

French Excursion Steamer Capsizes—500 Perish

Boat Overtakes, Throwing Hundreds of Excursionists Without Warning into Rough Sea, After Panic Follows Sudden Listing

ALL WOMEN, CHILDREN ABOARD BELIEVED LOST

St. Nazaire, France.—Nearly 500 excursionists are believed to have lost their lives Sunday when the excursion steamer St. Philibert sank between St. Gildas Point and Pornic, about five miles from here.

Only eight survivors had been picked up by rescue boats late Sunday night and it was believed that, except for these, all the passengers and crew of the boat were lost.

The excursion steamer was carrying large holiday crowds on its run between Nantes and the island of Noirmoutier.

All of the eight who were rescued from the water by boats which put out for the scene shortly after the catastrophe were men. There were a number of women and children aboard the boat.

Panic Causes Disaster

A squall struck the boat in the late afternoon, the survivors said. It knocked the small steamer over on her beam ends, and the crowd, becoming panicky, rushed to the opposite side of the deck, causing the boat to capsize and spilling its load of human freight into the churning sea.

The eight survivors were more dead than alive when they were picked up after more than an hour in the heavy seas. They were saved, they said, by lifebelts which they managed to grab before they were thrown into the water.

The first information about the catastrophe came from the lighthouse keeper at St. Gildas Point.

The keeper saw the small stricken boat and overturned it and he immediately telephoned to Pornic for help.

Lifesavers put off at once for the spot where the boat went down and after they were on their way the keeper phoned the news to St. Nazaire.

Even after the receipt of this news the report that the boat had sunk was discredited here. It was only after the first of the survivors reached the shore that the reality of the catastrophe was accepted.

Thought Impossible

The operating company continued to insist that it was impossible for the boat to sink at this point, where the

water is shallow and navigation is protected by Noirmoutier Island.

One of the survivors, an Austrian named Silauek, was picked up by the tug Pornic, which was sent out from St. Nazaire. The other survivors were rescued by a lifesaver's boat. The boats also recovered the bodies of four of the passengers. Three of the bodies recovered were those of unidentified women.

A hope that the loss of life might eventually appear to be less than at first estimated was given by a report that many of the passengers left the boat at Noirmoutier Island to wait for better weather.

Private Excursion

The excursion was a private one, conducted by a co-operative society of Nantes.

Rough seas were encountered on the way to the island and many of the passengers, especially women and children, suffered greatly from seasickness. It is possible to reach the mainland at low tide, for about an hour or so, over an ancient causeway, and the hope was held that many of the sick passengers might have landed to take this means of crossing, and left the boat with that in mind.

It was pointed out, however, that there were enough on board when the squall struck to capsize the craft when they rushed to one side.

The survivors were taken to a hospital to-night.

Black Squall Descends

Disconnected stories which the survivors were able to tell after they were picked up by the boats indicated that a black squall descended suddenly on the excursion boat, capsizing it quickly.

A cloud, black as night, they said, rushed on the steamer from over the low-lying Noirmoutier Island.

The happy excursionists started out from St. Nazaire on what might be compared to a Canadian Sunday school picnic, to Noirmoutier, noted island of the monks of the middle ages but now a favorite haunt of French artists.

Similar picnics have been held on Summer holidays for many years, and have been considered without danger because of the island and the short crossing.

Sir Malcolm and His Daughter



Sir Malcolm Campbell, British speed driver, with his daughter Jean, following a demonstration of his racing car, the Bluebird, at Brooklands track, England, recently.

Mishaps Take 11 Over Week-End

Six Are Drowned, Five Killed in Variety of Accidents

Edward Demolen, 9, Sault Ste. Marie.

Miss Lola Andrews, Trenton.

Jean Rouleau, Lake Chibougamau. Youth named Smith, Sesikiniika Lake.

Winston McCloskey, 11, Ottawa. Carl McCloskey, 12, Ottawa.

Eugene Ingram, 34 Edeane Avenue, Toronto, collided with fire truck.

