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* In order to ensure changes *
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The Daily Mail

* The Weather *
* Moderate southwest winds *
* cloudy Friday moderate winds *
* with showers. *

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FREDERICTON, NEW BRUNSWICK, THURSDAY, OCTOBER 16, 1919

TWO CENTS PER COPY

CREW OF NOVA SCOTIA SCHOONER RESCUED DURING A HURRICANE

The B. B. Hardwick Was Wrecked While Battling With Mountainous Seas and a Hundred Mile Gale—Oil Was Poured on the Troubled Waters by a Tank Steamer—Crew Found Lashed to the Deckhouse—Thrilling Tale of the Sea.

New York, Oct. 16.—When the Atlantic transport steamer Bardic, commanded by Captain F. H. Claret, R. N., reached her pier yesterday, after lying at anchor in the bay for three days waiting for a berth, members of the crew told of the rescue of six men from the wreck of the wooden schooner B. B. Hardwick, of Halifax, in mid-ocean, while a northeast hurricane was blowing at a hundred miles an hour, accompanied by mountainous seas.

On Sunday morning, October 5, the Bardic bound light from London to New York, was about 350 miles south of Cape Race, battling her course westward in the hurricane, when the lookout man in the crow's nest shouted to the Officer on the bridge:

"Wrecking bearing two points on the starboard bow, flying distress signal."

DECKHOUSE OF THE SCHOONER THE ONLY THING

THAT HAD NOT GONE BY BOARD IN THE STORM

The course of the Bardic was altered and when she got to within two miles of the wreck, it was seen that six men were lashed to the deckhouse forward, which was the only thing that had not gone by the board in the storm.

The heavy sea made it impossible for the Bardic to launch a boat or a raft to rescue the six men and the Captain decided to stand by until the weather moderated. Several attempts were made to float buoyed lines down to the wreck, without success.

After standing by for thirty-six hours, in which the hurricane continued to blow with unabated force, the British tanker War Jolandi arrived on the scene, bound for Falmouth, and the Bardic wirelessed the position of the wreck and that no further details could not be obtained, as the crew of the schooner apparently did not understand the signal code with flag or semaphore.

EFFORT OF OIL PUMPED IN THE HEAVY SEAS

DESCRIBED AS LITTLE SHORT OF MAGICAL

The tanker went close to the wreck and began to pump volumes of oil on the heavy seas and its effect on the seas was described as nothing short of magical.

After two hours the War Jolandi, after seething around the helpless wreck, had got it in the centre of a sea of oil and the men jumped into the subdued sea and caught hold of ropes from the tanker, by which they were hauled safely on board. The War Jolandi and the Bardic then proceeded on their courses toward Falmouth and New York.

Half an hour later the Bardic received a message from the Tanker saying that one man had been left behind on the wreck and requesting the captain to go back and stand by until the weather moderated and take him off, as the hull of the tanker had been damaged and the captain had to carry on as quickly as possible to the home port.

A MAN WHO HAD BEEN LEFT ALONE ON THE

HARDWICK WAS PICKED OFF BY A TRANSPORT

The Bardic was turned back again when the starboard engine broke down and it became impossible to do any such manoeuvring.

The Bardic stood by until the early morning of Oct. 7, when the Atlantic transport steamer Maryland hove in sight bound east, and was informed by wireless that there was a man left alone on the wrecked Hardwick and requested that the steamship should take him off.

The Maryland found the drifting wreck with its solitary passenger clinging to the deckhouse with one hand and burning a flare at long intervals which he held in the other. An hour later the Maryland said that the man had been taken off safely and she was proceeding on her course.

When the Bardic left the wreck it was in latitude 41.12 north and longitude 47.35 west, right between the east and west Atlantic tracks, drifting to the southward and a menace to navigation.

FERN HAL WON THE WOODSTOCK FREE-FOR-ALL

Track Record Lowered Again—Talent Badly Upset—Roy Volo and Hayward Wilkes Winners.

