BOSTON PLANNING TO USE TROLLEYS TO OBTAIN FOOD

Boston, Aug. 30—Plans to ensure an adequate food supply for this city in case a general railroad strike goes into effect on Labor Day, were discussed by many interests today. Mayor Curley arranged for a conference this afternoon with officers of trolley companies entering the city, the health commissioner, the street commissioner and the superintendent of markets. The mayor said that the questions of bringing food supplies into Boston by trolley cars and of utilizing certain streets for the sale of products would be considered.

A committee appointed by the chamber of commerce to study the situation and to recommend steps to be taken to protect the public interests was ready to make its report today.

Vacationists are returning in large numbers from New England resorts, many of them cutting short their visits to the seashore and the mountains in the fear of railroad delays next week.

ALMOST MARTIAL LAW IN N. Y. IF BIG STRIKE HITS

New York, Aug. 30—Railroad traffic both to and from New York City showed feverish activity today in anticipation of a general strike. It is estimated that before September 4, the day of the threatened tie-up, this city will rid itself of a floating population of nearly three hundred and fifty thousand and receive home about the same number of residents who have been on vacations. Passenger traffic just before Labor Day is always heavy under normal circumstances.

Unless the situation changes radically it is expected that the other eastern railroads will follow the example of the New York, New Haven & Hartford and declare a freight embargo to take effect September 4. The management of the New York Central will consider this question today upon the return of President A. H. Smith from Washington.

Railroad executives here expressed hope today that if a strike were called they would run enough food trains to keep the city from privations. The big milk companies have been organizing to meet the situation ever since the strike became immnet. Drivers of milk wagons have been instructed to make a census of the babies on their routes and they will be attended to first. The milk companies have arranged to obtain hundreds of motor trucks which will be used to collect milk from the territory surrounding New York if the regular milk train service fails.

New York consumes 2,500,000 quarts of milk a day and it estimated that 25 per cent of this goes to babies and another 25 per cent to children whod epend largely on milk for food.

The police department, it was announced today, is prepared, if need arises, to assume virtual control of the food and fuel supply. For this purpose it has made a canvass to ascertain the stock of foodstuffs now available here and it has a list of all motor trucks and other vehicles that can be used to carry freight and of lighters, towboats and other vessels that can be pressed into service in the waters surrounding the city.

In the wholesale grocery and commission district today it was reported that restaurants, hotels and boarding houses were beginning to lay in huge stocks of food. Wholesale grocers are not disposed to agree with the prediction that in the event of a railroad tie-up there would be a food famine in a week.

Santa Cruz Urges Denmark To Sell Islands to U. S.

St. Thomas, S. W. I., Aug. 30—The legislature of Santa Cruz has adopted and cabled to the Danish government at Copenhagen a resolution favoring sale of the Danish West Indies to the United States. The colonial council of St. Thomas and St. John already has taken similar action. The resolution adopted by the Santa Cruz legislature follows:

"The colonial council unanimously request the minister to hasten the negotiations toward ratification of the treaty with the United States, which is the only means of relieving the intolerable and ruinous state of affairs on this island. There is no hope otherwise of rectifying our condition in the future."

Miss Spooner Bids Farewell To Local Admirers Tonight

At the Park, tonight, Cecil Spooner and her company will "pack up" and move for "pastures anew," throughout the principal New England cities, and the final performance of that very lively comedy, "The Little Terror," will be given in this city tonight. The one greatest attraction which the popular little star has presented here during her very successful all year run. The attendance for "The Little Terror" has thus far been enormous, and the sale of seats for tonight is unusually heavy. Everybody who has witnessed any of Miss Spooner's performances, will regret her departure from this city, although she will be back shortly, and perhaps at a theatre of her own, with the big electric sign in front, which will read, "Cecil Spooner Playhouse." An extension of time at the Park was impossible, owing to previous bookings of traveling attractions.

AUTO AND TROLLEY COLLIDE

In a collision between a trolley and an automobile last evening at Stratford and Connecticut avenues, the latter vehicle was damaged. It was owned and operated by Lawrence Picker of 720 Riverside Drive, New York. He was turning from Connecticut avenue into Stratford avenue, when his machine bumped the trolley.

