

TWENTY YEARS AGO THIS MONTH NORTH ATLANTIC COAST WAS SWEEPED BY A VIOLENT STORM

Steamer Portland from Portland for Boston Was Lost With Many Passengers—Other Vessels Foundered and Property Damage All Along the Coast Was Very Great.

Twenty years ago this month one of the most destructive storms that ever swept over the North Atlantic struck the New England and Canadian coasts, wreaking havoc on land and on sea, sending numerous vessels, large and small, to their destruction and costing upwards of three hundred lives. That region from Long Island Sound to the island of Monhegan, a break and barren rock in the ocean of the Maine coast, sustained the brunt of the tempest, the greatest fury of which raged over eastern Massachusetts. The velocity of the howling gale was so great as to be felt at the Highland Light station, Cape Cod, registered more than one hundred miles an hour.

Another steamer which was lost during that fearful night was the steamer Pentagoet, bound from New York for Bangor. The Pentagoet before going on the Bangor-New York route ran to St. John for a time. She was a freight boat and carried a crew of about forty. She was never heard of after passing Highland Light and none of her wreckage or bodies of her crew was ever found.

In addition to these steamers a dozen large schooners, three and four masted, were lost, most of them near the Cape Cod coast. In most instances their entire crews perished. So far as the steamer Ohio, loaded deeply for Hull, England, was cast high and dry on an island in Boston harbor. No one on board was lost and the steamer was not damaged. She was afterwards floated, when part of the island had been dredged away.

The United States weather bureau forecasted what was thought to be one of the usual November gales, but many mariners had no idea that it would develop into a furious war of elements in which few ships could live. In Boston a moderate northeasterly gale set in about nine o'clock Saturday evening. By midnight it had increased to sixty miles an hour, accompanied by a thick snowfall. So fast came the snow and so rapidly did it pile up that many suburbanites remained in town. The storm raged with unabated fury throughout the night, all day Sunday and well into Sunday night. Debris was piled high in the streets of Boston, almost reaching in many cases to the tops of first story windows. Street car traffic was paralyzed, railroads were entirely blocked, highways were all but impassable, and it required nearly two days for the city to dig out.

Wires were prostrated in every direction, the poles having gone down like clap net before the blast. The city was virtually cut off from all points. The absence of wire communication prevented the city from learning of the numerous marine disasters which had occurred at various points along the Massachusetts coast until Tuesday afternoon. Then it was learned that the Portland and many other vessels had probably been lost. Even then the intelligence was meagre and unsatisfactory, the government, commercial and the Associated Press wires being still badly crippled. The writer was one of those who went on a tow boat to Provincetown Tuesday night, news having been received indirectly that a dozen bodies of the wreckage of the steamer Portland had been washed ashore along the bleak Cape Cod beach for twenty miles. Another storm developed during the trip and it was nine days before the tug was able to get out of Provincetown. Numerous wrecks were passed on the rough trip to Cape Cod and in Provincetown harbor itself several large schooners lay stranded, the men having been cut from the rigging. Happily all were saved alive except one, who froze to death in the main rigging. Wreckage of several large coal carry-

THOUSANDS WERE KILLED BY EXPLOSION OF TWO MUNITION TRAINS AT STATION IN BELGIUM

Children Started a Bonfire Which Spread to the Tracks—Many of the Victims Were German Military Thieves Who Were Plundering Everything in Sight.

London, Nov. 22.—An explosion of munition trains at the station of Hamont in Belgium this morning caused casualties estimated to be between 1,500 and 2,000. One hundred and fifty dead already have been counted according to a Central News despatch from Amsterdam. The injured are taken to Huddel, Holland. It is reported that the cause of the disaster was a bonfire built by children which spread to two German munition trains nearby. The destruction in the vicinity, the despatch adds, was enormous. Assistance is being sent to the stricken region from all directions. Dutch military aid has been sent across the border.

The trains were standing at the station of Hamont when the explosion occurred, and the entire region was soon a sea of fire. Neighboring houses collapsed, burying their occupants. Three German ambulance trains caught fire and one was destroyed, eighteen of the occupants being burned to death. Most of the victims were German soldiers, who had been plundering the trains. A few Dutch soldiers also were killed. Hamont is in southeastern Belgium directly east of Antwerp and is a custom station on the Dutch-Belgium border. The main railway line from Antwerp to Dusseldorf runs through the town.

ing schooners was found off Cape Cod, the craft having gone down with all on board.

The Loss of the Portland. The theory of those who saw the thirty bodies and wreckage from the upper portion of the steamer Portland, which drifted ashore on Cape Cod from High Head to Monomoy, is that the Portland went to the bottom sometime between nine and ten o'clock Sunday morning, the day after she left Boston. The steamer was last seen

about 10 o'clock Saturday night off Gloucester by the Boston fishing schooner Maud S., which ran to her home port before the gale. The captain of the schooner remarked at the time that the captain of the Portland was taking a desperate chance in the teeth of the rapidly increasing gale. It is supposed that the steamer became unmanageable except possibly when running before the wind and that during the night the Portland was headed for Provincetown harbor across the bay, but was unable to make that port and foundered about fifteen miles

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northeast of Highland Light. The fact that no wreckage came ashore from the Portland inside Cape Cod indicates that she went down well to seaward. The watches on the bodies were stopped at various times between nine and ten o'clock, further indicating that the disaster occurred Sunday morning. Between those hours Saturday night the gale was not sufficient to sink the steamer. Life savers on Cape Cod heard a distress whistle of a steamer early Sunday morning. The captain was held to blame for leaving Boston in the face of a warning from the weather bureau. The manager of the line was not on friendly terms with the captain. He testified that he instructed Capt. Ingraham to remain in port. Why he left will remain a mystery, but it is said that he had an urgent reason for being in Portland on Sunday. Among those who perished on the steamer was the president of the Maine senate and members of prominent Portland families. Several former St. John residents also went down on the ill-fated ship.

