

INTERESTING INCIDENTS AT THE FIRST GAME OF THE WORLD'S SERIES TOLD BY THE CAMERA



MCGRAW AND DANNY MURPHY

MASCOTS LOUIS ZELST AND DICK HENNESSEY

EMPRESSES NOT TO RETURN TO ST. JOHN THIS SEASON IS REPORT FROM SIR THOMAS

Continued From Page One. Whereas at present we have only the personal opinions of a few men like myself who may not be qualified to speak with any authority on a matter so far outside the sphere of their own commercial knowledge. We must have that agreement analysed and act upon it for I believe that on that agreement will be based our future arguments.

opportunity a thorough study of this contract with a view to ascertaining wherein St. John is affected by its terms. There is little sense, said he, in any one of us talking about that agreement and discrimination now. I might go on to say that it is highly discriminatory, while as a matter of fact, after proper study it may be found to be nothing of the sort. We must wait and learn by the application of qualified knowledge and base our future arguments on what we are able to find out from persons qualified to know.

President Robinson. Speaking to the Standard after his return, Mr. J. M. Robinson, president of the Board of Trade, on Saturday wired down a statement covering the result of the interview with Sir Thomas Sbaughnessy and had added to it briefly his opinion as follows: "Our information goes to show that there will be no change in the programme as now arranged for the coming season. Apparently the reason why St. John has been passed over in the mail service is lack of accommodation, and it behoves us in St. John to see that at no future time will our port be open to the same criticism. We must set about having wharves built as rapidly as they can be put together and never let it again be said that the facilities here are inadequate."

That Famous Agreement. The agreement between the C. P. R. and I. C. R., which has been arranged by Mr. Guelius without the knowledge of the government, is so far in the form of a memorandum and will be transformed into a formal contract at once. It is for a period of six months from November 15th, 1913, to May 15th, 1914, and is made to apply only to passengers and freight carried between St. John and Halifax for the steamers Albatross and Calmarian and the two Empresses. All expenses for accounting, checking, car cleaning, handling freight, etc. are to be met by the C. P. R. Elevator charges at Halifax are to be the same as at other ports. Single trains are to consist of not more than twelve cars nor are any trains to have to the I. C. R. an earning power greater than three hundred dollars. With these conditions the I. C. R. undertakes to furnish engines and crews and to haul C. P. R. trains to and from Halifax, charging therefor two dollars per head for first class and one dollar and fifty cents per head for second class passengers; seventy-five cents per short ton for freight with the exception of four and grain, which will be carried at a rate of sixty cents per short ton.

SAXON PRINCESS IS WARNED ONCE MORE.



Signora Toiell, formerly Crown Princess Louise of Saxony, it is announced here, probably will become involved in trouble with the Saxon government in connection with the comic opera of which she has written the libretto and the approaching production of which is announced in Rome. The government says that if the work contains any attacks on the Saxon royal family it will cut down the Princess's annuity, which already has been once reduced.

BESET BY FIRE AND BIG GALE MANY DIE

Continued From Page One. The first officer took charge of the first boat, but, although he wanted the women and children, a majority of these who entered the boat were members of the crew. This boat was smashed against the ship's side, just as it reached the water it broke in two and all were drowned. Meanwhile attempts were made to lower the second boat. I can say who was in charge of this, but I do not know that after the chief steward had thrown provisions in, he jumped in himself. There were more men than women and children in this boat, which did not go down for it was broken against the ship and all were drowned. "These two boats were amidships. Three other boats were put out aft. The fourth officer was in one of them, but I cannot say which one. All was confusion. The ropes broke and the occupants were thrown into the water and drowned or killed. When the captain saw what had happened he cut the tackle of the other boats so that they could not be launched. "We were so glad when we saw the Carmania come, for we said: 'now we shall be saved.'"

