

INTERESTING STORY OF HOW ALLAN LINER, VICTORIAN, WAS FLOATED.

Dense Smoke From Forest Fires Responsible for the Disaster—The Successful Floating of the Turbiner Was a Marine Feat Seldom Paralleled.

Montreal Herald.—The week, ending Saturday, September 2, was a very bad one in the history of the St. Lawrence ship channel, as the record of Friday, Sept. 1, shows. Forest fires, accompanied by fog, made the very worst possible conditions for the St. Lawrence channel, and while these rarely occur together, their incidence last week made a great marine disaster imminent, when the steamer of the St. Lawrence route grounded near Cap Charles, one of the worst placed in the river.

The atmospheric conditions were the worst possible, the ship was the largest on the route, and the spot where she went ashore was the most dangerous along the route. The grounding took place at high spring tide, which put another difficulty in the way of floating the vessel. That the Victorian should have been brought off successfully on the 12th with only the slightest damages sustained, is a triumph for the efforts of the staff of the Marine Department.

The Victorian left Montreal on Monday in charge of the veteran Capt. McNicholl, and Pilot Laurent, one of the most reliable and careful and safe men on the river. She had a long list of passengers and a valuable cargo.

Although smoky, navigation was not dangerous until Cap a la Roche was reached, when the ship ran into a fog. The channel, which is but three hundred feet wide, is splendidly buoyed, and by the compass anchorage below Cap Charles would have been safely made, but for the report from the lookout of a vessel straight ahead. Nothing could be seen by the pilot from the bridge and in order to avert possible collision, he put the helm over slightly, when the vessel ahead was made out to be the Cape Breton, going in the same direction. Before the ship could be straightened up, the bow was out of the channel, on the edge of the shoal.

The grounding took place about two hours after high water on the day of the highest of spring tide. The position of the ship, with the bow on the edge of the bank and the stern overhanging some fifty feet in the three hundred feet dredged cut, was serious.

It was a question if it would be safe for other ships to pass, and much more dangerous that the ship would swing around with the current and completely block the channel for navigation.

Although the ship went aground easily without shock, and a very slow speed, the tremendous weight of the vessel striking the bottom of shale rock, sufficient damage was done, that water flowed into No. 2 hold immediately.

Mr. F. W. Cowie, superintendent engineer of this ship channel, who was in Montreal, was called upon by Mr. Torrance, of the Dominion Line, with several pilots who were on the eve of sailing with other ships, and were anxious as to their safety, especially as several large ships had cleared after the Victorian. Mr. Cowie immediately left on the Frontenac, and at Port St. Francis notified the C. P. R. S. S. Mount Royal to wait at Batiscan until notified.

The position of the Victorian was found to be on the south side of the channel at Cap Charles, with the bow eighty feet on the bank and the stern reaching fifty feet in the channel. The vessel was upright, and resting easily. The current at that point is strong, but with care the channel was safely navigable.

The matter being most serious, in the event of the channel being blocked, Colonel F. Gourdeau, Deputy Minister of Marine, was asked to go to the scene of the accident, by Hon. Mr. Prefontaine.

Mr. Andrew A. Allan was personally in charge of the transfer of the passengers, and the ship's officers, in the operations of transshipping cargo and floating the ship were directed by Capt. Griffiths, marine superintendent of the Allan Line.

After a consultation it was decided to procure channel dredges to aid in holding the ship from swinging around and to help floating the vessel. The Davie wrecking plant had gone to the wreck of the Virginian, of the Leyland Line, which had gone ashore below Quebec on the same day, and the powerful tug Lord Strathcona only reached the Victorian on Monday, when operations were immediately commenced.

Messrs. Davie put in six large and powerful pumps in No. 2 hold, which was full of water. But the pumps were unable to cope with the inflow. Divers ascertained that the damage was severe at one point only where the joints between the plates had been forced apart, caused by the weight of the vessel herself coming in contact with the rock. It was found that by inserting canvas caulking the inflow of water could be materially checked.

The bulkheads were found to be perfectly tight. It was then decided to batten down the hatch on the lower deck and confine the water to the one compartment. This would add a weight of about 1,600 tons to the ship's displacement, to counteract which cargo and coals were removed to about the same weight. The boats, davits and everything heavy from the extreme upper part of the vessel were removed in order to have the ship perfectly stable during the operations of floating her.