LOST EIGHTY MORE THAN WE KNEW ABOUT.

London, Nov. 22.—It was revealed today, in connection with the armistice negotiations, that Germany had lost eighty more submarines than the Allies were certain had been sunk.

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QUEBEC POLICE KILLED. Quebec, Nov. 22.—Lieut. Pafard, of the Montreal municipal police force died today in an auto accident near Ste. Anne de La Perade. He was motoring to Quebec from Montreal and struck a pile of stones. He was placed aboard a C. P. R. train en route to Three Rivers, but died before the train reached there.

Quebec, Nov. 22.—The preliminary enquiry into the charges against certain officials and citizens who are charged with selling exemption papers to draftees and paying money to obtain classifications that would keep draftees from the war, continued here today before Judge Langelier. According to what has transpired, the testimony so far adduced is heavy against some of the accused.

"Canada's Aid To the Allies"

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This is a special publication which the Montreal Standard will bring out as a Christmas Number. On sale about Dec. 6th. It will surpass anything that has ever been offered the Canadian public.

It will contain upwards of 500 plates, printed on heavy art paper, most of them being the full size of the Montreal Standard's supplement page. The majority of these pictures will be suitable for framing, if so desired. There will be a beautiful cover in colors.

PARTIAL LIST OF CONTENTS

Full page plates of: Their Majesties the King and Queen, the Queen and Princess Mary, the Prince of Wales, the Governor-General of Canada, the Prime Minister of Canada, Win-the-War Cabinet of Canada, Generalissimo Foch, Sir Douglas Haig, Minister of Militia, the Prime Minister of Great Britain, Rt. Hon. Bonar Law.

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(See this week's Montreal Standard for complete list).

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THE BOLSHIEVIKI!

Must We Fight Another War To Save the World From Its Menace?

A shudder runs through the Western nations as they watch the millions of Central Europe plunge from autocracy toward anarchy, and publicists begin to ask if we must fight again—against the new foe.

"Must we save the world from anarchy" is on every lip and the fact that such questions as these are being asked everywhere is proof enough that "the war does not end when the enemy surrenders" according to The New Republic. On the other hand, we find the Hartford Courant convinced that the scientific socialism of Germany can never develop the disorder that was bound to accompany the Bolshevism inherited from the old Russian nihilism. And the Boston Globe reminds us that "whereas Russia was predominately illiterate, in Germany illiteracy is less than one per cent."

The leading article in THE LITERARY DIGEST this week deals with the greatest menace that threatens the conclusion of world peace—the Bolsheviki. Other news features in this particularly interesting number of "The Digest" are:

Records of American and British Navies in the War

The Veil of Silence is Lifted and in This Article Tribute is Paid to the Wonderful Work That Both Navies Have Performed.

An "Unconditional Surrender"
The Specter of Famine Over Europe
Denmark Wants Schleswig
The Oil-can as a Globe-Trotter
Fire as a Weapon
Art Thefts in France and Italy
The London Theater's Prosperity
Shall Soldiers Pay for Comforts from Y. M. C. A. and K. of C.?
The Soldiers' Lack of Hate
Personal Glimpses of Men and Events

The Republican Opportunity
Mr. Wilson's Idealism at the Peace Table
When the Tanks Were Gassed
America: First in Farm Tractors
When the Breweries Go Dry
Barrie Putting Wilhelm in His Place
Turning French Light on Our Music
Christianity's Victory
Germany's Moral Defeat
Best of the Current Poetry
Important News of Finance and Commerce

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How "The Digest" Will Serve You in the Future

Just as THE LITERARY DIGEST has provided during the long years of war that have just ended the most authoritative and dependable of news articles from week to week, so now, in the wonderful period of reconstruction that lies before us, it will furnish the vital news upon all the great questions of the day in a similarly interesting and comprehensive way. It will cover fully the movements of our troops in Europe, the return of our armies to their native land, the arrangements for disbanding the various units and restoring their members to civil life, the great readjustments that will become necessary in the worlds of finance, commerce, and industry, the rehabilitation of the wounded and crippled, the means by which they may be made self-supporting, etc. All these and many more allied topics in the social, political and economic fields, will be treated without bias and with the simple aim of presenting the facts for your consideration and judgment. Study them each week in The Digest.

November 23rd Number on Sale Today—All News Dealers—10 cents.

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Coughlin, aged 18 years, son
Mrs. Thomas M. Coughlin,
Phill. He leaves, besides his
five brothers and four sisters,
Mr. Goodill.

orge, Nov. 23.—The only son
on Goodill, of Chamecock, died
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Penfield, by Rev. J. Spenser.

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