

**FIRE INSURANCE
REAL ESTATE
HOUSES TO LET**

W. H. Godwin & Son

Real Estate and Insurance
89 Brock St. Over Northern
Crown Bank. Phone 424.

DR. DeVAN'S FRENCH PILLS

For all ailments of the bowels, flatulence, indigestion, headache, neuralgia, rheumatism, etc. Sold at all drug stores, or mailed to any address on receipt of price. The Sarsaparilla Co., 34, Catherine, Ontario.

PHOSPHONOL FOR MEN.

For all ailments of the prostate, bladder, etc. Sold at all drug stores, or mailed to any address on receipt of price. The Sarsaparilla Co., 34, Catherine, Ontario.

Na-Dru-Co

Talcum Powder

keeps the shiny look from the skin, leaves it as soft as a baby's and gives it the delightful odor of spring violets.

Best's



**Now is the Time to
Get Your Spring Foot-
wear at the Right Place.**

Try our store for your wants of Boots and Shoes for spring. You will find by trading with us that you will get better value for your money than elsewhere in the city. Give us a trial and be convinced.

H. B. WARTELL

888 KING STREET
Phone 1879



"HORN PIPES"

The new Sailor that dances so lightly and airily on every land lubber's heated brow.

And it's but a "two-step" here to get one.

And one which will cause you a trip lightly "fore and aft" in the sultry days and cruise around in comfort.

Crown a little different.

Brim a little different.

In fact there's as much difference between the Hornpipe and the average hat as there is between the Union Jack and the Stars and Stripes.

You can sail under flying colors in any one of our straws this season.

E. P. Jenkins

Clipping Co.

**KENDALL TELLS
How the Empress of Ireland
Was Struck**

**CAPTAIN OF COLLIER
MUST EXPLAIN WHY HE DID NOT
SWERVE.**

The Empress Was Struck in the One Vulnerable Spot — The Collier Had the Weight Behind It.

Montreal, June 1. — Captain Kendall, who was supposed to be drinking, but is suffering from injuries, was better yesterday and was able to talk about the disaster. His story of the tragedy as related by him to friends follows:

"At 1:30 p.m. the Empress had passed through the Narrows and was proceeding on our course. The weather thickened a bit; there was not an actual fog, but the weather had thickened to the extent described by nautical men as being misty. There was a 'vaporizing' effect. Captain Kendall was on the bridge and ordered the ship slowed down. Then he made out the lights of an approaching steamer and ordered a stop. He whistled and the steamer answered, indicating that Captain Kendall's signal had been understood.

The steamer was two miles apart when the first action was taken on board the Empress. As the big passenger liner and the Storstadt approached. The Empress engines had come to a full stop, but she still was proceeding forward under her momentum. Then Captain Kendall ordered them reversed to 'slow astern.' The Storstadt had kept on her way towards the liner. It is thought that Captain Anderson, of the Storstadt tried to cross her bows of the large boat, but his intentions are not known. What did happen is that she came closer and closer. Her nose missed the bow of the liner and she plunged into the starboard side of the Empress just amidships, striking the big boat in her most vital spot. It was not a severe shock.

The One Vulnerable Spot

One man said that he heard a "grinding, scraping sound," but the heavily laden collier had the weight behind it, and her bows tore through the liner's plates as though they had been of tin rather than tough steel, crushing through them in pitiless destruction, and piercing her in the one spot that not all the double hulls nor all the bulkheads ever made could save her life.

Then the Storstadt backed out. That ended the fight between liner and collier. When the latter lay away, she left a wide, gaping hole through which the waters rushed. That was the stroke of doom.

The Empress might not have survived the effect of the collier's blow, but it appears that had the Storstadt held her bow in the gaping wound she could have kept the Empress afloat long enough to have allowed people to swarm aboard, and to have allowed the disciplined crew of the Empress to return their boats.

