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CAPTAIN WAS FIRST AWAY

Captain of Larchmont Answers Charge of Cowardice

HIS SIDE OF STORY

Admits His Boat Was First in Water, But Says It Was Because He Had Better Crew---Passengers Did Not Heed His Call.

PROVIDENCE, R. I., Feb. 14. — A new element was injected into the horror attending the loss of the steamer Larchmont, when Captain McVey, of the steamer, early today admitted that his lifeboat was one of the first, if not the first, to leave the sinking ship.

This statement was made in reply to charges by Fred Hiergsell, an 18-year-old lad of Brooklyn, one of the survivors. Hiergsell stated that the passengers were left to shift for themselves, that the ship's crew crowded the boats without attempting to provide for the passengers and that Captain McVey was the first to desert the ship.

These statements of young Hiergsell created a sensation in view of the fact that ten of the nineteen survivors were employes on the ship, or in other words that approximately 25 per cent. of the vessel's crew were saved, but only 8 per cent. of the passengers. Captain McVey explained that while his boat may have been in the water first, it was because he had a good crew, and despite that he was the first off the deck he remained by the ship until she went down. While his boat was in the water it was fastened to the ship by a rope, but it was cut by the boatswain, who saw that with the ship sinking rapidly the boat and its occupants would be caught in the whirlpool and sucked under the surf.

The captain's boat was on the windward side and he said he called to the passengers to jump into his boat, which would hold about 22 persons in all, but the electric lights had been extinguished in the collision, and in the darkness and confusion no one heeded his summons. Everybody was on the leeward side of the ship and he ordered his men to row around there, he says, but the gale balked this plan, and as the boat was driven from the steamer his men had to give up their task and crouch down in the bottom of the boat to escape the piercing wind.

DR. STOCKTON ILL AT OTTAWA

It Was at First Thought an Operation Would be Necessary But Later Reports Say He is Doing Well.

OTTAWA, Feb. 14.—(Special). — Dr. Stockton, M. P., of St. John, is ill in the Water street hospital. It was feared at one time that he would have to undergo an operation, but the doctors now say this will not be necessary. At noon the doctor was doing very well and he expects to be back at his parliamentary duties very soon.

BANK OF ENGLAND

LONDON, Feb. 14—The weekly statement of the Bank of England shows the following changes:

Total reserve increased, £218,000; circulation decreased, £310,000; bullion decreased, £91,890; other securities decreased, £425,000; other deposits decreased, £992,000; public deposits increased, £770,000; notes reserve increased, £233,000; government securities unchanged.

The proportion of the bank's reserve to liability this week is 50.29 per cent. Last week it was 49.66 per cent.

The "passive resistance" strike of 25,000 employes of the Austrian postal service, which has begun on December 21, has ended.

CHANCE OF NEW TRIAL

Prospects Are Good for New Hearing in Collins Case

ARGUMENT RESUMED

Some of Judges of Supreme Court Think Judge Gregory Went too Far in Speech to Jury-- Case on This Afternoon.

FREDERICTON, N. B., Feb. 14.—(Special).—The argument in the case of the King vs. Collins was continued in the supreme court this morning, and was unfinished when court took recess at noon.

All the members of the bench took part in the discussion, and Chief Justice Tuck and Judges McLeod and Hanington seemed to be quite outspoken in their opinion that the trial judge had gone a little too far in his charge to the jury by assuming that Collins was guilty of theft and had the axe in his hand while he was pillaging Father McAulay's house.

Judge Barker thought that if Mr. McKeown had been able to prove to the jury that the axe was not behind the commode when Killen searched the room it would have justified the jury in giving Collins the benefit of the doubt as to his guilt.

The whole question hinges on whether or not the judge went too far in his charge to the jury and lawyers familiar with the case believe that Collins stands a good chance of being granted a new trial.

Mr. McKeown finished his argument shortly before one o'clock and court adjourned until four this afternoon, when C. N. Skinner will reply for the crown.

THEY WILL WALK AROUND WORLD

Novel Wager Under Which Two Young Men Will Circle the Globe on Foot.