BOTH SIDES PREPARE FOR BIG STRIKE AS CONGRESS BEGINS NEW LEGISLATION

Washington, Aug. 30.—Congress went to work under pressure today to prevent by legislation the railway strike called for next Monday. It was not assured that, even if measures proposed by Presideht Wilson in his address yesterday can be passed in the five days remaining, they would be effective in forestalling the walkout.

In general, brotherhood leaders intended to fight the legislative program and railway managements expected to support it, but both sides laid plans for the strike quite as if its coming were beyond all doubt.

President Wilson still hoped the brotherhood leaders now in Washington would find means of rescinding the strike order which they maintain has gone beyond their jurisdiction.

There was no unanimity of opinion among them as to whether the suggested measure to forbid a strike pending investigation by a public commission, if passed and made effective before next Monday, could apply validly to the present situation. Railway executives believed, however, that the legislation would force a suspension of action. While the government machinery was humming today with strike plans there poured in from all sections of the country reports that railroads were declaring embargoes on perishable stuff, refusing to accept freight with guarantees of prompt delivery and warning against passenger travel extending past 7 a. m. Monday, the hour set for the strike. These reports gave a hint of the rigors which might be expected from a general strike.

Members of Congress were not fully agree on methods, but they were represented as in entire accord with the purpose of the President to prevent in some way threatened tieup. Some measures to be agreed on probably will be attached to the bill pending in the Senate to increase membership in the interstate commerce commission from seven to nine.

The eight hour law for interstate railroad traffic suggested by the President is not entirely agreeable to the brotherhoods, for they want with the eight hour day ten hours' pay and Congress has no authority to prescribe wages. The employes expec. the principal fight against this to be made by the railroads, however.

The proposal for investigation by a presidential commission is welcomed by the railroads but not by the men.

The suggestion that Congress empower the interstate commerce commission to grant higher rates as recompense for increased wages is frowned on by the railroads in the belief that shippers would object and the good will of these interests would be lost.

The most violent objection of the brotherhoods is to the proposed law for investigation of future labor disputes and the prohibition of strikes or lockouts during the investigation; railroad executives favor this measure.

Many legislators believe the President's recommendation of a law authorizing forced governmental operation of certain roads for military reasons is superfluous; they insits that the other action contemplated would forestall the strike itself.

RAILROAD HEADS PLAN TO FIGHT LAWS URGED BY PRESIDENT WILSON

Washington, Aug. 30—The railraod executives received President Wilson's address in no sympathetic spirit. He proposed several things advocated by the railroads, but his request for an eight-hour day by law opens up, the railroad presidents believe, a way for demands by all their other workers for the same houra. They have estimated that this would cost the railroad $250,000,000 a year.

E. P. Ripley, President o the Santa Fe, who left Washington last night to prepare to fight the strike was asked what he thought of the President's speech:

"It shows, as we have contended all along, that he doesn't know what he is talking about," was Mr. Ripley's reply.

The consensus of the railway presidents may be summed up thus:

First Proposal—That the Interstate Commerce Commission be increased. The railroads have all along asked for this measure and are heartily in favor of it.

Second Proposal — Establishment of the eight-hour day by law. This is what the railroads refused to concede in the President's plan of settlement and the one proposal the adoption of which they will fight to the last ditch.

Third Proposal—Creation of a commission to investigate the working of the eight-hour day. If they must accept the eight-hour day the railroads would be glad to have this commission in power.

Fourth Proposal—Approval by Congress of consideration by the Interstate Commerce Commission of an increase in freight rates. The railroads are dubious about the benefit of this proposal, believing that the commission may regard it as an attempt to distate a semi-judicial decision.

Fifth Proposal—Establishment of a commission to investigate labor disputes, and prohibition of strikes while inquiry is on. This is one of the things the railroads asked for.

Sixth Proposal — Giving the President power to operate trains for military purposes. The railroads are in favor of any measure that will keep more trains running in case of a strike.