As the collier drew out the Empress immediately began to list and each succeeding cant was accentuated. "It was so great when I came on deck," said one man to the captain, "that I slipped along the deck plates and slid into the water."

Fifteen minutes after the blow had been struck, the Empress, which had been canting more and more, rolled on her side, virtually in her death agony; and in another instant she had plunged to the bottom.

There appears to have been some explosions; perhaps the boilers. Perhaps the effect of the air that had been compressed fairly tearing her apart.

Collier's Captain Must Explain

Quebec, June 1. — The arrival on shore of the comparative handful of persons of the ill-fated Empress of Ireland, plucked from the very jaws of death, and the stories of the wreck which they tell, are putting a new complexion on the whole disaster as it is recognized by the public to-day. The particular phase which is being taken up and which is rolling about on the tongues of the people in the streets relates to the responsibility for the collision. Absolutely no charge of any kind has

Plumber Overcome by Gas.

Walter Ferguson, a plumber employed by the city in making the extensions on Princess street was overcome by gas on Saturday afternoon while making a connection. He was taken out of the trench, in which he was working, and carried to S. S. Corbett's office, Dr. S. Keyes worked over him for some time before he revived.

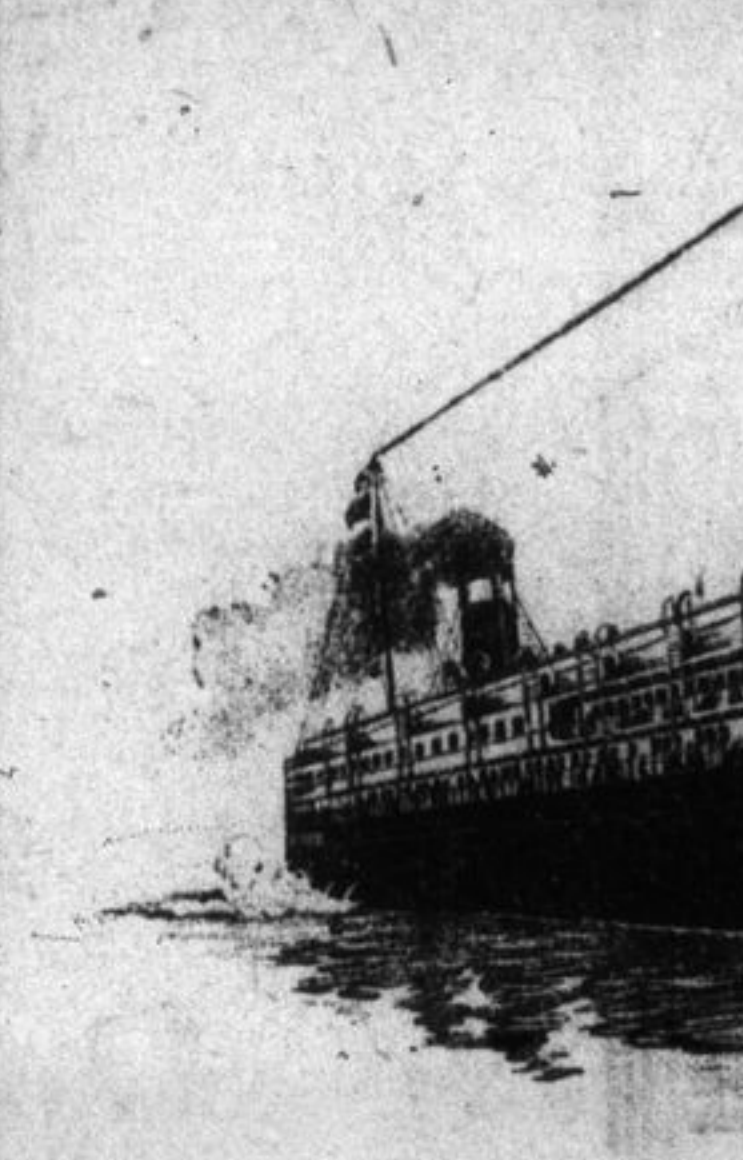
**Marine Disasters Which Sent
Thousands to Watery Graves**