LONDON, Ont., Feb. 14—(Special)—Two young men H. L. Tiffany of Delaware and W. G. Drayton, of this city announce their intention of starting out on a trip around the world on a wager, the stipulation being that they cover 25,000 miles in one year and eleven months. The wager is for $6,000 made by F. N. Thompson, of New York, an enthusiast in globe circling and as far as it is possible the men will walk the entire distance carrying about 30 pounds of luggage and securing the money only by the sale of picture post cards.

THREE STEAMERS SAIL

C. P. R. steamship Mount Temple, Capt. Boothby, sailed this morning at eleven o'clock for London and Antwerp via Halifax with a full freight.

Steamship Inishowen Head, Captain Pickfort, sailed for Belfast, Ireland, this morning with a full cargo.

Steamer St. John City, Captain Bovey, went to sea today bound for London, via Halifax.

BUTTER AND CHEESE

MONTREAL, Feb. 14 (Special)—The cheese market is steady at 13 3-4 for all kinds. Some dealers are holding out for 14.

The butter market is unchanged at 25 to 26 for choicest creamery and 24 to 25 for next grade.

N. B. FRUIT GROWERS

FREDERICTON, N. B., Feb. 14.—(Special).— The annual meeting of the New Brunswick Fruit Growers' Association opened here this morning with a fair attendance. Addresses were delivered by President Gilman and A. McNeill of Ottawa.

Miss Nora Mathews is leaving on tonight's train for Toronto on a visit to her sister, Mrs. Roosemale Cocq.

CITIZENS AROUSED OVER THE LATEST SOP THROWN TO HALIFAX

Vigorous Protests Over the Action of the Dominion Government in Permitting the Allan Line Turbiners to Cut Out the St. John Call---Prominent Liberals Put Civic Patriotism Ahead of Politics and Join in Denunciation.

The report from Ottawa that the Allan line turbine steamers Victorian and Virginian will be allowed by the government to stop at Halifax instead of calling also at St. John, as the terms of the mail contract specify, has caused considerable indignation among the business men here, who are jealous of the interests of the port. It is stated by the Allan line agents here that there is insufficient depth of water at the I. C. R. berth for the accommodation of the big steamers. This statement is refuted by Harbor Master Ferris and others.

Other citizens in reviewing the matter condemn the government for not having their berths at Long wharf properly dredged. It is stated that the portable dredge sent here to do this work has never been put to work, though for what reason cannot be learned.

It is also a well known fact that the dredge Galveston, which worked for a few days, proved unsuitable for the work and has been laid up for some time.

It is claimed by many that St. John should insist on the Empress steamers being allowed to sail to this port direct, if the turbiners are to stop at Halifax.

The Government's Fault

Mayor Sears said he had not yet received a reply to the telegram sent yesterday to Hon. Mr. Emmerson asking him about the matter. He was inclined to the opinion that the Allans would not be satisfied to come to this port, no matter what the accommodations were. The Allans knew what the conditions at St. John were when they signed the contract and the wharf accommodation and depth of water was just as satisfactory now as then. If the depth of water at the I. C. R. berth was not satisfactory it was the fault of the government, not the city's.

No Excuse for it

Alderman Baxter said he saw no excuse whatever for the Allan turbiners not coming here. Regarding a statement made by Engineer Scammell that the steamers would overlap the wharf, either at the No. 2 berth, Sand Point, or the I. C. R. pier, he said that even though they did overlap fifty feet or even one hundred feet, they would still be able to load their hatches. Referring to an editorial in this morning's Sun, he said it was most unfair and uncalled for. If the I. C. R. berth was not made ready it was the fault of the government and not the city. The city had urged that the berth be dredged and the government had promised to do the necessary work.

Plenty of Water

Harbor Master Ferris said in his opinion there was plenty of water at the I. C. R. berth for the turbiners.

City Not to Blame

Alderman Tilley said the city had urged the government to make the I. C. R. berth all ready and if it had not been done it was not the city's fault.

