

The Daily Herald.

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REDERICTON N. B., FRIDAY, NOVEMBER 27, 1908.

NO. 275

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MARINE ENQUIRY.

Judge Cassells has finished his Business at St. John for the present and moves on to Halifax.

ST. JOHN, Nov. 27.—(Special)—The Marine Enquiry in St. John was brought to a close this afternoon, and will re-open in Halifax at eleven o'clock tomorrow.

At this morning's session four witnesses were examined. They were Malcolm Morris, Thomas Allan, Harry Brown and Henry Gallagher.

None of them knew of any irregular business.

Mr. Watson stated that possibly further attention might be given to New Brunswick for the purpose of developing evidence regarding details of business done.

The work of the marine enquiry at St. John was brought considerably nearer to a conclusion by the session held yesterday. The court sat at night in addition to the usual morning and afternoon sessions.

Frank Watson told of his firm supplying groceries to the department. The prices were always at retail or lower. He had occasionally sent a pair of birds to Mr. Harding as a present, but had given no loans or commissions.

John Keefe, manager of the St. John branch of the Jas. Robertson Co., Ltd., told of doing business with the department. His firm got only the usual wholesale prices. He had never exchanged checks, given commissions, granted or received favors.

The evidence given by Geo. Fleming, J. A. Estey, Henry Hilyard and Jos. A. Likely, was much to the same effect. All had received contracts by tender and were not concerned in any personal transactions with any official of the department.

C. B. Allan told of supplying goods to the department at the usual retail prices. He had never exchanged checks with Mr. Harding and had refused him a loan of \$300. John Kelly had an account with him amounting in ten years to \$63, which

had never been paid.

Michael Donovan supplied meat to the steamers, mostly under contract. The only presents he had ever given were a turkey to the agent, an occasional dollar to the steward and sometimes a small tip to the cook on the steamer.

John A. McAvity was placed on the stand to give evidence regarding the accounts which officials of the marine department had with his firm. The officials usually got wholesale prices, but they had all paid their bills except Mr. Harding and Mr. Kelly, who had small balances still unpaid.

Mr. Teed, counsel for J. F. Harding, was given an opportunity to put his client on the stand, but declined on account of the condition of the agent's health.

The evening session was chiefly occupied with the evidence of John Kelly, who told of the duties of his position. He denied the stories which the counsel had heard of excessive quantities of supplies being ordered for the light-houses. He explained his transactions with Mr. Mooney claiming that there was nothing of an improper nature about them. He said he had always done his work conscientiously and did not know of anyone making excessive profits out of the department.

B. R. Macaulay was placed on the stand, but was merely allowed to state that an entry in Mr. Harding's account represented a gift to him.

J. M. Driscoll told of having supplied lumber to the department. He had not received any orders lately. He supposed it was because he was not in the swim. He had not had any personal transactions with any of the officials.

Following close on the suspension of F. J. Harding and Engineer Morris, previously announced, is that of John Kelly, superintendent of light-houses, who like the others, has been suspended pending the report of the commission.

STEAMSHIP COLLISION.

White Star Freighter Ran into Panama Boat in Dense Fog--Four persons Perished.

NEW YORK, Nov. 27.—In the thick of a fog off Sandy Hook yesterday, the stout steel freight steamer George, of the White Star Line, rammed and sank the lightly-laden Panama line steamer, Finance, outward bound with eighty-five passengers. The Finance went down within ten minutes after the collision, carrying to death three passengers and one of the crew. The rest of the passengers, who included nineteen women and fourteen children, as well as others of the crew, were rescued by boats from the George. The freighter was not damaged.

Of the passengers lost, one was a woman, Miss Irene Campbell, of Panama, who clung frantically to the rail of the sinking vessel and could not be persuaded to release her hold, nor were the men who manned the small boats able to remove her. She was seen clinging determinedly as the vessel was engulfed.

William H. Todd, a third assistant engineer, jumped overboard and was lost.

When a roll of the passengers of the Finance was called it was found that Chas. H. Shwenler, a policeman of Panama, and Henry Muller, a railroad conductor, had disappeared, and there is little doubt that they were drowned.

