

LIVES AND PROPERTY LOST IN HURRICANE

**Terrific Storm Experienced Along Atlantic Coast;
64-Mile Gale Here**

**Shipping Suffers and Several Seamen Lose Lives—Narrow
Escape of Vessels Tossed About at Entrance to St. John
Harbor—Steamer Governor Cobb Arrives Safely—Sturdy
Trees Levelled, Public Services Suffer, and Much Minor
Damage is Done in City and Vicinity.**

A terrific gale, the worst experienced here in years, swept the Atlantic coast Tuesday and, with the tremendous force gathered in a velocity which reached sixty-four miles an hour, lashed the seas into furious billows, sent vessels to their doom and sailors to death in the deep sea, and on land wrought serious havoc.

Reports from various points tell of destruction and death following in the wake of the fearful gale. Fortunately, St. John and vicinity experienced no loss of life or, so far as known, no accident to human beings, but fences were levelled before the onslaught of the hurricane, chimneys went down, windows were blown in, sturdy, grand old trees which had withstood the storms of years and years were cracked like pipestems, the telephone wires were badly interrupted. If it was bad on land, it was worse on the sea, and the storm whipped the waters of the bay and hurled into huge waves which threatened disaster to shipping. A number of vessels in the outer harbor here had narrow escapes, but all came through well.

The wild wind and the rain which it sent in driving sheets made the streets no place for enjoyment. The waves which had reached its height in the early afternoon and had subsided by early evening.

GOVERNOR COBB IN

**Came Through Terrible Weather—
Passengers All Safe, But the
Steamer Shows Her Good
Qualities.**

"It was about the worst storm I have ever seen," said the veteran Captain Pike to a Telegraph reporter who boarded the Eastern liner Governor Cobb after she docked Tuesday night. "It was rough all the way," said Captain Pike, "but we struck the worst of it off Eastport. We could not make the wharf, it was blowing so hard, and we went right along for Lubec. We arrived at Lubec about 7:30 Tuesday morning, and there were during the worst of the storm, leaving at 5:30 Tuesday evening. But this is a sandy sea, and rode it out in great style. From Lubec here it was very bad."

Captain Pike says that a terrific sea was running in the bay. Outside the island it was about as wild as one would wish to be in. He passed a big vessel at anchor near by, probably the bark Strathern.

IN THE HARBOR

**Schooners Barely Escape Going
Aground—Wild Time Experienced.**

The United States three-master John J. Ward, Captain Calor, from Two Rivers (N. S.), with the schooner Captain Pike, almost on the round reef. Two powerful legs snapped their hawsers pulling at her, before the vessel was gotten out of danger. Had she gone on in such a terrible storm and with such a load, such as she had, the opinion is that the big vessel would have been lost.

The Ward came into port Monday afternoon and anchored in the Beacon eddy. All went well until the storm blew up at noon Tuesday. It was soon seen that down in the water as she was with the cargo of piling, the two anchors were not going to hold. Steadily she dragged until close to the Beacon light, plunging all the while in a big sea which sent clouds of spray over her making it extremely dangerous for the crew to be about the deck.

Finally she struck the Beacon but came off and soon Captain Calor was aware that his fine time was up. He was on the round reef. He signalled for a tug and the Lillie went down to him. There was some little difficulty in getting a hawser aboard and then, however, as he carried away a topmast and blew away some head sails. The Gibson left here a day or two ago for New York, but did not get far on account of the weather.

The little single topmast, Constance, Captain Blinn, from Portland (Me.), was blown up the harbor in the morning. She arrived in the outer harbor Monday evening. Captain Blinn says that since leaving Portland he had a thrilling experience. He was in the northwest channel Monday afternoon at 1 o'clock and the sea was running mountains high washing the little craft from stem to stern making it exceedingly hazardous handling her.

THE RIVER STEAMERS

**Hard Time Reported—St. Peter's
Church Cross Bent Out of Position.**

The river steamers felt the force of the gale in all its fury. The Star liner Victoria successfully accomplished the trip from Fredericton, arriving only a few minutes late. No stops were made below Hampton, however, as it was found impossible to make the wharves. Captain Perley, speaking to a Telegraph reporter, said it was the worst day he ever experienced. The water would keep rising in the harbor, and it was difficult to keep the

her straight. A gust of wind broke a small boat from her moorings and she was caught just as she was sliding over the side.

