

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

THE MAIL AND ADVOCATE

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ST. JOHN'S, NEWFOUNDLAND, FRIDAY, JUNE 5, 1914.

PRICE:—1 CENT.

Pay Glowing Tributes To Heroism of Kendall

Stuck to His Post Until the Ship Sank Beneath Him Sobbed Like a Child over Story of Loss of Life.

QUEBEC, May 30.—A scene without parallel in Canadian shipping history was witnessed by ten thousand citizens of Quebec last night when the survivors of the Empress of Ireland arrived on the special relief train.

"No," was the answer, "he went down, and his wife, two daughters and one son went down with him." Sacrificed Himself One survivor said, "Commissioner Rees could have saved himself if he had wished. He had a lifebelt beside him, and all that was necessary for him to do was to have jumped. Then he would have been picked up. But he refused to stir from the side of his wife and family. He held one daughter in his arms, stroking her forehead, and just as the boat heaved over on to her side, he exclaimed, "God's will be done." Nineteen other Salvation Army men and women went down with him. Mrs. Rees seemed to be on her knees praying. Many other Salvation lassies were praying, for themselves, for their friends, and for everybody.

Foreigners Panic Struck There was plenty of screaming from the foreigners in the steerage, who were more active than the others in getting on the boat. Thomas Smart, of Toronto, was the last man to speak to Captain Kendall. Mr. Smart said that he had not been feeling well, and he was sitting out on the upper deck, when Captain Kendall walked past about half-past one o'clock, and said, "It is a nice night, but it looks to me as though a fog is coming." Then he added significantly, "You never know how soon a fog drops its pall upon you at this part of the river." They chatted together for some time.

Saw Kendall On the Bridge The captain soon after went on to the bridge. As soon as the crash came, Mr. Smart says, he looked at the bridge, and believe he saw Captain Kendall there. He was holding on to the rail, shouting some orders to a number of the crew, leaning over and waving his hands to someone. Mr. Smart does not know to whom he was speaking, but he heard him say distinctly, "Keep your heads there, and don't get excited."

When the boat dropped sideways into the water, the captain seemed to recognize that she was lost because he shouted: "Hurry up, there, everybody. There is not a minute to lose. Get the stewards through the corridors. If there are doors locked, break them in. Get the people out, and don't forget that the women and children must come first." He spoke through a megaphone, but there was so much screaming and moaning that his voice was drowned.

Stuck to His Post "He stuck to his post to the very last," said Mr. Smart, the last words he said before the ship went down were: "Heaven help us, because we cannot help ourselves." Then the lurch of the boat drew him into the water. He slipped off, and thought he was sucked under. "When I got on to the Lady Evelyn I saw him stretched out there, and they were giving him some brandy to revive him. When he was able to speak, he looked around and asked 'Where's the ship?'"

Formal Notice Of Abandonment

London, June 4.—It is announced that a formal notice has been tendered to the London underwriters of the abandonment of the Empress of Ireland. Some of the underwriters were ready yesterday to reinsure against the risk of total loss at 90 guineas per cent.

Many Losses in Mexican Battle

Fierce Engagement Takes Place Between Constitutionalists And Rebels.

Mexico City, June 4.—More than eighty Constitutionalists were killed, and a large number wounded in a fierce engagement, which took place yesterday, according to an announcement from the Interior Department. The Acting Foreign Minister has made a statement to the British legation that peace negotiations are progressing satisfactorily for Mexico.

BREEZY BUDGET FROM LIVE TOWN OF TWILLINGATE

Telephone Lines to be Erected in the Near Future Says The Sun Newspaper.

FISHERMEN NARROWLY ESCAPE FROM DROWNING.

Successful Fox Farming.—Empire Day Celebrations.—Men Go Adrift in Punt.

WORK on the erection of the telephones takes place as soon as it is possible to procure men, as at present everyone is busy preparing for the fishery or catching herring. Two young men, Roberts, of Wild Cove, had a narrow escape for their lives yesterday. They were coming up from Wild Cove with a skiff load of herring and punt in tow, when their skiff swamped and upset throwing them into the water. Fortunately they managed to get aboard the punt, but they lost 4 barrels herring, which means a considerable loss to them.

We understand Rev. Father Nolan, at Fortunate Hr., is doing well with his fox farm and has over 20 cubs this spring. We hear that it was his intention to sell one pair last winter, but owing to stormy weather he was unable to get them away. He was surprised and delighted when one of the pair presented him with eight cubs, three of which are said to be extra good foxes.

MONDAY arrived bright and clear and a nice day greeted the children for their celebration. The children of the various schools assembled at the Alexandra Hall and marched as far as the Bridge, where they halted while the Magistrate sent a message of loyalty to the King. They returned to the Hall where a bag containing biscuits, candy and oranges was handed to each child, as were also speeches which were made by Revs. Stenlake, Stirling and Bennett, and Mrs. R. Temple. Needless to say the Magistrate excelled himself. Wrapped in the Union and in his own exultation he expounded patriotism, and no doubt made a deep and lasting impression on the children. They on their part quickly made an impression on their bags and apparently enjoyed themselves immensely. The affair we learn was a general success.

CAPT. JOHN PHILLIPS arrived Thursday evening. He picked up Mr. Jonas Elliott and Alf, son of Mr. George Elliott, who had been out to the edge of the ice and could not leave it after the wind came up. Capt. Phillips left here Thursday and was on his way across the Bay when he saw a punt with sail up making for the edge of the ice. He stood towards it and found the punt to contain a man and boy. They had been attempting to row in but there was too much top and wind. Both were well soaked and had Capt. Phillips not arrived when he did, both men would in all probability have perished last night.

Mr. Elliott had secured two seals but one was lost in hoisting in the punt on board schooner. They were rowing from eight till eleven but made no headway owing to wind and tide. The crew of the schooner think the boy would have perished before dark as he was soaked.

SORROWING RELATIVES LAY CLAIM TO THE DEAD BROUGHT IN TO QUEBEC FROM SCENE OF "EMPRESS" DISASTER

"Funeral Ship" Lady Grey Was Conveyed by the Big Warship H.M.S. "Essex."

SAILORS AND MARINES BORE CASKETS REVERENTLY ASHORE And Laid Them in the Sheds Where The Bodies Were All Identified.

MANY HEART-RENDING SCENES. Two Bereaved Fathers Each Identify Body of Little Boy as That of Own Child.

QUEBEC, May 31.—The deep is yielding its dead. Throughout the weary hours of a long and murky night, groups of drawn, tense faces gazed unseeing over the silent St. Lawrence shrouded in damp darkness. Dawn broke clear and sunlight bathed the waters. As the Sabbath bells of the historic Basilica gave forth their early call to worship there rounded into view far down the river the slow-moving revenue cutter, Lady Grey. The "funeral ship," the habilitant called her in quaint reverence.

The little steamer was guarded and escorted by H.M.S. Essex, a formidable first class armored cruiser of the British fleet, despatched by the Admiralty for this service at the personal request of the King. The flags of both vessels dipped at half mast. Reverently Saluted It was shortly after seven o'clock when the two vessels approached the Government pier half a mile below the city. The warrior came to anchor out in the river and reverently saluted. The little Lady Grey, with her precious freight, steamed slowly to the pier. On her bridge with Capt. Mercer and the pilot was Commander Tweedie of the British bluejackets, acting in co-operation with Chief McCarthy of the Provincial Police.

She docked in silence sharp at 8 o'clock. The pier was clear; the harbor-master representing the Marine Department, a group of clergymen, several officers of the Salvation Army and a score or more of newspaper men alone were permitted entrance. Borne By the Sailors The flag at the pier was at half-mast and within the adjoining long Canadian Pacific freight sheds guarded by Dominion officers and officials, were rows upon rows of crepe covered tables. Upon these the dead

were laid for identification. All about the great building on the tops of sheds and other points of vantage were clustered scores of sombre curious men and women. Amidst the mourners there arose a profound respect for the British tar. The task of removing the dead was allotted to His Majesty's sailors. Silent, reverent and efficient the corps of one hundred and eight marines went about their work. They carried the rough boxes upon their shoulders, marching in solemn steps, the rhythmic beat of their feet the only sound heard. As each body was placed upon its temporary resting place in the shed the sailors reverently saluted and returned to the vessel for their next ghastly burden. Peculiarly pathetic was the removal of the tiny caskets with the remains of the children, on the shoulders of the little middies.

It took one hour and ten minutes to land one hundred and eighty-eight bodies. So profound was the impression made by the men of the Essex that as they marched on the vessel at the conclusion, clergymen and others raised their hats in tribute.

Many Affecting Scenes There were many affecting scenes. One old Englishman broke down entirely when he failed to find the body of his wife, and went into a paroxysm of hysterical shouting. Two of the marines took him by either arm and tenderly led him away. An Ottawa lady when the white shroud covering her husband was lifted, fainted away. A young Winnipeg girl was found among the dead, a college friend broke into unrestrained weeping, while many mothers stood sobbingly

Twelve Victims Are Laid to Rest

Funeral, With Military Honors, Takes Place at Quebec.—Vice-Regal Party Present.

Quebec, June 4.—Marching to the music of military bands, and passing along the entire route between double rows of mourning spectators, hundreds of mourners representing every class of society from the Vice-regal party to the humblest toilers, this morning followed the remains of twelve of the Empress of Ireland victims to the church and cemetery.

over the table containing the bodies of fourteen little girls, two of them infants taken from their dead mothers' arms. A Pitiful Sight One of the most affecting scenes of the day was a dual claim put for the possession of the remains of a boy of tender years, with long, curly hair, attired only in his little nightdress. Not a mark was on the child, and the lips were parted in a half smile. At either side of the remains stood a claimant father, each quietly but resolutely asserting possession. The bereaved fathers were Mr. F. C. Cullen, of Toronto, and Mr. Alfred C. Archer, of Monnon, Sask. Each claimed the dead child as his own, and each maintained that identification was made positive by the waving, curly hair. It was pitiful to see two fathers, each sympathetic with the others, in turn brushing with the curls back on the child's forehead and seeking mute testimony to support their convictions. It was not until after the child's evidence was called in, that the child was finally awarded to the Toronto parent. Mr. Archer's child has not yet been found.

NEPTUNE AT TRINITY S.S. Neptune was at Trinity yesterday enroute to Blanc Sablon.

Had Ten Minutes To Call For Help

But Empress Operator Stuck to His Instruments and Got Reply From Shore.

Montreal, June 5.—But eight minutes were allowed Ferguson, the Empress' wireless operator, in which to call for assistance before the dynamo failed, according to his story today. Directly after the collision, Ferguson says, he ran to the wireless room from his cabin, to which he had retired for the night. He sent out a message to Father Point, telling the operator there to stand by, as the Empress had struck something. A second later First Officer Steade ran into his room and told him to dispatch an "S.O.S." call. The station at Father Point answered at once and he gave them the Empress' position, and a moment after received the assurance that help was coming. The wireless then stopped.