Ship	Date	Accident	Lives lost
Norge	June 25, 1894	Rockall Reef—Stranded	600
Walraro	Nov. 1, 1894	Off N. Zealand—Stranded	134
Elbe	Jan. 30, 1895	North Sea—Collision	335
Reina Regenta	March 11, 1895	Off Gibraltar—Foundered	400
Maine	Feb. 15, 1898	Hayward Harbor—Explosion	243
La Burgogne	July 4, 1898	Off Cape Cod—Stranded	157
Portland	Nov. 27, 1898	Off Cape Cod—Stranded	157
Mohegan	Oct. 1899	Sunk	271
Albatross	April 1, 1901	Red Sea—Sunk	180
Primus	July 21, 1902	In Elbe River—Collision	112
Libau	June 7, 1903	Off Marseilles—Collision	150
General Slocum	June 15, 1904	East River—Fire	1000
Norge	July 3, 1904	Midcoast—Foundered	750
Mikasa	Sept. 12, 1905	Explosion	593
Aquidaban	Jan. 21, 1906	Off Rio Janeiro—Explosion	212
Valencia	Jan. 22, 1906	Off Cape Cod—Stranded	140
Sirio	Aug. 4, 1906	Off Cape Patos—Stranded	350
Varing	Oct. 21, 1906	Near Vladivostok—Explosion	140
Larchmont	Feb. 21, 1907	Rams pier	150
Columbia and S.P.	July 20, 1907	Off California—Collision	100
Katfan	Nov. 26, 1907	North Sea—Foundered	110
Matsumaru	March 23, 1908	Near Hakodate—Collision	300
Matsushima	April 30, 1908	Off Pescadore—Explosion	200
Tai-shi	Nov. 6, 1908	Sunk	150
Republic	Jan. 24, 1909	Off Long Island—Collision	26
General Chanzy	Feb. 9, 1910	Off Minorca—Sunk	200
Koombuna	April 3, 1911	Sunk	150
Liberte	Sept. 25, 1911	Toulon Harbor—Explosion	233
Albatross	Jan. 11, 1912	Black Sea—Sunk	172
Titanic	April 14, 1912	N. Atlantic—Hit iceberg	1490
Kickemaru	Sept. 23, 1912	Japan Coast—Sunk	1,000
Calvados	March 8, 1913	Sea of Marmora—Sunk	200
Voltaire	Oct. 10, 1913	Mid-Atlantic—Fire	130

been made against officials in command of either boat, but a most remarkable thing is that the accounts of different survivors agree identically in showing that the accident was not the simple one at first suspected, but one for which there was apparently little reason. It was not a case of two vessels fouling each other in a blanket-like fog, but of an accident against which the Empress had taken every possible precaution. The substance is that the bulk of explanation in the coming official marine enquiry will rest with the officials on the Storstadt, Norwegian collier, and that this explanation will be as eagerly awaited by Captain Kendall and the crew of the liner as by the waiting world. The circumstances as they read from the lips of Captain Kendall and other survivors are taken to indicate this. In the first place the fog spoken of was not of a heavy, opaque variety, as at first thought. "There was not an actual fog," says the captain. "The weather thickened a bit and it was misty, but that was all."

He states that while on the bridge he discovered the lights of an approaching steamer and came to a dead halt. The whistle then boomed forth and was answered according to marine signal. At this time the vessels were two miles apart. Notwithstanding the interferences the collier came on. The momentum of the liner was then checked by the order of "Slow astern."

The peculiar part of it all occurs here. Almost in a bee-line the Storstadt came forging on, apparently



with no slackening in speed. What happened then is difficult to describe. She blundered across the intervening space of water in an apparent attempt to cross the bows of the Empress, but instead crashed in amidships.

