

THROUGH HELL GATE ON LOG

Maine Log Jammer Shows New Yorkers How He Rides His Varkers Rapids -- Falls Into Life Boat.

New York, June 14.—Just as Edward A. Chase, the fearless log-jammer, started off on his perilous cruise down through Hell Gate yesterday afternoon, the log jammed on the Hospital for the Insane on Ward's Island, opposite the point of Chase's departure. However, this may have been a coincidence due to the coming out of the sun a few moments before.

At any rate the stunt was wild enough to draw some two thousand people down to East River Park, at the foot of East Eighty-ninth street, although early in the afternoon the rain was pouring down. By 1 o'clock the walled terrace was black with umbrellas, under which a patient multitude waited for Edward A. Chase to appear.

It had been announced in the papers for some days that this lumber jack, who formerly did the real thing with logs on the rivers of Maine, would journey through Hell Gate yesterday, standing on a log, partly, doubtless, to encourage people to come to see him at Coney Island, where it is understood, he will be on an exhibition this summer.

The start was announced for 2 o'clock and that accounted for the early comers. As a matter of fact Chase did not embark on his cruise with the log until shortly after 4. In the meantime the crowd waited.

Occasionally some small boy would shout "There he is!" and there would be a great peering from beneath the edges of umbrellas. Some of the more thoughtful and foresighted of the spectators had brought spyglasses or opera or field glasses, and with these they surveyed the river. However, for two or three hours nothing went into sight but the ferryboats Steinway, Haarlem and Bowery Bay, a steam launch or two, a sloop which would have taken a prize in any boat show for its tiny size and a few dories.

About three o'clock Capt. Paul Koveke, of the Yorkville Life Saving Station, at the foot of Eighty-ninth street, began to get busy. He changed his Sunday clothing for khaki trousers and a swimming shirt. He called his trusty men George Bieth and James Coyle forth and together they manned the life saving dory and set out for the river.

All this was due to a notice from headquarters which was prominently posted in the station, and which announced that the chase would start on his journey yesterday, and that it was up to the life saving crew to watch out for him. It was also suggested that the crowd would be so great that probably some child or other would fall overboard, and that it was the duty of the life saving crew to watch out for him. It was also suggested that the crowd would be so great that probably some child or other would fall overboard, and that it was the duty of the life saving crew to watch out for him.

Somewhere on the north outskirts of Astoria, on the bank of the river, is a locality known as Seely Rock, and it was here that Chase had chosen to launch his craft. About thirty adventurous citizens, reporters, photographers and policemen sat on and near the rock and discussed the situation from 2 o'clock on, while Chase was making up his mind whether the tide was low enough to venture forth.

Some time before 4 o'clock the dory from the Yorkville Life Saving Station was put into the water. The Life Saving Station manned a couple of boats; pleasure craft took on board such daring reporters, photographers and adventurous citizens of Astoria as were in the neighborhood with the fearless log-jammer Chase, and that individual without a prayer or word of farewell to any one on shore, took his "pick pole" firmly between his hands, and with a flourish of the log measured about twenty feet in length and sixteen inches in diameter. It differed from the really genuine saw logs in that the bark was gone.

Once aboard, the current bore the log-jammer rapidly down the river. He was surrounded on all sides by life-saving boats, naphtha launches, and pleasure craft. In fact, some of the idle bystanders along the upper shore who had not heard what was to happen thought it must be a new parade to commemorate the discovery of the East River. Chase, it should be observed, even in the midst of swirling eddies, was as safe as if he had been in the care of the Mauretania, drinking Scotch.

He preserved his balance while jumping about on the log and dextrously using his pick pole now on this side and now on that. All went well until he was just off two dredges anchored somewhat south of Ward's Island. He almost ran into one of these, and in trying to save himself with his pick pole, he struck it such a hard knock against the side of the dredge that it split near the top. This threw the log jammer off his balance and into the bow of one of the Hell Gate life saving dories. Photographers took pictures of this picturesque act. The crowd on the shore, which could see but dimly at such a great distance, thought he had fallen into the water and hooted in derision.

Chase, however, quickly tied a rope around his pole, and in the course of some minutes he was back again on his log. He must have floated a quarter of a mile down stream in the boat. He was on the log however, before he could really be plainly seen from the East River park, and he went sailing by at a rapid clip while the crowd on the shore cheered.

Directly east of the park he again jumped into the Hell Gate boat, as he had only signified his intention of drifting to 39th street. He was quickly carried into the Yorkville station where he was surrounded by almost as many admirers as greeted the Abernathy boys in Maine.

Not So Bad in Gait. He said that the trip had been a hard one, as the crossing currents had bothered him, and he blamed his fall to the breaking of the pole.

