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THE PILOT IS BLAMED FOR THE GROUNDING OF THE SS. GLENMOUNT.

The Dominion Wreck Commissioner's Finding With Regard To the Accident Which Befell That Vessel.

In the matter of a formal investigation held in the Council Chamber, City Hall, Kingston, on the 7th of May, into the causes which led to the SS. Glenmount touching the ground on or near Gull Island Shoal, River St. Lawrence, on April 30th, whilst in charge of an unlicensed pilot, Frank Patenaude by name.

Captain L. A. Demers, F.R.S., F.R.E.A., Dominion Wreck Commissioner, presided, and was assisted by Captain Thomas O'Connor and Captain James Murray, both of Kingston, acting as nautical assessors.

Francis King appeared on behalf of the owners, the Montreal Transportation Company, and the master, Henry Peters.

The master deposed that the SS. Glenmount is a steel vessel of 1,957 gross and 1,248 registered tonnage, capable of making 10 knots an hour, and carrying 19 of a crew, including two properly certificated mates and three properly certificated engineers, as well as himself. She is a single screw steamer with triple compound engines.

On the date of the casualty she was bound down from Kingston with a cargo of grain, drawing five inches less than the ordinary canal draught of fourteen feet.

The weather prior to and at the time of the grounding was overcast and dark, with rain showers, but sufficiently clear to maintain full speed.

As it is the custom with the firms navigating vessels in those waters to place a pilot on board who assumes entire control, in order that the master may obtain sufficient rest before working his ship through the canals, he, following out the custom of years, was not on the bridge, but was standing by the door of his cabin, looking out and owing to the fact that he was not conversant with the lights and buoys in that vicinity and with the idea prevailing in his mind that the pilot was in charge and in full control, he did not take notice of things around him.

When the ship touched he went on the bridge and noticed that her engines were stopped, and she was turning under a port helm. No bearings of objects had been taken to ascertain the exact position where the casualty occurred, hence his uncertainty whether the ship struck on Gull Island Shoal itself or a little patch further east. However, the wells were sounded and the ship was found making water rapidly, and she was then headed for Kingston, where she is now undergoing repairs.

He practically stated that he would not care to interfere with the pilot unless he saw something radically wrong.

The mate's and engineer's logs were examined by the Court.

The pilot, Frank Patenaude, holds a master's certificate, but no license as pilot, and he asserts that this was his first mishap during thirty years, and that he has been in command for many years. This was his first trip on the SS. Glenmount.

He corroborated the evidence of the master as to climatic conditions, and stated that he was alone on the bridge at the time of the grounding, the second officer having left his post some time prior to the casualty. He did not enquire as to the speed of the vessel.

When passing Chapman Shoal the course was necessarily altered in order to get in a proper position to steer for Granite Shoal light buoy, which he thought he had run along enough he ported the helm, the ship striking at the same time. Thereupon the captain came on deck, and the vessel having been turned westwardly, the tanks were sounded, and as she was found to be making considerable water, she proceeded to Kingston.

He stated that he never steered by compass nor took any bearings, or timed his actions in relation with the speed of the ship.

The second officer, Lewis Dicks, being called, said that he possessed a mate's certificate for the coasting trade, and that he was on duty from 6 to 12 o'clock, but prior to the accident he left the bridge to give orders to the man on the lookout, and did not return to the bridge till after the tanks had been sounded. He avers that he did not take any notice of lights being unfamiliar with the locality, but corroborated previous statements as regards weather conditions and speed of the ship.

No other witnesses were called, as the Court considered no material evidence would have been elicited.

The Finding.

The Court, after carefully reviewing the evidence adduced, finds that in view of the existing custom, whereby the firm owners of vessels plying between Kingston and Montreal, order that a pilot, having no license as such, be sent to join the ship at Kingston, to assume full control of the navigation of the vessel, virtually relieving the master and officers of responsibility, in order that the master may be enabled to rest prior to assuming command when working his ships through the locks, this custom having prevailed from time immemorial, according to statement made by counsel, and the masters of ships having surrendered the control of the navigation of their vessels almost entirely, no blame can be attached to the master, Henry Peters, who is hereby exonerated.

With regard to the second officer, his absence from the bridge, though it did not contribute to the grounding, is censured, especially in view of the information which the Court has received, that the officers have orders not to leave the bridge.

With reference to the pilot, the Court places the onus of this casualty on his shoulders. Knowing under what conditions he was engaged, he should have taken every precaution, and unusual precautions in view of the condition of low water existing. A fact of which he was well aware. It is our opinion, however, that he has manifested an indifference by navigating on an assumption that the ship had about covered the distance. Though lights were observable ahead and astern, no use whatever was made of those aids to navigation. We assume that it is not always possible to take compass bearings, but in this instance had it been done, it is unlikely that this casualty would have happened. Therefore, it is our opinion that the only conclusion we can arrive at is that Pilot Frank Patenaude carelessly navigated the ship on this occasion.

