

State of Ohio, City of Toledo,  
County.

Frank J. Cheney makes oath that he is senior partner of the firm of F. J. Cheney & Co., doing business in the city of Toledo, County and State aforesaid, and that said firm will pay the sum of ONE HUNDRED DOLLARS for each and every case of Catarrh that cannot be cured by the use of Hall's Catarrh Cure. FRANK J. CHENEY

Sworn to before me and subscribed in my presence, this 6th day of December, A. D. 1886.

(Seal) A. W. GLEASON  
NOTARY PUBLIC

Hall's Catarrh Cure is taken internally and acts directly on the blood and mucous surfaces of the system. Send for testimonials free.

F. J. CHENEY & CO., Toledo, O.  
Sold by all Druggists, 75c.  
Take Hall's Family Pills for constipation.

American Centreboard Will Be Adopted

London, Jan. 15--The Standard announces its belief, on good authority that the most radical feature of Sir Thomas Lipton's Shamrock IV will be the adoption of the American centreboard. This will be the first time in the history of British yachting that a craft has been fitted with a centreboard. The challenger will be the first yacht of that type to be sent across the Atlantic to compete for the America's Cup.

Startling Find At Terra Del Fuego

Valparaiso, Jan. 15--Two boats containing the dead bodies of the second mate and two sailors of the German steamer, Acilia, were found Wednesday in Aguirre Bay, Terra Del Fuego. The Acilia left Tocopilla, Chile, early in October, and later called at Corral, Chile, whence she sailed for Hamburg on October 27.

No report of an accident to the S. S. Acilia has been received by the authorities, but an examination of the papers found on the dead sailors are expected to throw some light on what happened.

While England is busy discussing the Pitdown skull, California announces that she, too, has found within her earth relics of a prehistoric age. There is no skull, to be sure, but a hewn stone bowl contains endless possibilities of conjecture.

"Good temper, like a summer day, sheds a brightness over everything. It is the sweetener of toil and the smoother of disquietude."

A DAILY THOUGHT.

"You assuredly help your fellow-men by being the noblest and the best man that it is possible you can be."

You Breathe It

By the simple act of breathing, we inhale life and death. You breathe air crowded with disease germs. These lodge in the membrane and at once commence their deadly work. In a night you develop a cold and before long you are in the grip of Canada's deadliest enemy--Catarrh.

You also breathe Hyomei (pronounced High-o-me) and by so doing breathe in life--Hyomei is medicated and vaporized air. In its journey through the breathing organs it arrests and kills catarrh and cold germs, soothes the inflamed membrane and commences the work of healing. Ask druggist E. W. Mair what he knows about Hyomei. You will find that he not only sells it but guarantees it. A complete outfit will cost you \$1.00 from your druggist or postpaid from the R. T. Booth Co., Limited, Fort Erie, Ont. You will find invaluable for coughs, colds, catarrh and all kindred diseases. Money back if it fails.

SOME DETAILS OF THE COBEQUID DISASTER.

YARMOUTH, N. S. Jan. 15--

According to statements made by passengers, the Cobequid struck about 6.30 a. m. and at about 7.30 the light went out. In order to obviate the possibility of an explosion, the engineers drew the fire. The ship was going at good speed, and when she struck there was no confusion or excitement whatever, save among the colored people aboard, who, true to their emotional temperament, which is characteristic of the race, began singing of hymns. When the Westport arrived great difficulty was experienced in getting the colored people to leave the ship.

All the passengers speak in the highest terms of Captain Howson, and particularly of the ship's doctor, for their coolness, successfulness and consideration, which were they say, admirable, doing much to quieten the excitement. The captain was on board the ship, but Master Capt. Howson, Chief Hicks the marine superintendent, and a third.

At the time the Westport hove in sight, the boats were being got ready, it being the intention to put out with the passengers for the mainland, since the hope of aid had been about abandoned and the situation was recognized to be hazardous in the extreme. Welcome indeed was the sight of the rescue ships.

None of the passengers saved their clothes, but the trunks will likely be saved.

The colored passengers and pursuer left Yarmouth at 9.20 this morning for Halifax.

The third officer, R. F. Powell was injured during the night, and is in need of medical attention.

YARMOUTH, N. S. Jan. 15--While the 24 passengers and 72 members of the crew of the Royal mail steamer Cobequid, rescued yesterday, were comfortably housed here, and recovering from the effects of their long exposure to icy winds and waves, Capt. Howson and the remaining eleven seamen were still on board the wrecked vessel early to-day. The Cobequid, imploded on Trinity Rocks, was badly smashed and coated with ice, but the captain's cabin remained intact. The government steamer Lansdowne stood by throughout the night.