"Give Government 'Rats'"

A. O. Skinner said he was not yet sure just what was intended, but if it were true that the government had refused to to allow the Empress steamers to come direct to St. John after they had offered to relinquish their share of the subsidy, amounting to £3,000 a trip, or a matter of $146,000 for the ten trips that would be made, and insisted on the steamers going to Halifax to gratify "sentimental prestige," and if the government had not prepared their berth at Long Wharf for the accommodation of big steamers, then the government was very much to blame. He could not see why they should allow the Allan boats to call only at Halifax when they had refused the request of the C. P. R. to have the Empress steamers sail direct to St. John.

"If the statement is true that the C. P. R. offered to forfeit its share of the subsidy, if allowed to sail direct to and from the port of St. John, I think the least the government could do, and what it is its bounden duty to do, would be to allow the Empress steamers to come here direct. I think we have now a strong argument, as it would not only be a test, but would be a saving to the government of nearly $15,000 a trip."

Mr. Skinner said also that he thought if the Empress boats were willing to give up their subsidy if allowed to come to this port direct, the Allans should make a like sacrifice for being permitted to stop at Halifax and not calling at this port.

Get Delegation Off

W. S. Fisher stated that it was now high time for the winter port affairs to be cared for by the public and said Mr. Fisher: "the sooner a strong delegation, consisting of the mayor and others from the council and board of trade, go to Ottawa and present St. John's case, the better it will be for this city."

A Thorn In the Side

Bev. R. Macaulay stated that he had expressed his opinion frequently in favor of St. John and said "the Allans are like a thorn in a sore side."

Suggests Public Meeting

D. McArthur stated that he favored a public meeting at which the mayor and members of the board of trade could have a heart to heart talk on the question with the citizens, and then send a strong delegation to Ottawa to present our rights before the government.

Only One Berth

Wm. Thomson & Co., the Allan agents stated that there was only one berth where the turbiners could safely dock and be afloat, and that was at No. 2 berth, west St. John, where the C. P. R. boats dock. They claim that the I. C. R. wharf while all right for boats of smaller draught, cannot accommodate the big Allan liners.

The Government to Blame

Joseph A. Likely stated that he considered that the Allans were right and could not be expected to come to St. John under the present conditions. The fault could be laid at the door of the Dominion government only. Mr. Likely said that the turbiners could not lie at the Long wharf for the little dredging that had been done by the government was practically of no use to the big turbiners. "The civic authorities are not to blame" said Mr Likely, "in this matter because there is not sufficient depth at Long wharf and it is government property and the government has a right in the interests of St. John to do the dredging." "I presume," said Mr. Likely, "that the Allans went to Sir Richard Cartwright and said that there was no wharf accommodation for their big turbiners in St. John and that he, by the power he has under the contract, said that as the ships were in danger if they came, they need not come." "I think the city of St. John should give the government rats." said Mr. Likely, "I am a liberal. Mr. Emmerson came here and held a convention but I think that if he wishes to get St. John in line for an election he is going a very poor way about it by not doing anything for St. John."

Says Allans Are Right

J. K. Scammell, assistant government engineer said that the contention of the Allans was right and that No. 2 berth was not entirely satisfactory. He considered the I. C. R. wharf unsuited for the turbiners and even for smaller steamers. The conditions there, he said, are not now satisfactory and never have been.

Other Views

The views expressed by J. H. McRobbie, president of the board of trade, and W. Frank Hatheway, were very similar. Mr. Hatheway said if the Allan liners are allowed to stop at Halifax and do not call here, then the Empresses of the C. P. R. should give Halifax the go by, and call only at St. John. If the contract could be broken for Halifax he saw no reason why it might not be treated in a similar manner for St. John. Regarding the depth of water at the I. C. R. pier, Mr. Hatheway said if it was not satisfactory, it was the fault of the government, not of the city.

G. T. P. TENDERS CLOSE TODAY

Tenders for Construction of Five Districts of Grand Trunk Pacific Closed Today.

OTTAWA, Feb. 14.—(Special). — The time for receiving tenders for constructing five sections of the Transcontinental Railway was up today. There were 18 tenders received. It is said that the G. T. P. have tenders in for all five.

