

YOU'LL BE SURE TO FIND IT IN "The MAIL and ADVOCATE"

THE MAIL AND ADVOCATE.

VOLUME 1, No. 113.

ST. JOHN'S, NEWFOUNDLAND, SATURDAY, MAY 30, 1914.

PRICE:—1 CENT.

Thousand And Thirty-Seven Lives Lost In Empress Liner; Survivors Tell Thrilling Tales Of The Horrible Disaster

BIG C.P.R. LINER WENT TO BOTTOM TEN MINUTES AFTER THE COLLISION; PASSENGERS TRAPPED LIKE RATS

Empress of Ireland Carried 1367 Passengers On Her Last Disastrous Trip
ONLY 337 ACCOUNTED FOR AND 1050 SUPPOSED LOST
Only a Dozen Women of the Hundreds on Board Were Saved
BIG NUMBER OF CREW SAVED
Ship Carried Big Contingent of Salvationists Including Many Prominent Officers

MONTREAL, May 29.—Montreal is in mourning, business is at standstill and the sports planned for the holiday tomorrow have been abandoned for the present.
Montreal people have suffered the worst calamity in their history in the loss of the steamship Empress of Ireland which sank early this morning, after a collision with the Dominion collier Steamer Stordstad, 30 miles East of Father Point in the Gulf of St. Lawrence.
According to latest advices received here only 337 out of the 1367 board the Canadian Pacific liner reached the shore.
Of those 22 died soon after being rescued.
Out of the total saved only 12 are women.
The list of the saved are given out by the Canadian Pacific, bears a point for reflection. Few of them were first class passengers, most of them being members of the crew.
The Stordstad struck the stricken liner amidships and scraped along side, opening the plates of the liner from point of contact to the propeller.
The watertight compartments, with which the Empress of Ireland was amply supplied, were, it is supposed, of no avail.
The ocean poured in, catching the stokers and firing room crew, at their work and stifling their lives like rats. Passengers fared little better.

Cursed Kendall.
THE disaster recalls to the superstitious the fact that Dr. Crippen uttered a curse upon Capt. Kendall when the latter handed him over to the authorities of London, Scotland and the Dominion upon his arrival.

"You will suffer for this treachery," cried the enraged murderer, when he was informed for the first time that his disguise had been penetrated and that he was under arrest.

The Empress of Ireland went down in those very waters and within a few miles indeed of the spot where Crippen first ran into the clutches of the law. There is just two months difference in the season of the year.
Immediately the accident occurred, McWilliams, the wireless operator at Rimouski, was informed by calls for help from the stricken liner and started with help for the scene.
He despatched the steamers Eureka and Lady Evelyn and later saw them return with a few shivering survivors and many bodies.

Nine lifeboats were discovered hovering about the spot where the Empress of Ireland went down, but no trace of the liner remained. The survivors, he said, arrived on shore almost naked.
This is his description of the disaster:
"The Empress of Ireland passed and landed her pilot here at 1.30 this a.m. There was haze for a time at 1.50 a.m.
"I was awakened by the S.O.S.—ring on my door-bell and rushing down was informed by the Marconi operator that the Empress of Ireland was sinking, having been struck by some vessel. I was undressed, but I started to help, but no other signal could be got from the doomed vessel."

"She had no time to give another word, as she sank within ten minutes after being struck."
"At 6.10 the Norwegian collier Stordstad, coal laden from Sydney, N.S., for Montreal, came along slowly.
"When her bow was seen smashed in, it became known she was the vessel that had struck the Empress of Ireland the fatal blow."
Captain Kendall, commander of the vessel and the man who discovered Crippen, the murderer, was picked up from among the wreckage, but is reported to be dying from the effects of being in the cold water of the Gulf for half hour.
According to a statement from the C.P.R. the ship sank in 14 minutes, before the officers had time to lower the lifeboats, of which there were sufficient to accommodate 1600 people or even to light the lights.
Those who managed to escape into the icy waters of the sea were clad only in night robes and suffered intensely before help came to them from the Eureka and Lady Evelyn.
The cause of the rapid sinking is reported to have been the manner in which the Stordstad rammed the Empress of Ireland, anchored as she was in the dense fog.
The Stordstad was not too much damaged to allow her to proceed to Quebec under her own steam, but before proceeding she landed a few survivors and some dead bodies which were taken off by the steamer Eureka and Lady Evelyn and landed at Rimouski wharf.
The Empress of Ireland foundered in a depth of seventeen fathoms, about ten miles below Father Point.
There was not sufficient time to launch all the lifeboats.
Two Marconi operators were among the saved and their signalling was the means of very quickly bringing assistance to the victims.
The survivors number about 337, which is but a small portion of the passengers and crew, of whom over a thousand are missing. Boats are still searching the locality.
The Empress of Ireland.
Yesterday we gave the public some particulars of the palatial liner Empress of Ireland which met such a tragic fate off Father Point, in the

early hours of yesterday. To-day we give further details.
Until the magnificent Allan liners Calgarian and Alsatian made their appearance this year, the Empress of Ireland and her sister ship the Empress of Britain, were the Empresses of the Canadian trade with Europe in every sense of the word, and even though the new comers claim extra comforts, and, being eight years later, more modern ideas, yet many of the travelling public who were familiar with the C.P.R. boats, would not give them up for the others.
The Empress of Ireland was constructed in accordance with the latest designs in naval architecture and embraced every advantage that constructive genius and operative experience could suggest or desire at that time.
But It All Failed
Manned by officers and crew, thoroughly trained and reliable, she attained the maximum of safety and service.
The length of the Empress of Ireland was 570 feet, breadth 65 feet 6 inches. There was accommodation for 350 first cabin, 350 second cabin, and 1000 steerage; a total of 1700.
Her cabins were roomy and luxuriously furnished. The ventilation, a special feature, was scientifically complete in every detail.
The spacious dining room at one sitting accommodated all the passengers.
The cafe, music room, smoking room and library were all lavishly furnished.

Grenfell Mission
Actively Preparing
For Season's Work
Have Secured Services Of Well-Known Specialists Many Improvements To "Strathcona"
AS usual the Grenfell Mission has secured the services of some of the most noted American medical men and surgeons for the summer season. Devoted men and women are ever ready to give up their vacations to the good work of ministering to the sick on our northern coasts and along the Labrador shore.
Fishermen from all over the Island benefit by the self-sacrificing labors of the specialists and nurses who co-operate with Dr. Grenfell every summer. Last year, for instance, the various Grenfell Hospitals treated sixty-seven patients from St. John's; five hundred and twenty-two from Conception Bay; three hundred and nineteen from Bonavista Bay; one hundred and sixty-three from Trinity Bay; two hundred and seventeen from Green Bay, and thirty-two from the South and West Coasts, all of whom had, of course, migrated to the neighborhood of the institutions for the summer fishing season.
And, in addition to these, there were also treated eighteen hundred

Empress of Ireland Was Anchored In The Fog When Death-Dealing Blow Came
PLATES WERE TORN OFF MIDSHIPS TO PROPELLOR
And Watertight Compartments Were So Damaged As To Be Useless
NO TIME TO WAKE SLEEPERS
Or To Lower All Lifeboats.—Many Rescued Were in Ice Waters For Half an Hour