Captain MacKinnon, of the Westport, the little coastal steamer which rescued 72 persons, said to-day that when he went alongside the Cobequid he found all the passengers and crew in the captain's cabin, the only dry spot on the steamer. The seas were breaking over the main deck. The Cobequid was lying headed to the westward with the bow down and the stern well out of the water. All of those taken on board the Westport left the Cobequid in the three boats launched by the crew of the wrecked vessel. Notwithstanding the gale and the boiling sea, the transfer was accomplished within two hours without accident.

YARMOUTH, N. S. Jan. 15--The Lansdowne took off the remaining twelve men this morning, including Captain Howson, and has proceeded for St. John.

Forty-three of the crew, including the pursuer, left by D. A. R.

train this morning for Halifax to take boat for the South. Officers and passengers will likely remain here for a few days.

William Charles Kenny, of Southampton, England, a director of the Royal Mail Steamer Packet Co., freely expressed himself this morning, when interviewed, that no one was in any way to blame for the loss of the ship, but that the weather conditions were all against them, and he, as a director will freely exonerate everyone concerned, of course without prejudice in case of any inquiry being held. His statement is as follows:

"That at 6.15 on Tuesday morning the Cobequid ran on Trinity Shoals, and, bumping several times, stuck fast on rocks and sand, the weather at the time being thick with driving snow. On the previous day a thick snow-storm prevailed, and the ship had to stop several times to sound. The position of the ship for the first twelve hours was very critical, but, evidently breaking her bottom, the ship settled down on a bed and except at high tide, when she worked considerably, she remained firm, although the sea was breaking over for and aft. She flooded to the main deck, which kept her quiet, her cargo washing out at each high water. She lost her steam, consequently we were without light, fire or stores, and lived on the boat deck until we left the ship. We were in the captain's cabin and ladies' room, and there were a few in the first-class smoke-room, and we were living on biscuit and cold meat. The discipline of the crew was excellent, and no panic or insubordination took place. The night of the 13th was very nerve-racking, but morning brought hopes, the weather clearing. At 3 p. m. the sight of the Westport and a little later the John L. Cann gladdened all hands. At 4.30 we got the first boat away with the women and children, and three more boats were sent away before darkness set in, leaving only the captain and eleven hands on board, including the doctor and one wireless operator. These were taken off this morning by the D. G. S. Lansdowne, and carried on to St. John, making, thank God, all hands saved. All boats on starboard, side were smashed up, leaving only five available on port side. We had bad weather all the way along from Bermuda."

Capt. G. M. Hicks, marine superintendent of the Royal Mail Packet Co., said that the rescue was very ably carried out, and the people deserve every credit for having continued the search in the blizzard that was raging. "Under the conditions prevailing of being on one of the most dangerous shoals on the coast and such terrific seas were running it is miraculous that we were saved." Capt. Hicks expressed himself as being well pleased with everything that has been done for them.

Mr. J. W. Hickner, of Mauchane, Scotland, the chief wireless operator, made a statement to this effect: "I started calling S. O. S. six minutes after she struck, and it was 15 minutes (6.30) when I got communication with Sable Island, and the captain reported to me that we were near Briar Island, but not certain. At 7.10 the dynamo gave way, and we changed over on the emergency set. Communication with the Kron Princessin Cecelie, saying that we were on rocks off Briar Island, Can you come? At 8 o'clock I reported to Partridge Island, saying we were aground on rocks off Briar Island. He asked me if we required assistance, and I answered, 'Yes; send every possible assistance;' and he said the Lansdowne was leaving to go to our assistance. At 8.15 a heavy sea came over boat deck and into wireless room, smashing boats and deck at entrance of cabin and letting water in, also carried aeriels away. I secured one wire after a great deal of trouble and connected it with my set and heard the Kron Princessin Cecelie calling me with a message via Cape Sable to the effect that he could not come to our assistance, owing to shortness of coal, and saying they had informed the steamer Belvidere of our plight, but was unable to acknowledge signals from Cape Sable owing to great diffi-

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culty under which we were working. Continually called S. O. S. until high tide, when we were unable to stay in wireless room. At 3 o'clock wireless aeriels were again carried away, but it was replaced with some assistance rendered by Chief Officer Kirby, and again called S. O. S., saying we now thought we were on Trinity Rocks, or possibly Briar Island. During the high tide the wireless room was flooded, and the receiver flooded, making it useless, but the transmitting was working. We stayed in the wireless room until next high tide. Next went to wireless room at 5 a. m. yesterday and rigged aeriels and got signals fair. Worked until 8.15 yesterday and reported being on Trinity Ledges or Briar Island, which was confused with Quarry Rocks. At low tide we began calling for help, then it lifted and we could see land. Remained in wireless room until taken off. Gave up calling when we saw rescue steamers coming."

