in price. This year we are importing a new and larger stock of these Moth Bags, in order that many who were disappointed may be able to obtain what they require. We hope to receive these at an early date, and will make announcement of their arrival. We shall sell them at the same moderate prices.

Figen is excellent for constipation and headache. Price 10c. a tin (8 doses).

Here and There.

Have you seen the Monte Carlo Girls at S. O. STEELE'S.—ad,if
OFF ELLISTON.—The S. S. Eagle was reported off Elliston to-day and should arrive here to-night.

Up-to-Date Flower Holders, with Dressed Figures. S. O. STEELE'S.—ad,if

PASSED CAPE RACE.—The three masted schr. "Duchess of Cornwall" passed Cape Race at 9 o'clock this morning, bound to St. John's.

RETIRED FROM BUSINESS.—Mr. Hy. Brownrigg, licensed saloon keeper, of Water Street, went voluntarily retired from the business Saturday and will, it is said, engage in other trade.

VIEWS OF MARINE DOCK.—Two excellent photographs taken of the Harbord Grace marine dock and the jacking of the schooners Antoinette and Ruby are on exhibition at the Board of Trade rooms.

AN AMUSING INCIDENT.—Just before the Stephano sailed Saturday a man ran down to the ship's side and threw a bottle of whiskey to a passenger who deftly caught it. He then placed a 50 cent piece in a \$1 bill and threw the money rolled up to his friend on the pier but the wind caught it and blew it far out into the harbor. Both were disgusted with the accident.

C. C. C. BAND AT HOME.—Remember the day, the date and the hall, Thursday next, April 25th, the British Hall. Tickets on sale only at Hutton's Music Store, and the K. & A. Store, prices, Gents \$1.00; Lady's 50c. NOTE: As the Band's Dance engagements are now limited, those who enjoy a really good dance once in a while, should not lose this opportunity. Therefore keep Thursday next open for the Cadet Band. ap22.

FITTING UP SCHOONERS.—By the trains and steamers last week a number of skippers with their fishing crews came in here from Twillingate and other places north and are now getting ready their craft which had been lying up in the harbor all the winter. No ice is reported down around the French Shore and the men will make their annual trial for cod in that section earlier this season than for several years.

I consider MINARD'S LINIMENT the BEST Liniment in use.
I got my foot badly jammed lately. I bathed it well with MINARD'S LINIMENT, and it was as well as ever next day.
Yours very truly,
T. G. McMULLEN.

DIED.
Passed peacefully away on Sunday, 21st inst., Robert Whitten, aged 80 years. Funeral to-morrow, Tuesday, at 2.30 p.m., from his late residence, South Side.
—Halifax and Boston papers please copy.
At Topsail, on Sunday, April 21, Mrs. Richard Roach, leaving a husband, one daughter, a mother, two brothers and one sister to mourn their sad loss. Funeral at 2 p.m. to-morrow, Tuesday.
This morning, after a tedious illness, Ellen, beloved wife of Patrick Tracey, aged 33 years, leaving a husband, two children, father, mother, two brothers and two sisters to mourn their sad loss. Funeral on Wednesday, at 2.30 p.m., from her late residence, Kilbride.

PRIMUS OIL STOVES.



The working principle of the Primus Stove is as follows:—
The kerosene is forced through the previously heated burner, becomes gasified and burns with a blue flame.

Safe and Economical. Only 1 1/2 pint of kerosene used per hour. Will boil 2 pints cold water in 4 minutes.

Ayre & Sons LIMITED
HARDWARE DEPARTMENT.
Come and see one working.

Adela Verne in College Hall.

Sonata in B Flat Minor by Chopin. This beautiful work, perhaps the masterpiece of all Chopin's compositions was founded on an ancient Polish Legend which runs as follows: A Polish Knight of medieval ages goes to fight for his country leaving his promised bride, perhaps never to return.

The first movement depicts the stern resolution and determined character of the warrior who in the midst of his hardships has yet time for tender thoughts of his absent love.

The Second Movement (Scherzo) describes the return of our Warrior who has covered himself with glory and is acclaimed by his comrades as a great hero. In the midst of his triumphant return, however, his thoughts continually turn to the little village where his bride awaits him. As he nears his home the tolling of funeral bells greet him, and he sees a Procession of monks bearing a coffin to the graveyard. Respectfully he follows the sad mourners.

At the grave side he learns to his horror that the coffin contains the body of his beloved.

The tragic grief is pictured by the composer in this, the most soul-stirring Funeral March ever written. The beautiful melody of the second theme needs no words to convey to the hearer the depth of a despairing sorrow.

The last movement of this Sonata is a curious vague kind of picture. It might represent wind blowing dust and dead leaves over the grave. It might represent the helplessness of man's endeavours compared to the mighty strength of God.

Died at Sydney.