Firemen Leave Ports. The firemen rushed up from below, and refused to go back. He had drawn his revolver and drove them below, but soon after as the fire was spreading, they were obliged to abandon the ship. "As soon as the Carmania was sighted the captain made all the women and children go to one side, and the men to the other. He had been compelled to leave the bridge and go aft because it was too hot. Women wept, shrieked, laughed and became hysterical. "We had not thought of food, but in the afternoon we considered it better to get something, and went to the kitchen, which we found deserted, made coffee, and helped ourselves to biscuits and beef. But most of the passengers refused to eat. "We saw rats scurrying from the Carmania, but nobody told us to jump in. In fact, we knew not what they were for. I jumped first, they followed, but I never saw them again. "I made for the German ship, but they did not hear me. Then I came towards the Carmania, and shouted 'Help, help!' and was seen by aid of the searchlight. I was about an hour in the sea and became half-conscious. I know not how I was got out. "During the day five sailors and one steward fell into the fire and were burned to death. "I know nothing more. I came away because it was too hot to stay any longer, and I feared the whole ship would blow up. "When Trintepohl was told that, according to the captain's wireless message six boats had been launched, he said: 'I am glad that it is not so. I was there all the time, and saw everything. No boat got away.'"

Boats Destroyed. Mr. Spurgeon, in his own account tells of the attempts to get lifeboats alongside the Volturo. "Nothing," he says, "was done of the two boats launched with about twenty passengers each, after they left the Volturo's side. Four others were smashed against the ship's side and the occupants either killed or drowned. "At nine o'clock Thursday night the Captain of the Volturo sent a despairing message which read: "For God's sake help us or we perish. "By a miracle the flames did not spread to the after deck. Eventually the seas moderated and the boats saved five hundred and twenty-one persons. The death roll numbers one hundred and thirty-six."

The wireless operator aboard the Carmania sends the following message: "Two boats were lowered from the Volturo before the Carmania arrived, and one hundred and ten passengers were lost. Disembarkation commenced before daylight. The total number is one hundred and thirty-six, as far as known. "A wireless from the captain of the Devonian, one of the rescuing steamers, says that he has fifty-nine survivors aboard, comprising eighteen men, twenty women, and twenty-one children, all well. This is the same number previously reported. "A wireless message from the steamship Seydlitz, forwarded from Bremen, says she has aboard forty-six survivors, instead of thirty-six, as previously reported. This would account for the ten supposed to have been aboard the Carmania, the latter steamer having been credited with eleven survivors, whereas she is bringing in only one. "Among the first class passengers on the Volturo there were only two Americans, John Krug and Frieda Krug."

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QUOTATIONS IN THE ST. JOHN MARKET

Table with columns for various commodities and their prices. Includes items like Corn, Flour, Beans, etc.

Table titled 'COUNTRY MARKET' listing prices for various types of meat and other goods.

Table titled 'FRUITS' listing prices for items like Walnuts, Almonds, California prunes, etc.

Table titled 'FLOUR ETC.' listing prices for various types of flour and other grain products.

Table titled 'PROVISIONS' listing prices for items like Pork, Beef, Mutton, etc.

Table titled 'CANNED GOODS' listing prices for various types of canned food items.

PORT NELSON TUG BACK TO GLASGOW

Ottawa, Oct. 12.—The tug George W. Yates, purchased by the Department of Railways and Canals in Glasgow, for work on the harbor development at Port Nelson, has returned to Glasgow. This boat left Glasgow on September 6 to proceed to Port Nelson but owing to stormy weather the voyage was so protracted it was considered that the coal supply on board was insufficient to make Port Nelson and the boat returned to Glasgow. The department is now deciding whether to allow the boat to remain there this winter or come to Halifax. Early next spring it will be taken to Port Nelson.

EARLY MORNING FIRE. About three o'clock this morning an alarm was rung in from box 241 for a fire in the warehouse of the Schofield Paper Co., Ltd. on Celebration street. The fire had not gained much headway when the alarm was responded to, but the building was still burning when the Standard went to press. A second alarm rung in brought additional fire apparatus to the scene. The flames were shooting out the sides of the building, and it appears as if the fire may prove serious.