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Venturesome Scotchman To Attempt a Long Trip

King of Albania Had Short Reign

Great Powers Accept His Abdication And Are Looking Round For Another Ruler

Paris, June 5.—The Chancelleries of Europe have decided to accept the abdication of King William of Albania and are now casting about for a Moslem Prince to take his place. The Powers have also agreed to send more warships to Durazzo to protect the family of King William from the Albanian revolutionists. The revolt spreading throughout the new kingdom is menacing the peace of the Balkans.

CURRENT EVENTS ON PROSPEROUS WEST COAST

Western Star Says Considerable Fishing Gear Was Destroyed By Recent Storm

BURIN BANKING VESSEL CUT DOWN AND SINKS

Fishermen Very Largely Investing In Motor Engines.—Year Book Corrected

DURING last week's south-west gale there was considerable fishing gear destroyed in Bay of Islands. Wm. Butt lost a dory and about \$40 worth of gear which he was taking to the grounds. Joseph Dennis lost about \$50 worth.

We understand the steamer Amphitrite will do the West Coast mail service between Channel and Curling this summer. This is the service attempted by the steamer Mary last year. The Amphitrite has been fitted up at Halifax.

THERE was an increase of \$59,587 reported last year, compared with in value of motor engines imported the year previous. The motor boat has certainly come to stay, and people are already wondering how they managed to do without it so long. In Bay of Islands to-day the fisheries are prosecuted almost entirely by motor boat.

We have on the West Coast a population of some fifty-one thousand people, who use about half a million dollars worth of clothing yearly. Some \$363,608 worth of clothing is imported every year. Here is an opening for a clothing factory, which would give attention to quality. A factory located here would be central to supply the South and West Coasts.

THE schr. Flora Nickerson, Capt. Fudge, of Belleoram, was at Woods Island on Friday. She had been fishing in the Gulf, where she secured about 500 qts. codfish, having previously landed 800 qts. from her South Coast banking trip. Herring being scarce in the outer arms of this Bay, the Nickerson sailed for Bonne Bay in quest of bait.

A report comes to hand from the north to the effect that on Friday last a Burin banking vessel, captained by Benj. Moulton, was run down off Daniel's Hr., and sunk. The report states that another Burin vessel overhauled Moulton's craft, and rounded up to speak to him, when she crashed into the stern of the unfortunate schooner, sinking her so quickly that the crew barely managed to escape before she went down. She had a pretty fair trip of fish on board at the time.

In the Newfoundland Year Book we find the population of Bay of Islands placed at 1048. This is incorrect and misleading, for the population of Bay of Islands is in the vicinity of three and a half thousand.

WEATHER REPORT.

Toronto (noon)—Strong winds and gales S. E. shifting to S. W. with heavy rain. Saturday, strong breezes to gales West to North clearing.

READ THE MAIL AND ADVOCATE

Will Attempt to Cross the Atlantic from Liverpool To Newfoundland in an Open 16-foot Sail Boat.

AN Irvine man is about to make an attempt to establish a world's record to St. John's, Newfoundland, in a 16ft. open sailing boat. The plucky individual is a son of Mr. John Green, Crimean veteran. Mr. James Green, who resides at 165 High Street, Irvine, and who is employed as a red-leader in Messrs. Mackie & Thomson's shipyard, has long entertained the idea of making this attempt, and has given the matter careful consideration.

He has made arrangements for all his supplies being stored in air-tight tanks, and, with this exception, he does not intend making many alterations on his boat. He intends coasting right down to Liverpool, thence over to Queenstown, and after completing his stock of provisions there, his route will be straight across the ocean to St. John's. Mr. Green will undertake the journey unaccompanied, and will take a few books with him to read when the conditions are favorable. He anticipates doing the double journey in about five months.

British Racing Yacht on Trial

Shamrock IV. Taken Out For Her First Sail-Stretching Spin.—A Promising Boat.

Portsmouth, June 4.—Shamrock IV. went out to-day for her first sail-stretching spin in the vicinity of Spithead. She was accompanied by Shamrock III. The wind was light and fluky, quite inadequate to test her capabilities.

The challenger under a huge mainsail and sloop foresail, was manoeuvred handily and picked up her way quickly after tacking. The tow-? ering mast of the new yacht quite dwarfed that of Shamrock III. Sir Thomas Lipton was on board the Challenger, with Mr. Nicholson, the designer, and Mr. Burton, the amateur yachtman, who is to command Shamrock IV. during the cup race in American waters.

Depositors Will Get Their Money

Canadian Parliament Will Repeal Them For Their Losses in the Farmer's Bank.

Ottawa, June 4.—After an all night sitting the Farmers' Bank Resolution, to repeal the depositors to the extent of \$1,200,000 was passed by the Commons this morning by a majority of 38.

Steamer Did Not Need Assistance

New York, June 5.—Within less than half an hour after the Northland was reported as being ashore near New York, a message came from her withdrawing her request for a revenue cutter, stating she needed no assistance.

Must go Through To Bitter End

Carson Says Ulstermen Must Maintain Stand Or Be Forever Disgraced

London, June 5.—"This thing must go through to a finish" was the refrain of Carson's speech to the Ulster Volunteers in the Barons Court, Camp yesterday, otherwise he admitted they would be well branded by future historians as braggards and cowards; if having set their hands to the plough, they looked back. Nationalist Volunteers claim that if recruiting progresses in Belfast at the same rate as during the past fortnight the corps will soon be the largest and strongest in Ireland.

EXPRESS AT 7 The express is due at 7 p.m.

Suffragettes Invade The King's Palace Disturb a Function

One of the Women, in Court Dress, Attempted to Address His Majesty on Behalf of the Militants, But Her Remarks Were Drowned By The Orchestra.—Public Much Incensed At Insolence of 'Wild Women.'

LONDON, June 5.—The King and Queen held a court last night when in spite of all precautions the militant suffragettes gained access to their presence and caused an interruption to the presentations.

As she was passing the King, a suffragette dropped on her knees and shouted, "Your Majesty, for God's sake do not use force." The woman was attired in court dress.

The action caused profound astonishment. She continued to admonish the King, but her words were inaudible, as the conductor of the band in the gallery, quick to observe the incident, signalled to the band to play louder. The woman's voice was drowned, she was removed from the room and handed over to the police. This incident is calculated to produce a feeling of still greater exasperation in the public mind and renewed demands for strong measures to suppress the suffragette agitation. Striking scenes were witnessed at a meeting of the Women's Social and Political Union last night.

Miss, Poor Editors! Mr. Mansell presided and threatened London editors with the fate the two Belfast editors, who yesterday were assaulted by the militants at their offices.

Move to Suppress The Suffragettes

English Authorities, at the End of Their Patience, Will Take Strong Measures.

London, June 4.—Statements in the Ministerialist newspapers indicate that the end of the militant suffragette movement is now in sight. The Government's patience is exhausted, and it feels that it will have the public sentiment behind it in the drastic measures it has now in contemplation.

It is proposed to treat the whole movement as a conspiracy against public order. Wholesale arrests will be made, and forcible feeding will be resorted to in virtually all cases, with no more releases of prisoners under the Cat and Mouse Act.

Men's Felt & Straw Hats For Summer Wear.

We are showing this week the most fashionable and popular models in Men's light-weight Felt and straw Hats for summer wear.

These Hats are chosen for Style and Wear, are made by the first makers in the world, and are warranted to give perfect comfort and satisfaction.

The Felt Hats are decidedly smart, all the newest shapes and colors, distinguished in appearance, they are exactly what the well-dressed man needs as a finish to his appearance. Prices right.

U.S. Picture & Portrait Co.

WHAT THE GOVERNMENT OF THIS COUNTRY COSTS; THE ESTIMATES, 1914-15

Lighthouses—Maintenance.		Kepple Island.	
Red Bay	\$175.00	Port au Choix	50.00
St. Anthony	175.00	Double Island, Labrador	300.00
Griquet	100.00	Domino	150.00
Englee	60.00	Indian Tickle, Labrador	250.00
Westport	150.00	St. Michael's Head	100.00
Conche	100.00	Cape North	250.00
Jackson's Arm	150.00	Packs Harbor	250.00
Seal Cove	75.00	Cut Throat Point	250.00
Gull Island Light	450.00	Winsor Harbor	150.00
Gull Island Fog Alarm	700.00	Manuel's Island	150.00
Nipper's Harbor	200.00	Cape Harrigan	150.00
Little Bay Island	200.00	Ford's Harbor	150.00
Long Island, N. D. B.	350.00	General Lighthouses	4,000.00
Leading Tackles	200.00	General repairs and upkeep	4,000.00
Long Point, Twillingate	450.00	of the service	4,000.00
Wharf Light, Twillingate	75.00	Buoys and Fishing Lights	1,000.00
Baccalhoa North	230.00		
Fortune Harbor	150.00		\$52,215.00
Mill Point	50.00		
Lower Sandy Point	150.00		
Grassy Island	150.00		
Cabbage Head	250.00		
Upper Black Island	250.00		
Surgeon's Cove Head	350.00		
Pogo Harbor	150.00		
Herring Neck	200.00		
Joe Batt's Arm, Brook's Pt.	250.00		
South End Change Islands	225.00		
Cann Island	225.00		
Stag Run Buoys	150.00		
Seldom Come By Fog Alarm	500.00		
Tilton Harbor	40.00		
Peckford's Island	400.00		
Wadhun Islands	350.00		
Poguin Island	250.00		
Cabot Island	400.00		
Puffin Isld. Light and Alarm	700.00		
Shoe Cove Point	200.00		
Little Denier	300.00		
Happy Adventure	50.00		
King's Cove Head	175.00		
Squarry Head	150.00		
Cape Bonavista	600.00		
Cape Bonavista Fog Alarm	1,100.00		
Melrose	50.00		
Green Is. Light and Alarm	600.00		
Ragged Island	250.00		
Trinity Island	350.00		
Fort Point, Trinity	180.00		
Random Island	230.00		
Heart's Content	150.00		
James Head	150.00		
Hant's Harbor	130.00		
Old Perlican	250.00		
Baccalieu Light, South	400.00		
Baccalieu Fog Alarm	600.00		
Western Bay Fog Signal	750.00		
Carbonear	200.00		
Harbor Grace Island	450.00		
Harbor Grace Beacon and Bar Buoys	350.00		
Green Point, Bay Roberts	150.00		
Salmon Cove	150.00		
Brigus	200.00		
Cupids	200.00		
Cape St. Francis Light and Alarm	1,000.00		
Fort Amherst	600.00		
St. John's Narrows Buoys	100.00		
Leading Lights, St. John's	430.00		
Cape Spear Light and Alarm	350.00		
Bay Bulls	400.00		
Ferryland	625.00		
Ferness Light and Alarm	700.00		
Powell's Head	700.00		
Cape Pine	445.00		
Point La Haye	150.00		
Cape St. Mary's	700.00		
Pt. Verde Light and Alarm	900.00		
Placentia Leading Lights	100.00		
Point Latine	300.00		
Marticot Island	250.00		
Long Island, Placentia	200.00		
Flat Islands	150.00		
Tides Point Light and Alarm	700.00		
Iron Island, Burin	296.00		
Dodding Head	800.00		
Little Burin Light and Alarm	700.00		
St. Lawrence Light and Alarm	700.00		
Green Isld., Fortune Bay	1,000.00		
Lamaline	250.00		
Lamaline Leading Lights	100.00		
Brunette	400.00		
Fortune	150.00		
Grand Bank	100.00		
Garnish	100.00		
Long Harbor Point	250.00		
Belleoram	130.00		
St. Jacques	300.00		
Rocky Point	130.00		
Sagona New Fog Alarm	700.00		
Pass Island	450.00		
Pass Island Fog Alarm	700.00		
Gaultois	120.00		
Penguin Island West, Light and Alarm	700.00		
Ramea	250.00		
Boar Island	250.00		
Ireland Island	250.00		
Rose Blanche Point Light	450.00		
Rose Blanche Fog Alarm	500.00		
Burnt Island Leading Light	150.00		
Bad Neighbor Buoy	150.00		
Isle aux Mortes	200.00		
Channel Head Light and Signal	1,100.00		
Port aux Basques Range Buoys and Leading Lights	400.00		
Sandy Point	300.00		
Cape St. George	700.00		
Port au Port	250.00		
Little Port, Bay of Islands	250.00		
Frenchman's Head, Bay of Islands	200.00		
Eagle Island	250.00		
Lobster Cove Head	200.00		
Cow Head	200.00		