John Robertson, Adelaide township, smothered in gravel pit.

Allan Bruce, Algonquin, kicked by horse.

David Walker, 11, Welland, burned by power wire.

Harry Blodgett, 12, Peterboro, struck by auto.

The first consistently fair weekend in Ontario in the past two months saw the toll of dead by drowning and other mishaps in the province placed at eleven.

Sault Ste. Marie, Trenton and three Northton lakes were the scenes of the aquatic fatalities, while the locations of the other accidents were as varied as the nature of the mishaps.

A horse, a fire wagon, a gravel pit, a power wire and a motor car were involved, taking the lives of three men and two boys.

Boy Falls in Canal—While playing on the north bank of the Michigan Northern Power Company canal Sunday morning, Edward Demolen, nine-year-old son of Mr. and Mrs. Arthur G. Demolen, 1015 Augusta Street slipped into the water at Kimball Street and was drowned.

The body has not been recovered. Perishes at Picnic—Apparently seized with cramps when he went swimming in Sesikiniika Lake while attending a picnic there, an 18-year-old youth named Smith was drowned.

Smith was in a canoe alone, and when he jived into the water a short distance from shore, reappeared once and then sank. The body was recovered in seven feet of water an hour later, and resuscitation was attempted without success.

The body was taken to Kirkland Lake.

Brothers Die Together—Ottawa.—Two brothers, Winston and Carl McCloskey, aged 11 and 12 years, of Ottawa, were drowned Sunday afternoon at Wolf Lake, 40 miles northwest of the capital, where they had gone with their mother and older brother to spend the day.

No details of the accident were available here as a storm in the district threw communications out of order.

A brief message was received that the boys had been drowned and asking that grappling irons and dry clothing for their mother be sent to Wolf Lake. From the latter request it is thought here their drowning was the result of a boating accident, and that Mrs. McCloskey was saved. Later word was got through that their bodies were recovered.

Caretaker Drowns—North Bay.—In a communication received by the North Bay Police department from the Rouyn office of the General Airways Limited, relatives in Mattawa and North Bay were advised of the death by drowning of Jean Rouleau, caretaker of a camp in Lake Chibougamau, 200 miles northeast of Rouyn. It was stated that Rouleau had lost his life while crossing the lake alone in a canoe. Rouleau had been in the Quebec mining region for a number of years, and was regarded as an expert canoeist. He was a son of Mr. and Mrs. J. Rouleau of Mattawa.

Four Hurt At Oakville—Burlington.—About 1.30 o'clock Sunday morning a serious accident occurred east of Burlington at Osler's farm, when a car driven by Kenneth Good, 579 Jarvis Street, Toronto, crashed into a brick pillar at the Osler farm gates.