Damage in North End.

Throughout the North End many cases of minor damage were reported. When in the gale of March 19th last, the chimney of St. Luke's church was blown down and it was shown that the elements were no respecters of sacred edifices and Tuesday the wind played havoc with the steeple of St. Peter's church. The huge cross which surmounts the steeple was jarred from its upright position and now stands several degrees from the perpendicular. It seems wonderful that the cross did not fall altogether.

Along Douglas avenue fine shade trees were destroyed. In front of R. A. Court, a large tree fell over the front gate. Two fine ones in front of A. D. Holly's also went by the board. Right in Main street, in Dr. F. E. Smith's yard three trees fell and the street was completely blocked by a large tree from Wentworth Roberts' yard. A missile from unknown parts went through a transom in a building at 174 Main street, occupied by Dr. Courtney.

At 188 Paradise Row a large tree fell across the roof of the house occupied by Wilfred C. Day and crashed the ell in. The ceiling fell inside, but there was no other damage. The large mill board at the end of Paradise Row fell across the sidewalk, blocking the traffic. The flagpole in Haymarket Square was snapped off short at the crosspiece and falling, was caught in a tree and still hangs there.

A NARROW ESCAPE

**Chimney Crashes Into Dining
Room Which Family Had Just
Left.**

What came nearest to being a tragedy occurred at 12 Windsor street, the residence of Mrs. Trueman Trites, where a chimney fell into the dining room of the house, crushing down a dining room table and sending it flying in two rooms. The family had just finished dinner and had gone into another room, when they felt the house tremble and heard the crash of falling brickwork.

They went to the dining room which they found filled with brick and mortar. The table had been broken and chairs and cushions were scattered. Had the collapse come five minutes earlier, there is little doubt Mrs. Trites would have been killed, as she was sitting in the very spot where the bricks fell.

In Goodrich street several trees fell, and one large one struck the house occupied by Frank Goddard, smashing the windows and causing other damage.

In Broad street the wind worked havoc with an old warehouse in the rear of the house at No. 173, owned by John S. Coughlan. The roof was badly disintegrated and some of the pieces went flying through the windows in Mr. Coughlan's house, doing damage to the warehouse in place at \$100.

IN CARLETON

**Storm Severely Felt There—
Trouble at the Breakwater.**

The storm in Carleton Tuesday was one of the worst experienced in years. About 10 o'clock the tide flooded the wharf at the end of the C. P. R. elevator and logs and drift wood were carried across the tracks, so that the yard engine was unable to put the cars at the end of the C. P. R. sectionmen were at work last evening clearing the tracks at Sand Point.

The sea was so rough that the C. P. R. cars which were being loaded with tea at the C. P. R. shed. At 12 o'clock, when the men knocked off, they had to watch the tea being blown away by the heavy sea breaking over the wharf. The tide flooded a house in Protection street, and the water came in through the windows and doors, and the family had to occupy the upstairs apartments until the tide fell.

John Wilson, of Protection street, had his winter's wash washed to sea. One of G. S. Mayes' reserve pipes, which was stored on the wharf at Sand Point, went awry.

About 2 o'clock, when the storm was at its worst, James Ross' sloopy yacht broke from its moorings at Sand Point beach and drifted out to the Beacon light. While out by the light she encountered the heavy gale, which carried her up the harbor. James Clark and James Ross kept in a small boat and boarded the yacht off Sand Point wharf. The sails were hoisted and Ross took the tiller.

When coming around Sand Point wharf the gale was encountered in all its fury, and the yacht nearly capsized. Ross was going out and jumped aboard the small boat along with Clark, who was forward on the yacht, grabbed the tiller and brought her around again. The yacht was then towed to Sand Point slip and moored at the wharf.