AGRICULTURE AND MINES.

Petty Surveys	\$ 1,500.00
Preservation of Sheep—Amount required for destroying dogs, cost of Proclamations	120.00
Supplies for Surveyors	8,000.00
Mineral and other Assays	600.00
Expenses under Forest Fires	5,000.00
Timber Inspection	1,000.00
Exploration of Coal Areas	15,000.00
Fire Patrol Committee	4,000.00
Rent of Court at Imperial Institute	980.00
Encouragement of Agriculture	\$20,000.00
TOTAL	\$38,200.00

MARINE AND FISHERIES.

Protection, &c., Salaries	\$ 5,000.00
Meteorological Service	6,000.00
Herring Fishery Protection	800.00
Expenses S.S. Fiona (Customs Protection)	20,000.00
Contingencies, viz.—Travelling expenses Department Fisheries	1,650.00
Incidentals	150.00
Lobster Label Expenses	1,500.00
Salmon Label Expenses	600.00
Public Wharves—Public wharves, repairs, keepers, rent and light	2,000.00
Harbor Master—Harbor Master, St. John's \$100; Boat \$360	460.00
Night Boatman and Sundries	40.00
Examiners Masters and Mates—Instructors to Masters and Mates and Assistant Examiners	540.00
In aid of Instruction in Drawing for Mechanical Engineers	300.00
Cold Storage for Bait	5,000.00
Enforcement of Bait Laws	8,000.00
Shipbuilding—Bounty on Ships Built	\$ 16,000.00
Marine Works	15,000.00
Dredging	15,000.00
Propagation of Lobsters	5,000.00
TOTAL	\$103,040.00

ROADS, BRIDGES AND FERRIES.

Roads.	
Loqg, viz.—District of St. Barbe	\$ 3,294.00
District of Twillingate	7,135.00
District of Fogo	2,535.00
District of Bonavista	7,194.00
District of Trinity	6,847.00
District of Bay de Verde	3,209.00
District of Harbor Grace	1,607.00
District of Port de Grave	3,747.00
District of Harbor Main	2,195.00
District of St. John's East	7,899.00
District of St. John's West	6,458.00
District of Ferryland	1,820.00
District of Placentia and St. Mary's	5,059.00
District of Burin	3,650.00
District of Fortune Bay	3,139.00
District of Burgeo and La-Polle	2,449.00
District of St. George	3,727.00
Total for Local Roads	\$75,000.00
Main Line	\$65,860.00
Construction and Repairs to Roads	\$20,000.00
Salaries	\$502.00
Lighting St. John's Streets, and half cost of Southside	\$8,250.00
Total Roads	\$169,612.00
Ferries	\$20,067.00
Summary	
Roads, &c.	\$169,612.00
Ferries	20,067.00
Total	\$189,679.00
Main Roads	
Roads in the District of St. Barbe	\$ 2,225.00

Shoe Cove to LaScie	100.00
Round Hr. to Tilt Cove	75.00
Round Hr. to Snook's Arm	75.00
Snook's Arm to Bett's Cove	50.00
Bett's Cove to Rouge Hr.	90.00
Rouge Hr. to N.W. Arm	65.00
Little Bay Mines to Indian Brook	500.00
Jackson's Cove to King's Cove	100.00
Jackson's Cove to Birchy Cove and Colchester	65.00
Southern Hr., Little Bay Islands, to Sulian's Cove	50.00
Lush's Bight to Ward's Hr.	100.00
Fortune Hr. to Cottrell's Cove	40.00
New Bay Head to Fortune Hr	40.00
Exploits to Sergeant's Cove	40.00
Black Island Tickle to Keir's Cove	57.00
Moreton's Hr. to Change Hr.	60.00
Moreton's Hr. to Western Head	115.00
Tizzard's Harbor to Carter's Cove	100.00
Tizzard's Harbor to Moreton's Harbor	100.00
Jenkin's Cove to French Beach	50.00
Rink Road, leading from Congregational Church to Bluff Head Cove	100.00
Twillingate to Bluff Head	50.00
Gillard's Cove, round Kettle Cove, connecting Purcell's Harbor	230.00
Lowland Cove to Main Line	20.00
Little Harbor to Purcell's Harbor, across Marsh	50.00
Little Hr. to Jones' Cove	30.00
Durrell's Arm to Codjack's Cove	30.00
Twillingate to Little Hr.	100.00
Twillingate to Long Point	50.00
Hare Bay to Fogo	75.00
Barr'd Island to Fogo Road	178.00
Shoal Bay to Fogo	75.00
Tilting to Joe Batt's Arm (half way)	120.00
Seldom Come By to Fogo	327.00
Rocky Bay to Gander Bay	74.00
North Side Ragged Harbor to North Side Aspey Cove	100.00
Cat Hr. to Musgrave Hr.	200.00
Herring Fishery Protection	100.00
Greenspond to Cape Freels	700.00
Shambler's Cove to New Hr. and Indian Bay	100.00
Shambler's to Loo Cove	100.00
Greenspond to English Harbor, or on the landing place near English Hr.	150.00
Salvage Bay to Squid Tickle	50.00
Salvage Bay to Alexander Bay	50.00
Salvage Bay to Happy Adventure	100.00
Southern Bay to Goose Bay	50.00
Plate Cove to Shoal Harbor	750.00
Southern Bay to Goose Bay via Sweet Bay	200.00
Riverhead, Southern Bay towards Muddy Bay	100.00
Trinity to Indian Arm, Southern Arm	400.00
Plate Cove towards Brown's Marsh	125.00
Open Hall towards Brown's Marsh	100.00
Brown's Marsh towards King's Cove	125.00
Tickle Cove to Plate Cove	200.00
King's Cove to Tickle Cove	200.00
Trinity to King's Cove	800.00
King's Cove to Bonavista	500.00
Amherst Cove to Catalina	300.00
Bonavista to Catalina	410.00
Bonavista to Elliston	100.00
Catalina to Elliston	200.00
Catalina to Little Catalina	50.00
Catalina to Catalina	920.00
Trinity to Pope's Harbor	500.00
Heart's Ease to Butter Cove	60.00
Hekman's Hr. to Britannia Cove	120.00
Dildo to Chance Cove	700.00
New Hr. to South Dildo	100.00
New Harbor to Broad Cove Station	200.00
New Hr. to Heart's Content	900.00
New Hr. to Spaniard's Bay	330.00
Glover Road	900.00
Whitbourne Roads	400.00
Colinet towards Hodge waters	1,200.00
Whitbourne to South Dildo	400.00
Carbonear to Heart's De-light	200.00
Carbonear to New Perlican	1,200.00
New Perlican to Lead Cove	775.00
Lead Cove to Grate's Cove	325.00
Old Perlican to Lower Island Cove	400.00
Old Perlican to Bay de Verde	200.00
Grate's Cove to Bay de Verde	200.00
Bay de Verde to Red Head Cove	100.00
Carbonear to Bay de Verde	1,250.00
Carbonear to Perry's Cove via Freshwater	100.00
Brigus to Carbonear	1,000.00
Upper Is. Cove to Hr. Grace	200.00
Upper Is. Cove to Tilton	130.00
Tilton to Brazil's Hill	50.00
Tilton to Spaniard's Bay	120.00
Spaniard's Bay to Bishop's Cove	200.00
Central Road, Bay Roberts	600.00
Road to Point, Bay Roberts	200.00
Agricultural Road, Coley's Point	400.00
Hallstown to Snow's Pond	200.00
South Pond Road, Brigus	200.00
Brigus Main Lije to Nine Island Pond	150.00
Roach's Pond, Cupids	250.00
Goulds and on Long Hr.	

Road	150.00
Goulds on Turkwater Rd.	500.00
Quigley's to Brigus	1,500.00
Conception Harbor, Collier's and Bacon Cove	150.00
Salmon Cove to Gaskiers	100.00
Holyrood, through Seal Cove	100.00
Holyrood to Whiles Bay	650.00
Manuel's to Prince's	100.00
Horse Cove to Toppall	75.00
Portugal Cove to Pouch Cove via Bauline	300.00
Torbay to Bauline	500.00
City Limits to Portugal Cove	500.00
City Limits to Cape St. Francis	100.00
City Limits to Quigley's	700.00
Thorburn Road	200.00
Kenmont to Toppall	100.00
City Limits to Fort Amherst	300.00
City Limits to Waterford	430.00
Bridge	219.00
City Limits to Cape Spear	300.00
Old Placentia to Toppall Rd.	290.00
Goulds to Renew's	1,200.00
City Limits to Goulds	500.00
Trepassey to Renew's	1,000.00
Holyrood to Halfway House	500.00
Placentia to Hurley's Bridge	350.00
Hurley's Bridge to Salmonier	150.00
Placentia to Little Placentia and Fox Harbor	400.00
Little Placentia towards Long Harbor	100.00
Placentia to Cape Shore	1,000.00
Branch to St. Bride's	500.00
Trepassey to St. Shot's and Cape Pine	20.00
Holyrood to St. Mary's	350.00
Riverhead to Mall Bay	80.00
Salmonier to St. Mary's	700.00

Western Shore, Placentia Bay	300.00
Burin Road	3,000.00
Baine Harbor to Bay L'Argent, Baine Harbor End	425.00
Baine Harbor to Rushoon	150.00
Fortune Bay Roads	2,740.00
Burgeo and La-Polle Roads	1,500.00

Quick Work In Launching The Lifeboats

Rigid Discipline Prevailed on the 'Empress' and The Sailors Kept Their Posts to the Last.

