

THE CONSISTORY

CREATION OF THIRTEEN NEW CARDINALS.

A cable message from Rome, under date May 26, states that thirteen new Cardinals were created at the Consistory. Included in the list are: Abbot Gasquet, President of the English Benedictines, and Monsignor Begin, Archbishop of Quebec. The remainder are Continental prelates.

OBITUARY

MR. G. MCSHEEHY GENTLEMUN, TEMUKA.

The friends of Mr. George McSheehy Gentlemun, of Temuka, will learn with regret of his demise, which took place at his residence on May 11. The deceased was a very old resident of the town, and was much respected. For the last twelve months he had been confined to his bed, and his end was not unexpected. He leaves one brother, Maurice, to mourn his loss. Mr. Gentlemun was born in County Kerry, Ireland, in 1839, and was brought up to the saddlery trade. In 1862 he sailed from Liverpool to Melbourne in the ship Donald McKay, and shortly afterwards came over to New Zealand. He was on the Otago goldfields at the time of the big snowstorm, when many lost their lives. He afterwards obtained employment at his trade in Christchurch, and remained there for eight years. In 1871 he was shipwrecked in the s.s. Ahuriri off Wakitipu Head, when everything on board was lost, but all hands were saved. In 1873 he came to Temuka, where he started in business as a saddler, and continued until 1893, when he was compelled to retire through ill-health. In 1874 Mr. Gentlemun joined the Temuka Volunteer Fire Brigade, of which he was a member at the time of his death. He became a lieutenant of the brigade, and at a banquet held on March 16, 1900, he was presented with the Fire Brigades' Association's long service gold star for twenty-five years' continuous service. Thus, at the time of his death, Mr. Gentlemun had been a member of the brigade for forty years. The deceased was of a quiet, reserved disposition. He wisely limited his circle to intimate friends, and to those he was a sincere and trusted friend. A Requiem Mass for the repose of the soul of the deceased was celebrated in St. Joseph's Church on the following Thursday by the Rev. Father Kerley, S.M. The funeral took place in the afternoon, and was very largely attended, the services at both the church and the graveside being conducted by the Rev. Father Lezer, S.M.—R.I.P.

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TERRIBLE MARINE DISASTER

LOSS OF OVER ONE THOUSAND LIVES.

Over one thousand lives were lost when the Canadian-Pacific steamer Empress of Ireland collided with the Norwegian collier Storstad off Father Point, near Rimouski, on the St. Lawrence River, during a dense fog. She sank ten minutes after the collision.

The crack liner of the Canadian-Pacific Railway fleet left Quebec on Thursday, the total number on board being 1387.

The scene immediately after the collision baffled all description. The shrieks of the passengers (who were rudely awakened from their slumbers), the hoarse cries of the captain and officers, and the wailing of the women mingled with the rushing water in the gap that had been opened in the vessel. There was little time to launch the boats. The Empress of Ireland was reached by the Government steamers Lady Evelyn and Eureka, which immediately steamed at full speed to the scene of the disaster at Father Point.

The Empress of Ireland had hove-to in the fog when she was struck amidships by the collier.

Sir T. G. Shaughnessy, chairman of directors of the Canadian-Pacific Railway Company, declares that the disaster is the worst in St. Lawrence history. The Empress of Ireland was torn from the middle to the screw, and sank before there was time to rouse the passengers or to get them on deck. An unfortunate feature is that the women suffered most, being unable to leap overboard as the men did. Most of them stayed quietly in their cabins and were drowned while attempting to ascend the companionway. Nine lifeboats were loaded in the darkness and pushed off. Meantime help was summoned by wireless, and survivors were picked up, many being maimed by the Storstad's hull.

The crew did their utmost. One woman swam to the Lady Evelyn, but died through her efforts. The wireless operators jumped overboard and were saved. The captain remained half an hour in the water before he was rescued. Scores of prominent Salvation officers are among the lost.

It is officially announced that the Empress of Ireland carried 87 first class passengers, 153 second class, 715 third class, and a crew of 432. There were saved 18 first class passengers, 131 second and third class, and 206 of the crew. Four hundred bodies have been recovered.

Among the survivors is Miss Townsend, of New Zealand. Many limbs were broken. There was no time to arouse all the passengers.

Mr. Burt, of Toronto, on coming to the surface, saw Miss Townsend. She besought his help, and he caught a floating suitcase, which kept them both up till they were rescued.

Though there was a sufficiency of boats, those on board were unable to launch them owing to the list.

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