MONTREAL STOCKS

MONTREAL, Feb. 14 (Special)—With the exception of a rally in Soo Common from 119 to 122 3-4 trading in the market was rather dull today, although feeling continued fairly strong. Canadian Pacific was also strong around the level of yesterday's late rally, selling at 185 3-4 to 185 1-2. Iron issues were quiet, Dominion Common selling at 22 1-8 to 22, with Dominion Coal unchanged at 62. Other features were Mexican, 56 3-4; Bonds, 83; Toronto Railway, 113 5-8; Larentide Paper preferred, 110; Detroit, 81 1-4 to 81; Richelieu, 79 3-4; Illinois preferred, 93 1-2.

WANTED—GIRL FOR GENERAL HOUSE work. Apply 12 Mecklenburg street. 2-14—6t.

COURT AGAIN ADJOURNED

This Morning's Session of Thaw Trial Was Brief

JUROR'S WIFE ILL

Juror Bolton Received Word that His Wife's Condition is Critical and Court Was Adjourned Until This Afternoon ---Dr. Evans Recalled.

NEW YORK, Feb. 14—All twelve of the Thaw jurors were on hand at the opening of court this morning. The wife of juror No. 11, Joseph B. Bolton, who is suffering from double pneumonia, continues in a critical condition, however, and her husband may be called away at any time. When Thaw came into court he seemed to take a special interest in juror number 11. As Justice Fitzgerald took his place Mr. Delmas asked that Dr. Britton D. Evans, the alienist, be recalled.

"You have stated, doctor," said Mr. Delmas, "that on the first three visits to Mr. Thaw you formed an opinion as to his mental condition; was that formed in part on oral statements?"

"Yes."

"Were the oral statements necessary to you as a scientific man to enable you to form this opinion?"

"They were very essential."

Mr. Jerome said he would offer no objection to the conversations with Thaw during Dr. Evans' first three visits, as a result of which the alienist had declared it to be his opinion the defendant was at that time of unsound mind.

Mr. Evans was about to relate the conversation attending his first visit on Aug. 4, when the information regarding the critical condition of Juror Bolton's wife was received, and Justice Fitzgerald ordered a recess until 2 p. m.

INTERESTING CASE

C. M. Bostwick Sues for $9 for Money Paid for Concert Tickets.

An interesting case came before Judge Ritchie this morning when C. M. Bostwick brought an action against Fred G. Spencer to recover nine dollars for three tickets for the Nordica concert held here on April 11, 1904.

Mr. Bostwick alleges that he had purchased five tickets; and on the day of the concert found that owing to illness in his family he would only be able to use two; and by an arrangement with Mr. Spencer returned the three tickets to the Opera House box office, with the understanding that they were to be sold and the money handed over to him, as he had already paid for the entire five.

Mr. Bostwick alleges further that the tickets were sold but no returns were made to him.

Wm. Ewing, of Barnhill, Ewing & Sanford, is conducting the case for the plaintiff, and L. P. D. Tilley, is acting for the defendant.

After Mr. Bostwick's evidence had been taken. Mr. Tilley asked for a non-suit on the ground that the evidence showed Mr. Spencer was not responsible and that the suit should have been against the Opera House.

Mr. Ewing said the contract was between Mr. Bostwick and Mr. Spencer, and the Opera House people were merely the latter's agents. The non-suit was refused.

Mr. Spencer told of his conversations with the plaintiff who had declared he would make him pay and said that on Monday he was in Gilmour's store, when a constable approached him with the words: "I want you to pay $9 or go to jail."

Witness added that Harry Clark, the Opera House clerk (now at Sydney Mines) could swear he paid Mr. Bostwick. The case was adjourned to March 14.

WILL COME TO ST. JOHN

Overseas Mail to be Landed Here --- Nova Scotia Legislature Opened.

HALIFAX, N. S., Feb. 14.—(Special). —The first session of the eleventh legislature of Nova Scotia was formally opened this afternoon by Lieut.-Governor Fraser.

The C. P. R. liner Empress of Ireland, due here about midnight from Liverpool, has no board the Oversea's mails as well as the regular weekly mails. She will land the overseas at St. John, cars which were here for the purpose of taking them forward having been ordered to St. John.

