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NOT NARCOTIC.

Exact Copy of Wrapper.



LAST SIGNATURES OF PROMINENT MARITIMISTS.

The above is a photo of a postcard mailed at Rimouski, just a few minutes before the Empress went down. It was sent by E. P. Grey, prominent newspaper sketch artist and member of the Territorial Staff Band, to his fiancée in Toronto, and will be a valuable and treasured memento. The last thing they did before retiring to their cabins that fatal night was to sign the postcard on which Mr. Grey, who was lost had sketched his own picture. Of those who signed the card, 33 were drowned and 14 were saved.

THE NAVIGATION CODE

AVOIDS CONFUSION BY PERILOUSLY NARROW MARGIN.

The Empress' Captain Was Obeying Law — Probably Impossible to Keep Storstad's Bows in Collision Gap.

Contrary to what might be expected the collier Storstad, with her 1,900 tons of coal under hatches, had the right of way over the Empress of Ireland, with 3,400 souls on board.

That is, of course, if the statement of the Storstad's people is established. In the particular upon which the right of way hinges the statement has not yet been challenged.

The Storstad's statement is:— "The vessels sighted each other when far apart. The Empress of Ireland was seen off the port bow of the Storstad. The Empress of Ireland's green or starboard light was visible to those on the Storstad. Under these circumstances the rules of navigation gave the Storstad the right of way."

This contention is correct, Marine Law — Revised Statutes of Canada, chapter 79, art. 19—says:

"When two steam vessels are crossing so as to involve risk of collision, the vessel which has the other on her starboard side shall keep out of the way of the other."

The Empress had the Storstad on her starboard side, for Capt. Kendall first sighted her bearing on the starboard bow, and then four points on the starboard bow.

This right-of-way is modified by a note to article 21, which says:

"When in consequence of thick weather or other causes, such vessel finds herself so close that collision cannot be avoided by the action of the giving-way vessel alone, she also shall take such action as will best aid to avert the collision."

Also article 16: "A steam vessel bearing, apparently forward off her helm, the fog-signal of a vessel, the position of which is not ascertained, shall so far as the circumstances of the case admit, stop her engines and then navigate with caution until danger of collision is over."

The Rule of the Road.

The position of the Storstad is told in the homely rule:—

"If on your port bow is seen a stranger's starboard lamp of green,

There's not much for you to do, For green to port keeps clear of you."

But the Empress duty is shown in this bit of verse from the rule of the road:

"If red to starboard should appear, It is your duty to keep clear. To act as judgment says is proper, To port or starboard, back or stop her."

Capt. Kendall knew this, and "stopped her" at the moment of impact, he ordered the engines ahead, to get out of the way if possible; but why he also ordered his helm a-lee, which would turn his vessel towards the Storstad, is not very clear. It might have thrown their courses nearly parallel, and lessened the shock of contact.

As for the contention that the Storstad should have kept going ahead and plugged up the hole she made in her bows, "said a sailor yesterday, 'it is all very well in theory, but mighty unlikely in practice.'"

"When iron steamers ram one another they make ragged rents, not the sort of hole your thumb would make in butter. The Storstad would rebound from the shock anyway, unless she had cut more than half way through the Empress. Her engines, reversed to minimize or avoid the collision, would pull her out of the gap before they could be started ahead again, and she would probably make a second breach instead of plugging the first."

Confusion in Signals

Then comes the question: Was the whole tragedy of the Empress of Ireland caused by confusion attached to the signal code authorized by the Revised Statutes of Canada, Chapter 79?

Capt. Kendall says: "The fog came on and the lights of the Storstad disappeared, so I ran at full speed astern and stopped my ship. At the same time I blew three blasts on the whistle, meaning 'I am going full speed astern.'"

Article 15, section E, of the chapter quoted, says:

"A vessel when towing, a vessel employed in laying or in picking up a telegraph cable, and a vessel under way which is unable to get out of the way of an approaching vessel, through being not under command, or unable to manoeuvre as required by these rules, shall at intervals of not more than two minutes, sound three blasts in succession, viz.: one prolonged blast, followed by two short blasts."

