

In order to ensure changes being made in advertisements, copy must reach the office not later than nine a.m. on the day of publication.

Maritime — Moderate winds, fair and cold today, followed by increasing winds and local snows.

Crew and Passengers of the S. S. Cobequid all Rescued

Liner Went Ashore on Trinity Ledges on the Nova Scotia Coast—Was Located by the Steamer Westport on Wednesday Afternoon—Passengers Were Rescued and Taken to Yarmouth—All Hands Were Saved After a Terrible Ordeal—Great Bravery Shown by Captain and Crew of the S. S. Westport

St. John's, Jan. 15.—"Passengers and crew safe," was the glad message flashed by wireless to The Telegraph soon after six o'clock last evening, from steamers standing by the stranded Cobequid, partly submerged on Trinity Ledges, off the Nova Scotia coast. Later messages received by The Telegraph through the wireless station on Partridge Island, some of them from the Furness liner Rappahannock, told of the rescue of the passengers and all of the crew, with the exception of Captain Howson and eleven of his men who remained until this morning, by steamers which had been searching for the wrecked ship for hours, while mountainous seas were covered with heavy vapor, and the hapless vessel's position was unknown.

The rescued people were landed at Yarmouth last night, and all are well. Their experience on the Cobequid was a terrible one. In less than ten minutes after the Cobequid struck on Trinity Ledges, the engine room was full of water and the fires drenched, and from that on there were no fires or lights on the steamer. The interruption of the wireless communication was due to a break in the aerials. That all are safe seems a miracle. It was a narrow escape from death in a storm tossed sea.

The names of Captain Adelbert MacKinnon, of the coasting steamer John L. Cann, and Captain J. Edgar MacKinnon, of the little steamer Westport, were justly lauded last night when it was learned that they were the first to bring joy to the hearts that had throbbled bravely through the great trial of the awful disaster on Trinity Ledges, and the country is greatly indebted to the intrepid mariners whose perseverance and skill helped so much in the search when the best and most courageous were needed in the work under such adverse weather conditions of cold and storm. The John L. Cann was the steamer which yesterday circled Brier Island in mountainous seas and brought word to Westport that the Cobequid was not in sight and the John L. Cann twenty-four hours later was alongside the wrecked West Indies liner at Trinity Ledges, among the first in rescue work. Brothers, the two MacKinnons have proved that they are "Captains Courageous" and an honor to the traditions and training of our maritime history.

STERN BROKEN OFF

A wire to G. H. Flood, local agent of Marine and Fisheries from Mr. Harvey at Halifax said:

"Passengers and crew all safe at Yarmouth; two government steamers standing by the wreck, and captain and several officers of the Cobequid still on board. The stern of the liner has broken off."

A wireless message to The Telegraph last night at 9 o'clock confirmed the good news which had come in earlier and a later report from the wireless men said that the Furness liner Rappahannock had been told of the success of the rescuers and had left the scene of the wreck and had left the scene of the wreck, steamers St. John.

At 12.30 a.m. today, the Rappahannock was forty miles from port.

Yarmouth, Jan. 14.—When Captain MacKinnon of the Westport III, stepped ashore he handed the press representatives present a brief statement of his connection with the rescue. His statement was substantially as follows:

"Left Brier Island at 2.30 p.m. today for S.S. Cobequid on Trinity Ledges. Took off twenty-two passengers, including seven ladies and the purser, second and third officers and marine superintendent, chief and second and third engineers. Three lifeboats came off to me, bringing seventy-two passengers."

It was then dark and very rough and he considered further rescue to-night impossible. Steamers Lansdowne and John L. Cann were there standing by and he left for Yarmouth after being assured by the Lansdowne that she would stand by until morning.

ing. He arrived here at 8.15.

As to the rescue itself the captain, J. Edgar MacKinnon of the Westport III, was interviewed and stated that he left Weymouth on Tuesday morning on his regular trip to Yarmouth and called at Tiverton, where he received the first word of the Cobequid being in trouble. He proceeded for Westport and arrived there at about 3.30 o'clock that afternoon, there being a very thick vapor prevailing and a very heavy snow storm on when he arrived there.