The catastrophe, because of the great loss of life, is the most serious in the history of the St. Lawrence river. Owing to the distance of the nearest telegraph or telephone station from the scene of the wreck there has been unavoidable delay in securing official details, but we expect a report from Captain Kendall in the course of the afternoon.
Facts of Disaster
From the facts as we have them, about two o'clock this morning the Empress of Ireland when off Rimouski, stopped in a dense fog, was rammed on the port side by the Norwegian collier Stordstad in such a manner as to tear the ship from the middle to the stern, thus making her watertight bulkheads with which she was provided absolutely useless. The vessel settled down in fourteen minutes and was completely submerged.
Were All In Bed
The accident occurred at a time when the passengers were all in bed, and the interval before the steamer went down was not sufficient to enable the officers to rouse the passengers and get them into the boats, of which there were sufficient to accommodate a very much larger number of people than those on board, including passengers and crew.
That such an accident should be possible in the St. Lawrence to a vessel of the class of the Empress of Ireland, with every possible precaution taken by the owners to insure the safety of the passengers and vessel, is deplorable.
The saddest feature of the disaster is, of course, the great loss of life. The heartfelt sympathy of everybody connected with the Company goes out to the relatives and friends of those who met their death in the ill-fated ship.

cent graduate of Queen's University, Kingston, Ontario, will also be attached to the St. Anthony Hospital staff this summer.
At Battle Harbor
The doctors of the Battle Harbor Hospital staff will be Dr. Wakefield and Dr. Corner, the latter from the renowned John Hopkins Hospital. Dr. Wakefield has spent the winter on the Labrador coast and has done a great deal of travelling. He was stationed at Porteau and worked along the coast as far as the Straits of Belle Isle.
The medical man in charge of Inclin Harbor this summer will be Dr. H. L. Paddon, who has spent the winter at Mud Lake, Northwest Arm, travelling the coast as far north as Nain.
Few people can conceive of the tremendous labors of these devoted men, who isolate themselves from the outside world for the long months of the winter and who travel thousands of miles on snowshoes and by dog teams that the sick might be ministered to. They are emphatically the outstanding, self-sacrificing heroes of peace, who fight a continual round of battles with disease and death.
The Harrington Hospital will be under the charge of Dr. John Grieve.
Twillingate Hospital
We understand that a movement is now on foot to secure a local Grenfell Hospital for Twillingate. The residents are prepared to put their hands in their pockets and subscribe towards the expenses of the proposed institution. During his sojourn in

CATASTROPHE MOST SERIOUS ON THE RIVER

Empress Was Stopped When She Was Rammed by the "Stordstad."

PASSENGERS ALL IN BED WHEN DISASTER OCCURRED. Ship Equipped With Latest Safety Appliances But It All Failed To Save Her.

MONTREAL, 7.30 p.m.—Sir Thos. Shaughnessy, President of the Canadian Pacific Railway, issued the following statement this afternoon:

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TALES OF SUFFERING RELATED BY THE FEW RESCUED PASSENGERS; MANY HORRORS SEEN AT RIMOUSKI

Captain of the Lost Ship Acted Like a True British Sailor and Dauntless Hero.

TOLD "STORSTAD" CAPTAIN TO KEEP SHIP MOVING

And so to Plug the Gaping Hole in the Doomed Liner's Side.

BUT THE SHIP BACKED AWAY

And Fourteen Minutes Afterward the Empress of Ireland Plunged to the Bottom.

QUEBEC, May 30.—Captain Kendall was somewhat injured, but not seriously, and from all accounts, he behaved like a true British sailor, while his ship stood under his feet.
While the Collier Stordstad's stem was stuck in the Empress, Captain Kendall is said to have requested him to keep going ahead, so that his stem would plug the hole in Empress' starboard side, but the Stordstad dropped back and the Empress filled and foundered.
"How did it happen?" answered Captain Morris, one of few of the Salvation Army party to escape. "That I cannot tell you. I was lying awake in my berth at the time, and heard whistles sounding, but I did not think anything of that. There was a curious scraping, grating noise, but there was no impact and I did not experience any shock. But even my untrained ears told me that some dreadful thing had happened."
Ran For Deck.
"I jumped out of the berth and ran out, and as I did so I felt the deck tilt and list a great deal more perceptibly as I ran up the companionway.
"When I reached the deck I saw another steamer backing off. People were pouring up from below. I ran back to my cabin, pulled on my trousers and a light pair of shoes and ran back again.
"People were struggling up and it was very difficult to climb up. When I ran down I passed Commissioner

Rees, who was supporting his wife, to bring her above.
"What is wrong?" he whispered.
"I am afraid that it is something very serious," I whispered back.
"When I reached the deck a second time, there was a great tilt to it, and people were clambering to the upper side in their effort to get further away from the water.
Went Down Quickly.
"As I went up to the upper rail, and as I reached it the boat quickly rolled over the rest of the way, and lying on her side, sank. I was carried down with it and was shot up again, how I cannot tell.
"As I arose I was struck several times by bodies and was again pulled down, but came up again. Then I was in smoother water and I struck out for the steamer, which was then standing by some distance away. I am a strong swimmer and I got along without any trouble.
"When I was two-thirds of the way across I came to a piece of wreckage on which were two other men, and I laid hold. It was sufficient to support three of us.
"A little while later we were picked up by a boat from the other steamer."

Escaped With Wife.
Captain Morris suffered severely by the disaster, his brother and the latter's wife being carried down when the Empress sank.
Morris told how Major Attwell had helped his wife from their cabin and brought her to the deck. They clambered on the slanting deck and reached a lifeboat that lay there a useless mockery. He reached in and found a lifebelt. A strap was broken—perhaps some one had thrown it aside as useless, yet he managed to secure it to the woman and they plunged into the water. Both were saved.
"I heard people moaning and some were crying, but they were mostly wonderfully quiet," said Captain Morris.
"None of these people appeared to realize the extent of the tragedy through which they had passed. The terrible aspect of it had not yet struck home. It was all too recent."
"But could you have seen the awful sight on the pier there, the ex-

posed to fly on Saturday in the aerial Derby around London. He ascended near Versailles at 4.30 o'clock Saturday morning. He flew to Boulogne and thence to Hardelot, ten miles distant. He re-ascended at 12.30 o'clock, intending to fly to Hendon.
In view of the bad weather the spectators tried to dissuade him, but Hamel replied that he must be in Hendon in the evening. He soon disappeared in a north-easterly direction and since then no trace of him has been found.
Wireless messages were despatched on Saturday evening to the Channel steamers requesting them to keep a sharp lookout. The coastguards and the police all around the English Channel.

Trip Called Off.
In consequence of the accident he will cut short his trip to this Colony, and he leaves by this afternoon's express for Quebec to join the Alsatian for England.

Narrow Escape.
"I was in my cabin," he said, "and heard nothing until the boat listed so badly that I tumbled out of my berth. I tried to turn on the light, but there was no power, so I tried to find the door bolt, but the list was so strong that it took me considerable time to open the door.
"When I reached the alleyway it was so steep, due to the way the ship was canted, that my efforts to climb up were rendered impossible. I then scrambled up and stuck my head through a port hole, but was unable to get my shoulders through.
"At that time the ship was lying almost flat on the water, on her starboard side, and a passenger who was standing on the plated side of the ship finally managed to pull me through the port hole.
"About one hundred passengers were standing on the side of the ship at the time and a moment after I had joined them the ship took another list and plunged to the bottom.
"I next found myself in the water and swam towards the light of the steamer Stordstad, which I reached when nearly exhausted from the struggle."
Among the passengers on the Empress were Lawrence Irving, English actor, and company; Dr. Alex. Lindsay, Halifax; Commissioner Rees, Salvation Army, and a number of other officers going to the London Congress; Sir Henry Seton Kerr, London; all of whom were lost.