"If the pole had not broken I should have left the log until the log had been accomplished," he said. "It was difficult, but I have gone through much worse places. Squaw Falls in the Penobscot river, in Maine, for instance, is about as bad, as anything could be. There are sheer drops of four feet, to say nothing of rocks everywhere. Hell Gate is pretty easy for a man who can stand on a log

PROBLEMS OF NEWCASTLE

Board Of Trade Considers Many Important Matters In Connection With Development Of Busy Town.

Newcastle, June 14.—The Newcastle board of trade which under E. A. McCusdy's secretaryship is becoming highly effective, met last night.

A. W. Campbell's promise to come to Newcastle soon, to see for himself what improvements are necessary in unloading facilities at I. C. R. station was read.

The secretary reported that buoy had been placed in northwest channel and that government was being urged to deepen the channel, also that the subsidy to steamer Dorothy N., had been increased by \$500 a year, by the local government. The Newcastle Steamboat Co. had bought the Kusler and Dorothy N., all the necessary \$9500 having been subsidized.

There was a serious misunderstanding about the Buckley Flour Mill at Brockton, where the Buckley is building a saw mill, but is selling his flour mill machinery. It appears that the chief commissioner has promised a subsidy if the mill is started grinding but Mr. Buckley wants an order in council to that effect. The board of trade has appointed a committee to try to bring the parties together and save the mill to this country.

The Dominion government had definitely refused to light the North-west Bridge and had called upon the local government to light its own property which had been done.

It was decided to ask the government to dredge the Northwest Mitchell to Redbank, as the six foot channel was now reduced to four.

Howard Williston, treasurer, was added to executive as the charter does not acknowledge the treasurer as an officer.

Chester Sleeth of Douglastown cut one of his fingers nearly off while playing in a mill today.

FELICITATIONS TO CHIEF JUSTICE BARKER

Presiding Judge Of Supreme Court Congratulated On Attainment To His 50th Anniversary.

Fredrickton, N. B., June 14.—The Supreme Court, the full bench present with his honor the chief justice presiding, held its first sitting this morning, under the new Judiciary Act. There was but a small attendance at the court.

Before taking up the regular work of the court, the chief justice said an eloquent appreciation of the work of the late King.

The following common motions were then made: Gibson vs Toronto Construction Co. Mr. T. J. Carter on behalf of the plaintiff moved for a rule nisi to set aside a notice of motion of the defendant to set the case down for appeal. Rule refused.

In re winding up proceedings H. H. Drysdale, Mr. Guthrie moved to make an order for the liquidator of the estate of the late King.

These were the only common motions made. On their conclusion Mr. J. D. Phillips, K.C. vice pres. of the barriesters' society, rose and in a brief and neat speech, extended to his honor, the chief justice, the hearty congratulations of the bar on this the 50th anniversary of his honor's admission into the profession.

The chief justice, who was taken very much by surprise, replied in most appropriate terms. He thanked the bar for its congratulations and referred to the kindly feelings which have always existed between himself and the members of the profession. The court then adjourned until the morning when the crown paper will be taken up.

BRIEF SESSION OF CHARLOTTE CO. COURT

St. Andrews, June 14.—The June sitting of the Charlotte county court was opened today by His Honor Judge Carlton. In the absence of the clerk of the court, Mr. James G. Stevens who was unavoidably detained on important professional business, Mr. N. Cockburn, K. C., performed the duties of clerk.

There were no causes entered for trial and the sitting was a brief one. In the case of James L. Babcock vs. John Small, Jr., M. N. Cockburn, K. C., moved for judgment by default and damages were assessed at \$70.

M. N. Marks Mills read the naturalization papers of Michael Selick, an alien which had been filed. The certificate of naturalization was granted.

G.P.R. VICE-PRESIDENTS GIVEN SPECIAL DUTY

Montreal, June 14.—It was announced at headquarters of the Canadian Pacific Railway today, that the system of numbering the vice-presidents of the road will be abandoned and that henceforth they would all rank as vice-presidents in charge of special duty. David McNeill is vice-president and director; Wm. White, vice-president in charge of western lines; I. G. Ogden, vice-president in charge of finances and accounting, and G. M. Bosworth, vice-president in charge of traffic and all ocean steamship lines.

Arm of Law Reaches Out for Sanford Who Poses as Elijah II.



EDNA WHITTAKER.

Holy Ghosts Hold "Devil Drives."

The sect popularly known as the "Holy Ghosts" is officially known as the "Holy Ghost and Us" society. Founded by Mrs. Whittaker, who claims to be in direct communication with the Holy spirit. He has followers in various sections of the country.