As the east wind had kept the tides up, it was hoped that everything would be ready to float the ship before the spring tides were over, and by working night and day everything was made ready for a trial at the Tuesday afternoon high tide. Unfortunately, however, the wind calmed down and the tide did not rise to within two and one-half feet of its height on the previous day, and, although three dredges the wrecking tug Lord Strathcona and the powerful ice-breaking steamer Montcalm, made a trial it was evident from the start that this would be unsuccessful. The ship had gone ashore during spring tide, and doubt was expressed that the tide would rise high enough at the next high tide to float her. Accordingly several hundred empty barrels were inserted under the temporary hatch to take the place of so much water in that hold. Mr. Andrew A. Allan was that held. Mr. Andrew A. Allan personally in charge the whole time these operations were going on, consulting with Mr. Hugh A. Allan daily by telephone.

As the early morning tides were the highest, preparations were made each morning to take care of the vessel if the tide rose to a sufficient height to hint at success. Tugs were despatched to Batiscan anchorage, and Grandlines, to hold vessels at those points until after high tide, as the whole channel was required for the tugs during each attempt. Two powerful channel dredges were placed in by a third on Wednesday. As the bottom was of rock, and the current strong, anchors were of little use to hold these dredges, but the buckets, nearly one hundred tons, were lowered to the bottom, making the dredges as solid as wharves. The dredges on these dredges were equipped with long steel mooring wire, an inch and a quarter in diameter, with strength of over forty tons each. Thus the three dredges had a full power of over one hundred and twenty-nine tons. The wrecking tug Lord Strathcona can easily break a fifteen inch hemp hawser, with a strength of over thirty-five tons. By the direction of Hon. Mr. Prefontaine, the ice-breaker Montcalm, also with very great power, was brought into requisition.

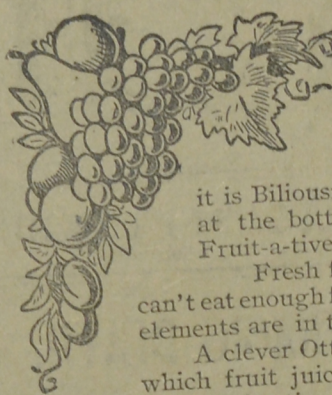
The ship had gone ashore with a mean draft of over twenty-six feet, two hours after high tide, and in grounding had lifted considerably. Without extra force the water would therefore require to be higher than it was at the time of grounding before the vessel would float. The depth of water on the bank at that point was extra low water, while the depth in the channel at the same stage was eight and a half feet greater. The lowest tide was reached on Friday, Sept. 8, and the tides increasing gradually until three days after the full moon, on Sept. 16. It was expected, however, that success would be attained either on Tuesday or on Wednesday, and preparations were made for a surprise effort. An additional dredge was brought into use, making four in all. These were attached by their wire cables, 200 feet in length, to the stern of the ship. It was expected that the dredges would do most of the pulling while the tugs straightened the ship and held it in the channel until it could safely steam away. Mr. F. W. Cowie, superintendent of the ship channel, was constantly on the scene, looking after the dredges, and, being confident of success on Tuesday morning, telegraphed Hon. Mr. Prefontaine to this effect. The minister, with Col. Gourdeau, the deputy minister, left Montreal on Monday night and arrived at Cap Charles before daylight on Tuesday, where he boarded the Government steamer Frontenac.

At seven-thirty a. m., the Lord Strathcona made fast her hawser to the Montcalm was strongly secured by wire hawsers to the ship's side, two Sincennes-MacNaughton harbor tugs made fast to the bow of the Victorian, and when the water showed a draught on the ship of slightly over twenty-five feet, directions were given to commence hauling.

Immediately the four steel hawsers were straightened out, and the Victorian swung slightly and began to move. Then she stopped. The Lord Strathcona, with her powerful associate the Montcalm, could not stir the vast vessel, and another pull had to be made by the dredges. Then the Victorian slid quickly off without any list or extra submersion to the normal draft. The lashings of the dredges' steel hawsers were cut, and the great vessel moved gracefully away under her own steam, and sailed down to Quebec without anything amiss, apparently.

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Fresh fruit is fine for these troubles, but one can't eat enough fruit to do much good. The medicinal elements are in too small proportion in the ripe fruits.

A clever Ottawa physician discovered a method by which fruit juices could be combined so that their medicinal action would be increased many times. Fruit-a-tives are these fruit juices in tablet form. They sweeten and tone the stomach and liver, cure Constipation and remove all blood impurities. One Fruit-a-tives tablet has the same curative effect on liver and bowels as dozens of oranges, apples, figs and prunes. And this action is as gentle as the fruit juices themselves.

I have been suffering with Torpid Liver and Constipation, and find that Fruit-a-tives are just what my system requires to relieve these complaints. I hope many more sufferers will try them."

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SEVEN BABES IN THE WOOD.

Almost Naked, Half Starved And Torn by the Briars.

London, Sept. 14.—The Daily Express publishes the following: An extraordinary story of seven modern babes in the wood comes from Colchester.