It is the explanation of this seamanship that will be awaited with impatience. Here there was more than thirty miles width of water, the liner lying practically dead in the water, and yet rammed in her very heart.

MILL BLOWN UP.

The Whig was notified on Monday morning by telephone that Foxton's saw mill, situated on the Perth road, was blown up by dynamite some time during Sunday night.

No reason can be given for the outrage. The people living in the vicinity were given a bad scare. No person was hurt, as there was no one in the mill at the time. It is stated that the mill is almost a total wreck.

This is the second dynamite outrage in this district. Inside of a few weeks, the mill dam at Millburn being blown up with dynamite, it is alleged by people who hold spite against the owner.

Steamship Noronic

IS THE SUPREME EXPRESSION IN LAKE LINERS.

"Empress of the Inland Seas" Justly Deserves Its Title — Is Flagship of Lake Superior.

The steamship Noronic which will serve the Grand Trunk water route between Sarnia, Sault Ste. Marie, Port Arthur, Fort William and Duluth, made her inaugural trip on Saturday and Sunday with a distinguished party of railway steamships and newspaper men and their wives.

The Noronic is the finest steamship that has ever ploughed the broad water of Lake Superior or Lake Huron. She is indeed the finest vessel afloat on inland seas to-day. The greyhounds of the Atlantic surpass her in size, but in the elegance and comfort of her passenger quarters, in the stoutness of her hull, she is their peer.

In her construction the best of safety devices have been employed. A double bottom is fitted four feet nine inches deep, extending the full length of the vessel; the hull is divided by 3 watertight transverse dividers into nine compartments. Two collision bulkheads are fitted forward, making her practically unsinkable. As she leaves the dock you note her great length—385 feet over-

all. Her six decks tower above the water. They are of steel main-deck, spar deck, promenade deck, observation deck, boat deck and hurricane deck. The propellers are churning the water in her wake, but in spite of the mighty power of her engines she moves without apparent vibration.

It is luncheon time, and the fresh, cool breeze blowing over the lake, as Sarnia is left behind, adds a zest to the appetite and makes the sound of the bugle call to the dining room very welcome. The passenger does not lose sight of the beautiful scenery by leaving the decks, as the dining room extends from side to side of the vessel and with its large plate glass windows, affords an unobstructed view of the points of interest and the passing ships decked with flags to greet the new levitation of the lakes.

The dining room is in many respects the most delightful of all the pleasing spaces upon the ship. The ceiling is finished in very pale greens and whites, wedgedwood in effect, the low relief being beautifully handled. The walls and the columns are of mahogany and bronze, the marquetry inlaid. The room is provided with a sideboard, which, while large, is so perfect in scale, so cleverly designed, that one is not conscious of its remarkable size. The windows are tastefully draped with simple hangings colored in harmony with the general scheme of the room. The dining tables and chairs are of mahogany, rosewood, and chairs being upholstered with tapestry of the same soft green used throughout. This dining room is one hundred and eighty feet long by fifty feet wide, and has a seating capacity of two hundred and eighty-six. The electric lighting is indirect, large bowl fixtures being fitted over each table. Fireless cookers are also fitted at the table for the purpose of keeping vegetables, etc., warm. The Northern Navigation company regards its cuisine as its best advertisement, and the service of the uniformed colored waiters is perfect.

After luncheon a minute inspection of the vessel is made. You pass into the observation room, which is divided from the dining room by folding glass partitions. An orchestra stand is built at this point so that the music can be used for dancing or the glass doors can be folded back for the dining room. Above deck, where dining and observation rooms are situated, is the boat deck. Here are the writing rooms with card tables, the observation room of a boat of paneled in brown English oak with ceiling of highly ornamental design. At each end, above the waistcoating, are placed panel decorations. One of these depicts nymphs sporting in the sea, while in the foreground is arranged a flight of gulls. In the center of this panel is placed a clock, and one is reminded that while there is time for play, time is also in flight. The other panel is of fanciful design. The figures are mermaids in conjunction with fish. The composition of both decorations is similar, one an effect of "Over the Sea," and the other "Beneath the Sea." The carpets throughout the apartments on this deck are of black, blue and bronze tone Wilton. The furniture is a combination of oak and red upholstered in English tapestry. There are three oblong tables and small round tables for the purpose of correspondence, while in the aft end of the deck are tables and seats for the accommodation of the card players.