The good news that the steamship Cobequid had been definitely located on Trinity ledges, six or seven miles from the Nova Scotia coast, near Yarmouth, and that passengers and crew were being rescued, came to St. John last evening and was received with great joy. The rescue was effected by the steamers John L. Cann and Westport. Of 106 persons on board, 94 were safely landed at Yarmouth, the captain and eleven of his crew remaining on board during the night. Steamers Lansdowne and John L. Cann stood by to render assistance if necessary.

From members of the crew it is learned that the ship struck during a dense storm at 6.15 on Tuesday morning and filled in a very few minutes.

The wireless operator was able to get but one call for help before his aeriels iced up, after which he was helpless. Her furnace fires were put out in a few minutes and the passengers and crew were forced by the rapidly rising waters to the boat deck where they took refuge in the captain's quarters. For 24 hours in the midst of one of the worst storms ever experienced on this coast with the thermometer hovering around zero and with winter seas sweeping their vessel and breaking it up beneath them, these people had to huddle together. On Wednesday morning one of the men succeeded in getting a metal bucket in which some holes were punched to make a draft and in which a small fire was started where warm drinks were prepared for the women and children.

The party arrived at Yarmouth with nothing but what they stood in and ten of them, all men, had to be sent to the hospital with frost bites and minor injuries. Two of the worst were S. Hawkins, a seaman, who was below when the ship struck, and rushed on deck with practically no clothing. Another man, named Daniel Hurley, an oiler had his right arm broken and his right leg cut badly by being jammed in a door.

The chief engineer, D. H. Douglas, said that the ship had encountered a series of heavy gales and snow squalls and they were particularly bad on Monday night. The second engineer was on duty when the ship struck at 4.15 a. m. and a quarter of an hour after she struck, the engine room was flooded, and in less than hour the fires were out. After that there was no other fire or light on the ship except that provided by a few candles. In his opinion the ship's bottom is gone, but above water she is still intact, except

that her hatches were washed off. The wreckage, going ashore, he said, must be the stuff floating out of the hold through the open hatches.

Asked how the Cobequid came to be so far out of course, Mr. Douglas said he thought that as the ship was slowed down in making her way up the bay, and to make continued soundings, strong currents running carried her out of her course, and in the dense vapor and snow prevailing, it was impossible to tell where they were. The mate had just gone aft to east the lead, when breakers were sighted ahead, and just as he threw the lead she struck. All that remains of the ship is but a broken hull.

HALIFAX, Jan. 14--Few of the great shipping disasters of Nova Scotia will remain as memorable as that which had its culmination at 8 o'clock to-night when the little steamer, Westport, under the command of Captain MacKinnon, entered Yarmouth harbor with the first of the rescued passengers and crew number 72 from the stranded Cobequid.

Cloely following the first rescue ship came the tug John L. Cann with 24 of the ship's company.

With the arrival of the Cobequid's passengers and crew at Yarmouth ended one of the most remarkable chapters in the shipping history of the North Atlantic.

For nearly forty-eight hours, in the midst of a howling blizzard enshrouded in vapor and snow squalls, 106 men and women huddled in a stranded ship six miles from land, with waves breaking over them, with the frosts of mid-winter encasing the ship's decks and rails with an unbreakable sheet of ice, and with each comber, as it smashed against the sides of the ship bringing the horror of their situation home to them afresh between the squalls.

Two days and one night, the rescuers worked in a blind search for the ship, for at the critical moment, the wireless failed and the stranded ship from 8.30 on Tuesday morning until the storm abated enough to enable people upon the shore to see the ship impaled upon the rocks, gave no sign of life.

Just before noon to-day the storm abated, the squalls ceased and through the vapor off the Yarmouth coast could be seen in the hull of a ship, piled up on Trinity Ledges, about six miles off the shore in the vicinity of Port Maitland. There was no sign of life on board of the liner, and the general belief was that the entire ship's company was lost.

From the marine and fisheries office at Halifax orders were sent for all the rescuing boats to proceed to the actual scene of the wreck, the C. G. S. Lansdowne, then in Westport, Briar Island, left at four o'clock, and the tug John L. Cann had preceded her. From Yarmouth the steamer Westport sailed. At 4.20 p. m. this afternoon Captain MacKinnon of the Westport, sighted the Cobequid lying on the southeast part of Trinity Ledges. At that time there was a high wind and rough seas, but despite these conditions the plucky skipper determined that no efforts would be spared to make a rescue of at least some of the passengers and crew from their perilous position. In three lifeboats, seventy two of the ship's company put out toward the rescuing steamer. They were safely embarked on the Westport, which ship remained by until the tug John L. Cann came up.

Captain J. Edgar MacKinnon, of the Westport, came up to the wreck under her port side. He found her lying headed to the westward, with the bow down, and her stern well out of the

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