Nearly a fortnight ago a man and woman living in a poor part of the town sold their effects and left the place. They were the father and mother of seven children—five boys and two girls—and no suspicion crossed the minds of their neighbors that they had not taken the little ones with them.

Then a few days later, the police were informed by a woman that three ragged, half starved, little urchins had come to her house to beg, and when she questioned them, they told her that they had been deserted by their parents and were camping out in the vicinity of the town.

The police, after a long search, found the seven, huddled together, asleep under an old carpet in the depths of Donyland Woods.

Almost naked, half starved, and dirty, their hands and legs and faces torn and scratched by the briars, through which they had scrambled in search of blackberries and other wild fruit, the children were in a deplorable condition. The youngest was a baby of three, scarcely able to walk, and the eldest was a wizened child of thirteen.

For days they had lived on berries—a scanty fare only occasionally varied by a crust of bread which they had begged during their daily wanderings.

Four have been admitted to the Infirmary, and the remaining three have been taken in by charitable people in the town.

Hon. Wm. Pugsley, Dr. A. A. Stockton and Mr. A. H. Hanington, of St. John, and H. A. Powell, Dorchester, will go to England next month to argue cases before the judicial committee of the Privy Council. Dr. Stockton and Mr. Hanington will oppose one another in the case of Lloyd vs. Fairweather, a suit that has been before the courts for a long period and which involves a piece of land. Hon. Mr. Pugsley and Mr. Powell will appear in connection with a Westmorland land case recently decided in favor of Hon. H. R. Emmerson, Minister of Railways.

TIREDDNESS MEANS DANGER.

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The most marvelous success is Ferrozone, a nourishing tonic so scientific as to be the admiration of every physician. Ferrozone performs wonders for people in poor health; it acts directly on the blood, enriching it with strength and new life that at once dispatched to all parts of the body. Ferrozone feeds the nerves and vital energies, supplies force, determination and joyous, buoyant spirits.

A case where there was lassitude and lack of strength is told by Mr. David Brown, of post-office box No. 30, Beeton, Ont.: "About a year ago my health commenced to fail. My hands and feet seemed always cold. I felt worn out and exhausted, weak as a little child. My face twitched. My limbs and arms commenced to lose their sense of feeling and finally my left side was perfectly numb. All my color left. My appetite ran down. Ferrozone was the first to give me any help. I improved with it very quickly. It toned up the blood and started circulation, so that the numbness gradually disappeared. My condition was perfectly cured by Ferrozone, and I have been well ever since. (Signed) 'David Brown.'"

"SPECIAL NOTICE.—To get satisfactory results be sure you get Ferrozone only. Fifty cents per box or six boxes for \$2.50, at all dealers, or N. G. Polson & Co., Kingston, Ont., and Hartford, Conn., U. S. A.

CARRIE NATION USES SLANG.

Calls Governor of Missouri a "Lobster."—Takes Rap at Cigars.

St. Louis, Mo., Sept. 15.—Mrs. Carrie Nation, the Kansas reformer, was here the other night on her way to Louisville, from points in Illinois. She remained long enough to refer to Governor Folk as a "lobster."

After eating supper, Mrs. Nation went to the upstairs waiting room, where she wrote several postcards, talked about Gov. Folk, and paid her respects to several cigarette smokers to and from the station all Midway.

Escorted to the B. and O. train by Jake Green, one of the station ushers, Mrs. Nation passed through the Midway, followed by a crowd of curious people. She seemed delighted at having the opportunity of slapping at several men who held cigarettes and cigars in their mouths, but all of them cleverly escaped her slaps.

When Mrs. Nation entered the Louisville sleeper of the B. and O. train she created a stir. The passengers gathered around her and she proceeded to give one of her indoor temper-

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ance lectures, which seemed to amuse the crowd.

Among other things Mrs. Nation said:

"I am done with Governor Folk. I heard of him taking a drink in Kansas the other day. I have dropped him like a hot cake. I don't favor him like a hot cake. I don't favor a Democrat or a Republican in any position, anyway. I believe in the lid being on seven days in the week. Folk is a fine old lobster to encourage drunkenness after putting the lid on in St. Louis so tightly."

In the Northumberland Circuit Court true bills were found against Cable & Petrie for stealing a cow. Cable was sentenced to two months in jail and Petrie four months. A passing sentence Judge Gregory took into consideration the poor circumstances of the two families.

The contract for the enlargement of Chipman Memorial Hospital at St. Stephen has been let to Thomas Toal and work is expected to commence at once. The estimated cost is \$6000 which will leave enough of the Owen Jones bequest on interest to meet the added cost of maintenance.

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Nos. 1 and 2 are sold in Fredericton by all Druggists.

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MERCHANT TAILORS.

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