The President's language in the second proposal when he said there should be established "an eight-hour day as the legal basis alike for work and of wages" claimed the attention of the railroad Presidents at once. They took the stand that Congress had the power to legislate hours of work and minimum wages, but that Congress did not have the power to legislate scales of wages. It is broadly intimated that if such a law were passed the Supreme court would at once be asked to annul it. The President of a large road, who asked that his name not be used, put it thus:

"Legislative bodies have the power to provide a sixteen hour day for humanitarian reasons. They have the right to prescribe a minimum wage on the same ground, but Congress has no power to try to tell the railroads how much they shall pay their workers by enacting a change in the whole extent of the wage schedules, which is all an eight-hour day will really amount to."

While most of the railway executives left Washington last night to go home and prepare to fight the strike, a majority of the members of the Advisory Committee remained. They are Frank Trumbell, Chairman of the Chesapeake & Ohio; Howard Elliott, President of the New Haven; Samuel Rea, President of the Pennsylvania; A. H. Smith, President of the New York Central; F. D. Underwood, President of the Erie; Daniel Willard, President of the Baltimore & Ohio; Hale Holden, President of the Burlington; A. J. Early, President of the St. Paul; C. H. Markham, President of the Illinois Central; W. J. Harahan, President of the Seaboard Airline; B. F. Bush, head of the Southern Pacific; Henry Walters, President of the Atlantic Coast Line; R. E. Lovett, head of the Union Pacific, and Alfred B. Thom, counsel to the committee. This committee will keep the railroads of the United States informed of affairs in Washington.

Will Fight Law In Congress.

The railroads will do everything in their power to block in Congress the passage of an eight-hour day law. In any event the railway heads do not believe that Congress can take any action in time to halt the strike. They feel that it would take at least a month to get any such fundamental legislation as the eight-hour day law through both houses. They think the best thing Congress can do is to adopt the proposed law under which the strike would be unlawful while an investigation is in progress. They argue that the rest of the program could be threshed out laer, but that proposal No. 5 would stop the strike scheduled for next Monday if passed tomorrow or the next day.

Before the railway presidents parted they held a final meeting, after which they issued a statement, in which they said:

"The situation created through the issuance of the strike order by the brotherhoods make it necessary that the railroad executives return to their homes to protect their properties in the emergency impending; as a consequence they are planning for an early departure.

"In leaving Washington they are unanimous in their expression of satisfaction with the results of their conference so far as the position of the railroads is concerned. Briefly summarized the important points developed by their deliberations here are:

"First—A renewed insistence upon the principle of arbitration as the only proper method of settling labor disputes. The railroads have given the employes every possible consideration in this respect, by offering to arbitrate their differences either through the Interstate Commerce Commission, under the Newland act, or by a commission to be selected by the President of the United States.

"Second—An increased realization of the responsibility of the railroads toward their other employes, the shippers, the industrial, commercial, and general public, which they have been made to feel by thousands of telegrams insisting upon the maintenance of their position.

Gov. Johnson Wins G. O. P. Nomination For U. S. Senator

San Francisco, Aug. 30—On the face of returns early today, from about half the precincts in the state, Governor Hiram W. Johnson won the Republican nomination for United States Senator over Willis H. Booth, at yesterday's primary. Out of a total of 5,443 precincts, 2,759 gave Booth 75,353; Johnson 92,552. The campaign attracted wide interest because Chester H. Rowell, of Fresno, a member of the Republican National campaign committee, protested to the committee and to Charles E. Hughes, Republican nominee for President, that the forces of the Republican state central committee were aligned openly, although not officially, behind Mr. Booth, a Los Angeles businessman.

Women's Relief Corps To Resume Meetings Tomorrow Afternoon

The Women's Relief corps of the Grand Army of the Republic will have its first meeting after the usual summer recess, tomorrow afternoon at 2:30 in the G. A. R. hall. Business has accumulated during the summer which will be transacted at the meeting tomorrow. It is expected that the attendance will be large.

THE PRETTIEST FACE

and the most beautiful hands are often disfigured by an unsightly wart. It can easily be removed in a few days without pain by using Cyrus Wart Remover. For sale only at the Cyrus Pharmacy, 418 Fairfield Ave.