HOPEWELL NOTES. Hopewell Hill, Oct. 12.—The attendance at the Fair which opened on Thursday has been good and the exhibit excellent. It will close on Saturday. The last fair of the season will be on Wednesday next at Hopewell Hill.

THE SHENANDOAH WAY. The Furness line S.S. Shenandoah called today for London via Halifax with 20,000 bushels of grain and 250 standards of deals. UNLOADING AT DORCHESTER. The Norwegian steamer Anna is now at Dorchester, N. B., discharging part cargo of hard pine, after which she will proceed to Halifax to discharge the balance. From there she will proceed to Charlottetown to load potatoes for some southern port. Messrs. H. H. Mathers & Co., agents.

FRIGHTS AND CHARTERS. New York, Oct. 9.—The tonnage market was dull and chattering light in all trades. Rates were nominally steady, with little demand prevailing for vessels. Quotations to Liverpool, 2 3/4; London, 2 1/2; Glasgow, 3 1/4; asked; Rotterdam, 7; Hamburg, 4 1/2; asked; Bremen, 3 1/2; Hull 3 3/4; Bristol 4 1/2; nominal; Antwerp, 3 1/2 asked; Cork for orders; picked ports, large tonnage, 2s. 3d @ 2s. 4 1/2; cotton to Liverpool, per 100 lbs. 30c.

Charter—British steamer, 2,954 tons, cotton, Savannah to Liverpool or Bremen, 34s. 3d, October-November; British steamer, 3,147 tons, cotton and general cargo, Savannah to Liverpool and Swansea, 25s. 9d, October; British steamer, 1,446 tons, phosphate, Port Inglis to Aalborg, 18s. 9d, November; Austrian steamer, 2,272 tons, phosphate, Tampa, Venice, 17s. 6d, October; British steamer, 1,480 tons, timber, Port Arthur to west coast of Italy, 125s. November; Norwegian steamer, 1,559 tons, coal, Newport News to Havana and Cardenas, private terms, prompt; steamer, 2,391 tons, rails, Baltimore to Galveston, private terms, prompt; schooner, 1,148 tons, ties, St. Marys to New York, 17c; schooner, 423 tons, coal, Philadelphia to Jacksonville and back to Champion Point, N. J., lumber, private terms; schooner 391 tons, coal Philadelphia to Boston, Portland or Portsmouth, private terms; schooner 452 tons, coal, Philadelphia to Calais, private terms.

FREE COUPON IMPERIAL EMBROIDERY PATTERN OUTFIT PRESENTED BY THE STANDARD. To obtain you see a regular reader you must present this coupon like this one. THE IMPERIAL EMBROIDERY OUTFIT is guaranteed to be the greatest collection and biggest bargain in patterns ever offered.

PORT NELSON TUG BACK TO GLASGOW. Ottawa, Oct. 12.—The tug George W. Yates, purchased by the Department of Railways and Canals in Glasgow, for work on the harbor development at Port Nelson, has returned to Glasgow.

PUBLIC MEETING. St. John, October 11. A meeting of all citizens interested in the welfare of St. John is called for Monday evening, 13th instant, at eight o'clock, in Keith's Theatre, Carleton st., when the delegation sent to Ottawa regarding the mail steamers will make its report. (Signed) J. M. ROBINSON, President Board of Trade.

TELEPHONE MAIN 1363. Box Office Open 10 a. m. to 9 p. m. PRICES 15 to 50c—NO HIGHER. OPERA HOUSE THOMPSON-WOODS STOCK CO. Second Week's Big Success "The Gamblers" BY CHAS. KLEIN. Matinees Wed., Thur., Fri., Sat. 15-25c.