The passenger is already impressed

by the beauty of finish, the harmony of design and the careful working out of details shown in the construction of the vessel, but below are three decks which have not been inspected. The lobby on the main deck makes a good starting point for this further examination. The walls here are paneled with quartered oak, with beautifully carved ornaments, while the ceiling is also of carved wood, softly but generally gilded. A staircase leads from this lobby to the star deck and social hall, where the office is situated, fitted like that of a large hotel with clerks on duty to provide all information. On the starboard side of the social hall are elaborate lounge seating arrangements luxuriously upholstered in Spanish leather, and so worked into the general design that they become part of the decorative scheme. The ceiling is paneled in brown oak with panels of painted canvas. The lighting arrangement is by extremely soft shaded ceiling lights, so subdued that one is almost unconscious of their presence. Passing forward, leaving the social hall, the passenger enters what is really another spacious hall with passages at right angles to the different staterooms. This portion of the boat both fore and aft, is carpeted with beautiful Wilton carpet in green, grey and a faded brown. The wall and ceiling of the hall and passage ways are encased in soft warm greys, it having been the object of the architect to do away with the cold white or cold grey prevalent on most lake boats. An examination of the different staterooms one is struck with the unusual features provided by the company for the comfort of its passengers. Each stateroom has an individual radiator, hot and cold running water, and berth reading lights. All staterooms are carpeted to correspond with the general scheme. The furniture is English or Queen Anne style in oak and leather. Further aft will be found barber shop, bath rooms, lavatories, etc. Passing up the grand staircase the grand saloon is reached, located amidships on the promenade deck. The beauty of the carpets and the general spaciousness are striking. The decorator's skill is here seen at its best. Four large carved panels in bas relief depict the passing of the water from the mountain to the sea, with water sprites, dolphins, cherubs and allegorical figures, beautifully portrayed by the artist. Both on starboard and port side are large lounge seats. Here again is noticed the quiet dignity of the mahogany and the rich tones and brown of the tapestry in the finish of the seats. For color effect the windows are draped or hung with straight lines of antique velvet. In addition to the lounge seats there are provided for this deck throughout a number of English fireside chairs in mahogany upholstered in English blue and brown tapestry. This tapestry was manufactured especially for use in this particular work. This deck is provided with three stairways to the observation deck.

The parlor staterooms paneled in mahogany, with private bath, here are in special colors, and furnished with chairs, table and bed of mahogany, oak and other woods. It has been the aim of the architect to contrast the parlor staterooms that one at least would not fail to please the varying tastes of the many nationalities whose patronage the Northern Navigation company receives.

At the extreme forward end is the drawing-room, furnished in perfect taste and semi-circular in form, being a miniature effect of the large observation room on the deck above. Passing between walls of magnificent mahogany, here and there is found a stateroom finished in white enamel and oak. Here again are the individual heating arrangement, hot and cold water, berth lights, and square shaded windows to the deck.

On the promenade deck is also located the smoking-room, ceiled and walled in grey oak, furnished with large lounge seats, tables and easy chairs, upholstered in warm Spanish leather. Ascending the stairway to the observation-room deck the passenger enters the large observation room that impresses one as being all glass, so far as the walls are concerned, and the dining-room.

There is a wide promenade extending completely around the vessel, similar to other vessels of this line, and which has proved to be very popular with the passengers. The distance around is about eight hundred and eighty feet, or 1 1/2 laps to the mile.

