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SURVIVORS OF S. S. VESTRIS
RELATE A TALE OF HORROR;
INVESTIGATION IS ORDERED

New York, Nov. 14—Two shiploads of survivors of the Lamport & Holt Line steamer Vestris arrived today to unfold details of one of the most horrible of maritime disasters.

An official inquiry has been ordered based upon their almost unanimous charges of inefficiency, indecision and delay against Captain William J. Carey and his crew.

Interspersed in narratives of heroism—and of brutality—of narrow escape and of suffering, invariably appeared assertions that if proper steps had been taken by the ship's executive and crew, most, if not all, of the 108 now dead would be alive. Even with the S. O. S. call too long delayed, efficient handling of the Vestris' life-saving equipment by those responsible would have brought most of the 108 out of danger, declared survivors today—48 full hours after the Vestris plunged, off Virginia.

These are charges which United States Attorney Tuttle announced today that he will begin to investigate tomorrow, but Captain Carey himself will never be called to answer them.

For, after seeing the women and children under his care dumped into a boiling sea from shattered lifeboats, his passengers and crew leaping into the waves from the foundering ship, and feeling the bridge on which he stood sinking beneath his feet, Captain Carey, one of his stewards said, jumped into the water without a lifebelt, though there were plenty to be had.

Breathless Sea Tale.

Of the 125 survivors brought in on the American Shipper, 41 were passengers and 84 crew; of the 23 on the Berlin which docked at almost the same time, 18 were crew and only five passengers.

From these 46 passengers from the sunken steamer there came a story of hardship and heroism, of bravery and bungling, of good intentions and incompetence which altogether comprised probably as breathless a tale of the sea as has been heard in all the history of seamanship.

The composite story of the passengers, reduced to its essentials, is as follows:

On Saturday last the Vestris, a 16-year-old craft on which Captain Carey was making his last trip before assuming command of the new Voltaire as commodore of the Lamport and Holt Line, sailed for the Barbados and South American ports with 125 passengers and a crew of 199. There were 37 women on board and 18 children.

Ran Into Blow.

That very night the ship ran into a blow that steadily increased to gale force. The ship had a general cargo of 6,000 tons, cloth and automobiles and fruit and machinery and oil and bulk lead and it rolled sluggishly in the gathering swells.

During the night a definite list to starboard developed and when the passengers awoke on Sunday they found the ship heaving to and tipping in a way that seemed to them to indicate serious danger.

There was no panic, but they asked what was wrong, and asked again as the list of the ship increased. Officers and stewards passed among them saying that there was no immediate danger and fears were temporarily quieted but during Sunday the ship tipped so much that the waves were running along the rail of the promenade deck.

S. O. S. Call Too Late.

That was the time, passengers insisted today, that distress calls should have been sent and not in the middle of Monday morning as it was. The captain seemed calm they said then and until the very end, but he was like a man who could not make up his mind.

There was little sleep Sunday night, and early Monday morning all passengers were called on deck. The storm that on Saturday beat over the ship and washed the furniture right out of the dining saloon had abated, but a high sea was running and the ship seemed almost on its side.

At 10 o'clock Captain Carey ordered the S. O. S., a call to ships none of which was nearer than 100 miles and soon after gave the order to abandon ship.

Scene of Horror.

And then there came a scene of

horror that the survivors will not forget in all their lives. The order was given and the women and children first, the law of the sea and two boats were filled with them. But the survivors said that the crew seemed inept in getting the boats lowered. For two hours the women and children swung from the davits as the boats were lowered inch by inch, swinging with the sluggish lurch of the ship.

Suddenly the ship wallowed in a trough deeper than any before and two lifeboats were cracked like eggshells against the ship's side. The boats broke open about 15 feet above the water and poured their human contents into the sea. In the list of survivors there are names of but ten of the 37 women who sailed on the Vestris and the name of not a single child.

Rapidly Sinking.

By that time the Vestris was sinking rapidly. Two boats were successfully launched, but a hole was stove in one and it put off patched with a piece of tin, to sink before it had gone 100 feet. These two boats carried about 80 persons. About 50 had been dumped from the broken boats.

The rest began leaping from the rails and swimming for their lives, lest the suction drag them to their deaths when the vessel sank.

Stays at Post.