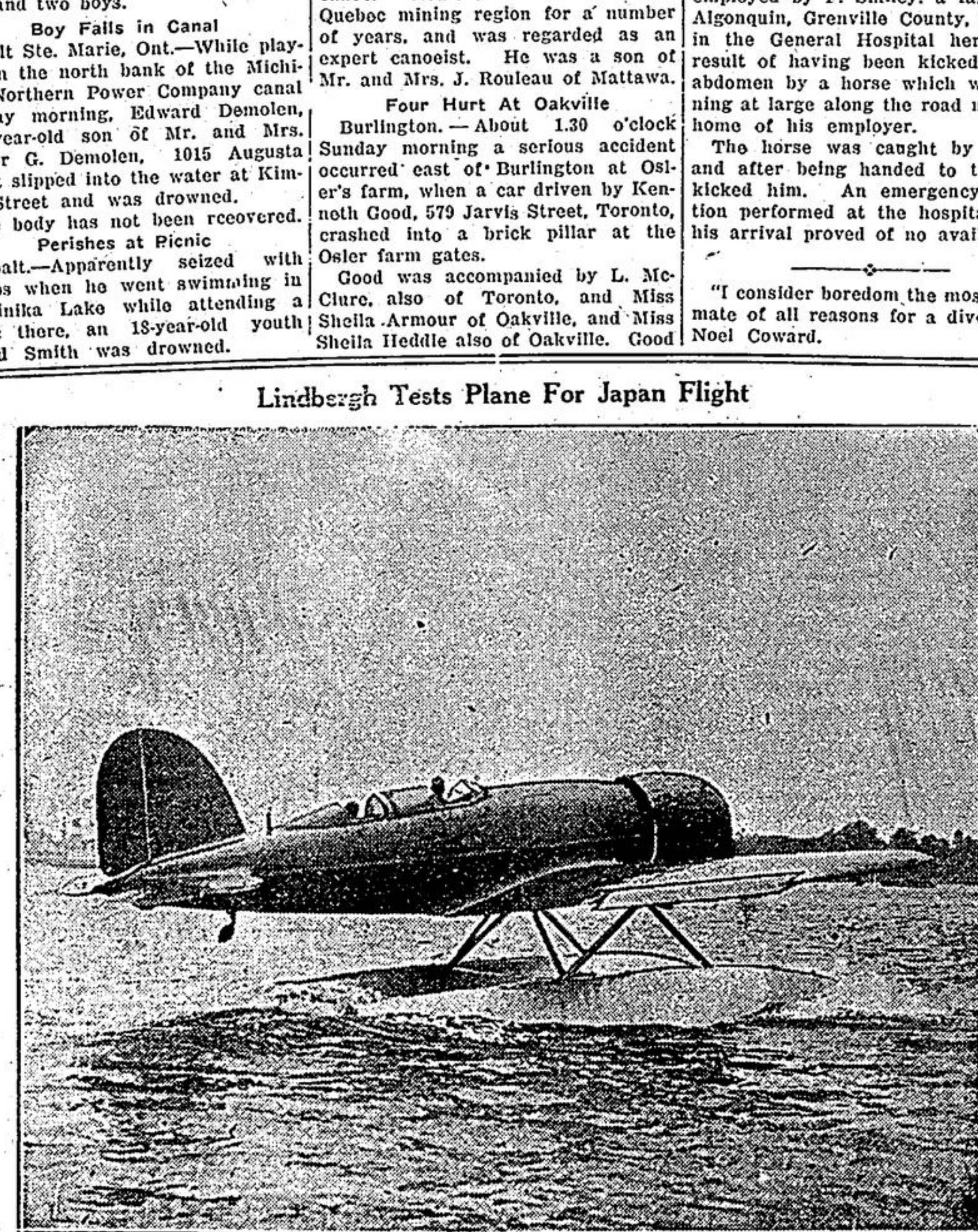
Good was accompanied by L. McClure, also of Toronto, and Miss Sheila Armour of Oakville, and Miss Sheila Heddle also of Oakville. Good received injuries to his head and legs McClure had his jaw broken, Miss Armour's arm was fractured and Miss Heddle sustained a broken collar bone. Traffic Constable B. Delaney investigated the accident, and the victims were taken to a Hamilton hospital.

Horse's Kick Fatal—Brockville.—Allan Bruce, aged 18, employed by F. Smiley, a farmer at Algonquin, Grenville County, is dead in the General Hospital here as a result of having been kicked in the abdomen by a horse which was running at large along the road near the home of his employer.

The horse was caught by Smiley and after being handed to the boy, kicked him. An emergency operation performed at the hospital after his arrival proved of no avail.

"I consider boredom the most legitimate of all reasons for a divorce," Noel Coward.

Lindbergh Tests Plane For Japan Flight



Colonel and Mrs. Charles Lindbergh testing positions which have been fitted to their ocean flying plane, at Glen Curtiss airport, North Beach, New York. The Lockheed Sirius plane is seen on the water with Col. Lindbergh in the forward cockpit and the former Anne Morrow in the rear. The couple plan to fly to Japan in this plane, in the near future.