Several boats belonging to fishermen at Sand Point and Blue Rock broke from their moorings and were destroyed on the beach by the heavy sea. The sea broke mountains high over the light situated on the breakwater at Negretown Point. About 2 o'clock the breakwater scow left her moorings and drifted up the harbor. A crew of five men from the breakwater put out in a row boat from Blue Rock beach after it. After a hard row they overtook the scow and boarded her off Dunn's wharf. The scow was towed to Sand Point slip.

A gasoline yacht owned by Fred. Belyea broke from her moorings off the Old Fort and almost drifted ashore on Navy Island. A large fishing boat belonging to Andrew Lamereaux, of the Old Fort, broke from her moorings off the Fort and came near drifting through the falls. Two men put out in a small boat and, after a hard chase, caught the boat and towed it back to the Fort.

About 2 o'clock a large wind in the harbor drove Lamereaux's house, on the corner of Middle and King streets, nearly into the water.

The blinds were torn from the windows and carpets and rugs destroyed by the rain.

A large tree in Watson street fell and knocked down a chimney on a house owned by Fred. De Mill. Some of the plaster was also knocked off the ceiling. A couple of large chestnut trees belonging to Dr. F. L. Kenney in Watson street, blew down, and a large tree blew down in front of the Carleton Telephone Company's office in King street. A large board fence in front of Murdoch's mill, in King street, blew down about 2 o'clock.

Brave Old Trees Go Down.

When the storm had at last spent itself there were many wrecks around the city to attest the violence of the gale. King Square and the old graveyard presented a desolate scene. A number of the fine old trees there, which had braved the storms of numerous winters were blown down, up by the roots and in some cases in falling had wrought havoc among their smaller brethren. The balm of gileads were the chief sufferers, and many of the trees, of the nature of the wood perhaps, and no doubt in some measure to their height they offered less resistance to the wind.

Six trees are down owing the brittle nature of the wood perhaps, and no doubt in some measure to their height they offered less resistance to the wind. In King Square the large balm of gilead on the edge of the northwest walk fell, the roots taking with them a huge mass of earth and gravel. In its fall it tore down a fine elm tree close alongside as well as breaking the wire of one of the street railway company's trolley lines.

Another balm of gilead, a large one, near the fountain, was blown down, and great limbs were torn from the willows behind the fountain. The elm tree on the north side of the fountain, a balm of gilead had been split in two.

In King Square the old burying ground. Four of these are balm of gilead, one a mountain ash and one an elm. In falling, the trees in some instances broke off the tombstones close to the ground and at least one altar tomb stone was smashed completely.

About 2 o'clock the big glass dome on top of the Free Public Library was wrenched away and flung a twisted mass of metal and broken glass, against one of the windows of the building. The removal of the dome allowed the rain to pour into the big entrance hall but no serious damage was done by the water.

In Hazen avenue old trees which had probably witnessed the building of the Chipman house, were blown down. One of these at the corner of Peel street and Hazen avenue, fell across the telephone poles and the sudden jar snapped the big pole at the corner of Peel and Upper streets, and the pole and the crosspiece and falling, was caught in a tree and still hangs there.

Telephone Service Hard Hit.

The telephone service was hard hit by the storm. Local conditions were bad enough, but practically all the outside lines were cut off. The city was run on the last night was with St. Stephen and with Moncton and way stations, and only one wire was kept open in the latter direction.

The collapse of the poles in Peel street was probably the biggest single tie-up in town, though in King street a giant tree came out of the ground and broke up the business. Many single wires were also down and a large number of the telephone lines were reported as being cut. Workers were brought in from suburban points and aided the city staff in the struggle to keep open communication with the outside world.

The Street Cars and the Trains.

All through the storm the street cars ran as usual and few complaints were heard. The Goddard house was on a schedule time and was not much affected by the storm. The cars were run on time in the morning were about an hour late, and the Quebec express was two hours and thirty minutes late due, however, to heavy weather.

64 Miles an Hour.

The wind, which was from the south-west, kept increasing in velocity until for about fifteen minutes between 1 and 2 o'clock in the afternoon, it reached sixty-four miles an hour. It gradually decreased till, between 5 and 6 in the evening, it was blowing only five miles an hour. Just about dark the wind shifted to the north and blew for about five minutes at 74.5 o'clock, it reached forty-eight miles an hour, with a fierce rain squall.