Having no license as pilot, and the Court having no power to impose a fine, he not being on the articles as master or officer, and not being a licensed pilot, his certificate as master cannot be dealt with.

The mate's log was examined, and found to be absolutely useless in part information, and we would suggest that better supervision be exercised by the master with regard to the keeping of the log by the first mate, so that when it is required to substantiate statements which may be made, the desired correct information may be found therein.

CAME FROM THE WOODS AND WAS SENT BACK TO WOODS BY MAGISTRATE.

George Watts Has Been in Police Court Three Times in a Week—Three Tipplers Before the Court on Tuesday.

The familiar face of Cornelius McMahon bobbed up in the docket at the Police Court on Tuesday morning. It is some time since Cornelius paid a visit to the court, and the Magistrate told him that he thought he had disappeared. Drunkenness was the charge.

"I just came to town the other day," explained the accused, "and I promise that if you give me a chance I will go back to where I came from. Your Worship, I have been taking good care of myself. For God's sake give me this chance to do better."

"Well, you are looking better," said the magistrate. "If I give you a chance this time will you stay away for six months?"

"Yes, I will," replied McMahon, and as he was given his pass, he made a bee-line for the door.

But the Wallace, who said he came from the woods, was up on a charge of drunkenness, and was sent back to the woods. This interesting dialogue took place between the Magistrate and Wallace, who pleaded guilty to hitting up the booze:

"Where is your home?"

"I have been working on a farm."

"When did you come to the city?"

"I just came in on Friday last."

"Where did you work before you were on the farm?"

"I was in the woods."

"Well, I think you had better go back to the woods if you are going to get drunk."

Wallace started his "bike" back to the woods after the court was over, glad to be given his freedom.

George Watts holds a record, but it is not one any person should be proud of or which would bring him any special prize. The record he made was that of appearing before the magistrate three times inside of one week on a charge of being drunk.

The magistrate said he had been before the Court altogether 300 or 400 times, and he imposed a fine of \$5 and costs, with the option of one month in jail.

14TH REGIMENT DRILL.

All interested invited to the Armouries this evening.

In the Armouries on Tuesday evening, the second of the 14th Regiment drill class will be held. The desire of so many citizens to be trained so that in an emergency they would be capable of fighting for their country has prompted a very large number of men of all ages and ages to take these drills.

On Tuesday evening the drill will be a slight advancement to that of Friday evening, but there is still time for men who are interested to let their patriotism take this practical form. The drills are highly interesting.

After the half-hour of drill the Armouries are reserved for indoor baseball practice. On Friday evening the building is reserved for rifle practice.

Beautiful New Stock To Choose.

Prevost, Brock street, has this year an extra fine assortment of tweeds, chevots and serges for his order clothing department. His ready-made clothing and gents' furnishings departments are well assorted with new goods.

Consul Johnson Very Busy.

American Consul F. S. Johnston was to have made a visit to Fort Henry on Monday afternoon, but attending to people making application for the United States Government to enquire about their relatives who are missing, took up too much of his time and he was not able to go. In speaking on the matter of the applications he said: "It means a great amount of extra work, but no cause could be a better one."

"Buy Grape Juice" at Gibson's.

Major George H. Gillespie left on Monday for an eastern tour of inspection. He will not be back until the end of the week.

ENJOY MASON'S RHYMES.

A Maberly subscriber writes: "A week ago you published one of Walt Mason's Ripping Rhymes, entitled 'Forget It.' It was the best thing I have read for some time, and I lost it. I would very much like to secure another copy. We certainly enjoy reading these poems."

"These poems of Walt Mason's are certainly ripping, a well-known business man told the Whig yesterday. 'They are so sane and happy. Every one contains a good bit of philosophy and a great deal of healthy optimism. I enjoy every one of these poems very much.'"

Still another appreciation of this exclusive Whig feature was voted by a reader the other day: "When I come home tired at night," he said, "I find the reading of a Walt Mason article very refreshing. There is something so good-natured and cheerful about them, and the writer uses just the words and experiences I need. I wouldn't miss these articles on the Whig's editorial page for anything."

VAUDEVILLE AT THE GRAND.

There Was a Crowded House on Monday Evening.

At the vaudeville entertainment at the Grand Opera House last evening a very large audience witnessed the fine programme presented.

Leo DuLmage, novelty bicyclist, displayed some wonderful feats on his machine. He did straight riding and does the candle trick, lighting a match on the floor and retaining his position, using seven different kinds of music and keeping time all through. He also uses a nine-foot wheel which is difficult, as he weighs nearly 190 pounds.

Lloyd and Kaban, sing and harmonize together. Miss Rehan, who is a high-class soprano, rendered "Mother Mares." Mr. Lloyd gave "As Long as the Shamrock Grows Green." The pair rendered a duet, "The Tennessee Moon" and "A Letter from Lucia." Mr. Lloyd followed with "Put on My Coat and Went Home," concluded with "Dancing with the Irish Moon."