UNTERMYER HAS FAITH IN PLAN OF PRESIDENT

New York, Aug .30.—Samuel Untermyer said last night that he considered the manner in which the President is handling the strike crisis as wise and statesmanlike, and added that he believed that the eight hour law could be enacted into a law that would stand the Constitutional test in the courts. Mr. Untermyer characterized the attitude of those who control the railroads as shortsighted and said that these heads of the great railway systems of the country were furnishing the strongest possible evidence in favor of the Government ownership of railroads.

Mr. Untermyer at his home at Greystone, near Yonkers, gave his views yesterday of the legal and economical aspects of the situation as outlined before Congress by President Wilson.

"It is impossible," said Mr. Untermyer, "adequately to cover so vast a subject in a newspaper interview. It embraces economic problems of far-reaching properties, the solution of which is beset with endless complications. Sooner or later they had to be met, and the President has shown his usual courage in meeting them at this particular time.

"After carefully reading the President's message I feel that he has dealt with the perplexing subject from a just, broad, fearless, comprehensive, and statesmanlike viewpoint that gives hope of a speedy solution.

"The one outstanding assertion of the President that the eight-hour day has the sanction of the judgment of society and that the roads will eventually be obliged to accept it I believe to be absolutely sound. I can find no constitutional objection to its being embodied in legislation, if Congress sees fit to do so, in the exercise of its power to conserve the health and safeguard the efficiency of teh agencies employed in the conduct of interstate commerce.

"Congress cannot, however, in my judgment, either itself or by any delegation of power of the Interstate Commerce Commission or otherwise directly or indirectly regulate the wages that shall be paid except to the extent to which it may increase or reduce rates dependent on operating expenses subject to the limitation that it may not fix rates that do no permit of a fair profit.

"The carrying out of most of the program embodied in the fifth and sixth recommendations is entirely feasible so far as it concerns their legality and the power of Congress to deal with these subjects. Since we are not in a state of war I take it that any action by Congress involving governmental operation for military purposes would have to be in the nature of condemnation, and must be accompanied by definite provisions for compensation and provide legal machinery for that purpose.

"The framing of such a measure as will stand the constitutional test is feasible, but it is no mean accomplishment. I am not prepared at the moment to say how far the lawmaking power may go to compel men to work or prevent them from striking whenever they chose.

"The recommendation for the enlargement of the membership and powers of the Interstate Commerce Commission should be hailed with satisfaction and relief on all sides. If that long sought and much needed result can be brought about under the stress of this crisis it will not have been in vain.

"The commission has not for 10 years or more been able to cope with the gigantic tasks that have devolved upon it. While its powers and sphere of usefulness have been constantly enlarged the same number of men have had these new and ever increasing duties thrust upon them, until the task has long since become impossible of prompt or proper performance notwithstanding the ability and industry of the commission.

"It has also long been evident, and I have for at least five years been advocating giving the commission control, over security issues and particularly over receiverships and reorganization of insolvent railroad corporations. The commission should have the same power to administer insolvent railroads as the controller now has with respect to insolvent banks. If the commission had a voice in reorganizations such as is possessed in every civilized country, save ours, we should have been spared the scandals and oppression that are now the almost invariable incidents of the present antiquated and inadequate procedure. We would also avoid the ever-increasing and now imminent peril of having almost our entire railway system in the grip of a handful of bankers in Wall Street, which is the direct result of our defective laws. This entire subject was exhaustively investigated by the Pujo Committee in 1913.

"The commission should be enlarged to 15 members and the work divided with rates and labor and kindred subjects, another to deal with security issues and conduct investigations, and the third to supervise receiverships and reorganizations and to protect minority stockholders.

"A court is not a proper agency to operate a railroad. That should be the province of an administrative body. Under this plan we will receive an orderly effective control over these public agencies. The railroads have shortsightedly resisted, step by step, every effort at rational control as they are now resisting the principle of the eight-hour day. They are furnishing the strongest arguments for government ownership."

Waiters' Union Seeks Member As Murderer

Boston, Aug. 30—Search for Stell Zacharach, a waiter, charged by the police with the murder on Monday of Charles W. Graney, head waiter of the Hotel Essex, became nation-wide today with the enlistment of 70,000 organized waiters and cooks in the hunt. After local unions had offered a reward of $1.00 for his capture, a descriptive circular letter was sent to members throughout the country asking that Zacharach be held in the event that he visited any hotel or cafe to seek employment.