HALIFAX, May 30.—Every one of the nine lifeboats stowed next the port rail of the Empress of Ireland was successfully launched in the twelve minutes that elapsed between the collision and the sinking, and this fact furnishes the highest possible testimonial to the iron discipline that must have reigned on the decks of the sinking liner. It places her officers and crew in the same niche of glory which the men who died on the Birkenhead and the Victoria.

Out of Commission
The ship heeled over to port as the water came rushing in that damaged side, and this heavy list placed all the boats on the starboard side out of commission, as it was impossible to drop them into the water. On the port side there were nine pairs of davits and from each a lifeboat was successfully launched before the final plunge. Nothing in all the heroic annals of British seamanship can match that feat.

It is ordinarily a four or five minute job to launch boats at drill in harbor when everything is calm and collected and the crews are all at their proper stations. The tarpaulin covering has to be removed, the fall cleared away and carefully tended, and the boat fended off as it goes down the side, and the actual launching generally takes at least five minutes under the most favorable conditions.

Rush Job
But no more unfavorable conditions could be imagined than those prevailing when the order "stand by to abandon ship" rang out from the Ireland's bridge. The ship was listing over at a terrifying rate. The seas were flooding her aft, and in addition to the list she was sinking stern first. Men hurried from sleep by the shock of collision had to hurry to their stations in the confusion that must have been inseparable from such an accident, and precious minutes were inevitably lost in getting the boat crews to their posts and all the time the ship was going down.

Precision of Clockwork
Once the crew were at their stations, the launching of the boats must have gone on with the precision of clockwork. There were probably twenty boats on the port side, for in many cases, two and three boats were designed to be launched from the one pair of davits. In this emergency, only the boats actually hanging in the falls could be lowered away. Every one of them was lowered in safety. It was all done in twelve minutes. If the boat crews were at their quarters in four minutes after the collision that was remarkable discipline.

That these nine boats were lowered successfully in the few minutes remaining before the ship made her final plunge is something that will be remembered forever. That there were no passengers to fill them is not to the discredit of any of the ship's company.

Fate which sent the Empress down stern first so soon after the collision is to blame for that.

The Right Place To Buy— Provisions, Groceries, Oats, Feeds, Wines and Liquors

—is at—

P. J. Shea's,

Corner George and Prince's Sts.
or at 314 Water Street.

Export Orders promptly attended to.

F. J. Morris, K.C. E. Leo Carter.

Morris & Carter

BARRISTERS, SOLICITORS, &c.

OFFICES:
Bank of Montreal Building,
ST. JOHN'S.

Friday-Saturday-Monday



THE CORRECT TIME to buy, is, when you see the article you want at the right price, then buy quick.

James Baird LIMITED

Our Bargain Days

THE BEST TIME to buy, is, when you see such a Medley of attractions as we have prepared for this week.



BOYS' SWEATERS! EXTR AVALUE

Very fine, soft Wool Knit. Shades of Grey, Green, Saxe and Brown. Not like the usual worsted, but extra fine wool knit. Values to 90c. Friday, Saturday and Monday.

74c.

BOYS' JERSEY SUITS

A nice assortment of Jersey Suits for the Boys in shades of assorted Browns, Navy, Green and White. Reg. up to \$1.90. Friday, Saturday & Monday

1.59

AMERICAN QUILT COTTONS

20 pieces of bright snappy patterns, in shades of assorted blues, pink and grey, etc. Recover your old quilts. You can do it cheaply. Friday, Saturday and Monday, per yard... 7 1-2c

ROUND DOLES

3 dozen of pretty little D'oyles, 10 inches in diameter, with Damask centre and pretty lace edge. Reg. 20c. Friday, Saturday and Monday. 17c.

TABLE NAPKINS!

25c. VALUES FOR 19c. These are made of best English Damask, size 22x22, hemmed; ready for use. Try a half dozen. You may be requiring them soon. Reg. 25c. Friday, Saturday and Monday 19c.

MEN'S GREY SUEDE

GLOVES, 29c. These are a wee bit heavier than usual. Ideal for cyclists; two button; medium grey shade. Sizes 7 1/2 to 9. Friday, Saturday and Monday 29c.

CHILDREN'S "EZYON"

COMBINATIONS. REGULAR 35c. FOR 28c.

So well and favorably known that it is only necessary to mention. We offer them for sale this week. A full range of sizes. Reg. 35c. Friday, Saturday and Monday 28c.

LADIES' BELTS

4 1/2 doz. of assorted makes, in leather, classic and patent leather; black and colored; nickel, gilt and oxidized buckles. Friday, Saturday and Monday 9c.

SHOWROOM!

SPECIAL VALUES IN CHILDREN'S AMERICAN WASH DRESSES.

All specially purchased lines, marked unusually low to tempt brisk buying. Quite a variety of styles to pick from. V-neck, square neck and round neck. Made of extra good washing materials, nicely cut and winsomely finished. You have in this an excellent opportunity to pick up smart summer dresses for the girls. To fit from 6 to 14 years. Special all round price. Friday, Saturday and Monday 59c.

SWISS EMBROIDERIES.

400 yards of very fine embroideries, 9 inches wide; superior lawn body. A lot of pretty openwork designs. You can't have too much of this serviceable everyday wanted goods. Special Friday, Saturday and Monday, per yard 11c.

AMERICAN CAMISOLES.

These have all the style and finish of much higher priced goods, trimmed with lace and insertion, pretty lace edging; others with fine Swiss embroidery. Sizes 34 to 42. Reg. 35c. Friday, Saturday and Monday 28c.



RIBBONS 14cts. PER YARD.

44 pieces of Silk Taffeta Ribbons up to 5 1/2 inches wide in pretty shade of Crimson, Pink, Cerise, Brown, Royal, Sky, V. Rose, Coral and Striped Greens. Just another example of our ribbon values. Special, Friday, Saturday and Monday 14c.

LADIES' AMERICAN DRESSES.

Stylish, simple dresses, serviceable materials. With but a small outlay you can possess one. Will stand all the washing that's coming to them; high and low necks, long and three-quarter sleeves. All the most favored stripes and checks will be found amongst them. See them. Reg. up to \$2.50. Friday, Saturday and Monday 1.98

LADIES' SUMMER VESTS.

Just another of our matchless underwear offers. This time it is fine grade summer vests, low neck and wing sleeves; fine jersey ribbed with silk crochet necks. Reg. up to 25c. Friday, Saturday and Monday 18c.

MISSSES MIDDY BLOUSES.

A variety of makes in these khite jean bodies, trimmings of white and red braid, blue and white braids; some with sailor collar laced in front, pretty "Balkan" styles, trimmed with pearl button and sailor scarf; others with all white sailor collar, loose fitting styles; assorted sizes. Reg. up to \$1.70. Friday, Saturday and Monday 1.48

CHILDREN'S PATENT LEATHER SLIPPERS, 49c.

Not all sizes, 'tis true, but to those requiring sizes 7, 8, 9 and 10 we recommend those. Single strap over instep; low heel. Special for Friday, Saturday and Monday 49c.

COTTAGE BLINDS! THE NEWEST OUT

The newest out. Made of toughened paper, deep cream shade, 36 inches wide, regular full length, deep lace edge, dependable spring roller cord and knob for drawing down blind go with the usual fittings. You'll be surprised at the durability of these blinds. We have two prices for Friday, Saturday and Monday. Both with lace end 26 and 33c.

STAIR PADS!

ENGLISH AND AMERICAN The former are made of compressed paper, with glued cotton covered edges. Size 8x19 1/2. Rounded edges for stair front. Friday, Saturday and Monday, each 19c.

The American Stair Pad is a bit more plump, rounded edge also and all cotton covered. A decided save to your carpets and oil cloths. Special Friday, Saturday and Monday 10c.

CAMPERS!

Try one of our Camping Stools, hard wood frame, canvas seat, folding. A small outlay secures you solid comfort when in camp. Special Friday Saturday and Monday 29c.



Made in Ireland!

A SNAP IN CHILDREN'S DRESSES, 74c.

They come in assorted sizes. Mostly Fawn and Blue shades. Some with Square Neck, hand embroidered spray in front and heavy silk cord girdle; others with high neck, striped facings and piping at necks, waist and wrists; and others again with low neck and fancy overlay of farmyard trimmings. These are nicely coloured. Don't forget that with all the prettiness, you have also the very best quality in the material; Irish manufacture. Values up to \$1.40. Special Fri., Sat. & Mon.

cents 74 cents

Toilet Preparations.

Hydrogen Peroxide 8 and 15c. bot.
Smelling Salts 22c. bot.
Ammonia 9 and 15c. bot.
Colgate's Shaving Cream 15c.
Colgate's Shaving Sticks 15c. each
Bay Rum 10 and 27c. bot.
Royal Foot Powder 10c. tin
Camphor Ice 2 for 5c.
Star Witch Hazel 10c. bot.
Castile Soap 7c. box

BUY IT FROM US FOR LESS

SMALLWARES!

Nye's Machine Oil 5c. bot.
Globe Macilage 5c. bot.
Aluminum Salt Shakers 10c. each
Glass Shakers With Celluloid Tops 5c.
Glass Lemon Squeezers 5c. each
Hair Pins, 12 pkts. for 5c.
Hair Pins, 12 pkts. for 5c.
Hair Pins in Boxes 5c. box
Teapot Strainers, 3 for 7c.
The Wonder Plus, 6 packs for 5c.
The Improved Paten, 4 pkts. for 5c.
Black & White Linen Thread, 4c. reel
Gold Filled Beauty Pins, 8 for 10c.
Black Spectacle Cases 7c. each
Koslow's Writing Ink 3c. bot.
Joseph's Writing Ink 4 for 5c.
Tenspoons, 3 for 5c.
Sugarspoons, 3 for 5c.

Butter Knives 5c. each
Post Cards, assorted views, 10 for 5c.
Black and Colored Mending Wool, 4 for 5c.
Children's Mouth Organs 5c.
Children's Assorted Hair Bands 5c. each
Colored Sewing Silk, 2 for 5c.
Dover Egg Beaters 5c. each
Teddy Bears 5c. each
Gents' Collar Studs 3c. card
Gents' Safety Sleeve Links 9c. set
The Mitre Safety Pins 4 for 5c.
Gold Rimmed Spectacles 25c. each
Teddy Bears 19c. each
Drawing Crayons 7c. box
Measuring Tapes 4c. each
Assorted Hand Mirrors 10c. each
Nugget Shoe Polish, Bk. and Tan, 9c.
Feeding Bottles 5c. each

UNION COUNCIL CONTRIBUTIONS

FROM JOE BATT'S ARM AND BARR'D ISLANDS.