It was impossible for them to stir out until this afternoon when he left Westport about 2.30 for Yarmouth, also with the object of looking up the Cobequid if he could locate her, as he had been instructed to that effect by C. H. Harvey, of the marine and fisheries department at Halifax. He went to the Southwest Ledges first, then shaped his course to Trinity Ledges, where he arrived at about 4.15. He came up to the wreck under the port side. He found her lying headed to the westward, with the bow down and her stern well out of water with the spray and seas going over her. He blew a signal for them to lower away their lifeboats and come off so that he might pick them up.

In a short time they had one boat in the water with twenty-four aboard. This boat was in charge of the second officer. The women were all taken off in this boat and they were all gotten aboard without accident to any of them. The second boat came off with between twenty-two and twenty-five aboard, while the third boat to leave the ship brought the balance of the seventy-two which the Westport rescued. This was all accomplished inside of two hours and the Westport stood away from the wreck at 6.15 and after speaking the Lansdowne and John L. McCann, which had by this time arrived on the scene, and assuring himself that they would stand by until morning, Captain MacKinnon made for Yarmouth.

Capt. MacKinnon said he found all the passengers and crew in the captain's cabin; in fact, that was the only place for them to find a dry spot as the seas were going over her main decks.

TERRIBLE EXPERIENCE.

Halifax, N.S., Jan. 14.—Few of the great shipping disasters of Nova Scotia will remain as memorable as that which had its culmination at eight o'clock tonight when the little steamer Westport, under command of Captain MacKinnon, entered Yarmouth Harbor with the first of the rescued passengers and crew, numbering seventy-two, from the stranded Royal Mail Steamer Packet liner Cobequid, bound from Demerara, via Bermuda, to St. John, and piled up on the treacherous rocks of Trinity Ledges, on the Nova Scotia coast, twenty miles west of Yarmouth, early Tuesday morning.

Closely following the first rescue ship came the tug John L. Cann, with twenty-four of the ship's company, and remaining aboard ship, upholding the tradition of his race, was Captain Howson with eleven of his crew, including the chief wireless operator.

Standing by the ship during the night and for the purpose of taking off at daybreak those who were remaining on board, was the Canadian government steamer Lansdowne, and the Lady Laurier was expected to arrive at the scene of the wreck to-morrow morning.

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, one hundred and six 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 sheeting of ice, and with each corner, as it emanated

against the sides of the ship bringing the horror of their situation home to them afresh between the squalls.

COULD SEE LIGHTS ON SHORE

Out of the port holes of the steamer they could see the lights of comfortable, happy homes of the coast, where brave men were more than willing to rescue the shipwrecked people if only means could be devised to bring them on the land.

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 signs of life it was when rescuers and watchers had practically given up the last slender hope, that the good news flashed from Yarmouth of the rescue of the entire ship's company.

Despite the great odds against them, the boats sent to the aid of the stranded ship passed on in their search. Just before noon today the storm abated, the squalls ceased and through the vapor of the Yarmouth coast could be seen the hull of a ship, piled up on Trinity Ledges, about six miles off the shore in the vicinity of Port Maitland.

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, Brier 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, left to the mercy of the sea. At that time there was a high wind and rough sea, 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, of which only four remained intact on the Cobequid, 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 and at 6.15 was taking off another load consisting of twenty-four men, at which time the former boat put under steam for Yarmouth, closely followed by the Cann.

ENGINE ROOM FLOODED IN TEN MINUTES

In less than ten minutes after the steamer struck the rocks her engine room was full of water, and the fires were quenched. And from that time on there were no fires or lights in the ship. With the first shock the aerials came down, and that accounts for the interruption of the wireless service. Although an attempt was made to replace one of them, they became soiced up that it was found impossible to operate the service.

Mr. Douglass, chief engineer, said that they had encountered heavy gales all Monday night, and it was at 6.15 on Tuesday morning that the Cobequid struck on the southwestern end of the Trinity Ledges, going on at about half tide. As she struck a sea must have carried her well up as she is lying well up out of the water at half low tide. Mr. Douglass said that an attempt was made this morning by kindling a fire in an iron bucket in which had been cut holes to give a draft, to make tea for the crew. The ship's bottom gave in and she sat squarely on the rocks while the water surging out of the hatches, bringing wreckage with it, and this accounts for the wreckage strewn along the western shore today.