WITH THE LONE SCOUTS

This week we have received another very interesting letter from Lone Scout Walter Wraight, who is connected with the Hudson's Bay Company and lives at one of their isolated posts in Northern Ontario.

The winters are long and dreary in that part of the country, and there are only two or three mails delivered by dog team throughout the winter months. Walter says that they were looking for the commencement of the "break-up" of wintry conditions about the 10th or 15th of May, and he will receive no more mail until then.

Walter says "one flock of geese has already passed over head on their non-stop flight to the Bay. There are a few ducks around, and of course plenty of crows."

The windigos (Ghosts) have already started their annual trips. Every Spring, without fail, the Indians bring in all kinds of weird tales of being attacked by Ghosts. Last year one load of freight was lost. The Indians told a story of having been shot at by ghosts. The canoe was found with bullet holes in it all right, and as the crew were not carrying rifles it must have been someone else. Rather substantial ghosts that can use 30-30 rifles, don't you think? The literal translation of the word is, I think, "Wild Indians."

Walter is living quite a hard but very interesting life up there in the north, and he says that he is looking forward to the summer months, so that he can go out exploring in his canoe, as he wants to pass his Pathfinder's Badge. He also says that he wants to go and see a dentist, before he goes crazy, so you see there are disadvantages too.

Last week we discussed Camping and the way to select a suitable camp site, and this week we will go a little further and think about the necessary equipment to be taken on these trips.

Let us plan a short week end camp for a Patrol of Lone Scouts. We have already decided upon the places where we intend to make our camp headquarters, and we have decided whether the trip is to be made on foot, or by wheel.

If we are going on our wheels we shall be able to carry a little more equipment than if it all has to be carried on our shoulders, but first of all let us think about the matter of shelter. On this class of camp, of short duration, it is better to either take along small, light "pup-tents" or else

to improve some sort of shelter on arrival. Page 177 of your "Handbook for Canada" tells you how temporary shelters can be made, and if you are camping in very wooded country, and the weather is settled and fine, it is sometimes more advantageous to erect such shelters than to carry tents on your backs. However, if you have had no experience in erecting these shelters it is as well to practice a little at home, before starting out.

Good waterproof sheets can also be improvised as shelters, and provide very good cover. So having decided just what shelter we shall depend upon, we next come to the question of what each boy shall take along. The following items are essential, whatever kind of camp you propose to have: two warm blankets, a ground sheet (in addition to any to be used for shelters), a sweater or jersey, sleeping suit, spare shirt and shorts, towel, soap, toothbrush, comb, eating utensils, needle and thread. Scout uniform to be worn, of course.

All this can be packed into a pack sack or rucksack, to be carried on the back. The Stores Department at Headquarters, Ottawa, stock a very comfortable rucksack. Care should be taken to have good wide shoulder straps, and to see that the sack fits snugly to your shoulders, otherwise you will soon be tired and have sore shoulders.

Divided amongst the Patrol the following equipment should be carried: A good hand axe, large frying pan, three or four large kettles or containers for boiling purposes, and a large tablespoon.

Food should be thought of, and your daily menus planned before you go. Often it is possible to obtain such things as eggs, milk, butter and vegetables from farms near your camping place, and then you can save yourself the trouble of carrying them. The other food should be provided by the Patrol, each member bringing certain articles, and care being taken that items are not duplicated by several Scouts.

Next week we will discuss the food problem in more detail, and also consider the activities of a Patrol when in camp.

Boys who are not Scouts and cannot join a regular Troop can obtain particulars as to how they can become Lone Scouts by writing to The Lone Scout Department, Boy Scouts Association, 330 Bay Street, Toronto, 2, Ont.—"Lone E."

British Flier Sets New Fast Record

Breaks Kingsford-Smith's Record by Flying from Australia to England in 11 Days

Lympne, Eng.—Australia came to within 11 days of England on June 6th when Flight Lieutenant Charles W. A. Scott brought his Gipsy Moth plane down at the airfield here ten days and 23 hours after he had left Port Darwin. By his feat Scott beat the record of Wing Commander Charles Kingsford-Smith, who made the westward flight from Australia to England, by nearly 48 hours. Previously he had clipped 20 hours from Kingsford-Smith's eastward record, making the flight from England to Australia in nine days, 3 hours and 20 minutes.