This was not the signal given by Capt. Kendall. He gave three whistles in conformity with article 28 of the code, which says:

"Sound signals for vessels in sight of one another:

"When vessels are in sight of one another a steam vessel under way, in taking any course authorized or required by these rules, shall indicate that course by the following signals on her whistle or siren, viz.:

One short blast, to mean, 'I am directing my course to starboard.' Two short blasts to mean, 'I am directing my course to port.' Three short blasts to mean, 'My engines are going full speed astern.'"

The Storstad's Answer

"The Storstad answered with one prolonged blast," Capt. Kendall's story continued. Now what did the Storstad's one prolonged blast mean? Was it "I am directing my course to starboard" or was it simply a fog signal in obedience to article 15, section (a), which says:

"In fog, mist, or falling snow a steam vessel having way upon her shall sound, at intervals of not more

than two minutes a prolonged blast."

"I then," continued Captain Kendall, "stopped my engines and blew two long blasts, meaning 'My ship is under way, but stopped.'"

This is quite in conformity with section B of article 15, which says:

"A steam vessel under way, but stopped and having no way upon her shall sound at intervals of not more than two minutes two prolonged blasts, with an interval of about one second between them."

But could the Storstad, in the confusion, or in the peculiar acoustic condition of the fog, have taken the "two prolonged blasts" for the two short ones, signifying, "I am directing my course to port?"

"He answered," goes on Capt. Kendall, "with one prolonged blast."

Did the Storstad mean "I am directing my course to starboard?" or did the Storstad give this in conformity with the rule "A steam vessel having way upon her shall sound, at intervals of not more than two minutes, a prolonged blast?" Probably the latter; but the difference between "short" and "long" in whistle blasts is not always very noticeable. A "short blast" is defined in the code as a blast of about one second's duration. The "prolonged blast" is defined as from four to six seconds duration. Three seconds make all the difference.

"MONKEYING" WITH SUN.

Ridiculed for Arbitrarily Interfering With Time.

Official Railway Guide.

If certain people in Cleveland and its vicinity want to get up an hour sooner than they have been rising, why in the name of common sense don't they do it without "monkeying with the hands of the clock?" as the proposed action was styled by Astronomer Royal Christie, of England.

It is a libel upon the intelligence of the citizens of Cleveland to suppose that in order to persuade them to at say five or six o'clock instead of six or seven, that they are so feeble-minded that they have to be cheated into that action by setting the hands of the clock one hour ahead, so as to make them think they are still rising at the same hour as before. Are they of such childish bound conservatism that they cannot rise unless the hands of the clock point to the accustomed hour?

If the gain by rising earlier was of anything like the benefit that is claimed by the advocates of the change, those advantages ought to be sufficient to induce the people to act in the matter without assailing the uniform standard time that has been in use upon all the railways of Ohio since 1853 and in its cities and towns generally.

HOW EVEN SAVAGE TRIBES CARRIED NEWS IS A MYSTERY

Messages Passed From Country to Country Faster Than Telegraph

Philadelphia Record.

The most savage tribes have their methods of circulating news in some manner which we cannot grasp. Aborigines of New Guinea and of the Dark Continent can send messages for miles at an incredible speed. Rumors of the disasters in South Africa were whispered in the bazaars of Cairo before the telegraph had flashed the news to London.

In the days of Queen Esther, Persia had her system of posts—"Angarels," relays of runners for the circulation of news throughout the empire, and this system is referred to by Aristotle in his famous passage describing how the news of the fall of Troy was sent by hilltop beacons to Argos.

The Athenians of a later time loved only to hear or tell of some new thing, but the genius of Attica evolved no actual parallel to our modern newspaper. The nearest approach is found in the political comment of the Comedies of Aristophanes and the published speeches of such orators as Isocrates.

It is to the genius of Julius Caesar that we owe the first actual foreshadowing of anything like the modern news sheet. He instituted the Acta Diurna, short accounts of the daily happenings in the city.