Woodstock, N. B., Oct. 15.—The happiest man in town tonight is Dr. D. H. McAllister of Sussex whose mare, Fern Hal, 2.05½, won the free for all race this afternoon in the last day of the "overcoat" meeting, which should have been called a "shirt sleeve" meeting, as the weather was warm and the races attended by 4,000 people. A nice bunch of horses entered were Belle McGregor, 2.06½, Peter Farren, 2.09; Zom Q., 2.09¼; Royal McKinney, 2.11¼. The talent was badly upset. The contenders were supposed to be Zom Q. and Peter Farren with the other three horses as fillers-in. In the first heat, Peter Farren drove Fern Hal a close finish, the other horses right behind. In the second heat, Zom Q. finished neck and neck with Fern Hal, the others a length behind. Peter Farren was a close second in the third heat, and the others were bunched close up. Yesterday Fern Hal lowered the track record to 2.13 and today she again lowered it to 2.11¼.

In the 2.14 class Roy Volo won in straight heats, Jennie Penn being the runner up, although in the second heat by a hard drive Little Peter won out at the wire, and the fact that he was not given first position called upon the heads of the judges the most severe condemnation from the grand stand.

The 2.16 trot was won by Hayward Wilkes, although Peter Setzer and Jeffrey gave Wilkes much trouble every heat.

The summary:

Free-for-all. Purse \$1000
Fern Hal, McAllister, Sussex. . . 1 1 1
Peter Farren, Keefe, St. John. . . 2 4 2
Zom Q., Nevers Ashland. 4 2 4
Royal McKinney, Seely, Fort
Fairfield. 3 3 3
Bell McGregor, Russ, Caribou. . . 5 5 5
Time—2.14; 2.11¼; 2.14.

2.14 Trot and Pace, Purse \$500
Roy Volo, Lint, Fredericton. . . 1 1 1
Jennie Penn, McAllister, Sussex. . . 2 3 2
Little Peter, Dowse Caribou. . . 3 2 3
Ruth W., Caribou Club, Caribou. . . 5 4 4
Dan S., Jr., Smith, Caribou. . . 4 4 4
Time—2.15; 2.13¼; 2.13¼.

2.16 Trot and Pace, Purse \$400
Hayward Wilkes, Nevers, Ashland. 2 1 1
Peter Setzer, Irvin, Houlton. . . 1 3 3
Jeffery, McBurnie, Presque Isle. 4 2 2
Singer, Burke, St. John. 5 4 4
Lucky Strike, Little Gillis, Charlie Again, and Tommy Cotter, also started
Time—2.16¼; 2.16¼; 2.17¼; 2.17.

The starter was R. J. McKee, Fort Fairfield; judges, A. W. Budd, St. Stephen, A. Nason, Monticello, and J. T. G. Hatt, Fredericton; clerk, R. C. Taft; timers, Messrs. Hamilton, Dewitt and Thompson.

THE FLYING PARSON LEADS IN THE TRANSCONTINENTAL RACE

Lieut. Maynard is Now on His Return Journey to Mineola—Has a Good Lead Over the Four Other Flyers Remaining in the Race.

Chicago, Oct. 16.—Almost half way across the country on his return journey in the army airplane reliability and endurance race, Lieut. B. W. Maynard, the flying parson, today was well in the lead of the four other homeward bound flyers who had doubled back after soaring from coast to coast. Lieut. Maynard, having reached Sidney, Nebraska, was almost a day's flight in the van of his nearest pursuer from San Francisco and his closest opponent in the point of actual flying time for the transcontinental flight.

Captain L. H. Smith, leader of the westbound return flight in the transcontinental airplane race, is definitely out of the contest and will return to his post by rail, it was stated today at air service headquarters here. His machine was destroyed accidentally by fire last night after he had made a safe landing at the Buffalo control station, but the ruling was made that inasmuch as the flight was to test reliability of planes primarily, Captain Smith could not be permitted to continue his flight to San Francisco in another ship.