Sheds at Rimouski Crammed Full of the Bodies of the Victims.
tent of the tragedy would strike you. The dead were stretched out in sheds, one so thickly filled with bodies that it was impossible to take a step without touching one of the still cold things. It was not through any disrespect that this was so; because there was but little space and there were so many bodies."
Sad Scene.
The scene in Halifax when the victims of the Titanic were brought in to port was a sad one, but the sight at Rimouski far, far surpassed that. Horror after horror started one; here a mother gazed open-eyed in amazement.
"It was a strange sight to see many of these dead staring with open eyes. Some gave evidence of the horror they had gazed on, but most of them seemed puzzled rather than frightened, as if it had all happened so quickly that there was but little time in which for fear to enter.
"A mother held a little girl tight-clutched to her breast, as though she had given her last breath in an effort to save her—a futile effort.
"Around the tot's neck was a little chain of gold, carrying a tiny gold cross."
A graphic description of the scene of the Empress after the collision, given by Dr. J. F. Grant, Surgeon of the ship:

Story of Fatal Trip.
Gustave Hamel, the British aviator, left France, for Hendon, shortly after 8 o'clock on Saturday morning last and no word of him has since been received from any quarter.
Hamel went to Paris to bring over a new monoplane with which he proposed to fly on Saturday in the aerial Derby around London. He ascended near Versailles at 4.30 o'clock Saturday morning. He flew to Boulogne and thence to Hardelot, ten miles distant. He re-ascended at 12.30 o'clock, intending to fly to Hendon.
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Baronet Clutha, Halfyard, is now due from Fernambuco.

Weather Report.
Toronto (noon)—Fresh S. to West winds, fine to-day, showers late to night and on Sunday, with higher temperature.

Hamel, British Aviator, Was Lost In Channel Trip Is Called Off

Representative Here Advised That There Is No Truth in Report of His Rescue

GUSTAVE HAMEL, the brilliant young British aviator who last Saturday attempted to return across the Channel in his aeroplane, is dead.
Mr. W. E. de B. Whittaker, whose presence in St. John's to make arrangements for Hamel's flight from Newfoundland to Ireland, The Mail and Advocate exclusively reported, received a cablegram yesterday that the English authorities had abandoned all hope of him.
The report published in St. John's papers that he had been rescued, is not correct, and it is strange that the Press Agent has not since reported that hope had been abandoned.
This morning our reporter waited on Mr. Whittaker at the City Club and learned from him that he had a cablegram from England that the aviator was given up as lost.
Trip Called Off.
In consequence of the accident he will cut short his trip to this Colony, and he leaves by this afternoon's express for Quebec to join the Alsatian for England.

Mackay Edgar, who was financing Mr. Hamel will not likely have another representative start in the trans-oceanic flight.
Mr. Whittaker is very grateful for the many kindnesses he received while in St. John's.
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Commencing Next **MONDAY, June 1st, and ALL WEEK.**

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Blizzard---

- 2 Quart \$2.10
- 3 " 2.40
- 4 " 3.00

Lightning---

- 3 Quart \$2.80
- 4 " 3.50
- 6 " 4.30
- 8 " 5.60

Write for free booklet containing freezer instructions and Mrs. Sarah Tyson Rorer's recipes for delicious ice-creams, ices, frozen custards, etc.



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Sitzogenes, 5 & 8 pints.
Extra Parts Kept In Stock.

Martin Hardware Co.

St. John's Municipal Council

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By order,
JOHN L. SLATTERY,
Secretary

"The Daily Mail" Pattern Service.



A NOVEL NECK RUFF

A bewildering variety of short ruffs for the neck are displayed in the shops. With the complete disappearance of the high collar on all fashionable frocks these ruffs have utility as well as beauty to recommend them. They are seen in meline, marabout and silk. The latter material was used for the extremely novel little ruff shown in the drawing. This was of white taffeta with peta-like points, picot edged. This edge was in black and the tie was of satin ribbon of the same color.

Address in full:
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N.B.—Be sure to cut out the illustration and send with the coupon, carefully filled out. The pattern can not reach you in less than 15 days. Price 10c. each, in cash, postal note, or stamps. Address: **Daily Mail Pattern Department.**

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We have just landed a small vessel's cargo of extra good quality, and have another cargo due to-day.

Also in stock and to arrive.

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- 450 " 12 2's Cooked Corned Beef
- 650 " 24 1's Roast Beef
- 250 " 12 2's Roast Beef

You will save money by stocking from this shipment which was

Secured Before the Advance.

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Best Cadiz SALT

There is No Salt For Fishery Purposes Equal to **CADIZ.**

S. S. "HARDANGER" has arrived With a full cargo.

For sale at lowest prices. Orders now being booked for delivery alongside steamer.

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Wanted!

To purchase at once

ONE GOOD TRAP BOAT!

Apply

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We have the following sizes in stock now:

30 ran 2 1/4	35 ran 2 1/4	40 ran 2 1/4	45 ran 2 1/4
30 ran 2 3/8	35 ran 2 3/8	40 ran 2 3/8	45 ran 2 3/8
30 ran 2 1/2	35 ran 2 1/2	40 ran 2 1/2	45 ran 2 1/2
	35 ran 2 3/4	40 ran 2 3/4	45 ran 2 3/4

Prices are the Lowest in the City

Robt. Templeton

Would You Say This Was a Good Suggestion.---

By "Bud" Fisher

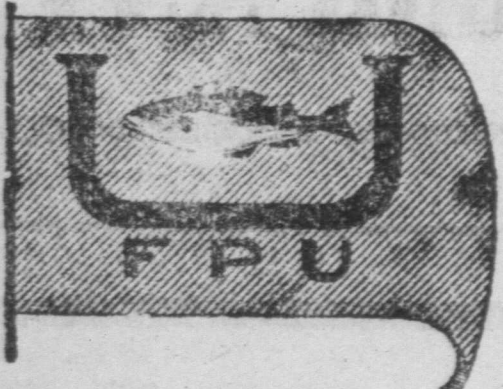


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J. J. ROSSITER,
WALDEGRAVE STREET
may 7, 3m

READ THE MAIL AND ADVOCATE
Our Motto: "SUUM CUIQUE"



(To Every Man His Own.)

The Mail and Advocate

Issued every day from the office of publication, 167 Water Street, St. John's, Newfoundland, Union Publishing Co. Ltd., Proprietors.

Subscription Rates.

By mail The Daily to any part of Newfoundland and Canada, \$2.00 per year.

To the United States of America, \$3.50 per year.

The Weekly issue to any part of Newfoundland and Canada, 60c per year To the United States of America, \$1.10 per year.

All correspondence for publication should be addressed to the Editor of The Mail and Advocate.

Letters for publication should be written on one side of the paper only and the real name of the author should be attached. This will not be used unless consent be given in the communication.

The publication of any letter does not signify that the Editor thereby shows his agreement with the opinions there in expressed.

All business communications should be addressed to the Union Publishing Co., Ltd.

ST. JOHN'S, N.F.L.D., MAY 30, 1914.

OUR POINT OF VIEW.

MORE RED TAPE.

ON Thursday night a schooner from Bonavista Bay had to run in the storm to Carbonear. The next day the captain, Allan Burden, was ordered before the Customs authorities and compelled to pay water rates.

If this is not barefaced and overbearing it is certainly not square, and we ask the authorities to return to Capt. Burden the money illegally taken from him at Carbonear by the barefaced officials that parade the town in a uniform decorated with brass buttons.

It is bad enough for the tollers to have to keep silent after the slaughter of seventy-eight sealers, and the fishermen have all they can do to maintain peace and order and leave the punishment of the slayers of the sealers to the law, but if fishermen who enter port for shelter from a blizzard are to be halled before a gang of lazy loafers and political heelers pitchforked into brass buttoned uniforms, and compelled to hand out money for rates that they had no right to subscribe to, patience will cease to be a virtue and the pent up feeling of indignation and contempt which possess almost every northern fisherman will be given a free vent and some will be wiser as well as sadder men.