Neal O'Laughlin, chief radio operator, remained in his cabin, trying to get one last appeal out of his exhausted set. Captain Carey stood on the bridge and ordered two steward, who went to him to save themselves. They jumped, and looking back, saw him step quietly without bothering to strap a lifebelt about him, into the sea.

It was after the Vestris sank that the worst hours of all began. For even with several boats that broke away from the ship as it went down, there were insufficient accommodations for all who were still alive. Many of them told today of swimming for hours, sometimes following lifeboats that rowed away lest the added weight of one person might cast all the occupants into the water.

Heroic Steward.

There was a steward, Alfred Duncan, who had been noticeable before the ship sank, for his calm and the assistance he gave in distributing rations of food to the passengers and reassuring them. He and an associate, T. Griffin, stayed with Captain Carey until he ordered them overboard. And then he continued his ministrations to the passengers, swimming from one lifeboat to another, ordering the strongest out of overcrowded craft and helping the weak to the water to get aboard whenever there was room.

Duncan and Griffin were both saved and today they had high praise for Captain Carey and the manner of his death though, like most of the survivors among the crew, they had little comment to make concerning the charges of neglect and inefficiency.

All Monday afternoon and all night the living rowed and swam among the dead, waiting for the rescue they knew would come if they could but stay alive. During the night the search lights of the rescue ships were seen and flares were taken from the lifeboat lockers to guide the rescuers. But the flares failed to work, old or wet or improperly handled.

One lifeboat rowed as close as its occupants dared to two of the rescue ships, but the cries of the castaways were scattered by the wind and the night had to be ridden out in the angry waves.

With daylight came rescue, but for 108 of those who had so recently been gay with life, including 27 women and all the 13 children, there could be no rescue.

ROYAL AGRICULTURAL WINTER FAIR, TORONTO.

Effective November 17th to 27th inclusive, tickets will be on sale at all Canadian Pacific Railway Offices to the Royal Agricultural Winter Fair at Toronto, November 21st to 29th at the lowest current one-way first class fare and one third for the round trip. These tickets will have a final return limit of November 30th. For full particulars apply local agent.

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HOUSE BURNED
TO GROUND BUT
CHILDREN SAVED

(Continued From Page Eight.)

their way out of the burning building.

In the meantime several neighbors of the Sarrs had sighted the fire and came running to aid in the rescue work if needed. With the combined help of the farm hands, an organ which was the closest to the doors was taken out but the fire raged so fiercely and with such rapidity that little more could be done and in no time at all the building was a mere blazing skeleton. The loss is partly covered by insurance.

FOUR ATTORNEYS
ADMITTED TODAY
SUPREME COURT

(Continued From Page Eight.)

In the case of King vs Belliveau and Cormier ex parte LeBlanc, C. L. Dougherty appeared to show cause against rule nisi to quash return of supervisor. P. J. Hughes, K. C., and George T. Milton supported rule. Mr. Dougherty took two preliminary objections. Court requests Dougherty to proceed to show cause, allowing Mr. Hughes to answer to preliminary objections when supporting rule.

The Stock Market.

Heavy trading in stocks continued on the New York and Montreal exchanges. International and Brazilian had slight reactions and Massey Harris sold up to 90.

Parents Understood
This Baby's Language

"We thought we were going to lose our baby, teething," says a Kentucky mother. "He couldn't digest anything and was getting thinner every day. After one of his fretful, crying nights, I thought of Castoria and got some. A few drops made him comfortable, and after a few doses, he seemed like a different baby." Doctors everywhere recommend purely-vegetable, harmless Fletcher's Castoria for colds, constipation, colic and other ills of babies and children, and millions of mothers know its gentle influence is best. Avoid imitations. The Fletcher signature is the mark of genuine Castoria.

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Kansas City, Nov. 15—Discovering an abandoned baby boy in the union station, three policemen named Clancy, Morrison and Boyle, took him to St. Anthony's Home for Infants.

"What's the baby's name?" asked a nurse.

"Clancy," replied one policeman.

"Morrison," said another.

"Boyle," insisted the third.

And so the baby was named Clancy Morrison Boyle.

Deauville, France, Nov. 15—The open victoria, drawn by a horse and driven by a coachman is still flourishing here.

The residents of Deauville who do not own their own automobiles consider a horse and coachman far more chic than a hired motor. As a result horses are sleek and well fed and carriages have clean, betasseled canopies and seat covers.