The disaster occurred in the main ship channel, off Sandy Hook, at 8 o'clock yesterday morning, as both vessels were grouping through a fog that has hung over local waters for three days. The Finance had crept out of her berth last Monday, bound for Colon, but down outside of New York's gateway, she ran into a blanket of fog, which compelled her to anchor.

Early in the day it was thought that the fog was lifting and there was a concerted movement among the anchored vessels to get under way. The Finance weighed anchor, and she was picking her way cautiously down the swash channel when Captain Mowbray, who was on the bridge, heard the whistle of an approaching liner. The Finance was immediately ordered back when the George, in-

bound from Liverpool, loomed out of the fog and a moment later crashed into the port side and just abaft the beam of the Finance. The prow of the freighter penetrated the side of the Panama steamer, tearing away an unoccupied state-room, and leaving a ragged hole ten feet wide, through which the water rushed in.

PASSENGERS IN PANIC.

The Panama steamer heeled far over to starboard while men and women, many of whom had been awakened from a sound sleep, were thrown from their berths. Hastily covering themselves with bed clothing and making little attempt to dress, they rushed in a panic to the main deck, which was fast falling to the surface of the water. Many of the passengers jumped overboard before they could be restrained by the crew of the injured steamer, many not stopping even to provide themselves with life preservers. That more were not lost was due to the discipline of the crew of the Finance and the prompt and intelligent work of the sailors from the George.

Immediately after the accident the freighter backed off and anchored, her commander, Captain Clark, in the meantime having ordered the life-boats lowered. The boats of the Finance were also cut away as quickly as possible, though with difficulty, because of the heavy list of the sinking vessel. Attention was first given to those who jumped overboard and a score or more of them were picked up. Meantime the Finance was settling steadily. To add to the confusion there was an explosion of an ammonia tank in the forward hold of the Finance and the fumes drove the engineers and firemen to the decks. William Todd, the third assistant engineer, was partially overcome, and staggering to the rail, threw himself overboard. He was not seen again. Probably half of the passengers, with rescue, and these were gotten off the crew, stood by the ship, awaiting with remarkable expedition. When it was believed that all had left the ves-

VICTORY SURE IN BOTH.

Northumberland and Carleton Bye Elections Will Give Black Eye to Hazen's Government.

CHATHAM, Nov. 27.—The present local election is very similar to the late federal contest when Loggie had such an easy walkover. Burchill's election is so certain that it is hard to arouse any enthusiasm over the contest.

Everywhere except in most biased Conservative quarters his election is admitted, and his majority will be a record one if the voters turn out in large numbers. Each day brings an access of strength to the Liberal cause.

Hon. John Morrissy and J. P. Burchill spoke last night in Blackville, and W. S. Loggie and James Robinson were billed for Boiestown and Doaktown.

The situation is eminently satisfactory from an opposition standpoint, and it is felt that Northumberland and Carleton will start rolling balls that will soon put the Hazen government into the oblivion it deserves.

LIBERAL ENTHUSIASM IN CARLETON.

WOODSTOCK, Nov. 27.—Thursday night the Liberal meetings were well attended and enthusiastic. At Debec Messrs. McKeown and Sweeney held a splendid meeting. The leader of the opposition, the candidate and the Hon. W. P. Jones spoke at Centreville. This was right on Mr. Owens' home ground, where the Tories claim he will sweep the place, but all signs point to the contrary. Never before have the Liberals in that section been more confident. They claim that Owens can't carry his own parish, which last March went Conservative by a four-fifty vote.

Monday, Premier Hazen, George J. Clarke and Hon. Robert Maxwell arrived. The premier went up to Bath where he and Squires were billed to face Robinson and Sweeney in a joint debate. N. W. Brown was at Victoria, while Geo. Burden, W. B. Farris and A. D. Dugan were speaking at Benton.

The Tories are claiming that Mr. Simms is supporting Owens. This is entirely incorrect. Mr. Simms is personally taking no part in the contest, but his friends are very sore on account of the way he was used at the Tory convention, and will proba-

bly support the opposition candidate as a protest against machine rule.

Last night a Tory meeting, the first in town, was held. Although extensively advertised it was slimly attended, only about twenty-four voters being present.