Let the Government pay back the money taken for water rates from Capt. Burden and dismiss half of the gang of blood suckers that now swarm Carbonear under the guise of Customs Officers. This farce and outrage has gone far enough.

Are our tollers to find \$750,000 extra taxation in order to maintain those political scarecrows? Must fishermen labor night and day, in rough and smooth weather to pile up taxes in order to maintain an army of bloodsuckers, such as now dot the Colony from end to end?

We say they won't, and we know the time is not far distant when half of them will have to earn a honest dollar or emigrate.

GROAIS ISLAND.

AT the last winter's session of the House of Assembly the residents of Groais Island petitioned the House asking that the Prospero make Groais Island a port of call in the summer months. The petition was strongly supported by Messrs. Clapp, Coaker and Stone.

President Coaker having recently been approached by some of the residents of Groais Island, wrote the Colonial Secretary asking what decision had been arrived at and yesterday the Government replied, stating Bowring Bros. had declined to permit the Prospero to call.

The public will recognize the reason advanced as very flimsy and Abraham like, and will know who to blame for the refusal.

Bowring Bros. will have to remove Kean from the command of the ship serving the Northern people under contract with the Government, or the service will very soon become unpopular and obnoxious to the people. They may find out before long that the Northern people are not all fools and are not asleep.

The following correspondence explains itself:

St. John's, May 15, 1914.
Dear Sir,—Would you please inform me if the Government are going to comply with the petition of the people of Groais Island to have the "Prospero" make that settlement a port of call?

If they are, her first trip in June would be early enough for her to take up her service, and the first trip in November to discontinue it.

An early reply will oblige.

Yours truly,
W. F. COAKER,
President F.P.U.

Hon. John R. Bennett,
Colonial Secretary.

Department of Colonial Secretary,
May 29, 1914.

Dear Sir,—With further reference to your letter of the 15th inst. regarding the call of the S.S. Prospero at Groais Islands, I beg to say that I am now in receipt of a letter from Messrs. Bowring Bros., Ltd., in reply to the representations which I made to them on the 18th May.

Messrs. Bowring Bros. state that they regret very much they are unable to see their way to make Groais Islands a regular port of call for the Prospero. The port is a very dangerous shallow water place and one cannot possibly approach it after night. It is impossible to land the mail there when there is a heavy sea, and the mail man has to put ashore at a point two miles from the settlement.

The conditions are such that if the port were put on the schedule as a regular port of call it would be found that the steamer would be unable to get there five trips out of six, and the inconvenience to the people with regard to freight not being landed on the five trips would be very much more than the advantage they would gain by the vessel calling on the sixth trip. That is, in other words, the uncertainties of such a place as a regular port of call would make matters much worse than the present arrangement which is fixed and regular and can be depended upon.

Messrs. Bowring Bros. state that they have each year made a point of endeavoring to reach the Groais Islands in the Spring and in the Fall, but they have experienced great difficulty in doing so and on many occasions they have had to pass the place. While they will do their utmost to convenience the people as in the past they cannot agree to make the place a port of call on the regular schedule.

Yours truly,
J. R. BENNETT,
Colonial Secretary.

W. F. Coaker, Esq., M.H.A.,
President F.P.U.

AS TO "WEIGHT OF EVIDENCE."

JUDGE KNIGHT thinks that the weight of evidence goes to show that the Stephano put the Newfoundland's crew somewhat nearer their ship than where she picked them up.

Judge Knight's method of weighing evidence in that light is as faulty as his knowledge of the barometer.

When a man says that the barometers did not indicate a coming storm he lays himself open to a charge of not knowing much of what he is talking about.

The weight of evidence does not by any means show that the men were brought nearer to their ship, but, on the contrary it shows that they were brought farther away.

It proves so clearly that they were taken farther from their ship, that one is amazed at the finding of Judge Knight, Captain A. Kean's chart as well as his words prove that they were not brought nearer.

Those who have a copy of the famous chart can easily follow our reasoning, and those who have not can make the situation quite clear, by simply drawing a straight line on a piece of paper, and calling it a line running N.W. and S.E.

That is the direction which the Stephano and Newfoundland bore to each other early in the morning of March 31st.

Kean steered away from that line to the N.E. and there picked up the Newfoundland's crew, at the place where the Florizel's flag is shown on the chart.

With the men on board Kean steamed away. Later he put them down. According to his own words, he put them out at a point where their ship bore S.E., due S.E. he says.

Now with the Newfoundland S.E. he must have been on the line running through his position at five in the morning.

Now to have placed the men nearer to their ship and she S.E. from them, he had to put them on the road they travelled earlier in the morning. Did he do that? Certainly not.

Then he must have taken them farther away from their ship.

Tuff proves this when he says he sent the men S.E. to pick up their path, when they found it expedient to go back to their own ship.

A line running S.E. from the position where Kean says he put the men out cannot intersect the path, yet travelling S.E. they found it.

Neither can a S.E. course connect the X with the Newfoundland, but Kean says she bore S.E. from where he put the men on the ice. That statement proves what we say.

If the Newfoundland bore S.E. then the men were on the line they had travelled in the morning, and as Tuff had to travel S.E. to find their path, it proves they were placed beyond it to the N.W.

It took the men four and a half hours to travel from the Newfoundland to the Stephano in the morning. It was simply murderous to put men on the ice at all that afternoon even if the weather had been fine, except they were really nearer to their ship and had orders to go at once to her.

But the weather was not fine, they were farther from their ship, and were expected to travel about two miles to the seals, to kill and pan and after that to go back to their ships.

It was noon when they were put out. For argument sake we will admit that they were two miles nearer their ship as Kean says. They had to travel about two miles S.W. to get to the seals. It was now one o'clock and they had four and a half hours travelling to go to their ship, for the two miles to the S.W. made them exactly the same distance from their ship as they were when Kean took them up.

They were expected to kill seals, pan them and then return to their own ship. That was a pretty severe trial for any men, and it was simply brutal to expect them to undertake it.

But matters were even worse, they were put down two miles farther from their ship, had to travel two miles more to reach the seals, and a storm was imminent.

Just here the question presents itself: What did Kean mean by saying he would put the men down in a patch of seals, when as a matter of fact he put them out two miles from any seals?

Kean's conduct demands a very searching enquiry. His evidence is very unsatisfactory and even contradictory. There is crying need for a proper enquiry.

TO THE EDITOR.

TO CORRESPONDENTS.—We are always glad to receive letters on matters of local and general public interest. Correspondents, however, should make their letters as brief as they possibly can, as we are receiving scores of communications daily and have only a very limited space in which to publish them.

We use practically every letter received, at some time or other, but there must, in view of our large correspondence, necessarily be some delay before some of these letters appear in *The Mail and Advocate*.

We are particularly anxious to receive notes of news from all round the Island. Let our young people particularly get busy and help us make our paper the newest in the country.—Editor.

USELESS REPORT

(Editor Mail and Advocate).
Dear Sir,—The citizens of St. John's were filled with indignation on reading the report of Judge Knight on the Newfoundland Sealing Disaster. It really is not worth the paper on which it is written. From start to finish, it shows up nothing of any advantage to a bereft people.

As a matter of fact, the report simply whitewashes Captain Abram Kean who, so several witnesses swore, was a great deal to blame for the occurrence of the disaster.

Public Meeting

A public meeting should be held to express the indignation of the people.

The general public have nothing but contempt for the report. George

Tuff is made the scapegoat for Captain Kean's blunders, and the people are not disposed to allow this to pass uncriticised.