Capt. Archibald McDonald, late of the S. S. Cape Breton, and well-known in St. John's, died suddenly in the hospital at Sydney last week. He had just arrived from Montreal to arrange his season's work in the Black Diamond route when he was stricken suddenly with heart failure and the end came. Deceased was fifty years old and leaves a wife and three children to survive. The remains have been coffined to Hammond, Ontario, where interment takes place.

The Bruce Here.

The S. S. Bruce arrived here from Sydney via Port aux Basques at 6.45 a.m. yesterday. She left Sydney on Thursday night and met considerable ice on the run to Port aux Basques where she arrived on Friday. She left there at 4.30 a.m. Saturday and had a good run down. She has a full freight and a large mail and these passengers from Port aux Basques:—J. G. Baggs, G. McGuire and 5 second class.

House Destroyed

A serious fire occurred at Placentia on Friday evening last when the dwelling house and all its contents of Mr. Michael, who lived at North East Arm, was wiped out of existence. The inmates of the house who were retreating for the night barely escaped with their lives, though losing all their belongings. The total value of the property was \$1,000 and not a cent of insurance was carried thereon. So far there is no information as to the origin of the fire, which yet remains a mystery.

SHIELD COMPETITION.—The C. L. B. will shoot for the Muggrave shield on Thursday next in the open. It will be an inter-company contest and will be participated in by ten members from each battalion in St. John's Channel, Herby's Content and Trinity.

Crockeryware

A large shipment just arrived
JOHN B AYRE

Could Not Render Any Assistance.

Special Evening Telegram. LIVERPOOL, To-day. The Allan liner Virginian has arrived here and reports that she received signals of distress from the S. S. Titanic at 12.40 last Monday morning. At that time she was 123 miles from the wreck, and started for the scene. When she got word from the S. S. Carpathia that the Titanic had foundered, and that the Carpathia had done everything possible, she resumed her voyage to Liverpool.

The Gigantic Will Have Double Sides.

Special to Evening Telegram. LONDON, To-day. Harland and Wolff, of Belfast, the great shipbuilders, who have built all the leviathans for the White Star Line, have been instructed to alter the design of the new ship Gigantic for the White Star Line so as to give a double cellular bottom and double cellular sides to it, to cover the engine rooms and the stokehold.

Day of Mourning

Special to Evening Telegram. LONDON, To-day. Sunday was observed as a day of mourning throughout the Kingdom. At all the churches and on all the warships special memorial services were held.

Particulars of Drowning.

By the schr. Spottless Queen we get particulars of the drowning of Patrick Daley, of Riverhead, St. Mary's, on Wednesday last at dusk. The deceased, who was only 18 years old, was with his two brothers, John and Frank, and Robert Ryan, crossed the harbor to their own wharf in a dory and boarded their schooner. On leaving the schooner Daley's three friends were seated in the dory when he jumped down on the gunwale, overturned the boat and all were left struggling in the water. John and Frank managed to climb up on the capsized dory but Patrick Daley and Robert Ryan were carried away by the current and the former quickly sank, he being heavily clad. No one was around to render aid, but Frank Daley, their cousin, heard their cries for help and hastened in a dory to their aid. Ryan was almost gone when picked up, and the other brothers of the drowned man who were taken off the dory were much exhausted. The body of Patrick was recovered two hours later. Another brother, Peter, died of consumption only a couple of weeks before. The parents are distracted with grief.

Largely Signed Petition.

To-day Messrs. A. H. Salter and E. Hawkins are going through the city for signatures to a petition asking the Importers Association to rescind the determination to cut out the half holiday. Everywhere they went they were received with open arms and at 10 o'clock were surrounded on the streets by all sorts and conditions of men to sign. This move of the Importers is as unpopular as the attempted raising of their fees by the doctors.

Hr. Grace Notes.

The funeral of the late Mr. Matthew Wells took place yesterday; so much snow was still on the hill that men had to shovel the road before the hearse could be taken to the church and cemetery.

The first vessels—Ruby and Antoinette were taken up on the Marine Dock here at 10.30 yesterday morning, the very pleasing sight being witnessed by a large number of our citizens. The machinery worked splendidly, without a hitch, and the Company are to be congratulated. The dock is now ready for business.

Mr. Thomas Freeman, photographer, was on the scene with his camera, and took some very nice views as the vessels were being taken up, and by one o'clock he had a large picture on exhibition near his studio. Very quick work. Mr. R. T. Parsons also took some very nice views of the first ships on the dock. Quite a large number of applications are already in for dockage of schooners.

Many people were disappointed when checks were called for the dock that a cheer was not given for the Government that gave the guarantee, thus enabling the affair to become a success. We thought this very regretful of the citizens.