When the beauty of its interior finish is seen one realizes why it has taken a whole year to fit up the Noronic. The magnificent new vessel was launched from the yards of the Western Dry Dock and Shipbuilding company at Port Arthur on June 2nd, 1913. An army of men has since been employed on fitting her out. Her gross tonnage is 6,905 tons and she has accommodation for 675 passengers, carries 3,500 tons of cargo and has a speed of nineteen miles an hour. She takes up this week what will be her regular run between Sarnia, Sault Ste. Marie, Port Arthur, Fort William and Duluth, connecting at Port Arthur and Fort William with the Grand Trunk Pacific railway for all points in Western Canada.

Her appearance in regular service places the Northern Navigation company in the position of a fleet of steamers that has never been approached in the history of the lake marine and offers the tourists an opportunity of taking a "fresh water sea voyage" in the midst of luxury and comfort.

The invited guests were taken by special train from Montreal, accommodations being made all along the route. The special passenger excursion left Sarnia on Saturday. About 250 were aboard the palatial steamer and Saturday afternoon and Sunday were spent in the Detroit river and on Lake Erie. The weather was delightful. H. H. Gilderlove, manager of the Northern Navigation company, had all arrangements carried out skillfully. To add to the pleasure a splendid orchestra and a male quartet rendered effective music. "Sam" Kiser, Chicago, recited a number of his humorous skits in splendid form, and Mr. Giles gave unique expression to Dr. Drummond's French-Canadian poems in broken English. They were recalled many times. The service at the meals, both on board the boat

and train, was of the best. The Grand Trunk officials, under G. T. Bell's direction, carried out their duties splendidly. There was no lack of thoughtfulness for the comfort of the guests. Among those present were: James Carruthers, J. F. Steedman, J. W. Norcross, Hon. Senator Casgrain, H. R. Smith, president of the Northern Navigation company; F. P. Smith, secretary of the company; R. V. Robinson, general freight agent; E. W. Holton, general passenger agent; J. B. Dagan, mayor of Sarnia; Prince Alfred Hohenlohe, of the Austrian consulate; J. P. Doherty, vice-president; E. B. Galloway, assistant to the president; G. I. Bell and H. R. Garfield, of the Grand Trunk. Many Detroiters joined the party on Saturday evening.

It's easy to find money—in a dictionary. Long corsets, 50c; Peg short ones 35c. Dutton's.

PROBS. Moderate winds, fine and moderately warm to-day and on Tuesday.

**A Correct Showing
of Modish
Sun
Shades**

A large and varied showing of all the latest shapes and shadings, at prices that should prove very attractive.

**LADIES' PARASOLS FROM \$1.00 TO \$7.50.
CHILDREN'S FROM 25c TO \$2.50**

**NEW HOLIDAY STOCK OF NECKWEAR
AND BELTS**

We have just received many novelties from New York—novelties that depict fashion's latest decrees. The prices, too, you will find are temptingly small.

Stacy's
The Busiest Store in Town

TOILET SETS

You must have at least one set for that room.

We have them in all shapes, sizes and prices from \$1.85 to \$10.00 for 10-pc. sets.

ROBERTSON'S, LIMITED

Rich Cut Glass Fancy China

Merchants and Citizens

We are prepared with the stock necessary to change your main service wires on Princess St. and adjoining streets.

Those who have already entrusted us with their work will be looked after so that no interruption in power and light will occur.

We respectfully solicit your orders which will have prompt and careful attention.

H. W. Newman Electric Co.
Phone 441. Home 1376. 79 Princess Street.

FOOTWEAR

We have some splendid lines in Men's Shoes which cannot be beaten at \$4.99.

We should be glad to show you our Boys' and Girls' School Shoes at prices from \$1.50 to \$2.00. All good solid leather.

Scott's Shoe Store
200 PRINCESS ST.
Branch 206 BARRIE ST.
REPAIRING DONE