The community at Shiloh, in Maine, has gained considerable notoriety by reason of its "devil drives" resorted to to rout smallpox and like pestilences that play havoc with the poorly fed members of the Holy Ghost colony.

The devil drive is carried on in the temple, where the worshippers gather in the "Armory of David," put on red armor and arm themselves for the fray with spears and Bibles. The battle with the Satanic majesty is pulled off in the quiet but where he is attacked with spears and driven to the wall by a bombardment of Bibles.

Portland, Me., June 14.—Telling a tale of cruelty and suffering almost without parallel in the annals of modern religious fanaticism, Mrs. Albert Whittaker and her four children were brought before the supreme court of Maine in habeas corpus proceedings, after being taken off the Holy Ghosts' ship, the Kingdom, by order of the court.

Mrs. Whittaker, charges that the Rev. Sanford, the "Elijah II" of the Holy Ghosts, has held her against her will; that one of her children died of starvation while she was being held and that "Elijah" lives on the face of the land on a palatial yacht, while his followers who have turned all their money over to him, starve on thin lentil soup.

Mrs. Whittaker has brought suit against Sanford for \$10,000 damages, charging false imprisonment.

Atty. Conellan, former private secretary to Speaker Tom Reed, who represents Mrs. Whittaker, says: "If there is anything in the law that can reach Sanford and Sandorfism we intend to find it and drive the Holy Ghosts out of Maine."

Mrs. Whittaker's condition is pitiful since her husband, who is entirely under the influence of Sanford, remains with the Holy Ghosts flock. The wife and children are penniless.

The Whittakers came under the influence of "Elijah" Sanford 13 years ago. They sold a little farm they owned, turned the greater part of the proceeds over to Sanford, and went to the sea at Shiloh. After several years of the hectic routine of the Shiloh community, Whittaker was appointed "high priest," and the family joined the expedition that Sanford led to the Holy Land with a view to establishing a colony there.

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tle one grew worse and each day I had to hug the quiet little form to my heart, I knew it was gone. They had starved it to death. They said that it was only the carnal spirit that needed food."

It is believed that Sanford in his yacht, the Coronet, is hiding in some unfrequented inlet. The officials are bending every effort to locate and surround the Coronet, as they fear that Sanford may escape to the high seas and thence to foreign waters.

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MRS. ALFRED WHITTAKER.

After the colony had been established under the walls of Jerusalem, "Elijah" decided to take a cruise around the world in the yacht. He left Ralph Gleason to supervise the colony.

Gleason at once set up a claim of Kinshin and supernatural communion with God. This broke the faith of Mrs. Whittaker, who then began to lay plans to escape. When the homesick colonists were brought back to Maine Mrs. Whittaker managed to smuggle ashore the letter that brought her freedom. The court sent Sheriff Trefethen, of Cumberland, to the ship with an order and mother and children were brought ashore.

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PHOENIX BRIDGE

Opposition Leader Exposes Weak-Kneed Policy Of The Laurier Government—Prospects Bright For Tour.

Continued from page 1. request of Mr. Schrieber, chief engineer of the department of railways and canals, was unwilling to accept personally so tremendous an engineering responsibility as was involved in this undertaking. Objection to this was made by Mr. Cooper, the consulting engineer of the Quebec Bridge Company, who considered that such a course would constitute a reflection upon him and would interfere with his authority and status.

Government Backs Down. The government weakly receded from its wise determination to secure further expert service. They claim that this change of attitude was assented to and approved by Mr. Schrieber, but I am not aware that any written opinion or report of Mr. Schrieber that he had ever been produced. The report of the Royal Commission, which investigated the whole matter, makes it perfectly clear that if the government had not been so weak and foolish as to listen to Mr. Cooper's objection, the untoward defects in the plans would have been discovered and more than six millions would have been saved to the people of this country. It must also be borne in mind that the engineer of the Department of Railways and Canals, Mr. Douglas, had carefully considered the plans of the bridge when first submitted to the Department of Railways and Canals and had pronounced them unsafe.

Early in August, 1907, alarming conditions made themselves manifest in the work of construction. There was no one capable of comprehending their significance. One sentence from the report of the Royal Commission upon the disaster may be quoted: "On that day (27th August) the greatest bridge in the world was being built without there being a single man within reach who by experience, knowledge and ability was competent to deal with the crisis." What was the result? On the 29th of August, 1907, the superstructure of the bridge fell and carried with it to the bottom of the river some eighty lives, lost through most deplorable negligence and incompetence. The piers remained intact and unharmed, but the new trusses that they are too light and one of them must be rebuilt so as to bear the weight of the new superstructure which will be nearly twice as strong and heavy as that which fell.