SUCCEEDS MR. LEMIEUX

Jacques Burreau Was Today Sworn In as Solicitor-General

OTTAWA, Feb. 14 (Special)—Jacques Burreau, M. P., of Three Rivers, was sworn in solicitor general by Lord Grey at Government House at noon today. Mr. Burreau was accompanied by Sir Wilfrid Laurier. The position of solicitor general has been vacant since Mr. Lemieux was promoted from that office to be postmaster general.

PROVINCIAL LEGISLATURE

Fifth Session of New Brunswick House Opened Today

BY GOV. SNOWBALL

In His Speech the Lieutenant-Governor Outlines the Legislative Programme for the Session and Refers to Prosperity of Province.

Board of Works 3rdec06

FREDERICTON, N. B. Feb. 14—(Special)—The fifth session of the present New Brunswick legislature was opened by Lieut. Governor Snowball at 2.30 p. m. this afternoon with an imposing ceremony. Nearly all the members were present and the attendance of visitors was unusually large. All available seating space on the floor of the house was occupied and the galleries were crowded to the utmost capacity.

His Honor, who was clad in the Windsor uniform, was accompanied by Col. White, D. O. C., Major Bridges, A. D. C. and Private Secretary Barker, and attended by officers from the Royal Regiment. A guard of honor was furnished by the 71st Regt. and a detachment from the Newcastle field battery fired the customary salute of 15 guns.

The proceedings inside the legislative chamber opened with prayers by Chaplain Street, after which William Currie, the new member for Restigouche was introduced by Premier Tweedie and Hon. C. H. Labillois and took his seat.

The speaker then withdrew and Governor Snowball, entering the chamber formally opened the session with the speech from the throne.

The address in reply to the speech was moved by Mr. Currie, of Restigouche, and seconded by Mr. Gogain, of Kent.

The lieut.-governor will give the usual state dinner at the Queen Hotel this evening.

The following is the list of guests:—Hons. L. J. Tweedie, Wm. Pugsley, C. H. Labillois, F. J. Sweeney, W. P. Jones, L. P. Farris, Robinson, Chief Justice Tuck, Judges Barker, Hanington, McLeod, Landry, H. B. Rainsford, Sheriff Sterling, J. D. Hazen, Wm. Currie, Mayor McNally, John B. Gogain, Col. White, W. A. Loudon, Rev. T. W. Street, J. Howe Dickson, Major Lawlor, Captain Grey, Dr. Inch, Bishop Richardson.

(Continued on page 3)

FORMERLY OF NOVA SCOTIA

The Liberal Candidate in South Brandon, Manitoba, Came From West River.

The liberals of South Brandon have nominated a former Nova Scotian, J. M. Roddick, as their candidate for a seat in the Manitoba legislature. The Winnipeg Free Press says:—

"Unfortunately, Mr. Roddick was prevented from being present by the illness of his daughter in Winnipeg, but was communicated with by 'phone and accepted the honor offered him. No doubt of Mr. Roddick's election is in the minds of his supporters, as he is in every respect public spirited, and a successful pioneer, and through good and bad times of the past he has been a consistent supporter of Liberal principles. Though not so well known throughout Oakland as in Cornwallis, he is sure to improve as the campaign goes on and the only reason for the possible defeat is the hurried action of the government in bringing on the elections.

"J. M. Roddick is one of the pioneer farmers of Brandon Hills, and has the honor of having turned the first furrow in that portion of the country. He is the son of the Rev. George Roddick, and is a native of West River, Pictou, N. S. Was educated in Pictou academy and came to Manitoba with other members of his family in 1879, settling at Brandon Hills, where he has ever since resided. He has always been an active Liberal and represented his district at the great Liberal convention held in Winnipeg last March."

PEACE AND ARBITRATION

Canadian Association Now Fully Organized and Officers Elected.

TORONTO, Feb. 14—(Special)—The organization of the Canadian Peace and Arbitration Society has now been completed, with the election of officers. In view of the approaching conference of the powers at The Hague the work of the body will be taken up at once.