CHINESE LILY BULBS
10c EACH
JOHN RECK & SON

PRESIDENT SIGNS THREE IMPORTANT MEASURES IN DAY

Army, Navy and Philippines Bills Approved By National Executive.

Washington, Aug. 30.—Surrounded by Cabinet members, Senators, Representatives and high officers of the army and navy, President Wilson yesterday signed the army and navy bills and released more than $582,000,000, which is to be expended during the next fiscal year in the cause of preparedness. Motion picture machines clattered and cameras clicked during the ceremony. With several additional strokes of the pen he approved the Philippines Bill and the one amending the law governing the commercial status of bills of lading.

In a speech to those who had come to witness the ceremony the President pointed out that the four measures constitute a remarkable legislative achievement.

Included in the throng who watched the signing of the measures were Cecretary of War Baker, Rear Admiral William S. Benson, Acting Secretary of the Navy; members of the Senate and House Committees on Military and Naval Affairs, Judiciary and Philippines; Resident Commissioner Queon of the Philippines; Major Gen. Hugh L. Scott, Chief of Staff; Major Gen. Tasker H. Bliss, Assistant Chief of Staff; Brig. Gen. McIntyre, Chief of the Bureau of Insular Affairs; Judge Advocate General Crowder of the army; Rear Admirals Taylor, Griffin and Strauss; Paymaster General McGowan of the navy and Lieut. Commander McKindless.

Signs Defense Bills With Own Pen.

The President signed the army and navy bills with his own pen. The Philippines Bill was signed with a gold pen furnished by Commissioner Quezon, which the latter will present to the Philippine government. Senator Pomerene of Ohio supplied the pen with which the bills of lading measure was signed.

After completing his task, the President said to the assemblage:

"I cannot let an occasion like this pass without saying something about the feelings with which I sign these bills, many of which probably will be momentous in their results. I think the country will feel that this Congress has accomplished a very remarkable part of the program of national defense. This bill I have signed for the army is merely the Appropriation Bill, it is not the bill by which we reorganized the army, but it does carry with it a much-needed revision of the articles of war, and it means that the finances of the nation are behind the reorganization of the army and its use for adequate national defense.

"The Navy Bill is a very remarkable measure. Never before, by one single act of legislation, has so much been done for the creation of an adequate navy. Our navy has grown steadily. I think the development of that arm of force always has had the enthusiastic support of the nation. It is a matter of unusual gratification, therefore, that we should have been able, at this time, to do so much, to do it so well, and do it with such unanimity of support and opinion.

Shows Real Intentions of U. S.

"The Philippine Bill excites peculiar feelings in me, because there have been times when the people of the Philippine Islands doubted our intention to be liberally just to them. I hope and believe this bill is a sufficient earnest to them of our real intentions.

"It is a very satisfactory advance in our policy of extending to them genuine self-government and control of their own affairs. It is only by such means that any people comes into contentment and political capacity.

"The last bill, the Bill of Lading Bill, I believe, will be a most substantial assistance to the right conduct of both the commercial and financial business of the country.

"So that it is with great gratification that I am able to add my part to so many pieces of useful and public spirited legislation."

MISS NICKERSON, MILLIONAIRESS, TYPHOID VICTIM

Narragansett Pier, R. I., Aug. 30—Miss Lyra Brown Nickerson, of Providence, one of the wealthiest young women in New England, died at her summer home here today after suffering from typhoid fever for two weeks. Miss Nickerson inherited a large estate from her father, Edward I Nickerson. Her mother died some years ago.

On August 1 announcement was made of Miss Nickerson's engagement to Henry G. Clark, of Providence, assistant director of athletics at Brown University. The wedding was set for October 4. The physicians who attended her expressed the opinion that her physical condition became impaired as a result of many festivities arranged by her friends after the announcement, leaving her unable to combat the disease.

Miss Nickerson was active in athletics. She had given largely to Rhode Island charities. About a month ago she presented a hydro-aeroplane to the aviation corps of the Rhode Island National Guard.

WRIST WATCH TO STAY, JEWELERS DECLARE

Chicago, Aug. 30—The wrist watch will be more in vogue than ever before, La Valieres will remain peculiar for at least another year and ear screws and brooches will be worn more generally than for several years according to speakers at the annual convention of the American National Retail Jewelers' Association here.