Piers Were Inadequate. In other words the original piers were quite sufficient for a bridge designed to fall but entirely inadequate for a bridge intended to stand. Then consider for a moment the outcome. The government has introduced and passed through Parliament a measure by which it has taken over the entire undertaking of the bridge. It has after a loss of \$6,000,000 that should have been taken at first. It has, however, treated the Quebec Bridge Co. most generously. It has paid the shareholders the total amount of their paid-up stock together with a bonus of ten per cent and interest on the money from the time it was paid in. The company was so weak financially that it was unable to pay interest on its indebtedness to its bankers. This interest was added to the principal at quarterly periods and the government in taking over the undertaking generously paid out for the company \$6,000,000 for interest and an overdue interest. The president of the company evidently devoted more attention to directors' fees than to interest charges. So that the government has treated the shareholders of the Quebec Bridge Co. very handsomely.

But in what position does the government find itself in endeavoring to recover the whole or some part of the \$6,000,000 which has been lost? It was supposed that the contract had been made with that enormously wealthy and powerful corporation the Phoenix Bridge Co. that recourse could be had against that company for the defective plans and the very considerable proportion of the loss to the country could in this way be made good. But the minister of railways has very frankly explained that the Phoenix Bridge Co. entered into a contract not with the great Phoenix Bridge Co., which naturally desired to avoid any responsibility in connection with so great a task, but with a company apparently incorporated for the purpose, having a capital of only \$50,000.

No Such Example. Look over the records of any government in the world and find if you can any example of such utter folly. The government of Canada was pledged to this work as a national undertaking. It recorded in the first place a subsidy of \$1,000,000 and afterwards it guaranteed the bonds of the company for nearly \$7,000,000. Yet the Bridge Company with its capital stock of \$65,000 was permitted to manage the construction of this work without supervision or control; the plans of the greatest bridge in the world were left to the uncontrolled discretion of the company and its engineer for fear of wounding Mr. Cooper's feelings; and the company was permitted to make this contract involving many millions of dollars with the result that the country has absolutely no recourse against any person or any corporation for the \$6,000,000 worth of property which has been destroyed.

It is true that the Quebec Bridge Company did obtain a bonus of \$100,000 from some guarantee company as an absurdly small security for the performance of work involving more than \$6,000,000. It transpires, however, that this amount, representing nothing but the loss, is not likely to be recovered. The guarantee bond requires a certain notice to be given by the Quebec Bridge Company within a certain period. Between the company and the government it appears that the giving of this notice was overlooked and the guarantee company refuses to pay on that ground.

The bridge is an essential part of the Transcontinental Railway, which cannot be successfully operated as a through line to the Maritime Provinces until the St. Lawrence is spanned. It is not pretended that the bridge

can be completed in less than four years which will probably be extended to six. What will be done with freight on the Transcontinental Railway in the meantime?

Six million dollars of the people's money lies at the bottom of the St. Lawrence. The Minister of Railways and Canals has intimated in Parliament that the cost of completion will amount to not less than eleven million dollars. Recent press reports, to which some importance may be attached, indicate that the amount will be nearly fourteen million dollars. The total cost, if this estimate is well founded, will thus amount to no less than twenty million dollars.

The present government has established many brilliant records of incompetence and negligence, but they are all thrown into the shade by its record in connection with the construction of this bridge.

Mr. Doherty paid an eloquent tribute to the Conservator leader, who, he said, stood for the establishment of the high ideals of honesty and honor in public life.

In a vein of characteristic humor, which vastly amused the crowd, Mr. Doherty told of the blocking of investigations. The government refused to trust the people, but expected the people to trust them. The case of the National Transcontinental was typical. The people had a right to know why this road was costing upwards of \$25,000,000. The government replied that so long as the people got a good road it did not matter what it cost. Mr. Doherty who made a great hit with the holiday crowd, was loudly cheered for his witty and telling address.

Provincial Secretary. Hon. W. J. Hanna told how the Whitney government had carried out its pledges to give clean and honest government to the people of Ontario and what was possible for this province was possible for the Dominion as a whole. Other speeches were made by Messrs. C. L. Owen, M. P., Sax Smith, M. P., Thompson, M. P., P. A. Resolutions of confidence in Mr. Borden's leadership was enthusiastically endorsed. The party left for Peterboro tonight, and tomorrow a monster picnic will be held at Long Branch, a suburb of Toronto. The tour has opened auspiciously and the Conservative chieftain and Mr. Doherty are being overwhelmed with enthusiastic kindness.

Woodstock, N. B., June 14.—Mrs. Morse, a native of this town, but for the past fifteen years a resident of Marquette, Mich., died on Tuesday morning, after a short illness at the residence of Mrs. Clifford Dalling. The deceased lady was a daughter