Scott had not been expected home and he missed an elaborate official welcome which had been planned for him at the Brooklands airfield a day later. However, after leaving Brindisi, Italy, at dawn, he decided to travel the entire 1,350 miles in one day. Consequently he landed to the greetings of the air field attendants only, the same men who bade him goodbye on his departure for Australia two months ago.

The airman was tired, was suffering from gas fumes and was badly burned by the sun and wind. "It is too far and I really am glad it is all over now," he said.

A telegram of congratulation was also received from Right Hon. R. B. Bennett, Premier of Canada while letters from other prominent men were received. The Kingston Conservative Association presented Mrs. Townsend a birthday cake, bearing 100 candles. The cablegram from the King was read to Mrs. Townsend by Lieut.-Col. the Hon. T. A. Kidd, M.L.A.

Mrs. Townsend is in full possession of her faculties and on this birthday sang the 123rd Psalm and "O Beulah Land."

Kingston Woman, 100, Gets Royal Message

Kingston, Ont.—Mrs. Annie Townsend of this city, celebrating her 100th birthday on June 3rd, received a cablegram of congratulation from His Majesty King George V., in which it was said: "The King and Queen heartily congratulate you on your 100th birthday and wish you every joy and happiness." The cable was signed by the King's private secretary.

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50-Year-Old Calla Lily In Bloom All Winter

Montreal.—Mrs. W. B. Bourne, of East Luthon, Ont., has a calla lily which was planted by her mother fifty years ago and which has sent up a number of shoots. There are four bulbs in the pot, and they have borne as many as thirteen flowers in one season. This calla bloomed throughout the winter and has another bud now. Mrs. James Tucker, of Port Arthur, Ont., has one in bloom which is in its twenty-eighth season.

A Valuable Wood

In the sitka spruce Canada possesses one of the most valuable woods used in aeroplane construction. There are few woods of its great lightness to equal it in strength, toughness and resiliency and there is no other wood with these combined qualities which is available in large sizes and quantities, comparatively free of knots and other defects.

Color of Food Declared Vital

Yellow Vegetables More Effective Than the White, Says Diet Authority

New Haven, Conn.—Dr. Lafayette B. Mendel, Sterling professor of physiological chemistry at Yale University, an authority on nutrition, said that yellow vegetable food products furnished the equivalent of vitamin A in a paper on plant pigments in animal nutrition, read at an American University recently.

"The pigments of plants have attained new significance in recent years through the discoveries of unexpected potencies of some of their colored constituents, in human and animal nutrition," Professor Mendel stated. "It has been known for some time that, in the long run, we are dependent upon plants for the supply of those remarkable food essentials now termed vitamins. They cannot be produced 'de novo' by the animal organism, hence we must secure them through our food supply. The familiar green pigment of leaves—chlorophyll—is indispensable to the normal growth of certain plants. It is related, in chemical make up, to the respiratory pigment of the blood—hemoglobin.

"For some time it has been observed that various yellow vegetable food products seem to furnish the equivalent of vitamin A, the food factor that is abundant in butter and in cod liver oil. Yellow corn is more effective than the white varieties; the yellow sweet potato is richer than the ordinary white potato; and the yellow carrot abounds in something that can avert the lack of vitamin A in the dietary.

"The newest findings indicate that the yellow plant pigment, termed carotene, is the forerunner of vitamin A in the body. It is potent in extremely minute amounts. Apparently some edible plant products, that have been known for some time as comparatively rich sources of the so-called fat-soluble vitamin, carry the yellow pigment hidden beneath a veneer of green chlorophyll. The study of pigments in plants—the colors that attract our eye in the vegetable world about us—is thus acquiring a greatly increased significance. A novel chapter in the story of plants is being written."