Archibald will leave this evening for the coast. He will be absent six weeks.

STOCK MARKET IS STRONGER

Moderate Tone of President's Message is a Bullish Factor

Country Wide Reports Show a More Cheerful Feeling in Business Circles—Bank Rate Unchanged

New York, Jan. 15.—Yesterday's development on the stock exchange were of a character to stimulate bullish confidence. Bear operators were able to make little headway even when general news influences were unfavorable and the eagerness with which the street lent itself to bullish initiative clearly demonstrated the cheerful tone of sentiment. The further ease of call money rates and Washington advices forecasting a tone of moderation for the President's anti-trust legislation were the chief bull influences. More of the most encouraging features of the day was the relatively heavy volume of transactions in bonds, both on the exchange and over the country.

(Quotations by J. C. Mackintosh & Co., Bankers and Brokers.)

	Open	Close
Copper	73 1/2	73 1/2
Smelters	65	65 1/2
C.P.R.	208 1/2	209 1/2
Tobacco	243	243
Great Northern	128	128 1/2
Lehigh	154	154 1/2
Pennsylvania	111 1/2	111 1/2
Northern Pacific	112	112 1/2
Reading	171	170 1/2
Union Pacific	158	158 1/2
U.S. Steel	62 1/2	62 1/2

Sales to 11 o'clock, 188,300 shares.

MURDERER TO DIE ON THE GALLOWS

Tifton, Ga., Jan. 15.—The sheriff of Tift county has made arrangements for the execution tomorrow of I. B. Hall, a white man, who is under sentence of death for the murder of Dennis W. Hall. The killing occurred in the early part of last year and was the result of a neighborhood quarrel. According to the testimony of an eleven-year-old boy, who was the only eye witness to the tragedy, the slain man had a young child in his arms when he was shot down. Although of the same name and living in the same house at the time of the tragedy, the slayer and his victim were not related.

SENIOR CLASS WINNER.

The senior class of the University of New Brunswick intends to hold a dinner during College Week, February 16-21.

BANK TRANSFERS.

Mr. J. E. Baker, teller of the Royal Bank of Canada, Fredericton, has been transferred to the bank's branch in St. John. Mr. C. O. Baird, of the St. John branch, has been transferred to take Mr. Baker's place.

ACCIDENTALLY SHOT.

Guy Lamson of Searle & Lamson, is in Victoria Public Hospital suffering from a bullet wound in one of his legs. He is reported to be improving. The wound was inflicted accidentally a few days ago while rats were being shot on the firm's premises.

INDIAN CASE BEFORE COURT

The charge of selling liquor to Indians which arose out of the arrest of members of the Nash family some time ago was before the police court this morning. P. A. Guthrie appeared for the defence. The case was continued this afternoon.

TO TEST MINTO COAL

Ald. Howard Rogers chairman of the Street Lighting Committee has decided to make a test of Minto coal at the Street Lighting Plant. Sir Thomas Tait has asked that the coal be tested. If the test is successful this coal may be used entirely and a considerable saving made. A carload is to be used in this test.

CANADA'S PARLIAMENT OPENED THIS AFTERNOON

The Occasion Marked by the Customary Ceremony and Military Display—A Brilliant Gathering in the Senate Chamber—No Naval Aid Bill This Session—Highways Bill Has Also Been Dropped—Legislation Forecasted in Speech From the Throne

Ottawa, Ont., Jan. 15.—The third session of Canada's twelfth parliament was formally opened today by the governor general His Royal Highness the Duke of Connaught. The occasion was marked with the customary ceremonies and military display. In the Red Chamber there was an unusually brilliant attendance of society when His Royal Highness delivered the speech from the throne.

The prospect is for a busy and interesting session, with the promise that some of the subjects to be brought before the lawmakers will bring forth spirited debates. Among the important measures included in the government program are a Redistribution Bill, based upon the last census, an amendment to the Insurance Act, a bill respecting the incorporation of trust and loan companies, the revision of the Merchants' Shipping Act, the consolidation of the Railway Act and various important amendments to the criminal code and the civil service act.