How undignified it seems for the Judge to go out of his way to discredit wireless operator Barkley because the latter gave what he declared was the full text of the famous message about looking out for the Newfoundland's crew. There is little doubt that Barkley will be believed however hard the Judge may try to discredit him, and His Honor gains little credit by the way in which he casts slurs upon the character of this young man.

Whom They Believe
The public are disposed to place reliance solely upon the evidence of the men who lived through the blizzard, and after all, Judge Knight has drawn no conclusions from testimony of this kind given before his Court of Enquiry.

Mr. Coaker and *The Mail and Advocate* were perfectly right in stating that the enquiry would amount to nothing but an bluff; they were perfectly right in declaring that no reasonable man would place any confidence in the proceedings.

Men Concerned
Consider the question of those who were concerned in this affair. R. A. Squires, Minister of Justice, was Grand Master of the Loyal Orange Association; Capt. Kean was a Past Grand Master; Mr. Hutchings, a Past Grand Master; Mr. Morison was also a Past Grand Master, and Judge Knight was Mr. Morison's legal partner until the latter obtained for him his job in the District Court.

In the opinion of the majority, Judge Knight's report is little better than another sample of whitewashing, such as was indulged in by Governor Williams in connection with Morison and the Land Grabs.

The country now relies upon President Coaker and his paper to see that the rights of the workmen are upheld and to compel the authorities to give a square deal to the masses.

—A SEALER.

St. John's, May 27, 1914.

FROM HOLYROOD

(Editor Mail and Advocate)
Dear Sir,—At a recent meeting of Holyrood Council, the members passed a resolution tendering their sincere sympathy to the sorrowing relatives of the victims of the late sealing disaster.

We are enclosing herewith the sum of \$18.50 as a contribution from the members of this Council to the F.P.U. Disaster Fund.

—WM. VEITCH,
Holyrood

ADVERTISE IN THE MAIL AND ADVOCATE FOR BEST RESULTS

POEMS OLD AND NEW.

TO CORRESPONDENTS.—Owing to the big number of original poems sent in to this office we have decided to throw open a column for Local Poets and to use as much of the poetry received as possible.

It must be remembered, however, that we cannot use in their entirety poems that run to twenty, thirty or more verses. Keep down to about half a dozen verses and your poem stands a better chance of making an early appearance in this paper. Lengthy poems have to be cut down before they can be used.

Readers desiring to see old favorites or new and striking poems appear in *The Mail and Advocate* are hereby invited to send along copies or clippings thereof to this office.—Editor.

THE DEAD HEROES

Alas! our little Island home is plunged in grief this year. About the loss of four score lives To Newfoundlanders dear.

How sad the blow to many folk By this event bereft, For loving ones are borne away And sorrowing we are left.

But we can look to Him above, Whose throne is in the sky; He pities those poor sorrowing ones, Theirs is that Home on high.

—B. G. SOMERVILLE.

IN MEMORIAM

Ye Sons of Terra Nova Come, list to what I say About the great disaster Which took our sons away.

We miss them from the homestead Their tones we cannot hear; The vacant place cannot be filled At homes each loved so dear.

We pray our Heavenly Father Has borne them to that shore Where pain and sorrow cannot come And troubles are no more.

—W. B. C. G. F.

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Monday Night.

"ALL ENGLISH PROGRAMME."

SCOTNEY:—"Ah! Fors c' hui," from "La Traviata"; "The Lass with the Delicate"; "Comin' Thru the Rye"; Brewer's "Fairy Pipers," and title role in "Martha."

RAMELLA:—"Ah! So Pure," from "Martha"; "I Hear You Calling Me," Part of Lionel in "Martha."

WHITE:—"She Alone Charmeth My Sadness," from "Queen of Sheba"; "A Banjo Song," by Homer; "Gray Days," by Johnson; "Border Ballads," by Cowan, and part of Plunkett in "Martha."

SAPIN:—"Cry of Rachel," by Salter; Group of English Songs; "Psyche"; "Way Down South," "Flower Rain," and part of Nancy in "Martha."

SECOND ACT FROM "MARTHA," IN COSTUME.

Wednesday Night--To Be Announced.

Auspices "The Disaster Fund" for Relief of Widows of "Grand Falls" and "Checkers."

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UNION MEMBERS ARGUING FOR ELECTIVE ROAD BOARDS; POINTS OUT ADVANTAGES.

Mr. Jennings—Mr. Speaker, I have much pleasure in supporting these resolutions and I think that the difficulties that have been pointed out in the way of working out of a good scheme have been very much over-estimated.

One of the reasons I support these resolutions is that they strike at a system that is responsible for a great deal of evil, and I refer especially to these special grants. I am sorry to have to refer to it, but it is the subject most connected with the question before the Chair and one cannot say anything without touching upon it.

Great Public Feeling.

Since the publication of the public accounts there has been a tremendous amount of feeling aroused with regard to some grants, and I have asked questions regarding them. I asked for returns in several instances and no returns are in. One in particular referred to Back Harbor and two grants at Moreton's Harbor. The two grants were made to a man named Rideout and another of \$500 to a man named Redman. The last answer received from the Department was that there was no returns to hand.

It seems to me a very bad system

where such a thing as that can happen with public moneys, and especially as the grants were sent out as long as long ago as last April. And I am very much afraid that when these matters come to be investigated you will find that no work has been done.

Wanted Exact Information.

I make that statement and it is a serious statement to make, but it is a fact. I have a letter here written in reply to one of mine. My letter read: "I want information with regard to the expenditure of that grant of \$500, and be careful in answering my letter to give the facts. Do not send any information but what you know."

And this is the reply: "In reply I may say that I do not know how the money was expended. There has been a great block built here which he claims as personal property, and he employed men to work on it, who owed him for goods bought at the store."

Should Be Abolished.

The statement is to the effect that nothing has been done of a public nature with that large grant, and if the resolutions before the House

mean the abolition of that business they are worthy of consideration. In Twillingate there are a great number of these grants given out for no purpose in the way of public benefit. Although the Prime Minister says that the special grant for Twillingate is \$2,000, I think over \$10,000 was spent there last year.

Mr. Hon. Prime Minister—I was speaking about the regular special grant. Last year there was a surplus grant. The total vote was \$200,000, and that was divided per capita amongst the districts.

Not for Public Purposes.

Mr. Jennings—Well, certainly this money was not allocated to persons who spent it for the benefit of the District. This system has been the bane of political life, and these resolutions are intended to call attention to the evils that exist and suggest a remedy.

I think they will do that, and having done that I think the difficulties suggested will be found not so important as they appear at first. I think the resolutions will confer a benefit upon the country, and because of that I heartily support them.

Merit Serious Consideration.

M. Halfyard—Mr. Speaker, these resolutions merit the serious consideration of all interested in the well being of the country, on both sides of the House.

It is our duty to vote the money for the public services and it is also our duty to see that this money is expended in the proper direction for the benefit of the community for which it

is allocated, and not for the personal advantage of any individual. We all know the system. We all know its faults. No one administration is to blame for it more than another. Some Government may have a little more money to send out one year more than another.

Cannot be Tolerated.

The matter has now become so bad that it cannot be tolerated very long, and I hope these resolutions will bring about a change in the administration of local affairs. We are now face to face with a condition of affairs that cannot continue very long. Legislation must be introduced to destroy the present system and put in its place something that will be effective.

It is easy to construct legislation that will meet the situation, and it should not require very much executive ability to devise some means to bring about a reform in this direction. If you allow this thing to go on it will stand to the end of time as long as there is party government. The reason for it is party favoritism. And the idea behind appointments is not whether it is good in the public interest, but whether it is in the interests of politics.

Want Something Better.

We want to get over that, so that any money that is spent will be spent for the good of the locality. We want these resolutions to take effect right away.