\$5.00—John Brett.
\$2.50—Simon Brown.
\$2.00 each—Alfred Freke, Arthur Brown, Absolom Brown.
\$1.50 each—Frederick Owen, Eli Freke, Sr.
\$1.00 each—John Decker, Sr., Charles Mercer, Joseph Brett, Sr., Charles Brett, Thomas W. Freke, Archibald Brown, David Blakey, Richard Brett, David Decker, Lott Brett, John S. Freke, Charles Freke, Geo. Coffin, Sr., Moses Brown, Abel Brown, Wm. J. Cobb, James S. Coffin, Alfred Coffin, Sr., Joseph J. Coffin, Sr., Stewart Coffin, Wm. J. Freke, Walter Foard, Geo. Newman, Richard Godwin, Nathaniel Randell.
70c.—William C. Decker.
50c. each—Peter Penton, Christo-

pher Cobb, Abram Godwin, Jas. Coffin, Sr., John Wells, Sr., Christopher Reobotton, Wm. H. Brett, Thos. M. Brown, John Decker, Jr., Ephraim Decker, Eli Decker, Rhos. W. Newman, John Freke of Eph., Wm. Coffin, Wm. Head, Alfred Head, Jr., Simon Coffin, Joseph J. Coffin, Jr., Wm. T. Brown, Saml. Freke, Sr., Fred Freke, Stephen Wells, Saml. Coffin, Jr., Joseph Coffin, Aaron Godwin, Thos. Head, Geo. Wells, Sr., Wm. Wells, Esau Fells, Wm. R. Brown, John Coffin, Aaron Freke, Jr., Ephraim Freke, Joseph J. Brown, Ephraim Coffin, Arthur Coffin, John Wells, Jr., James Freke, Thomas W. Coffin, Leonard Newman, Geo. Watkins, Geo. Foard, Arthur Foard, Elijah Godwin, Jas. Newman, Wm. Primmer, Aaron Brett, Stephen Keats, Nehemiah Godwin, John Godwin, Jr., Joseph Hancock, Stephen Godwin, John Newman, Saml. Newman, Jos. Jacobs, Jr., Stephen Jacobs, Thomas Jacobs, Sr., Walter Jacobs, Joseph

Jacobs, Sr., Thos. Jacobs, Jr., Mrs. 60c.—Abram Cull.
Alfred Brett, Mrs. Francis Head, Mrs. 40c. each—Alfred Brett, Obed. Tos. W. Freke, Mrs. Simon Brown, Brett, Stanley Brett, Henry A. Brett, Thos. N. Brett, Bedgar Newman, James Eleveleigh,

Kenneth Coffin, Alex. Coffin, Jr., Jas. Cull, Sr., John Godwin, Sr., John Cull, Richard Cull, James Brett, Ephraim Coffin.
30c. each—Wm. Keats, R. James Primmer, Francis Brett, Ephraim Freke.
25c. each—Wm. Brett, Phil Pearce.
20c. each—Walter Brett, Fred. Brett, Geo. Brown, James Freke, of Chas., Geo. Head, Graham Head, Wm. J. Freke, Hubert Freke, Eli Freke, Jr., Wm. D. Freke, Dorman Brown, James Wells, Albert Head, Sr., Ambrose Head, Geo. Cobb, Jr., John Hewitt, James Joliffe, Aquilla Coffin, Alex. Coffin, Sr., Samuel Coffin, Sr., Eleazer Brown, Geo. Wells, Jr., John Brett, John Lewis, Aaron Watkins, Titus Primmer, Alex. Hewitt, Wm. Godwin, Wm. Newman, Zebedee Cull, Geo. S. Cull, Sr., John Primmer, C. W. Hodder, Leonard Cull, John Brett, Jr., Loj. Hancock, Charles Hancock, Geo. Comben, Jora Randell, Alan Randell, Wm. Read, Andrew Hackett,

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.

BAIN JOHNSTON & Co.

Were Forced To Abandon Their Vessel

Survivors of The French Banker 'Marie Amelie' Tell Thrilling Tale Of Peril and Suffering.

Word reached here for the first time yesterday telling of the loss of the French schooner Marie Amelie and her full cargo of general merchandise, representing something like \$100,000 in money. The schooner met her fate off the Grand Banks while on her way to St. Pierre, and her loss is attributable to the silent monarchs of the ocean—the silent menace that startled the world when the giant liner Titanic went to her doom.

Story of Disaster
One of the survivors of the Marie Amelie was a passenger named Vigneault, who belongs to St. Pierre, and who leaves by the mail steamer this morning. He told the North Sydney Herald of the accident when their craft in the silent hours of night dashed against a mighty berg, and how the captain and crew barely escaped with their lives, drifting helplessly about for eighteen days and nights, when just in the last stages of suffering and bitter agony the kindly smoke from a passing Allan liner Corinthian brought hope to their shattered nerves, followed by their rescue and final deliverance at Montreal.

Felt It Keenly
During his recital of the sufferings endured, Vigneault broke down as tears to his eyes, showing that although nearly a month has elapsed since his terrible experience, the picture is still vividly portrayed in his mind.

The Marie Amelie was one of the boats used by the French Codfishing Company for the purpose of provisioning the immense fleet of fishing vessels they operate on the Newfoundland banks. These vessels are often at sea for over six months and a constant supply of fresh provisions is necessary during this time. The Marie Amelie left Brest on April 11th with a cargo of general merchandise valued at 450,000 francs, the vessel itself being valued at 50,000 francs. There were nine people on board including one passenger, Mr. Jean Vigneault, who had just come out of the hospital, and was taking the trip partly to recuperate and partly because he desired to go to the Islands of St. Pierre-Miquelon, at which the French fishing vessels call.

Got in the Ice
About April 28th they got in among the ice, and for three days the utmost vigilance was exercised to avoid disaster. On the third day at about six o'clock in the evening in a thick fog they were struck by an iceberg which knocked a hole in the hull of the schooner. The extent of the damage could not be ascertained at the time and there was fear that the vessel might sink at any moment.

The sailors and the passenger manned the pumps at once, and for three nights and two days managed to keep the boat afloat by unremitting and incessant activity. The men worked in relays, and they were nearly worn out with fatigue when the captain decided that they could not possibly save the schooner, and ordered them to lower the two boats which the vessel carried for such emergencies.

Took to the Boats
It was on May 3rd that they desisted and took to the water. Four hours afterwards they saw their schooner go beneath the water, and in another four hours they were overjoyed to be discovered by the French fishing vessels St. Clement and St. Mathurin, which took them aboard. Four of the members of the crew are still aboard the St. Mathurin, waiting such time as the captain can transfer them to some vessel that will touch port in a short time. As for those who were taken on board the St. Clement, they remained there for fifteen days before the Corinthian took them off and brought them to Montreal.

Ser. J. A. Garfield has cleared from Wood's Island for Gloucester with 500 bbls. pickled herring.

Mr. A. Harvey, who has been in England since December last, has returned, looking well after his trip.

FORGING AHEAD!
That is the position of The Mail and Advocate, as each issue sees a larger sale. What about that WANT-ADVT!

Francis Pomey, Stephen Wells, John Hewitt, Charlotte Freke, Elsie Freke. 10c. each—Miss Mary Hewitt, Esau Read, James Coffin, Jr., Christopher Cobb, Horatius Head, Steph. Freke, Joseph Head. Total—\$95.90.

A Tempting Offer!

Two well built houses (near head of Quidi Vidi Lake) with concrete foundations plastered throughout, now occupied by Messrs. Malone. Apply

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

Our Motto: "SUUM CUIQUE."



(To Every Man His Own.)

The Mail and Advocate

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

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ST. JOHN'S, N.F.L.D., JUNE 5, 1914.

OUR POINT OF VIEW.

THAT COMMISSION.

FOUR weeks have passed since Judge Knight's famous report was handed to the Government. Over two months have passed since 173 Sons of Toil sank with the Southern Cross and found watery graves, but not a finger has been moved by the so-called Government to ascertain any particulars of the awful disaster. The ship was insured. Her cargo was insured. The men's shares should have been insured. The friends of some of the drowned martyrs have applied for their son's share of seals, but have been met with a point blank refusal.

It is just possible that the friends of those who went down with the Southern Cross will combine to test the laws regarding the company's liability in the matter.

The inquest into the Newfoundland's disaster which proved that 78 men were placed on the ice floe to perish has ended in a farce, yet no move has been made by the three or four dunces now running the Government to institute a proper enquiry by a special commission.

In Canada they do things differently. There in the case of the Empress of Ireland a commission was decided upon within 24 hours after the catastrophe. Men governs Canada. A noble man represents the Crown, and what should be done has been done.

Here we are treated as serfs. Russian serfs were treated with more respect than the Government treat fishermen.

The fishermen North turned down Graballism and sent Squires and Blandford back with their tails cut. Blandford had to flee from Bonavista town in a motor car. The Graballs did not secure as many votes within 3300 as the Opposition Party did.

The President of the Union defeated two Ministers of the Crown by upwards of 2000 majority in a district which returned those ministers the previous election by a majority of 2600.

The Government won the West by sectarian appeals of the foulest and most shameful character.

They kept two departmental posi-

tions vacant during the whole of the Legislative Session. They then ignored the practices of Responsible Government and defied the wishes of a majority of the electorate.

As soon as the House closed they placed two defeated candidates—Squires and Blandford—in the Legislative Council—now known as the Dumping Asylum—and placed them into positions the people had three months before decided they were unworthy to occupy.

They therefore by the aid of Governor Davidson stole two positions as Ministers of the Crown from the Colony and wrongfully gave them to those two discarded and badly beaten political nonentities.

They refused to reduce expenditure and increased taxation \$750,000. They squandered the taxes in such a manner as to overdraw accounts by over half a million dollars.

They sought to raise the deficiency by loans. They promised to construct five branch railroads at \$4,000,000 and now they confess they were but \$4,000,000 out in their estimate and sent their leader to London to borrow \$2,000,000. He failed to do so, but secured one million as a temporary loan to be repaid next year.

Now they find the revenue short of meeting expenditure by some \$200,000. In three weeks \$525,000 are due for the half year's interest on the debt of the Colony. That \$525,000 they have not available. They will have to secure it from the Bank of Montreal as another temporary loan.

The long and short of it is the Colony is in a desperate financial condition and there is no one in the Government competent to restore conditions to the normal.

What about it? What is Governor Davidson doing? Do he intend to permit the Colony to go to certain ruin?

He is to blame somewhat for not compelling Morris to open two districts in order to fill the two Departmental positions.

The whole business stinks. It is rotten to the core. A black cloud covers the Colony. The only remedy is to replace the gang by a new government.

JUDGE KNIGHT'S REPORT.

JUDGE KNIGHT finds defense for Kean's action in putting the Newfoundland's men on the ice in the face of a coming storm, in that he thinks the barometer did not give any warning. Judge Knight is wrong, but let us for the moment waive all argument on that point, to consider another aspect of the affair.