The new officers are as follows: President, Sir. Wr. Mulock; vice-presidents, Judge S. A. Chesley, Lunenburg, N. S.; Elias Rogers, Toronto, Rev Dr. Herdman, Calgary; Rev. S. Jefferson, Halifax; Rev. W. L. Hall, Fernie, B. C.; E. R. Wood, Toronto; C. C. Vannorman, Toronto; Mrs. H. M. Edwards, MacLeod; W. C. Good, Brantford; G. C. Wright, Hull, Que.; J. G. Rogers, Toronto; Hon. Benj. Russell, Dartmouth, N. S.; Charles Marcil, M. P., Ottawa; Prof. Marshall, Kingston; W. D. Lesueur, Ottawa; E. Schueur, Toronto. The secretary is A. C. Courtice of Toronto and the treasurer William Greenwood-Brown of Toronto.

Woolwich Arsenal Laboratory Which Exploded.

WOOLWICH ARSENAL -

A terrible explosion Monday morning wrecked the chemical research department of the Woolwich arsenal. All the windows in the town were broken.

THE TIMES NEW REPORTER

WAKING THEM UP.

Our esteemed fellow citizen, Mr. Jamesey Jones, was on the streets early this morning. A good deal of him was on the streets, for first one foot and then the other went from under him, and he prostrated himself in many varied ways. But his business was urgent and he persevered. He had read the morning papers, and had discovered that St. John was suffering from a sort of "sleeping sickness," brought here by way of Halifax. Our valued fellow citizen therefore went out to prescribe for the slumberers, and succeeded in waking a few of them. He will continue his good work until the whole city is awake.

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BIRDIE'S VALENTINE.

To Birdie, Fairest of the Fair.

Love is a fire that burns and sparkles
In men, but not in charcoals.
Love burns in me, my dearest Bird,
I can hardly find an English word,
To tell you of my love for you,
How the fire of love burns in a heart so true,
I worship you, my love divine.
O, Birdie, Angel, sweet love, be mine.
Let me call you forever my own Valentine.

R. S. V. P.

St. Stephen, Feb. 14th, 1907.

Birdie's Reply.

You dear, sweet man, with heart so true,
Were I to say I love but you,
A thousand hearts were rent in twain,
A thousand hopes were quenched in pain,
And yet—and yet! Lest you should pine,
Accept a sister's valentine.

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The ferry steamer Ludlow will be placed on the route at a date to be determined after a consultation to be held next week at Rodney Hospital.

Larchmont Called Hoodoo Ship Because of Her Many Mishaps.

The Larchmont was the best example of a "hoodoo" ship recorded in modern shipping annals.

The list of mishaps in which she figured is one of the most remarkable that can be recalled by shipping men.

In July, 1902, while leaving Boston Harbor, she collided with the steamer Admiral Farragut and only escaped sinking by being beached on the East Boston flats.

In September, 1902, the Larchmont was on fire in the Sound. Her 200 passengers were in a panic, but the crew fought the fire successfully, so that the steamboat reached New York without casualties.

On Jan. 24, 1904, the Larchmont ran ashore off Prudence Island.

Two weeks later she went aground in Narragansett Bay. There were 150 passengers on board at the time and they were thrown into a panic as the vessel ran high and dry off Warwick Light.

The Larchmont collided and almost cut in two the lumber-laden schooner D. J. Melanson on Oct. 11, 1904. This accident occurred in the Sound off Stratford, near Bridgeport. The captain and crew of the schooner were taken aboard the Larchmont, and at the custom house the sailing master made a complaint against the commander of the Larchmont, declaring the latter to have been at fault.

Fire threatened the Larchmont on Jan 11, 1906. Defective electric light wire insulation, it was alleged, caused a blaze that created wild excitement among the 200 passengers aboard the steamboat.

It was on the steamboat Larchmont that John A. Hart, an engineer on a tug belonging to the Pratt Astral Oil Company, was murdered mysteriously on Feb. 19, 1905. Hart was found murdered in Stateroom No. 12, after all his money and valuables had been stolen. No clue to his assassin has ever been found. Hart, who was at one time engineer on the yacht Vixen, belonging to Henry H. Rogers, was on his way home to Providence with money to aid his father and mother.