"The wrist watch not only is ornamental but to many has become a necessity," said J. R. Tack, second vice-president of the association. "Ear screws are coming into favor more rapidly. There will be little change in the style of La Valieres."

Priest, Noted Baritone Singer, Visitor Here

Rev. Francis Auriemma, curate at St. Mary's Roman Catholic church, Passaic, N. J., whose rich baritone voice has been enjoyed by thousands who have never seen him, but have heard his tones through the agency of phonograph records, is a visitor in Bridgeport.

Known in musical circles as "the second Amato," Father Auriemma has sung for the Pathe Freres Phonograph Co., and for the Victor Talking Machine Co. several sacred songs.

Father Auriemma is a native of Nola, province of Campagnia, Italy. He received his early education in Naples and Florence, and gained his musical training at the Naples Conservatory. He came to America to work in the Catholic priesthood, a decade ago. He spent several years in the Great Lakes district, and was especially active following the Messina disaster in providing funds for his suffering compatriots.

He returned to Italy to spend some time in perfecting his musical training, and now, in connection with his priestly duties in Passaic, finds time to devote himself to sacred concerts as well as to singing for reproduction through the various records.

Father Auriemma is a prominent member of the Knights of Columbus in New Jersey.

BALFOUR TO BLAME FOR JOY RIDE FATALITY

In the finding of the deputy coroner of New Haven county John Balfour of this city is held criminally responsible for the death of Eugene Boyd, who died on August 14 as the result of an automobile accident in Milford, in which a car driven by Balfour smashed through a fence and into a tree.

He took the car without permission of the owner, Daniel Cotter. At the time of the accident he had four women and several men with him. Pending the outcome of the inquest, Balfour has been held by the Milford authorities in bail of $2,500, on the charge of manslaughter.

CAMPERS FIGHT HEALTH OFFICER TRACEY'S ORDER

Norwalk Authorities' Restrictions Disputed by Calf Pasture Occupants.

The validity of an order of Health Officer Tracey, of Norwalk, will be passed upon in the superior court tomorrow, which has been set as the date for hearing on a temporary injunction asked of Judge James H. Webb, in favor of Hugh Hunter of Danbury and Henry Wilkens of Norwalk, and the Calf Pasture Beach campers whom they represent, which injunction would restrain Health Officer Tracey and the city of Norwalk from removing the camps from the beach.

Deputy Sheriff Edward B. Doulens served papers in the action on Saturday afternoon. At that time many of the Calf Pasture campers had left, more were then leaving, and many have since departed. Those now at the beach propose to become parties to the action and fight the city.

The complaint is brought by Mr. Hunter of Danbury, and Mr. Wilkens of Norwalk. Mr. Hunter is a hatter and a former basketball star. He has camped at Calf Pasture beach many summers, and has been there this year for some time. According to campers next to the Hunter quarters, children have been there from Danbury and went back and forth without restraint. Mr. Wilkens runs a store at the beach and sells provisions to the campers. The complaint says:

"On the 24th day of August, 1916, and for some time prior therete, the plaintiffs and other persons who are so numerous as to be impracticable to join as plaintiffs, have been lawfully in possession of certain land in the town and city of Norwalk, known and described as Calf Pasture beach.

"On said day and for some time prior thereto, the defendant, William J. Tracey, was and still is health officer of the town and city of Norwalk, a municipal corporation situated in said Fairfield county.

"On said August 24, 1916, said Tracey, as such health officer, and the said city of Norwalk, acting through their servants and agents, notified the plaintiffs that they must vacate said premises on or before the 26th day of August, 1916, or that they and their goods and possessions would be forcibly removed from the same.

"The said Tracey and the said city of Norwalk through its servants and agents, now threaten to tear down the structures erected by the plaintiffs and those whom they represent, upon said land, and to cart away the same and to eject the plaintiffs from said premises.