The death toll in the race today stood at seven. Lieut. F. Kirby, pilot, and Lieut. Stanley C. Miller, observer, were killed yesterday when their plane fell at Castle Rock, Utah. Other deaths during the race were Major H. D. Grissy, Lieut. E. V. Wales, Sergeants Virgie Thomas and W. H. Nevitt, and Observer W. D. McClure.

Armies of the Soviet Gov't Up Against it on All Sides

WERNER HORN, DYNAMITER, HERE FOR HIS TRIAL

REMAINED IN POLICE COURT UNTIL THE 24TH

German Who Dynamited St. Croix Bridge Has Failed Very Much—From Jersey City.

Werner Horn the German who made a partially successful attempt to dynamite the C. P. R. bridge across the St. Croix River between New Brunswick and the State of Maine on February 2nd, 1915, was brought to Fredericton this morning and appeared before Sitting Magistrate E. Allison McKay on a charge of attempting to blow up the bridge and impeding railway traffic. He was remanded until the 24th inst. when his preliminary examination will take place. If the necessary witnesses can be secured the examination may take place before that date.

Witnesses are to come from Montreal, Vanceboro and McAdam with Sheriff Hawthorne of Fredericton also as a witness.

Brought From Jersey City

Horn arrived here in the custody of Sergeant C. F. Ramsey of the Dominion Police of Ottawa and J. B. Hawthorne, High Sheriff of York County. Sheriff Hawthorne met the prisoner and his escort at McAdam but Sergeant Ramsey came all the way through with Horn, taking charge of him at Jersey City after the extradition proceedings had been completed.

Has Failed Remarkably

Sheriff Hawthorne was one of the first to lay hands on Horn after the attempt to dynamite the bridge and was struck with the change in the man's appearance since 1915. Horn now appears to be a man not more than average size with a small fair moustache. He had lost much flesh during his two years' confinement in the United States Federal prison at Atlanta, Ga., and the long drawn out proceedings which attended his trial.

No Sign of Insanity

The officers who accompanied Horn say that he displays no signs of insanity, contrary to the stories published recently. He is nervous however, as might be expected. When the train approached Vanceboro this morning Horn showed signs of recognizing the place and as he rolled over the bridge

(Continued on page 4)

Have Been Forced Back By the Onslaughts of Enemies on Four Fronts—Are Now Between The Upper and Nether Millstones—Petrograd the Former Capital is Doomed to Fall in a Very Short Time.

London, Oct. 16.—Forced back by the onslaughts of enemies on four fronts, the armies of the Soviet Government of Russia appear to be facing a period pregnant with disaster. General Denekine's Cossacks, from the south, polish forces from the west, northwestern Russian Legions, on the north-west, and northern Russian troops, from the north have during the last few days forged a head until it seems the Bolshevik armies are between the upper and neither millstones. Petrograd is doomed to capture in the opinion of observers, General Yudenitch being at Gatchina, only 25 miles south of the former Russian Capital.

IN NORTHERN RUSSIA BOLSHEVIKI RESISTANCE

HAS BEEN BROKEN AND IS NOW IN FLIGHT

In the extreme north, the northern Russian army has broken the resistance of the Bolsheviks, according to reports, and are pursuing the enemy toward Onega, a village about 150 miles west of Archangel. Further to the south it has forced its way far down along the Dvina River. Polish forces have captured Kovno, on the extreme northern end of their line. Denekine's men have driven a giant wedge into central Russian as far as Orel and are thought to be on their way toward Tula, an important railway centre that is considered the key to Moscow.

East of the Urals, is Admiral Kolchak's army, but it is seemingly too far away to enter into a consideration as a vital factor in the situation which is developing in Russia proper. Generals Denekine and Yudenitch and Admiral Kolchak are said to be operating in close co-ordination.