The question as to whether a storm was indicated by the barometer must be decided by recognized meteorological experts.

But there is a side to the question of having put those men on the ice at that hour and time, that all men are capable of appreciating, and that is the humane aspect of it.

Consider that those men had been travelling nearly five hours over very rough and toilsome miles of ice. The matter of how many miles may be left out, the time occupied in making the journey from the Newfoundland to the Stephano is enough for our consideration. It took from 7 in the morning to 11.30 or nearly noon. You may be sure that some of the poor fellows were feeling a bit weary even then. They were put on the ice again about noon or a bit later. They were then directed to travel about two miles to a patch of seals where they were expected to kill a thousand and to pan them, after which they were to travel back to their ship.

The men had a pretty heavy task out for them even if they were perfectly fresh men, that had not up to noon walked a mile. But they had done half a day's journey, and the better half of it at that. There are those who want us to believe that the distance separating the two ships in the morning was not more than five miles. Among them the two Keans and Tuff. Well if we take their view of it, it makes it all the worse for Kean. It would show that the men travelled at about one mile per hour. Now Kean expected them in the afternoon to travel another two miles, which translated into time means two hours.

Now that would make the time of reaching the seals two o'clock. He must have been a brutal man indeed to have driven men to the awful task, and when one considers the threatening aspect of the weather, the rising wind, the increasing snow, and the general lowering of the sky, one must but confess that Kean has a heart as callous to the suffering of men, as his intelligence was thick to the indications of the barometer.

Kean was very anxious to prove that he took the men nearer to their ship, and had his intelligence been any way equal to his desires he certainly would have proven it. But he proved the very opposite, for instead of bringing them nearer, we can take his own evidence to prove the fact that he took them farther.

What can be said of the brutal man who could serve fellow creatures in such a heartless manner? Even had the weather been fine, his act would have been a brutal one. What can be

thought of the judge who could bring in a report exonerating Kean from criminal liability, and not only that but to whitewash him entirely?

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 newswiest in the country.—Editor.

WONDERFUL INSTITUTION.

(Editor Mail and Advocate)

Dear Sir,—I was very pleased to read your remarks concerning the closing of the stores at 6 p.m. and keeping holidays in the outfitting season, when so many outport men were preparing for the season fishery, and I wish to endorse all you wrote and congratulate you upon the pluck you have shown in calling public attention to such a matter. All the outport people are with you on those matters, and will stand by you if such is required.

I also congratulate the Trading Co. upon the great business it is now doing. The Union wharf is constantly filled with schooners taking goods and supplies. The place is alive with Coaker engines. Everyone is rushing along at top speed to meet the demands of the customers.

In the store Mr. Bryant and his assistants are rushing things in good shape, goods rushing in and dozens of hands rushing it out.

Full Capacity.

The shop under Mr. Grimes is also rushed to its full capacity. I notice with pleasure that he keeps his assistants at work until 9 p.m. to satisfy the rush of business.

In the office Mr. Thistle is on the alert from morn till late at night, and he is a great help to President Coaker, as the constant reply from the President now is to see Mr. Thistle. Mr. Halfyard, who is boxed in like a paying teller in a bank, is busy taking in cash, opening registered letters and handing out cheques. A constant stream of goers and comers keeps him going.

Bell Boy.

Mr. Crumney is constantly on the alert attending the bell from the President's office. Mr. Crumney seems to be an active and obliging young man, for the fishermen knows it is alright when Mr. Crumney announces to the President that such a man is waiting. "Now then, sir, it is your turn, come along," is what the observer hears now and again from Mr. Crumney.

Another chap named Bourne seems to be busy also working a machine

that they tells me does the counting, and a young lady that Mr. Halfyard told me was Miss C. Kendell, is in an office to herself and operates the typewriting machine.

In the Factory.

In the factory a dozen girls are busy with sewing machines, while boys and men are doing other work in clothes making.

In the press room machines are constantly going and everyone seems to be rushing at top speed. That makes our clothing. Supplies us with goods and provisions cheaper than any other store and pays us 10 per cent. dividend on our money.

Beyond Question.

They say Coaker is a wonder. Well, there is no doubt now but that he is. The business is growing by leaps and bounds. The crowd doing business grows larger and larger. The sales of the papers are rapidly increasing.

The Tories are more and more convinced now that Coaker can't lose, and even premiers and governors must mind number one now, or Coaker will make them toe the line.

Go ahead, Mr. Coaker, your work is wonderful. May God continue to bless your work and bless you with good health. That He will, for you are looking better this time than I ever saw you look before. Work don't hurt you, that's sure.

—A FLAT ISLAND PLANTER, St. John's, June 4, 1914.

A UNION TOWN NORTH.

(Editor Mail and Advocate)

Dear Sir,—As a Union man I rejoice to read your remarks of last Tuesday about the loss of time by the fishermen Spring and Fall in coming to St. John's to do business. If we had a large business at Catalina the fishermen from Fogö District, Bonavista District and Trinity Bay District could do our business at our own store at Catalina.

Fish could be taken there and exported as well as all other produce. Our own steamer could bring the goods from England and most of the American goods could come across the country by train to Catalina. It can be done.

The President has done wonderful things in five years and if he would decide to make Catalina headquarters for the North, very soon that magnificent harbor would be filled with craft and do a large trade.

St. John's must treat the fishermen right or we will get along without coming to St. John's and do our business quicker, save much risk in the Fall, and buy our goods cheaper.

I am ready to take \$1000 worth of shares in addition to what I have in event of money being needed to operate headquarters at Catalina. Trusting God's blessing will follow President Coaker and every success will attend the Union.

—VALLEYFIELD PLANTER, St. John's June 4, 1914.

ADVERTISE IN THE MAIL AND ADVOCATE FOR BEST RESULTS

Week-End Programme at Nickel

THE TRAGEDY OF BIG EAGLE MINE.

A Kalem Production. in 2 Reels 2. Story will Appeal to all.

A Pathe Weekly and Two Comedy Reels.

Usual Big Matinee Saturday.

MONDAY, A LUBIN DRAMA, THE END OF THE QUEST, IN TWO REELS.

A Special EXTRA Performance

In honor of His Excellency the Governor Sir Walter Edward Davidson, K.C.M.G., and Lady Davidson

Who have signified their intention of being present.

Methodist College Hall at 8.15 sharp

FRIDAY EVENING JUNE 5

EDWIN BOWER HESSER Announces

IRISH - SCOTCH NIGHT

By Mme Scotney and the assisting stars of the Boston Opera Company

GALA DOUBLE BILL!

Full Irish-Scotch Programme, including

The Wearin' o' the Green.
Kitty of Coleraine.
O'Donnell Aboo.
Comin' Thro the Rye.

Believe me, if all those endearing young
Come Back to Erin [charms].
Killarney.
Robin Adair.

AVE MARIA—By Scotney.

Also "Fairy Pipers," by Scotney, and "Drink to Me Only With Thine Eyes," by Howard White. Preceded by

FOUR Famous Operatic Numbers.

Waltz Song from "Romeo and Juliet"..... SCOTNEY
"La Donna Mabile"..... RAMELLA
Barcarolle, "Tales of Hoffmann"..... SCOTNEY-SAPIN
Quartette from "Rigoletto"..... BY COMPANY
Medley of Scotch and Irish Melodies, on the Organ. And

'MARTHA,' 2nd act, in Costume

Popular Prices:—

BEST SEATS..... \$1.00
First 15 rows at..... \$1.00 each
Next 10 rows at..... 75c. each
Balance of house at..... 50c. each
All Seats are Reserved.

Sale opened noon TO-DAY, Thursday, Atlantic Bookstore.

TREMENDOUS SUCCESS:—

Thos. A. Edison's Talking Pictures

THEY TALK! THEY LAUGH! THEY SING!

Programme Changed To-day Thursday,

NOTE:—With the change of programme we will repeat by request:—SHAMROCKS FROM IRELAND—COLLEGE DAYS—THE JOLLY BLACKSMITHS.

Every Afternoon at 2.30. Every Night at 8.30.

DON'T MISS THE BIGGEST HIT OF THE YEAR.

AT THE CASINO.



IN BLACK ONLY

SATISFACTION.

By the Study of this very Latest Creation in Millinery

THE MATRON HAT

\$1.20

If you are Satisfied, cut out this copy and MAIL YOUR ORDER DIRECT.

S. MILLEY.

UNION LEADER CONDEMNS WHOLESALE EXPENDITURES MADE WITHOUT AUTHORITY

Thursday, Feb. 26th.
Mr. Coaker—Mr. Chairman, the Finance Minister had stated that as over one hundred motors are imported into the country during the past few years, we should not hesitate to authorize the loans now before us.
The Government have made these expenditures on lighthouses and alarms without any legislative authority, but how much extra money did they spend in the way of increasing the widow's dote, or on the small pension given to worn-out fishermen? This \$360,000 was spent last fall, but not a cent on the fishermen of this Colony.

Only a Figure Head.

If Governments without any authority are permitted to do these things what is the use of this House of Assembly? If you can spend \$360,000 in this way, there is nothing to

prevent you spending a million dollars. The Government should have asked the Legislature last year for this money, as they then knew they would require it for the purposes set forth in this Bill.

I am going to be very brief in my remarks as had the clock not got to 6.30 when it did, I would have finished within a few minutes.

Now, I was trying to give the Minister of Finance and Customs a little good advice, and if I continue in that strain for a few minutes it would not do him any harm.

Good Start.

He has started Lent very well by making a confession because he introduced his Budget on Ash Wednesday, and revealed the misdeeds of the last twelve months. Now, that would have been all right, if in his confession he had told us all. It is no good

for him to make a confession and only reveal part of his misdeeds. If he had told us everything we might have been able to give him absolution, but I am afraid that half has not yet been told.

Now, if I were sure that everything was revealed, and there was no more to follow, I would be able to make up my mind as to whether absolution were in order. I would be very glad to hear in this Budget that the Government proposed to add at least another four hundred to the Old Age Pension List.

No More Additions.

They went on for two or three years and added four hundred a year until they had 1200 on the Pension List. Now, they could have proceeded and voted another \$20,000 for this object instead of bringing in this tremendous amount of \$850,000 in increased taxation, which will have to be paid by our people within the next twelve months, and it is a great pity that with all the poor, worn-out fishermen we have in this country, there should not be another addition to the pension list.

I have received a number of applications since the House opened for men of the age of 74 and 75 years,

who are getting perhaps \$20.00 a year and some of them nothing, and if we could only help these poor old men even the increased taxation it would not seem so bad.

Poor Taxed Extra.

Now, instead of finding an addition to this Pension List we find that the poor people have to pay an extra tax on their glass of rum and five cents do not drink rum or use tobacco. Neither of these taxes will affect me because I do not drink rum or use tobacco. I suppose if I tell the Minister of Finance this he will try and get the money out of me in some other form. I know if the Premier were to try he could get at me in some way, because they say there is nothing he is not able to do if he tries.