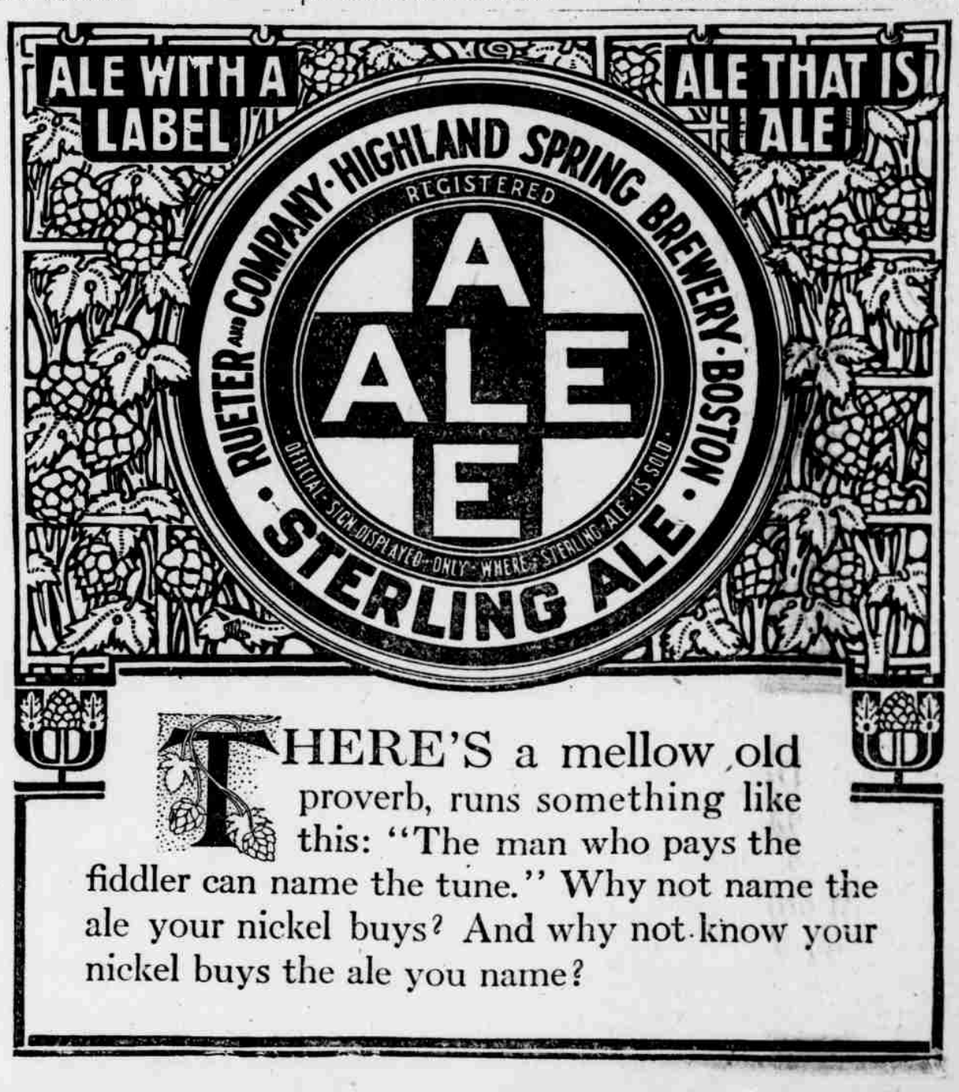
"The plaintiffs and those whom they represent are in the peaceful and lawful occupation of said land and have no adequate remedy at law for the threatened and unlawful invasion of their rights, unless the same be restrained by injunction.

"The plaintiffs claim $600 damages.

By way of equitable relief:

"(1.) An injunction restraining the said Tracey as such health officer and the said city of Norwalk and their servants and agents, from forcibly removing the plaintiffs and those whom they represent and their goods and chattels from said premises."

Will Remodel Local Apartment on Plan of Los Angeles Builders

David N. Armstrong, Dr. Maurice Rosen and Attorneys Shapiro & Shapiro have jointly purchased a number of houses formerly belonging to the Armstrong estate on William street, which are to be remodelled on the Los Angeles plan, three rooms and bath with concealed wall beds and other space saving devices.

The Canadian government steamship Lord Strathcona reported by wireless that the British freight steamship White Sea had gone ashore at Shag Rock, St. Mary's Bay, Newfoundland.