It is among the possibilities that the naval policy will again be a leading subject of discussion at this session. Since the Naval Aid Bill was defeated by the senate the government has not disclosed its further intentions in regards to naval legislation, but it is generally believed that the question of Canada's share in the naval defence of the empire is certain to be brought up again, probably at an early stage of the session.

The free food policy enunciated by Sir Wilfrid Laurier is likely to be a subject of lively discussion. In exactly what form the subject will be brought forward has apparently not been determined as yet and this will probably depend upon developments. The members from the west have brought with them a strong demand from that section that some of the barriers to trade in all kinds of grain and farm produce with the United States shall be removed. The demand will be opposed by many of the rural members, who urge that while protection remains on manufactures, the farmer is entitled to it in respect of his products.

These conflicting views have led to the suggestion from some quarters for a general downward revision of the tariff and an increase in British preference. While there is believed to be little likelihood that Premier

Borden will turn his back on the policy which led him to victory in the general elections two years ago, it is considered possible and even probable, that he will be willing to grant some concessions on the tariff question. Some of those who profess to have an inkling of the views that the premier entertains on the subject go so far as to declare that he would agree to have wheat products placed on the free list and the duties reduced on other grains, so that Canada may derive as much advantage as possible from the Underwood tariff law. A reduction of the duties on agricultural implements might be offered to placate the farmers. All of this, however, is little better than mere conjecture, for the government has not made known what tariff reductions, if any, it would be willing to make. But it is certain that the question, whatever form it takes, will loom large in the session.

The speech from the throne forecasted legislation which the government intends to introduce. This is the first time in the history of Canada that the greater part of the speech is devoted to the discussion of measures which the government declares that it will not introduce. The document is unique in this respect.

The only legislation which the government promises in the speech is the redistribution bill, amendment to the civil service act and a measure to enlarge the senate, providing for the appointment of more senators from the western provinces.

There is reference to the recovery of the duchess from her serious illness to the expansion of Canada's trade, to the last big crop and its transportation, the approaching completion of the National Transcontinental, progress with Hudson Bay railway construction, the development of Canadian ports and the satisfactory arrangement for the expenditure of money for advancement of agricultural education.

The way in which the speech is framed will lead to a lengthy debate on the address. The emergency and the contribution are bound to be discussed in both chambers and their will be warm criticism of the assumption that the senate is not supposed to be an independent House but merely a chamber designed to accept without change or comment any legislation which may be proposed by the government.

TO DEVELOP CALIFORNIA WATERWAYS

San Francisco, Cal., Jan. 15.—The Internal Waterways Congress, which assembled at the Commonwealth Club in this city today for a three days' session, promises to be a highly interesting as well as a large and influential gathering. Delegates representing every section of California were on hand when the meeting began its deliberations. The special object of the congress is to devise a plan for the comprehensive development of canal and river transportation from the inland district of California to the coast, with a view particularly to the further development of the Sacramento and San Joaquin valleys. The need for such development is considered of paramount importance because of the great influx of immigrants that is expected to follow the opening of the Panama canal.

BUFFALO ROBES STOLEN.

The police are working on a theft of buffalo robes from the York Hotel Sunday night. The proprietor, Mr. Thomas Tait has asked that the case be investigated Tuesday night. They visited a camp near the city but failed to find the missing articles. Developments are expected shortly.

SINGLE TAXERS IN CONFERENCE

Washington, D.C., Jan. 15.—Disciples of the late Henry George gathered at the Raleigh Hotel in this city today for a general conference on the single tax, with particular reference to the Joseph Fels Fund of America commission. This commission, devoted to propaganda for single tax reform, was created several years ago by Joseph Fels of Philadelphia, who has agreed to duplicate every dollar subscribed to aid in the movement in America. The founder has established similar funds in Canada, England, Denmark and Australia.

A number of single tax advocates of national prominence are to address the conference, the sessions of which will continue until Saturday. Among them are Daniel Kiefer of Cincinnati, A. B. Du Pont of Cleveland, Jackson H. Ralston of Washington, Charles H. Ingersoll, watch manufacturer, Lincoln Stephens, the magazine writer, and George A. Knapp of Pueblo, Colo., who led the recent campaign in that city that put the single tax system in operation there. The speakers will also include Mr. Fels, who is devoting a large share of his immense fortune to the spread of the single tax doctrine.