At 8:30 it had again decreased to thirty miles an hour. The total rain-fall, most of which fell in the afternoon, was one and four-tenths inches.

Some Incidents of the Storm.

A telephone message from Fairville last night was to the effect that during the gale in the afternoon, a large plate glass window in J. J. Hennessey's dry goods store was broken. Three chimneys were also blown down as were several large trees on the Monmouth road.

Part of a large bill board fence opposite the customs house was levelled yesterday.

The wind destroyed a number of fine trees on Mount Pleasant. The ferry steamer Mount Miller was obliged to discontinue her trips between Millville and Bayview, and it was reported that she had been laid up at Millville.

The plate glass window of W. A. Simons' store in Union street, blew in when the gale was at its height.

Worst of the Season at Digby.

Digby, N. S., Oct. 8.—(Special)—The worst southerly gale of the season accompanied by a heavy rain fall has prevailed here all day. Steamer Prince Rupert abandoned her trip across the bay and a number of passengers for St. John are at the Digby hotel. The streets have been considerably damaged.

No local shipping disasters have been reported, perhaps owing to the fact that telephone connection is cut off with Digby Neck and the Monmouth Islands. Waterford, twelve miles west of Digby tonight on the Neck line, and as far west as Monmouth, were reported as being in a sinking condition when the Chatham life-saving crew observed her plight.

The life-savers took off her crew and, as ever, in grows ruddy and clear, all sense of labour, unsteadiness and depression fades away and finally disappears.

Ferronez clarifies the brain, supplies tone and vigor, imparts clearness and strength. You feel like a new person, full of life, full of energy, ready to do things—and able to do them also.

Think it over. Ferronez is a tonic that uplifts, uplifts, that nourishes and restores the sick by supplying the elements their weakened system needs.

It can't help but do good. For men, women and children, in fact anyone seeking strength and health, Ferronez is invaluable; try it, sold by all druggists in the city.

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Much Damage at Bangor.

Bangor, Me., Oct. 8.—The southwest gale that swept over Maine this morning was severe in Bangor and vicinity, playing havoc with trees, chimneys and wires. Many trees in the city were blown down, and the telegraph and power lines were downed. The city was in a state of confusion, and the streets were covered with debris.

A small schooner owned by Victor Chas. son, of Bangor, went ashore at Sandy Point, and her party barely escaped to the shore. At Sullivan Harbor the schooner Catherine was blown ashore and will probably be a total loss, while at the same time the schooner St. John, owned by D. T. Timanay, Greek consul at Boston, was blown ashore and damaged to the extent of \$3,000, while a schooner owned by Mr. Timanay, Greek consul at Boston, was also damaged.

A three-masted schooner at Hancock Point has lost her foremast, and a schooner at Rockland came through from Boston, arriving at 8:30 p. m., after a hard trip.

Schooners Damaged.

Vineyard Haven, Mass., Oct. 8.—A violent southwest gale created dire misfortune, shifting to northwest this afternoon. Schooner Ella M. Storer, New York for an eastern port, parted starboard chain, and was blown down. The schooner Ravello, Stone Haven (N. S.), lost jibboom and gear attached, and was blown down. The schooner St. John, Greek consul at Boston, was also damaged. She also fouled schooner Calvin P. Harris at anchor, Bay View for New England, and damaged latter's headgear.

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When coming around Sand Point wharf the gale was encountered in all its fury, and the yacht nearly capsized. Ross was going out and jumped aboard the small boat along with Clark, who was forward on the yacht, grabbed the tiller and brought her around again. The yacht was then towed to Sand Point slip and moored at the wharf.

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The Sibley was damaged, but can probably be floated.

At Boston harbor the schooner Alma, bound for St. George (S. I.), struck on Lovell's Island. She was floated by a tug later. Several vessels dragged their anchor and drifted ashore. A small craft at South Boston and in Dorchester Bay were sunk or badly damaged.