A small cargo of coal arrived to Messrs. R. Rutherford & Co. yesterday and is being quickly disposed of in two-lot lots to-day. The coal was apparently taken from one of the sailing steamers, and bears a strong odor of seal fat. A joker remarked that that was the cause of the high price, as it was the only smell of the sailing voyage of 1912 we will get.

We have been requested by a highly respected citizen to draw the attention of the Chairman of the Road Board to the dangerous condition of Harvey Street, near the Pipe Track particularly, which is very badly in need of repair. Holes in the road may be seen in the day time, but at night man and beast are both in danger of serious injury.

Here and There.

REACHED LIVERPOOL.—The S. S. Durango arrived at Liverpool at 11 a.m. to-day.

TOWING SCHOONERS.—The S. S. Euphrates left Bay de Verde to-day towing the schr. Snowbird to Harbor Grace, to go on the marine dock there. The steamer will come here to load freight for Conception Bay.

STRUCK SUNKEN WRECK.—The schr. Bonnie Lass, of St. Mary's, is coming into port Saturday night on a foul of a submerged schooner in the harbor and carried away her bowsprit and bowsprit. This schooner is a menace to shipping.

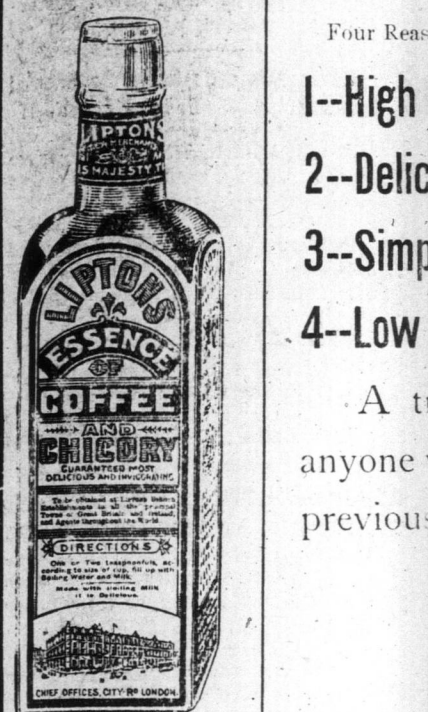
ROSALIND DUE.—No word has been received of the s.s. Rosalind leaving Halifax yet, though it is believed she got away from there Saturday night and may be looked for tomorrow morning.

RAIL OBSTRUCTION.—Detective Byrne left by this morning's train for Briggs Junction to investigate into the alleged placing of obstructions on the alleged placing of obstructions on the tracks. The vigilantes "Tee" hopes to capture the gang parties.

LARGELY ATTENDED FUNERAL.—The funeral of the late Mrs. John Kenness, which was held yesterday afternoon was largely attended. The remains were enclosed in a handsome coffin, Mr. N. J. Murphy being the undertaker. Rev. Dr. Green officiated at the Cathedral and interment was at Belvidere.

Minard's Liniment Cures Gout in Cows.

LIPTON
ESSENCE of COFFEE
—WAS—
THE FIRST of its kind, and FIRST in its



Four Reasons
1--High
2--Delicious
3--Simple
4--Low
A taste anyone previous

HENRY
Wholesale and Retail Agent

RUBBER.
BY H. L. RANN.



Rubber is a commercial product which is used to reinforce suspenders and impart elasticity to the human neck. It grows on trees, but is not so easy to harvest as the cocoon or the open-faced prune. The rubber tree does better in a climate which is hot enough to blister the paint on an ice house, and this gives rise to the supposition that hedges is not only paved with good resolutions but other kinds of verdure. So much rubber is used in witnessing the flight of an airship that the price has gone up and a new set of automobile tires starts a gaping wound in the incomes of the plain people. If it were not for rubber, the window trimmer, the star gazer, and the town gossip would have to learn a new trade. There would also be a shortage in the supply of street loafers on a wet day. There are several substitutes for rubber, such as chewing gum, slippery elm and harnesmakers' wax, which give the matinee girl the languid air of the contemplative Jersey. Some restaurants use a very ingenious brand of rubber with which to pad griddle cakes and build a water-proof roof over an omelet, thus making life one long, sweet song for the stomach specialists. A popular delicacy is the rubberized round steak, which is harder to swallow than campaign lunk. The kind of rubber used in making suspenders is derived mainly from decrepit gum shoes, and is liable to go back on a man without any warning whatever. There are many uses for rubber. The rubber dam is an instrument of torture which prevents the patient from calling for the police. The rubber ruler is a device which is used to emboss unruly pupils with pink blisters. The most wholesome use to which rubber is now put is in the manufacture of teeth, which can be taken down in sections, dusted off and put back without using a screwdriver.

DODD'S KIDNEY PILLS
FOR ALL KIDNEY DISEASES
CURES RHEUMATISM, GRAVEL, BRIGHT'S DISEASE, DIABETES, BACKACHE
NUMBER 23 THE PROPHETIC