SURE VICTORY FOR UPHAM

Hon. H. A. McKeown, who arrived in St. John yesterday from Woodstock, where he was addressing meetings in the interest of Geo. W. Upham, the Liberal candidate, said that all signs pointed to a great victory for Mr. Upham. Thomas Dugan, Hon. F. J. Sweeney and himself had addressed a meeting on Wednesday night at Debec Junction, presided over by Robert Fleming, a cousin of the provincial secretary in the Hazen government. The hall was filled to the doors and the meeting very enthusiastic. A large number of people drove a long way to be present.

The speakers discussed the failure of the Hazen government to keep their road act promises, partisan dismissals by the government and other subjects of interest.

Speaking of the feeling in the county, Hon. Mr. McKeown said it was the same there as expressed elsewhere where the Hazen government had not made any attempt to redeem their promises and had deserved and would receive condemnation.

It was conceded by the people that Mr. Upham would win by a substantial majority. Many who voted for the Hazen party in March were back in the Liberal ranks. There was a disposition last March on the part of many Liberals, irrespective of federal politics, to criticize the late government for the then existing road act, and these Liberals as well as the Conservatives united in expressing their disapproval. Now, having had an opportunity of seeing what the Hazen government had done since that time, the Liberals in condemnation of a Hazen administration, in the same way as had been done with the late government in March.

Mr. McKeown said the betting was 3 to 1 in favor of Mr. Upham, which indicated how the man in the street viewed the situation. The Liberal candidate, he added, was given a great reception at the magnificent public meeting held in Woodstock on Tuesday and everything pointing to his election by a large majority.

GREAT BALLOON FLIGHT.

WALPOLE, N. H., Nov. 27.—The balloon Pittsfield in the rapid flight of 70 miles from Pittsfield yesterday landing in this town 55 minutes after leaving the ground.

The big airship started with William Van Sleet as pilot and Emil Bonza and Wm. H. McDonald, both of Pittsfield, as passengers. Most of the journey was made above the clouds in weather which was as warm as midsummer. A height of 7,000 feet was attained at one time, but most of the journey was nearer the earth.

The start was made at 12.40 and the balloon came to the ground at 1.35 p. m., completing one of the fastest flights ever made from Pittsfield.

Appeals to her to throw herself into the water or allow herself to be taken into a small boat failed. Then two sailors clamored onto the half-submerged deck, and seized the terror-stricken woman. Her natural strength seemed magnified by madness, and neither reason nor force could break her hold. The men left only in time to save themselves, the vessel sinking under their feet as they climbed into a life-boat. With a despairing cry the woman disappeared.

SOME HOT STUFF.

Commodore Stewart Hands it out to the Government and Mr. Morrissy.

(Chatham World (Tory).)

Mr. Burchill will be ready at a moment's notice to vote against the government should a crisis come in which his vote would save it or upset it, and he must see what a tremendous price Mr. Morrissy is paying for this make-believe support—destroying the party that elected him and put him into office, betraying the government of which he is a member, flouting the men who have made him, and making his future depend solely on the party that voted for an opponent, rather than for him, when he was the Liberal candidate for Parliament, in one election, and went to the legislature for a candidate, utterly refusing to accept him, in the next election.

Verily, verily, Mr. Morrissy pays a big price for a small article—the fruits of years of struggle for an alliance that can last only a few days—his reputation as a public man for temporary assistance in gratifying a little personal pique.

The price is too high.

He is a pretty poor kind of a Liberal who is found in Mr. Hazen's ranks after the way in which the Liberal party and its supporters have been treated by the local premier.

MILLS BURNED.

Destructive fire at Musquash near St. John.

ST. JOHN, Nov. 27.—(Special)—Early this morning the two modern cut-up mills, owned and operated by the Ingleswood Pulp Company at Musquash, were totally destroyed by fire of which the origin is unknown.

When discovered, one of the mills was fairly enveloped in flames. The other was located within a few feet of it. All the stock in the yards was saved.

These mills had a capacity of 150,000 feet per day. The loss is placed at twenty-five thousand and insurance amounts to thirteen thousand.

THE DOBSON CASE.

Commercial Man accepts \$125 and pays his own Counsel.

ST. JOHN, Nov. 27.—(Special)—The case brought by Thomas H. Dobson, the well known commercial traveller, against Policeman Stewart in reality against Chief Clark, or false arrest, was settled today.

Mr. Dobson receives one hundred and twenty-five dollars and pays his own counsel.