I do not know how the idea got abroad, but I think the idea prevails that a road board cannot be formed without costing money; and from what the Premier says, it would appear that nothing can be done in the near future because of the difficulty of putting it into execution.

I do not think it will cost very much to have the machinery for election, and there ought to be no difficulty in holding meetings under the direction of the Magistrate or Justice of the Peace if the machinery is made effective and simple.

Not Properly Expended.

I know that in many instances where commissioners have charge of grants they are properly expended, but we also know that thousands and thousands of dollars are wrongly expended.

We want to cut our personal grants. We want equal rights for all in regard to the expenditure of public moneys. Let it all go to the boards, and if a well or other water supply is needed for that locality, let it be dug in a place suitable for the public.

We know the abuse of granting small sums of money for wells. It has become a positive absurdity. In one locality a well was dug a few years ago, and two years later two other wells were dug not ten yards away from the first. It is a crying waste of public money.

More in Right Direction.

I do not wish to occupy the time of the House because it is apparent to everyone that reform should take place in the expenditure of public grants, and I think the resolutions are a move in the right direction.

Mr. Kent—Mr. Speaker, just one word. In the first place I want to thank the Prime Minister for the manner in which he has received these resolutions.

As I stated in introducing the resolutions my main object was to ascertain the nature of the reform necessary in the matter of local administration, and to bring about a better system of dealing with public moneys in different localities, and to bring home a sense of responsibility in the expenditure of grants.

Mean a Big Reform.

I believe if the resolutions bring about a workable statute in the next session of the Legislature, not only will it accomplish the object of creating a better system of public expenditure, but it will mean a great deal of saving of public moneys that at the present time are wasted. If it does this we shall be more than amply repaid for the trouble and pains to which we may be put.

The difficulties have been pointed out. No person recognizes these difficulties more than I. I do not intend to refer to them at length now.

The Premier pointed to the question of the special grant. That is, of course, a difficulty. To divide it up amongst a lot of sections would be to treat a special grant from the wrong point of view. It ought to be divided up among the different districts, but to divide it up among the different works is treating a special grant as it ought not to be treated.

Special Considerations.

The allocation and expenditure of money by local authority according to the needs of the district, would create a larger outlook than that of the mere local council. The special grant is intended for the general needs of the district and the Governor-in-Council or other authority, which has the apportioning of these grants, would still allocate the money to be expended under local supervision by the Council.

I think that if approached from a business point of view it will be found that all the difficulties will vanish. It is true that in the past difficulties have presented themselves

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to us, but we are learning by experience. For instance, take our people as a whole to-day. They are more alive to local interests. They are beginning to feel a sense of local responsibility, and he requires to be made to feel more and more that with local responsibility he will undoubtedly improve and that a condition of affairs will come into existence more advantageous than the dependence upon these family grants from politicians as has been in the past.

Should be Abolished.

These things have passed away. These special commissioners for

grants of that kind should be done away with and all the money expended under the supervision of men responsible to the people in the locality who will see the local needs and supervise the work.

The auditing of the accounts will have to be under the Audit Department of the Government. The Auditor General has from time to time suggested the matter of auditing of Outposts Customs Accounts. There are a number of other accounts that might be placed under a special department of the Auditor General.

Other good effects of this scheme of

local government will be the elimination to a large extent of the political complexion of boards. I do not mean that a man should be appointed because he has no political opinions. I would not give twopence for such a man as that. He would not be worth putting on a board of this kind. He would have no feeling over local affairs, if he had no opinions on the public policy of the country.

What I mean is that it would prevent the removal of members from the Board because of their political bias.

Opposition Takes Interest.

In conclusion I may say that the members of the Opposition are taking an interest in this matter, and if we can be of any assistance in bringing the matter of local administration to a satisfactory outcome in the way of legislation we are prepared to do so.

But if no legislation is introduced by the Government, next session it will make it necessary for members on this side to take the initiative. The only object of these resolutions is to point out the need of reform and to suggest to the Government the necessity for legislation next session.

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G. KNOWLING.

m16,22,20,36,13

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News of the City and the Outports

City Fathers Were Kept Busy

Had Full Order Paper Last Night and Transacted Much Business Of Importance

Mayor Ellis presided at yesterday's meeting, Councillors Martin, Ryan, Coaker and Myrick attending. After preliminary matter His Honor the Mayor referred pathetically to the Empress of Ireland disaster, and moved a resolution of sympathy. The Colonial Secretary, wrote, acknowledging receipt of Council's letter, asking permission to encroach on the Government embankment, head of the Cochrane Street, for the purpose of improving the street. The letter intimated that the matter would be brought to the notice of the Executive Government at an early date for consideration.

Some Complaints

W. D. Ryan complained of defective gully, William Street. He will be written that arrangements will be made to obviate the trouble complained of.

R. F. Horwood wrote complaining of sewer only partly covered near his house, LeMarchant Road. He also complained of condition of sidewalk. Referred to the Engineer.

A. S. Wadden applied for permission to install motor for the manufacture of ice cream in his store George St. Referred to Engineer.

Morison and Hunt, on behalf of Mrs. Fitzgerald, wrote re fence dividing her land from the public road. Engineer was asked to report.

W. G. Gosling was given permission to erect concrete wall at the rear of his property, Cabot Street.

Well Polluted

A Samuelson, wrote that some unknown parties had polluted the public well, near Browning's Bakery. The Engineer will enquire.

R. Morgan offered about 40 tons of gravel for road purposes. Will be accepted.

Thomas Hamilton asked permission to lay platform in front of store, Carter's Hill. Referred to Engineer. Thomas Brother were granted permission to make temporary repairs to steps in front of house, 79 McFarlane Street.

M. O'Neill can repair house and fence, Cabot Street, subject to Engineer's directions.

After The Drinks

G. T. Conway applied for water and sewerage to house on Kennal's Hill. Mr. Conway will have to meet all expenses, less the amount for 60 feet of work, as regularly allowed by the city.

Plans of concrete addition to house of Catherine Walsh, Water Street West, were approved.

On the report of the Engineer permission was granted I. F. Perlin and C. C. to install motor in factory, Henry Street. The Council will not accept responsibility as regards any announcement to residents of the street.

The Engineer also recommended that Harvey & Co. be given permission to use private hose to sprinkle cove, the place being too congested to use Council sprinklers.

The Engineer submitted specifications of work on wall, Southside Tenders will be asked for.

Plans of house for William Mercer, McKay Street, and John White, Rocky Lane were passed, with the provision that they make provision for sanitary arrangements and build concrete foundations.

Sanitary Stables

It was reported that the caretaker of the sanitary stables has been ill of late, and matters were not as satisfactorily conducted at the stables as would be wished for.

Following the complaints Councillor Ryan moved that Mr. J. P. Scott be appointed assistant keeper and city sadder, at a salary of \$12.00 a week. The motion was seconded by Councillor Myrick and carried, the new appointee to take up duties forthwith.

On motion of Couns. Martin and Ryan Sanitary Sweeper Hopkins was retained on an allowance of \$3.00 a week.

Water Inspector Rooney reported that the Reid Co. used the city's water to flood the forepeak of the S.S. Bruce, on the 23rd inst. to test if it were watertight, after she left the dock, which was contrary to law. The Council were of opinion that such was done without the knowledge of the management of the Reid Co., but in order to protect the city and the company from its own employees the Solicitor was instructed to take immediate action.

It was ordered that the Reid Co. be instructed to install the summer lights in the parks, which will open Monday night next.

With passing of pay rolls, etc., the meeting adjourned at 6 o'clock.

Grenfell Mission Actually Preparing For Season's Work In The North

Have Secured Services of Well Known Specialists.—Many Improvements To the "Strathcona."