These records, posted in public places, recorded decrees, the results of criminal trials, weather phenomena, tavern frays, fires and all the other events of the day that differ little in ancient and modern times.

These condensations, nevertheless, cannot be accepted as the equivalent of the newspaper proper. That began more or less with unofficial central news sheets of the fifteenth century and actually with the dawn of the modern era.

Manufacture of Radium in America Although, until recently, the manufacture of radium has been carried on almost wholly in France and Germany, there appears to be no good reason why our American chemists should not be treated at home. Carnotite is much more easily treated than pitchblende and the essential features of methods for its chemical treatment are well known, although much of the mechanical detail of operation has been kept secret. As the mechanical requirements, however, are those which any well-grounded chemical engineer should be able to solve, there seems to be no good reason why any of our carnotite ores should be shipped abroad, even at two or three times the present market price of the material.—Science.

CLOWNS COMING HERE

Funny Fellows Now Headed This

George Hartzell Shaves His Clown Partners—Jimmie Springs.

"And last of all the clown Making mirth for all the town, With his lips curved ever upward And his eyebrows ever down; And his chief attention paid To the little mule that played A tango on the dashboard with his heels In the parade!"

There is a clown in Ringling Brothers' circus who has just such a mule as James Whitcomb Riley has described in verse. You will see him and his trick steed when the World's Greatest Shows come to town Thursday, June 18th. His name is Joey Casino and he is one of a merry band of fifty cut-ups who take part in the parade and the circus performances. Casino is a Bohemian. He has the face of a great actor and the wit of a dozen clowns rolled into one. He has been the favorite jester of seven European courts and he came to Ringling Brothers' circus direct from the court of the Shah of Persia. Casino has made clowning his life work and now, although independently wealthy, he cannot resist the lure of the sawdust arena, and every spring finds him back in the glittering circus parade with his famous moth-eaten mule and queer little cart.

Aside from its clowns and scores of arenic wonders a great feature of the circus this season is the new spectacle, Solomon and the Queen of Sheba, which has been produced by the Ringling Brothers at a cost of \$1,000,000, and is said to be the most massive and magnificent pantomime display ever presented under canvas.

All Live Unto Him. "God be with you till 'we meet again!" The echo clear with mournful cadence rolls Entombed in the ship on the river bed, Are a thousand precious souls.

Death's threatening wave engulfed them fast, But they have not died in vain; For they met it bravely and unafraid Tho' the greatness of His dear name.

A band of Canadians swept to their doom —As Britons for ages have gone: Of themselves the master, —'th' head erect, An spirit unacquered shown.

More ocean disaster to sadden the world, Those calamities humble our pride, In our triumph over nature's strength, Our puny power in life's quick stride.

Think you, the Lord who works unceasing, Leaves our dear ones in useless silence deep, He calls them but to broader spheres of duty, Will our brave dead in busy safe-keep.

Oh Christ whose voice the waters stilled, Leave not the anguished hearts to mourn, Comfort to-day our stricken land With hopes of reunion beyond the bourne.

The Pleasure of Eating--

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A ration of Grape-Nuts along with other food helps wonderfully to provide a well-balanced dietary.

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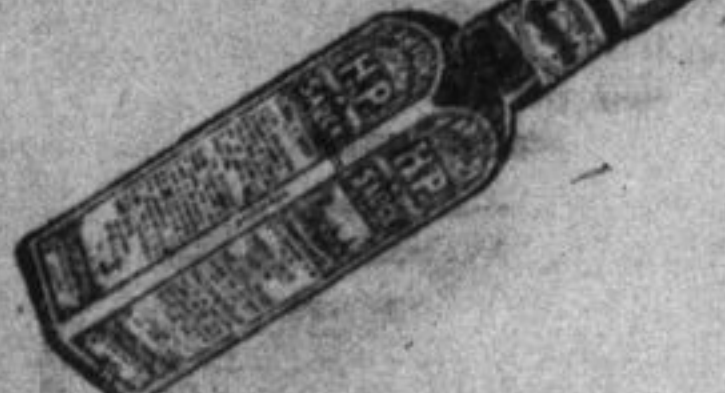
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