Twelfth Anniversary of British Exploit

The Mail and Empire (Toronto): This last Sunday was the anniversary of the first non-stop flight across the Atlantic Ocean. That flight was accomplished by two Englishmen, John Alcock and C. W. Brown, who were both afterwards knighted by His Majesty the King for their unprecedented exploit. They left the vicinity of St. John's, Newfoundland, in a Vickers Vimy machine, equipped with a Rolls-Royce engine, shortly before 4.30 on the afternoon of Saturday, June 14, 1919, and sixteen hours later spied two tiny specks of land off the Irish coast. These islands proved to be Eeshal and Turbot; and shortly afterwards they landed near the wireless station at Clifden, on the mainland.

The whole expedition was British from first to last. The flight was made from the most ancient of British colonies to the Mother Land. It was made by two daring young Englishmen. It was made in an English plane, equipped with English engines. It was made in response to a prize offered by Lord Northcliffe and the London Daily Mail. The contest was controlled by the Royal Aero Club of London. The achievement was all the more remarkable because it was brought off at a time when airplanes were not nearly so fully developed as they are to-day—eight years before Lindbergh made his splendid solo flight from New York to Paris. Alcock and Brown were the first men to fly the Atlantic without stop, while, according to a United States authority, Lindbergh was the sixty-seventh person to make the crossing.

In spite of these facts, too many Canadians who, very properly, honor the great United States aviator, have forgotten all about the daring young Englishmen who anticipated the passage in a comparatively inferior machine eight years earlier. The ignorance of Canadians in this respect may be due partly to the modesty of Englishmen, to their incapacity in the matter of self-advertisement.

Home Tannery Inexpensive And Simple, Farmers Told

Raleigh, N.C.—The farmer may save money by tanning his own leather, said R. E. Nance, animal husbandman at North Carolina State College.

"The farmer is the chief producer of hides and skins," Mr. Nance said, "but he is also the chief user of leather. The hides he has to sell usually bring practically nothing, while the leather he has to buy is usually expensive. He may get out from between these two millstones by curing and tanning the hides and pelts at home. This work may be done in off-seasons and is neither expensive nor difficult."

Busy Canals

Ottawa.—New traffic records for the month of May were set for canal traffic through the Welland and St. Lawrence canals, according to a Dominion Bureau of Statistics report. Traffic through the Sault Ste. Marie Canal was, however, nearly the highest in the past decade for that month. Through the Welland Canal freight amounted to 1,165,853 tons. Wheat, at 131,809 tons, was double the corresponding figure last year. Barley amounted to 131,036 tons, and oats 55,733 tons.

Gerald Gould, in the Observer. There is no duty so much underrated as the duty of being happy.—R. L. Stevenson.

The Markets

PRODUCE QUOTATIONS

Toronto dealers are buying produce at the following prices:

Eggs—Ungraded, cases returned, fresh extras, 16c; fresh firsts, 13c; seconds, 11c.

Butter—No. 1 Ontario creamery, solids, 21 to 21½; No. 2, 20 to 20½; Churning cream—Special, 20 to 21c; No. 1, 19 to 20c; No. 2, 16 to 17c.

Cheese—No. 1 large, colored, paraffined and government graded, 11½c. Quotations to poultry shippers are as follows:

Poultry—"A" grade, alive—Fatted hens, over 4 to 6 lbs., 16c; over 3½ to 4 lbs., 14c; over 3 to 3½ lbs., 13c; old roosters, over 5 lbs., 10c; spring broilers, Rocks, over 2½ lbs., 28c; do, over 2 to 2½ lbs., 26c; white ducklings, 4 to 5 lbs., 22c; do, over 5 lbs., 25c.

Poultry, "A" grade, dressed—Fatted hens, over 4 to 6 lbs., 20c; over 3½ to 4 lbs., 18c; over 3 to 3½ lbs., 17c; old roosters, over 5 lbs., 13c.