(Continued from page 1)

England this winter, Dr. Grenfell has succeeded in interesting many prominent people in this utilitarian project and, as they have promised to give it material assistance, the Twillingate Hospital should become an accomplished fact in the near future.

Dr. Grenfell is expected to arrive in this city about the tenth of June and will join the Hospital Ship "Strathcona", proceeding north to assume the burden of the superintendence of the various institutions under his control.

Much Improved

Dr. Grenfell's little hospital ship, Strathcona, given the Deep Sea Mission for its Northern Newfoundland work by the late philanthropist whose name she bears, has undergone extensive repairs and renovations during the spring, so that to-day she is almost entirely different to what she was before the alterations commenced.

For the last three months she has been at the dock premises, and the work has been ably done by the R. N. Co.'s employees under the direction of Mr. Fred W. Angel, consulting engineer.

During the Strathcona's term in Newfoundland waters she has done excellent service, and many a sick and pain-stricken resident has found relief on her. She has now received alterations so that the work in which she is engaged may be more expeditiously carried on.

Machinery Made New

In the first place she has been given a new boiler. The old one, fitted when she was built, became worn out from constant use, and to give the vessel the necessary speed a new one was essential. The boiler just put in is superior to the old one and will answer the purpose for many years to come.

A new fresh water tank has been erected, and in future she may have a larger supply of that commodity.

The hospital has been entirely remodelled and enlarged. There is now ample accommodation for eight or ten patients with conveniences as up to date as may be found in many institutions for the sick on shore.

A new toilet system with the latest sanitary devices have been built, adjoining the main hospital.

Overcoming Difficulty

One of the greatest difficulties the Strathcona experienced in the past was to accommodate patients of both sexes at the same time. With only one room for the sick the work could not be carried on as well as those in charge would wish. Patients were mostly men, but when families came on board, the physicians were often unable to treat them as they desired. Without the second hospital, where each sex could be kept separate, the work was greatly handicapped. Dr. Grenfell and his assistants realized this, and when the plans of the alterations were discussed, Mr. Angel was asked to make provision for a second ward.

This was done by giving the captain new quarters, and turning his old room and the chart room into a ward. By removing the partition, a ward capable of holding four patients at the same time, has been found. Portable berths have been put in and can be made ready with very little trouble, and at the shortest notice, when required.

Wireless Taken Out

For a couple of years the Strathcona was fitted with wireless, but practically no use was found for it, and so it has been removed, and the space used has been converted into a surgery for the physician in charge. This is also a great convenience, and will be appreciated by medical men and patients alike.

The wooden house over the boiler has been replaced by an iron house fitted as a galley, with apartments for ships stores. There are modern culinary appliances. Forward, too, there is a new pantry, and the result will be that food will in future be supplied to the sick with greater satisfaction than heretofore.

Nicely Decorated

The hospitals have received coats of white enamel and other interior parts freshly painted. Outside the little steamer has been scaled all over and painted.

The work will be finished about the middle of June, and she will then be able to start out on her errands of mercy better able to cope with

the sick who board her for relief, than ever she was before.

The R. N. Co. has made a splendid job of her, and Mr. Angel, who oversaw the carrying out of the arrangements, is to be complimented.

The people of the northern bays are greatly interested in this little ship, especially in the summer time, and they now know that she will be able to give even better service than in the past.

MANY MEMBERS OF THE S. ARMY WERE DROWNED

Contingent of 60 Salvationists on Board Bound For London Congress.

PRACTICALLY ALL OF THEM WENT DOWN TO DEATH.

Dead Includes the Canadian Commissioner, His Wife and Many Officers.

Ottawa, May 29.—A message to the Marine Department here, from its agent at Father Point, says that 337 of the rescued have been taken to Rimouski, but it is not certain whether this number includes those on board the Storstad, though it is believed it does not.

If the figures to the Department are correct it leaves a total of 1,030 unaccounted for. Boats belonging to the Empress of Ireland saved 350, and more were picked up out of the water by the Storstad, but the majority of the fifteen hundred souls on board went down to death trapped like rats.

Of the 337 passengers landed at Rimouski, 22 have already died from exposure, and only twelve women were saved.

Many Salvationists Aboard

Among the passengers on the ill-fated Empress of Ireland were a large number of officers of the Salvation Army, some of them holding very prominent positions, who were on their way to take part in the great international Congress, which is being held in London.

From the current issue of the War Cry, the official organ of the Army, he following is the list of officers who were booked to go by the steamer: Commander and Mrs. Rees, Colonel and Mrs. Maidment, Brigadiers Potter and Walker, Major and Mrs. Creighton, Major and Mrs. Findlay, Major and Mrs. Attwell, Major and Mrs. Morris, Staff-Captains Arthur Morris, McAmmond, Hayes and Goodwin, Adjutants Price, Edwards and Beckstead, Ensign Jones, Peacock and Knudson; Capt. R. Rees and members of the Territorial Staff Band.

Newfoundlander on Board

Capt. Stitt and his wife also intended taking passage. Mrs. Stitt is a Newfoundland, being a daughter of Sgt.-Major Coffield, of No. 2 Corps, St. John's. She had been residing in Toronto for some time with her husband.

Mr. George Best, of Smith & Co.'s employ, was seen at the premises yesterday by the representative of this paper. He was very much concerned over the fate of his son, Gilbert, who intended taking passage to England by the Empress of Ireland, to attend the Salvation Army Convention in London.

Gilbert, who left here six years ago, is staff-captain of one of the Army bands at Toronto. There are twenty-six members in the band and all were booked by the Empress.

Mr. George Best wired to Toronto for information regarding his son, and in the evening received a reply that he was safe, as he failed to make train connections from Toronto.

Mr. Best informs us that there were 62 members of the Army on the steamer.

Commissioner and Mrs. Rees Missing

A private message was received last night that Commissioner and Mrs. Rees, of the Salvation Army, were missing. This information will be learned with general regret, as both were well known in Newfoundland, and highly esteemed by all classes and creeds.

Failed to Connect

Mr. Gilbert Best, of the S. A. Band, Toronto, would have been a passenger on the steamer, but that he failed to make train connections from Toronto. He is a son of Mr. George Best, of this city, who in reply to a message

HAMEL GIVEN UP FOR LOST: TRIP NOW OFF

Intrepid Aviator Lost While Attempting to Make a Flight Across Channel.

NO TRUTH IN MESSAGES THAT HE WAS SAVED.

Advance Agent Leaves City This afternoon and Flight is Likely Cancelled.

(Continued from page 1.)

coast kept watch and throughout the day English and French torpedo craft scoured the Channel fruitlessly.

Had Ample Experience

Hamel had had ample experience for a cross-Channel flight, having at least 30 such journeys to his credit, but in the unpromising weather that he risked on Saturday he might easily have lost himself and come to grief. Hamel had around him an inflated pneumatic tyre to act as a lifebuoy. His machine was not fitted with any floating device. When he arrived at Havelot Hamel said he had some slight engine trouble. Hamel has made many a notable flight, was a fearless loopster and had the reputation of being the most capable aviator that England possessed.

In so far as age is concerned, Gustave Havel was perhaps the youngest of that small but brilliant school of British flying men which has sprung up within the last three or four years.

His Life

The son of Dr. Gustave Hamel, M. V.O., the daring aviator was only 24 years of age. He taught himself to handle an aeroplane at Bleriot's flying grounds at Pau in January, 1911.

Although little over two years have passed since he began, in that short time Mr. Hamel has managed to crowd enough hair-raising adventures into his life to satisfy even an enthusiastic aviator.