COMING DEFEAT OF BOLSHEVISM IS SHOWN

BY RISE OF SECURITIES IN STOCK EXCHANGE

Advices from Russia state that Colonel Avaoff-Bermott, whose sudden attack on Riga last week caused a sensation, has declared he began the campaign only for the purpose of "securing the Dunn River front against Moscow." This front is between the sectors held by General Yudenitch and the Polish army.

So far as known fighting is still in progress in Riga, but the exact situation there is not known.

This morning's newspapers conspicuously feature reports of successes by General Yudenitch and Denekine and the presumed impending collapse of the Soviet Government of Russia.

Editorial comment, while recalling frequent past predictions of the fall of Bolshevism, which did not materialize, think the present position is more menacing for the Soviet Government than it has been at any previous time.

Confidence in financial circles in the coming defeat of Bolshevism was shown by the strength of securities in the stock exchange yesterday many advancing sharply with an active demand.

STEEL MEN ARE RETURNING TO WORK

Pittsburg, Pa., Oct. 16.—Large numbers of workers who went on strike on September 22 last, when the nation wide walkout of steel and iron employees became effective, are returning to work daily in the Pittsburg district, according to representatives of the companies, who claimed today that the mills in this region were fast returning to normal conditions. Production is on the increase, they declared, and the situation, so far as the companies are concerned, is assuming a brighter aspect each day.

Union leaders countered the employers' claims today with the statement that strikers were not deserting the ranks and that the strike is as effective at this time as it was during the early day of the walkout.

MAROONED ON YUKON RIVER

Paris, Oct. 15.—The Clemenceau ministry was sustained in the Chamber of Deputies this afternoon by a vote of 324 to 132. The Premier thus victoriously emerged from the bitterest and best organized assault which the ministry had ever faced, the chamber adopting the cabinet's policy on the chronological order of the elections, placing the legislative elections first on November 16 and the Senatorial and Municipal elections in that order.

For the first time Aristide Briand, a former Premier, came out openly in leading the opposition forces, but Clemenceau's majority was the largest he had ever received when the question of confidence was presented.

INDUSTRIAL SITUATION IS IMPROVING

Chicago, Oct. 16.—The industrial situation at the steel plants in the Chicago district today was reported better than at any time since the steel workers' strike was called nearly four weeks ago. Many of the mills were said by company officials to be running at 50 per cent or more of their usual capacity, while virtually every plant affected by the walkout was operating on at least a reduced scale.

On the other hand, there were statements by labor leaders that the unskilled workers were the only ones returning to their places in appreciable numbers, and that so far the effect of the strike had not been diminished.

Strike leaders yesterday at Gary, Indiana, where for the first time since Federal troops took control, an outdoor mass meeting was permitted, made optimistic speeches to strikers.

WANTS FIUME A FREE PORT

Paris, Oct. 16.—Captain G. D'Annunzio, whose forces are now holding the city of Fiume, has sent a message to Premier Clemenceau asking that the latter take the initiative in securing a declaration from the allied governments making Fiume a free port.

Captain D'Annunzio says he has drafted a manifesto inviting Serbians and Italians to recognize mutual national rights. The manifesto, which will be delivered by airplanes, will call upon the two nations to "maintain the bonds of brotherhood which have been sealed by blood."

MINERS WANT A HE PREACHER

Winnipeg, Man., Oct. 16.—They are looking for a minister is the gold and copper camps of the Athapuskow Lake country, in northern Manitoba, but he will have to measure up to the miners' own specifications. Here is their advertisement that appeared in the Pas Herald:

"Wanted—Minister of the Gospel, for Athapuskow Camp. Must be a good poker player. None of these namby-pamby dudes need apply."

ELECTIONS IN FRANCE

Paris, Oct. 16.—In addition to fixing upon November 16th for the election of members of the Chamber of Deputies, the Chamber decided on the following dates for the other elections. Municipal, Nov. 30; councillors, general, Dec. 14, and senatorial, Jan. 11, 1920.

Mr. A. H. Thompson of Halifax is renewing old acquaintances in the city.