SEE IF THE CHILD'S TONGUE IS COATED. If cross, feverish, constipated, give "California Syrup of Figs." Look at the tongue, mother! If coated, it is a sure sign that your little one's stomach, liver and bowels need a gentle, thorough cleansing at once.

IMPERIAL BIG KEITH ACT Saxophone Quartette. Graduates of the Conservatory of Music in Rome. HIGHEST CLASS. Signor Manetta, Tenor.

TRAFALGAR DAY, TUESDAY, OCT. 21st. Grand Patriotic Observance of Lord Nelson's Great Sea Victory. YORK THEATRE Under Direction of St. George's Society. Appropriate Oration by Canada's Renowned Speaker HON. GEORGE E. FOSTER. High-Class Concert Members, also English in Character by MRS. GRACE BONNER WILLIAMS of Boston.

PORT OF ST. JOHN, N. B. Arrived Saturday. Steamer John L. Cann, 77, McKinnon, Westport; scho Casarco, 53, Ingallo, St. George; Sudo Pearl, 74, Clark, St. Martin and cid; Shamrock, 58, Walden, Maitland.

THE LATEST MARINE NOTES OF THE WORLD. THE LARGEST AFLOAT. The bark Calburga, the largest wooden ship (malling) afloat, and towed in the Maritime Provinces, is lying in Sydney harbor waiting orders. The Calburga, which is a vessel of 1,850 tons net, is under command of Captain H. J. Lewis, a native of Point Edward, or Edwardsville, State from Bergen, Norway, and was thirty-five days on the journey.

UNLOADING AT DORCHESTER. The Norwegian steamer Anna is now at Dorchester, N. B., discharging part cargo of hard pine, after which she will proceed to Halifax to discharge the balance. From there she will proceed to Charlottetown to load potatoes for some southern port.

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THE PRINCE AT HOBOKEN. Steamer Prince Rupert is at Hoboken, New York, where she is undergoing extensive alterations for the service between Cuba and Jamaica. It is said the ship may be in New York for about three months.

WILL LOAD FOR CUBA. Tern schooner Celia F, now at St. John, has been chartered by Clarke Bros. for Clearwater, Cuba. LOADING BRICK FOR REFINERY. Schooners J. L. Colwell and Maple Lead are loading brick at Annapolis for the sugar refinery at St. John.

MINIATURE ALMANAC. October Phases of the Moon. First Quarter, 6th ... 11h. 43m. Full moon, 15th, ... 2h. 7m. Last quarter, 23rd, ... 11h. 33m. New moon, 29th, ... 10h. 39m.

VESSELS IN PORT. Steamers. Cape Breton, 1108, R. P. & W. Starr. Star, Westport, Westport, NS. Tug James S. Gregory. John L. Cann, 77, Westport. Schooners. A. J. Sterling, 145, Durant, Parrsboro. Ann Louise Lockwood, J. W. Smith. Calabria, 451, J. Spinks & Co. Sella F, 353, H. C. Elkin. Henry, 397, A. W. Adams. Hunter, 186, D. J. Purdy. Jennie A. Stubbs, 159, A. W. Adams. J. W. Smith, 339 tons, coal, R. P. & W. F. Starr. James Barbour, 80, C. M. Kerrison. Klondyke, 78, J. W. Smith. Margaret May Riley, 240, A. W. Adams. Minnie Slauson, 371, A. W. Adams. Mona, 284, Peter McIntyre. Myrtle Leaf, 256, W. Adams. Nellie Eaton, 89, A. W. Adams. Orosipho, 191, A. W. Adams. Oliver Ames, 40, C. M. Kerrison. Ravola, 130, J. W. Smith. Roger Drury, 307, R. O. Elkin. Sallie E. Ludlam, 199, D. J. Purdy. T. W. Cooper, 150, A. W. Adams. W. E. and W. L. Tuck. Ruby L., Harbourville. Jennie T., North Head. Casarco, St. George's. Shamrock, Maitland.

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