WHOLESALE PROVISIONS

Wholesale provision dealers are quoting the following prices to retail dealers:

Smoked meats—Hams, med., 22 to 24c; smoked loafs, 21c; breakfast bacon, 18 to 20c; necks, pea-meated, 26 to 28c; do, smoked, 35 to 38c.

Pork—Lams, 18½c to 19c; shoulders, 13½c; butts, 16c; loins, 21½c.

Cured meats—Long, clear bacon, 50 to 70 lbs., 19c; 70 to 90 lbs., 17c; 90 to 110 lbs., 16c; lightweight rolls, 18c; heavyweight rolls, 17c.

Lard—Pure lard, 10c; tubs, 10½c; pork, 11c; prints, 10½ to 11c. Shortening—Tierces, 11c; tubs, 11½c; pails, 11½c.

Special pastry shortening—Tierces, 15c; tubs, 15½c; pails, 16c.

GRAIN QUOTATIONS

Grain dealers on the Toronto Board of Trade are making the following quotations for car lots:

Manitoba wheat—No. 1 hard, 65½c; No. 1 Northern, 64½c; No. 2 do, 61½c; No. 3 tough, 59½c; No. 4 tough, 50½c (c.f. bay ports).

Manitoba oats—No. 3 C.W., 32½c; No. 1 feed, 31½c; No. 2 do, 30½c. Manitoba barley—No. 3 C.W., 37c; No. 4 do, 36c; feed, 35c.

Argentine corn, 42c; spot plus duty. Millfeed, del., Montreal freights, bags included—Bran, per ton, \$20.25; shorts, per ton, \$22.25; middlings, per ton, \$25.25 to \$27.25.

Ontario grain—Wheat, 67 to 69c; barley, 31 to 36c; oats, 24 to 27c; rye, nominal; buckwheat, nominal.

HAY AND STRAW PRICES

Dealers are quoting shippers for hay and straw, carload lots, delivered on track, Toronto, the following prices:

No. 2 Timothy, ton, \$14 to \$14.50; lower grades, \$5 to \$10. Straw, nominal.

LIVE STOCK QUOTATIONS

Heavy beef steers, \$5 to \$6.25; heifers, choice light, \$5.25 to \$5.50; do, choice heavy, \$4.50 to \$5; do, fair to good, \$5 to \$5.25; do, com., \$4 to \$4.50; butcher steers, choice, \$5.25 to \$5.75; do, fair to good, \$5 to \$5.25; do, com., \$4 to \$4.75; butcher cows, good to choice, \$4 to \$4.25; do, bolognas, \$3 to \$3.50; canners and cutters, \$1.50 to \$2.50; butcher bulls, good to choice, \$3.50 to \$4; do, bolognas, \$3 to

\$3.50; baby beef, \$5.50 to \$7.50; feeders, good, \$4.75 to \$5; stockers, \$4.25 to \$4.50; springers, \$5 to \$7.5; milkers, \$40 to \$60; calves, good and choice, \$6.50 to \$7.50; do, med., \$5 to \$6; lambs, choice, \$12; sheep, \$1.50 to \$4; hogs, bacon, f.o.b., \$7.75; do, do, w.o.c., 65 to 75c above f.o.b.; do, select, \$1 per hog premium; do, butchers, \$1 per hog discount.

French Scientist Has Hobby, His Own Miniature Railway

Reno Claude, son of Dr. Georges Claude, whose experiments in utilizing the difference in temperature between deep-sea and surface water for the production of mechanical energy have attracted world-wide attention, has an unusual "hobby." Lots of little boys have miniature railway trains in their gardens, but not many men have complicated electrical transport systems to play with in their spare moments, writes the Paris correspondent of "The Christian Science Monitor."

Around an artificial lake in his garden, M. Claude has constructed about a kilometer of railway tracks and dozens of freight and passenger cars, all in miniature, but strictly true to scale. There are electrical switching and signal systems, miniature repair shops, and all the material of a full-grown railway system. While playing with his trains M. Claude gets helpful ideas about railroad mechanics and safety devices.

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