Now, I am really sorry that another four hundred have not been added to the list, because there are fully 400 more worn-out fishermen who are just as much entitled to this pension of \$50.00 a year as the 1200 who are receiving it at present. Why you should let it go to the 1200 and allow the other 400 to go without it, is a thing that puzzles me.

Burin Was Fortunate.

The public accounts which have been tabled show that there was a lot of money spent last year. I notice that around Burin District some of the harbors were very fortunate. I notice that St. Lawrence came in for a tremendous slice of the special grants during the year. \$3,100 was spent there, and I would like to know how it comes that such an amount as this was spent in one harbor in the District of Burin.

Of course it was not because the District of Burin was known to be pretty evenly divided, and that there had been only a majority of one or two votes in the previous election. St. Lawrence at the previous election was known to have been Liberal. I do not say that there was anything wrong, but it seems strange to me that this large amount should have been spent in this place just before the election.

Administer Advice.

Now, Mr. Chairman, I intend to go into the Budget a little later and administer a little good advice when we get into Committee on Monday, and I shall not at present further criticize the proposals tabled by the Minister yesterday.

It would not do for me to take up the time of the House in considering these matters, while we are in Committee on the Budget. Nevertheless, I hope we shall not hear again the remark made by my hon. friend as long as we are members of the House, and we shall be here as members as long as he will.

Slim Excuse.

No less a sum of money than \$360,000 was spent without the authority of the Legislature, and the only justification that has been advanced has been that it was spent among the people.

The spending of money in this reckless way is wrong in principle for, if the executive can spend that amount without authority, what is going to prevent them from spending a million dollars?

What is the good of the members meeting here if the Government can spend money without the authority of the House? I hope we shall not hear of it again.

ADVERTISE IN THE MAIL AND ADVOCATE FOR BEST RESULTS

Tailoring by Mail Order

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

A trial order solicited.

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

JOHN ADRAIN,
MERCHANT TAILOR,
ST. JOHN'S.

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

DR. F. W. BURDEN

330 DUCKWORTH STREET

HOURS:

9 a.m. to 10.30 a.m.
2 to 3 p.m.
7 to 8.30 evenings.

St. John's Municipal Council

Owners of horses who are desirous of helping the Municipal Council to clean the town are requested to send same to the Slaughter Stables by seven o'clock in the morning.

By order,
JOHN L. SLATTERY,
Secretary

may 26, 71

Codfish



Just the Quality for RETAILERS.

SMITH CO., Ltd.

Ice! Ice!

Send in your order for the daily supply of ICE delivered every Morning (Saturday evening for Sunday).

SATISFACTION GUARANTEED.

Terms on application to

HENRY BLATCH,
51 Long's Hill.

may 22, tf 'Phone 644.

READ THE MAIL AND ADVOCATE

Wanted!

To purchase at once

ONE GOOD TRAP BOAT!

Apply

L. R. ANDREWS

276 WATER STREET
P. O. BOX 67.

ADVERTISE IN THE MAIL AND ADVOCATE

To Farmers, Gardeners, &c.

For the destruction of insect pests, such as wire worms, slugs and grubs of every description use

VAPORITE!

It prevents worm holes in potatoes and acts beneficially to all root crops by fumigating the soil and destroying insect life, largely increasing the yield, making the crops more presentable by the absence of blemishes.

Get our booklet.

G. Knowling

Stoves! Stoves!

Tinware! Tinware!

We have received a shipment of

STOVES

"Star Stirling," "Improved Success," "Improved Standard."

We also carry a large stock of

Tin Kettles, Boats Kettles, Measures and Funnels.

Local Councils and Union Stores requiring such goods should order at once.

Fishermen's Union Trading Co., Limited.

Skinner's Monumental Art Works

Head of Beck's Hill - Duckworth Street - St. John's, Newfoundland



FORGOTTEN. REMEMBERED.

If you want a nicely finished Headstone or Monument, see our stock, or write for our Catalogue of sizes and prices, and our mail order system. We give first-class stone sockets with all stones. Beware of cheaper imitations now in the market. First-class always. Second to none. First-Class Lettering a Specialty. Catalogue of prices sent to any address on receipt of Post Card.

Mail and Advocate \$2.00 a Year.

A Special Showing of

Trout Rods!

SPECIAL GREENHEART SALMON RODS
13 and 14 feet. \$7.00, \$8.00, \$9.00
LEADER GREENHEART SALMON RODS
13 and 14 feet. \$4.00, \$5.00
SPECIAL GREENHEART FLY RODS
10 to 12 feet. \$3.00 to \$12.50
HICKORY FLY RODS
10 to 12 feet. \$1.80 to \$5.00
BEST SPLIT CANE RODS (ENGLISH)
11 and 12 feet. \$10.00 to \$13.50
SPLIT BAMBOO AND STEEL RODS IN GREAT VARIETY.

SEE OUR TWO LEADERS.

Split Cane Rod, 90c.

Steel Fly Rod, \$1.25

WADERS, BROGUES, LANDING NETS, REELS, FLYS, ETC., IN GREAT VARIETY.

Martin Hardware Co.

Advertise in The Mail and Advocate

Outport Fishermen NOW IN TOWN Come to Devine's Great Removal Sale.

OPEN EVERY NIGHT TO 10.30

J. M. DEVINE

The Right House 167 Water St.

News of the City and the Outports

Winsor's Store Destroyed by Fire

Loss Involved is About \$6,000.—An Arrest Expected in Connection With Fire

At a late hour Wednesday night the store of Capt. S. R. Winsor, at Badger's Quay, was destroyed by fire. It is believed to be the work of an insane young man, who some time ago was discharged from the Lunatic Asylum.

He had been home all the winter, and it was necessary for his father to keep watch over him all the time. The building evidently was fired from the inside. It had gained such headway that before assistance arrived it was a mass of flames.

A man named Dyke will likely be arrested in connection with it.

The building and stock was all destroyed and Capt. Winsor is the loser of about \$6,000, as he carried no insurance.

The captain's residence was not destroyed, as it did not ignite.

Bank Fishermen Turn up Safely

Went Adrift From Schooner in the Gulf But Got Ashore Near Cow Head.

A message to the Assistant Collector yesterday, from Bonne Bay, stated that the schooner Marion, Muse, master, of St. Jacques, had arrived there from the Banks, and reported that on Monday, June 1st, when fishing about 20 miles N.N.W. of Bonne Bay, two of the crew, James Barnes and John Power, went astray in their dory and fears were entertained for their recovery.

Later a message was received that the stragglers had landed at Gull Marsh, 6 miles south of Cow Head, and were none the worse of their experience.

Committee Of Mt. Carmel Meet

Annual Meeting Was Largely Attended.—Executive Were Re-elected.

The managing committee of Mount Carmel cemetery met last evening, it being their annual meeting it was largely attended, thereby showing great interest in the work intrusted to their care by His Grace Archbishop Howley.

After the business has been disposed of the election of officers took place by the appointment of Jas. McGrath, as Chairman, to conduct the election which resulted in the old and trusted executive being re-elected unanimously; Chairman, M. Malone, Esq.; Treasurer, J. Dalton, Esq.; Secretary, J. P. Grace, Esq.

The various sub-committees were appointed to work in conjunction with the officers during the year, Messrs. McGrath and Bulger were chosen as auditors.

The Chairman appointed collectors for Sunday's collection for cathedral, St. Patrick's and St. Joseph's. We trust that all our readers interested will respond most liberally without fail.

A DISGRACEFUL SIGHT

Pedestrians passing up and down Cochrane Street last evening could not be but disgusted with the disgraceful condition of the place. The west sidewalk was almost impassable because of rubbish and old papers.

Cochrane Street is one of the principal streets of the city and some effort should be made by the Council to remedy the state which existed last evening.

DEATH OF MRS. SMYTHE

Mrs. Robert Smythe, Water Street East, died at her residence last evening, after an illness of two weeks' duration. Deceased was 78 years of age and was highly respected.

She leaves four sons, Edward and Robert residing in Toronto, Thomas and Michael in this city, and one daughter Mrs. (Capt.) W. Martin, also of St. John's.

The funeral takes place Sunday afternoon.

To the sorrowing relatives The Mail and Advocate extends sympathy.

GOLF TOURNEY

The first golf tourney took place Wednesday. The winner was Hon. S. Milley, with 78. Messrs Cecil and Jack Clift were next with 77 each.

Advance Notes On the Regatta

Guards Will Take Part.—Bob Sexton To Build New Racer.—Chaffeur Crew.

We are informed that a crew from the Methodist Guards will take part in the coming Regatta this year, and are determined to win first place in their own favorite boat, the "Guard."

Several members of the M. G. have interviewed President Hiscock regarding the legality of their having a place on the programme on our Derby Day. The genial Mr. Hiscock informed them that there is not, nor will there be any hindrance to them whatsoever, as long as they are in good standing in the corps.

The fact of them being without an armory, owing to the unfortunate fire, which left them "homeless," does not debar them from participating in the coming Regatta.

The Chairman of the C.C.C. Boat Club has already received several applications, verbal and otherwise, for their new boat.

The "veteran" Bob Sexton is now busy preparing the material for the construction of the C.C.C. new racer. From Bell Island we are told that one of the crews from that prosperous centre on Regatta Day, will be from the C.C.C.

The C.C.C. Boat Club will hold its monthly meeting to-night in their rooms, Mechanics' Building. Important business will be transacted.

A crew of chaffeurs intends taking part in the Derby. There are some excellent sportsmen in the "bunch" and it is believed they will make a good showing.

SHIPPING

HUMP HAS ONE WHALE
Job's whaler Hump operating at Dublin Cove, has only one fish to date.

ADVENTURE FOR SYDNEY
S.S. Adventure after discharging her cargo of coal, proceeds to North Sydney to load for this port.

BONAVENTURE AT BOTWOOD
S.S. Bonaventure arrived at Botwood at 6 p.m. yesterday. She met heavy ice off Fogo. She had to go through Store House Tickle. She will leave again to-morrow morning.

WORD FROM PROSPERO.

Bowling's coastal department had the following from Capt. A. Kean of the Prospero, yesterday: "Came direct from Coachman's Cove to Engle. Heavy jam ice in Green Bay and Confusion Bay. White Bay clear except South Side. Think coast clear to St. Anthony; all well."

Prospero arrived at St. Anthony at 10.30 last night and left at 5.30 a.m. Portia is at North Sydney.

S.S. Digby left Liverpool at 7 last evening.

S.S. Sinbad leaves Fort William to-morrow for this port.

S.S. Bellaventure, which is going to the Labrador, was off Fogo Wednesday morning.

Schr. Mary E., Capt. S. R. Winsor, arrived yesterday. The vessel goes on dock for overhauling.

S.S. Coban, Capt. McPhail, 2 days from North Sydney, arrived last evening with coal to the R. N. Co.