The principal feature was the Far-sighted Film Company's presentation of the dainty Mary Pickford in her first stage success, "Caprice." The two-reel Mutual was "Scrub," a college football scene, the two-reel Keystone play, "The Day of Rest," which the Kingston comedy reel was "Hogan's Wild Out."

On Tuesday, "Such a Little Queen" and on Wednesday only "The Eagle's Mate," featuring "Mary Pickford," will be shown.

ARE AT SHORNCLIFFE

On Monday evening, P. Haggart, of Brock street, received a cable from his son Allan who went overseas with Queen's Stationary Hospital, stating that the 21st Battalion sent the hospital unit was into camp at Shorncliffe on Monday.

Going to England.

Several Kingston ladies are sailing from New York on Saturday on the SS. St. Paul for England, where they will meet their husbands in the 21st Battalion, C. E. F. Among those who are going are Mrs. W. S. Hughes and daughter Kitty, Mrs. G. Bowerbank, and Mrs. A. K. Hemmings.

Kentucky Lawn Seed will make Kingston beautiful. Sold only at Gibson's.

Music at 1/2c Latest & Best Patriotic Numbers

Per Copy

Songs My Mother Loves—55 best Standard and Sacred numbers, with music.
Songs My Sister Loves—47 songs with music, each worth regularly from 25c to 50c.
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Mother Goose Songs—51 Children's Songs, each page decorated.
All the above beautifully bound, with music, 20c per copy.
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Most suitable for Empire Day Exercises.
Johnnie Canuck's the Boy, 15c.
Knitting Socks for Daddy's Men, 15c.
Nursing Daddy's men, 15c.
For King and Country, now 15c.
Arc We Downhearted, 15c.
Long Way to Tipperary, 15c.
O Canada, 15c.

Flags
25c Union Jack for 10x18x24 inch, soft waving flag on staff with gilt top.

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In a big range of dainty styles, including the one shown here. All sizes, 34 to 42.

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Newman & Shaw,
The Always Busy Store

CLOSING OF MAIL.

British (letters), Thurs- 3:00 p.m.
4:30 p.m.
British (post), do. 5:00 p.m.
United States, daily 1:00 p.m.
Grand Trunk, going east 11:50 p.m.
Do. (including Eastern States) 11:50 a.m.
Grand Trunk, going west 11:50 a.m.
Do. (including Western States) 11:50 p.m.
Grand Trunk and all west of day 2:00 p.m.
C. P. R., 10:00 a.m. and 4:30 p.m.
C. N. E. 2:30 p.m.

IN MARINE CIRCLES.

Movements of Vessels Reported Along the Harbor.

Steamer H. N. Jex arrived from Oswego loaded with coal for Robert Crawford. This is her third trip since being brought to Kingston.

Schooner Marshall cleared to-day for Oswego to load coal for P. Walsh.

Steamer Barn Whittaker cleared for Port Colborne.

Schooner Katie Eccles cleared for Oswego.

Steamer St. Joseph cleared for So-dus to load for Swift & Co.

M. T. Co's Bulbath: Tug Bronson from Montreal, three light barges, cleared for Montreal with three barges; tug Emerson arrived with barges Augustus and Winnipeg laden from Port Colborne for Montreal; tug Emerson cleared with barge Selkirk to load grain at Port Colborne.

Steamer City of Ottawa down on Monday at midnight.

Steamer Belleville is due on Tuesday.

Steamer Calgarian down with barge Richardson at 2:30 a.m. Tuesday; steamer Mapleton down 4:30 a.m. Tuesday; steamer Doric due up at 2 p.m. Tuesday.

"Red Cross Bandages 5c" Gibson's. Miss Gladys Caldwell, is visiting her sister, Mrs. J. Gravel (formerly Miss Hannah Caldwell), Lansing Street, Watertown, N.Y.

"Kentucky Lawn Seed" Gibson's.

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Bay and Wellington Streets.
Office phone 66.
Factory phone 1415.
Lumber, Coal & Wood.

Grumble and Grin.

Grumble: But how do you manage always to look so spry and span? Your shirts and collars are immaculate.

Grin: That's as easy as slipping on a banana peck—patronize the BEST LAUNDRY in town. Try it, old man, try it—it's a winner.

Grumble: Name and address please?

Grin: Why, it's

Kingston Laundry,
Cor. Princess and Sydenham Sts.
Phone 22 or course.

Refrigerators

Here you will find that roomy, economical, elegant and trustworthy refrigerator you have long wanted. Don't decide till you see what we have to offer you. Come in to-day and look them over.

Here are some:
Genuine Fridge Small, 22 inch, Ice Chest, Ice Door, Door on the top, 2nd side. Large 28x32x48 inch, special 55c. \$55 to \$65.

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Light and Cool Soft Hats

These are ideal days to wear a pretty, light colored and light weight soft hat. We show a big variety of the best makes, priced from \$1.50 to \$3.50.

At \$2 we have some light weight hats that weigh exactly one ounce and a half.

Watch our windows.

GEORGE MILLS & CO
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