A few months after he gained his pilot's certificate he represented England in the Gordon-Bennett race, but failed to distinguish himself owing to his machine coming to grief.

Shortly after, in September, 1911, Mr. Hamel had the honor of conveying the first batch of letters to Windsor in the Coronation Aerial Post.

In April last year Mr. Hamel carried the first lady passenger across the Channel—Miss Trehanke Davies. Three weeks later the adventurous pair made another flight across in the remarkable time of 12 1/2 minutes. This was faster than Mr. Hamel's Hendon to Windsor flight, when he covered the 19 miles in ten minutes, at the rate of 114 miles per hour, or twice as fast as an express train.

On the 11th of May, 1913, Mr. Hamel again flew across the Channel from Dover to Dunkirk, where he turned, without descending, and returned to Dover, the whole journey occupying 1 hour 35 minutes, during which time he traversed 65 miles of water.

POWERS COURT CUT

A number of city friends have offered Rev. Fr. Nangle a silver cup to be competed for at the Power's Court Garden Party in July.

It is likely that the trophy will be competed for by the tug-of-war teams, and the team winning three years in succession will become owners of it.

Dr. Mott, the celebrated missionary speaker, will visit St. John's in July.

to Toronto, was informed that his son failed to connect with the steamer and was not a passenger.

Many Norwegians

Many of the drowned are believed to be Norwegians. The centenary of the granting of a constitution to the kingdom of Norway is being celebrated next month, and a large excursion from Canada was organized to that country under the auspices of the "Home to Norway" Association, Alberta.

It is anticipated by a gentleman in this city who is familiar with Norwegian matters that about 500 home-comingers will travel with the excursion from the western provinces alone.

Our informant says that hundreds of others would go from Eastern Canada.

For the last couple of months passages by steamers have been booked, and he believes that a special steamer had been chartered for the occasion.

Special trains would also run over the Canadian lines with Norwegians who are going home to celebrate, and he is of the opinion that many were on the Empress of Ireland.

The passenger list was also swelled by a number of young Englishmen, who were returning to their homeland because of poor times in the Dominion.

SOROSIS SHOES

SOROSIS SHOES are recognized everywhere as the CULMINATION OF PERFECTION in FOOTWEAR.

There is an INDIVIDUALITY OF STYLE about the SOROSIS that has made them popular with the most smartly-attired women of the day.

The very latest ideas in Footery are embodied in the making of a SOROSIS SHOE, and the utmost care has been taken with the FITTING QUALITIES.

The New "TANGO" Shoes is one of their latest. It and many other handsome models now ready for your inspection. See them TO-DAY!

SOROSIS SHOES

Ayre & Sons

LIMITED

Big Blizzard Raging At Fogo

Town Much Concerned Over Reports Of The Loss of the Steamer Fogota

Fogo, May 29.—One of the worst blizzards for the winter raged last night with a wind velocity of sixty miles an hour from the E.N.E. The barometer gave absolutely no warning.

This morning the ground is entirely covered with snow, and as far as the eye can reach there is a solid jam of heavy Arctic ice.

It is reported that Fogota was lost near Musgrave Harbor in last night's storm. Those who have friends and relatives on her are very anxious, as no particulars are forthcoming.

Hon. J. C. Crosbie informed us at 1:30 p.m. that the Fogota is still ashore at Musgrave. The cause was that she dragged her anchors in the gale.

She is in a bad place, but while the weather holds fine she is in no great danger.

Green Bay is full of ice again, and the ice is in past Peckford's Island.

HIGHLANDERS AT CHURCH.

The Highlanders will hold their first church parade for this season tomorrow, attending service at the Kirk. A large turnout is expected.

C. C. C.

The Cadets will parade to mass at St. Patrick's Church to-morrow morning. There will no doubt be a large turnout.

KYLE FITS OUT.

S.S. Kyle on returning to St. John's will be made ready for her regular summer service on the Labrador coast. She expects to leave here in a fortnight's time.

Lost!

Between Holloway, Duckworth, Prescott and Water Streets, and the F.P.U. premises, a Ring with three rubies. Information can be obtained at this office.

Bad Weather Hinders Fishery

Little Done With Codfishery, Lobsters or Salmon To Date

The following report was received yesterday from T. Soper (Chaquelet Port aux Basques):—

The total catch is 3961 quintals and for last week 122 quintals of cod and 5000 pounds of halibut.

Thirty dorries and skiffs with three boats, are fishing.

No bankers have arrived, but four schooners returned from the grounds. They got about 12 quintals each for one day's work.

The whole week was one continuous blow of S.E. wind and the 22nd and 23rd reached the climax, a gale prevailing with dense fog. Prospects for the codfishery are not very good and bait is scarce.

The lobster catch to date is very small.

A few salmon have been taken and better results are hoped for when the weather becomes more settled.

Up to the present it has been very cold and not at all spring like.

SCHOONER CUT DOWN.

Deputy Minister of Customs, LeMessurier had the following from Bonne Bay to-day:

"Schooner Madonna, Moulton, master, of Burin, was run into and cut down off Cow Head on Thursday by the Schr. Jessie A., Keeping, master. Crew of five were saved and brought to Bonne Bay by Schr. Floris N. The Jessie A. is considerably damaged and reached here in the night to effect repairs."

MISSING CREW SAFE

Deputy Minister of Customs, LeMessurier had the following message last evening from Ramea:—

"Fiona just arrived and reports finding crew of Maris Stella. Men on way from Gush Cove where they landed when they abandoned vessel. Men were taken on board Fiona and cared for, and afterwards transferred to their own schooner. Penny's agent and Inspector O'Reilly are arranging salvage. The Maris was on her way from St. Pierre when accident happened."

Prospero left Bonavista at 9.20 a.m.

UNION TRADING CO.

The S.S. "Kintail" is due at Bonavista, from Sydney, with a load of coal for the F.P.U.

Schr. "Chips" Capt. Edgar Kean, is ready to leave for Herring Neck with a load of salt for the F.P.U.

The schr. "Nellie R.", Capt. Lewis Little, recently left for Bonavista with a load of salt for the F.P.U. Store there.

Schr. "Huron" Capt. Martin, sailed on Wednesday with a load of supplies for the Union Store about to be established at Scilly Cove.

Mr. R. G. Winsor, who had been here selecting goods for the F.P.U. Store at Newtown, left for home by the Prospero yesterday.

Schr. "Annie C. Hall," Capt. Arch. Elliott, from Change Islands, is now loading fishery supplies, and taking goods for Change Islands Union Store.

The F.P.U. motor boat, in care of Mr. Stone, M.H.A., left Catalina on Thursday evening and ran for Carbonear as the storm approached. She is due here the first opportunity and will be refitted for the use of President Coaker, who will go north in her in July.

Capt. Samuel Bragg, of Shambler's Cove and Capt. H. Yetman of Prince-ton are now taking their fishery outfit at the Union Wharf. Both are firm industry pillars and have by their industry and perseverance become independent planters and leading residents of their respective settlements.

LINTROSE'S PASSENGERS.

The Lintrose, which arrived at Port aux Basques at 9.40 a.m. yesterday, landed the following passengers:—

H. B. Bailey, J. T. Billings, D. S. Simpson, D. Hodgson, G. and Mrs. Hurley, E. J. and Mrs. Myrick; Misses A. Makinson, L. Darby, M. Mackinson, J. Hutchings, J. Barter, T. C. Mercell, A. Hollett, Champion, A. Cran, A. S. Winsor, F. Cotton, C. Snelgrove, A. Cramm, J. J. Boyles, W. T. Bugden, R. W. Bartlett, H. Hutchings.

There is no word yet of the Digby reaching Liverpool; she is ten days out. The opinion is that she was delayed by ice.