Schr. Mariner, Capt. Hann, 12 days from Halifax, has arrived to Collin Campbell with general cargo.

Schr. G. B. Cluett, 22 days from Barbadoes, has arrived to Smith & Co. with a cargo of molasses.

Schr. Louisa A. W., 4 days from North Sydney, has arrived to A. Goddridge & Sons, with cargo of coal.

S.S. Florizel leaves at 3 this afternoon, taking as additional passengers J. S. Stricker, W. J. Fisher, J. C. Jones, Miss M. Loder, Mrs. Way and 8 steerage.

Job's little steamer Tommy left this morning for the Straits, via Hant's Harbor. Mr. J. G. Stone, M.H.A., took passage to the latter port by her.

G.F.S. Puts On Pleasant Time

Hold Entertainment in Aid of Building Fund.—Affair Well Attended

A pleasing entertainment took place in the Synod Hall under the auspices of the G. F. S., in aid of the new building fund. There was a large attendance.

The following programme was rendered:

Pianoforte Solo—Mr. A. Crocker.
Song—Mr. J. Spooner.
Dialogue—Misses Coaker (2), Noonan, Stevenson.
Dance—Misses Reid and Lyon.
Song—Miss Reid.
Pianoforte Solo—Miss Ellis.
Dialogue—Misses Coaker (2), Noonan, Stevenson.

There was a sale of candy, which helped swell the receipts.

Rev. J. Brinton thanked all for their help and announced that there would be a sale of work in the autumn.

The singing of the National Anthem brought the very pleasant evening to a close.

ROSE BLANCHE COUNCIL

Friend W. C. Stickland, of Channel Council recently visited Rose Blanche and established a Council of the F.P.U.

We congratulate Rose Blanche upon the establishment of a Council, and trust that under the management of Mr. Hurley, success will follow their efforts to improve the "Tollers" condition along that shore. The officers are as follows:

Chairman—Thos. Hardy.
Deputy Chairman—James Hearst
Secretary—Ab. Hatcher.
Treasurer—Jas. Keeping.
Door Guards—John Parsons and David Stroud.

Will Fish On Treaty Shore

Number of Schooners Reported as Having Cleared From Twillingate.

A report from Mr. A. J. Pearce, of Twillingate, received yesterday by the Board of Trade, stated the following schooners had left for the Treaty Shore during the week ending May 30th:

Schr. Muriel, 6 men	T. French
Player, 7 men	F. P. U.
Sea Lark, 9 men	W. Ashbourne
Invincible, 7 men	W. Ashbourne
Circassian, 6 men	J. W. Hodge
Mayflower, 8 men	J. W. Hodge
Benlah, 9 men	Geo. J. Carter
Humming Bird, 9 men	W. Ashbourne
Robin, 8 men	J. Young & Co.

Writ is Issued For \$126,000

Messrs. Furlong & Conroy to-day issued a writ on Mr. J. McMartin for Messrs. Job Bros. & Co. for \$126,000, the balance on the sale of property on the Labrador.

Invermore arrived at Basques at 7.10 a.m. The express left on time.

Steamers Sagona and Fogota are now on dock undergoing repairs.

S.S. Morwenna leaves at noon to-morrow taking the following additional passengers, A. Maddock, W. G. Burgess and 3 steerage.

St. John's Municipal Council TENDERS!

WALL AND FENCE

TENDERS addressed to the undersigned and marked "TENDERS FOR WALL AND FENCE" will be received until MONDAY, 8th inst, at 10 a.m., for the CONSTRUCTION OF A WALL AND THE ERECTION OF A FENCE AT BANNEBMAN PARK.

Specifications of the work and all other particulars given on application at the Office of the City Engineer.

The Council is not bound to accept the lowest or any tender.

By order,
JOHN L. SLATTERY,
Secretary-Treasurer

NINE MONTHS' HARD

The laborer Rogers, who was charged with assaulting a little girl and boy, was sentenced to 9 months in jail with hard labor, yesterday.

DISHONEST SALMON VENDORS

A gentleman in a central office informs us that yesterday he purchased a salmon and was charged for 8 1/2 lbs. A half hour later when he weighed it in a shop he found it had decreased to 7 1/4 lbs.

Every year we hear of similar complaints, and it is about time the municipal authorities made an effort to protect citizens.

PRICES AT BAHIA

The Fisheries Department had a message from Bahia yesterday that the price of fish was 42 to 43 milraes per drum, and the market firm.

"Coaker" Engine The Favourite

Trading Company's Expert Kept On The Hustle Making Many Installations

Mr. Trenholme, the Coaker engine expert, was busy yesterday superintending the installation of engines at the F.P.U. wharf, where Messrs. Alex Gardner, Eli Powell, Stephen Roberts and John Vey, were lacing Coaker engines in their trap skiffs.

In the evening they underwent a trial test and skipped the waters of the harbor in splendid style, greatly delighting the owners.

Busy Man

Mr. Trenholme has been busy installing engines the last two weeks and he leaves for Catalina this evening to look after the fleet of Coaker engine boats there, after which he proceeds to Keels.

The manufacturers of the Coaker engine are to be congratulated upon the manner in which they turned out the engine, for they give every satisfaction and have come fully fitted and in splendid order.

Another large shipment is now due, and a number of those engines will be constantly kept on hand.

Sole Selling Rights

The Union Trading Co. possess the sole right of selling this engine, and it will not be sold to anyone but fishermen.

A 4 H.P. and 8 H.P. 4 cycle Coaker engine will soon be placed on the market and every fisherman will be able to equip his boat with any size Coaker engine.

A shipment of 2 H.P. engines, suitable for dory use, is now also due.

The demand for motor engines is very great and about 800 engines have been imported this spring to meet the demands.

Job-McMartin Case Concluded

Signature at Foot of Note Given the Messrs. Job Declared a Forgery.

Judgment has been handed down in the case of Job vs. McMartin, in which the former sued for \$100,000 the face value of a note alleged to be given them by the McMartins.

The judges decided that the note signed "J. McMartin" was a forged one and that the Jobs, therefore, could not recover on it.

The question as to whether the McMartins owe any balance of payment to the Jobs was in no way affected by the judgment of the court which simply dealt with the bona fides of the note.

PERSONAL

Mr. C. F. Bishop, is at present in the city.

Mr. and Mrs. H. Baird are returning by the Digby.

Mr. G. Humphries, of Marshall and Aston, Manchester, arrived by the last express.

Mr. R. Poyser of Barton, and Jones, Manchester, are due next week, on a business trip.

Rev. E. M. Bishop, of Winterton, leaves next month for Arcola, Saskatchewan, where he will work in future.

Mr. B. A. Patterson, the popular representative of the Fore Street Warehouse Co., is coming on the Sardinian.

COUNCIL MEETING

The weekly meeting of the Municipal Council takes place this afternoon at 3.30.

NINE MONTHS' HARD

The laborer Rogers, who was charged with assaulting a little girl and boy, was sentenced to 9 months in jail with hard labor, yesterday.

DISHONEST SALMON VENDORS

A gentleman in a central office informs us that yesterday he purchased a salmon and was charged for 8 1/2 lbs. A half hour later when he weighed it in a shop he found it had decreased to 7 1/4 lbs.

Every year we hear of similar complaints, and it is about time the municipal authorities made an effort to protect citizens.

PRICES AT BAHIA

The Fisheries Department had a message from Bahia yesterday that the price of fish was 42 to 43 milraes per drum, and the market firm.



Ladies' Oxford Shoes!

Ladies' Oxford Shoes!

See Window for some of the Styles of Shoes we are offering this week at a most attractive Figure--In Dongola, Patent Leather and Gun Metal **1.50** All Sizes From 2 1-2 to 7.



A THRILLING PICTURE AT THE NICKEL

The Nickel Theatre to-day presents the two reel Kaem feature picture, "The Treachery of Big Eagle Mine." This is a thrilling story of the greatest interest and was well received in New York where it was first presented.

Miss Gardner will repeat here popular song, "You made me love you, I did not mean to;" and Mr. McCarthy, "My Girl Sal."

The manager has arranged a special programme for the matinee Saturday.

NOT YET ATTENDED TO

The dangerous chimney in a house on Military Road, just east of the convent, which we brought under the notice of the authorities, has not yet been attended to. Perhaps some action will be taken after an accident has occurred.

Here is a chance for Head Dawe to get busy.

PRESENTATION

Mr. Fred Seymour, of Knowling's West End dry goods, who leaves shortly for California, was presented with a costly pipe and box of cigars last evening.

The presentation was made by the manager, Mr. John Williams, who wished him on behalf of the employees every success in his new home.

ANOTHER TRAGEDY FEARED.

Deputy Minister of Justice Hutchings had the following message from Magistrate Vatcher, Old Perlican, to-day:—"Capt. G. Button, of schr. Stiletto, bound from Random to Old Perlican, yesterday passed a schooner bottom up about centre of Trinity Bay, N.E. of Hant's Harbor Head. Schooner appeared to be about 40 tons. Wind and sea too high to make investigation. No sign of any other wreckage around."

TROUTER MISSING

Thos. Hurley, express driver at J. D. Ryan's, who spent the holiday fishing at Maher's station, is reported missing.

He left his companions, Messrs. Brown and Simms Wednesday morning, intending to be gone an hour, but up to the time the train let that evening he had not turned up.

He did not arrive by the local yesterday and search parties will be sent out to look for him.

ENTERED HOSPITAL

Mrs. Harriet Hunter and Elsie Wheelch, both of Bonavista Bay, entered hospital to-day.

NO CHANGE AT OPORTO

The Fisheries Department had a cablegram, from Oporto to-day that there is no change in the price of fish to report.

STORM SIGNAL UP

No. 1 storm signal, indicating a gale at first from East shifting to South and South East, was ordered up to-day.

MISSING TROUTER SAFE

Mr. Hurley, the trouter who strayed away from companions at Brigis Junction, is safe, and arrived in town this morning.

He lost his way and travelled thru the woods to Whitbourne where he joined the train.

SIGN OF FISH

Mr. Louis Mallowney, Witless Bay, secured fifteen fine fish on Tuesday last. This is the first trap fishing reported from the Southern Shore this season and augers well for the fishery.

RAILWAY EMPLOYEE INJURED

W. Drover, of Bay Bulls, arrived by the accommodation train this morning for treatment at the hospital. He is an employee of the R. N. Co. and had his foot crushed by the cars.

SHORT OF COAL

The dredge No. 551, Capt. Reddick, 20 days from Glasgow, arrived yesterday morning short of coal. She will take a supply at A. Harvey & Co.'s.

The dredge is intended for work on the St. Lawrence.

Schr. Nereid, W. Bennett, has cleared from Trinity for Sydney, in ballast to load coal.

Schr. J. R. Bradley, Capt. Arseno, has cleared from Channel for Gloucester with 30922 lbs. salt bulk fish, 19 bbis. cod roes for the Gorton Pew Co.

Bruce leaves North Sydney to-night