The schooner Catherine, a small Ells-worth vessel built in 1833, was blown ashore at Sullivan Harbor, and will probably never be re-floated. The steam yacht Bohadene, owned by Mr. Timanay, for many years Greek consul at Boston, was also driven ashore at Sullivan and damaged to the amount of \$3,000.

At Sandy Point, Maine, several persons in a schooner narrowly escaped with their lives. The schooner was cast upon the beach.

The gale did much damage on land. At Maine trees and houses were blown down, and Henry A. Smith, a motorman, lost his life by attempting to push aside a live wire. In various parts of Maine, trees were blown down, and the late apple crop was injured. Within 10 miles of Lunenburg, Maine, the owners of apple orchards, estimated the loss at \$10,000. The heavy rain which accompanied the gale washed out highways in many places.

Along the southern Rhode Island shore, farmhouses were damaged and fishermen's boats and gear destroyed. In Narragansett Bay yachts were sunk or badly smashed and other places trees were blown down and wires disarranged.

At Sagamore on Cape Cod, a building 20 feet long, just erected by the Keith Car Company, was blown down.

It is thought further reports of damage will be received when vessels at sea reach port.

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WOMAN RESCUED

Ottawa, Ont.—Slavery is not dead Daily, the traffic in human souls goes on. Only a short time ago, a number of Chinese were arrested as they attempted to smuggle young girls from Canada into the United States. In Eastern countries, the slave trader finds his vocations in the market place. Some go into a kind of slavery—unknown to the public—valiant effort to escape. Ottawa's all over the wonderful escape of one of her charming matrons from that physical slavery, Rheumatism. Mrs. R. Small says, "I was a constant sufferer from rheumatism for over seven years. I used many treatments—consulted doctors—tried hot baths—nothing did me any real good. The pain was in my joints and back and I had frequent headaches and bad indigestion. About a year ago, I saw 'Fruit-tives' advertised and decided to try them. After I had taken two boxes, I was much better. Altogether I took seven boxes. I have had no rheumatism for over six months now and feel that I am quite cured. I have gained ten pounds in weight."

"Fruit-tives" cure because the intensified fruit juices and tones strengthen the kidneys—regulate the bowels and invigorate the skin. This means pure blood, free of uric acid.

Cure yourself. Take "Fruit-tives" now and be free of Rheumatism all winter. 25c. a box, 6 for \$2.50. At drug stores, or from Fruit-tives Limited, Ottawa, Ont.

twigs or branches, loose shingles were swept from the roofs, and reports of unroofed barns are quite common. No one man in the village had his carriage smashed by the destruction of one of his barns, and several stacks of chimneys were blown down, causing more or less damage to the homes of residents. Taken altogether it was a day long to be remembered, and October 8, 1907, will no doubt be known for many years as the day of the "great storm."

In the Probate Court of Kings county today the will of Annie McBeth, late of the parish of Westfield, deceased, was on petition, admitted to proof and probate, and letters testamentary were granted to James A. McBeth, the executor named, who valued the estate at \$225, of which \$150 is real and \$75 personal. George R. Vincent was the proctor.

Four Men Drowned in North Sydney Harbor.

Halifax, N. S., Oct. 8.—A fierce wind storm blew all afternoon and continued till 8 o'clock tonight. Despatches to the Herald from the centre will show that the Nova Scotia fruit growing region, say the apple orchards suffered severely. The shovely weather during the last week had delayed picking. While Gravenhurst, Ribston and Bieheims are mostly gathered in, there are still many of the last two varieties out, and nearly all the Kings. The fruit has been waiting in color till now and consequently had been allowed to remain, have suffered greatly by the storm.

Telephone wires are so mixed by the storm that it is difficult to get much information this evening, but the loss is estimated by some of the principal growers at from one-fifth to one-third. The loss is very great, especially in the orchards exposed to southwest winds. Up to the present date shipments have been the largest in the history of the country and the prospects, notwithstanding the present loss, are that it will be a most successful season.

The gale has swept the whole coast at Sydney the wind attained a velocity of sixty-five miles an hour. At 8 o'clock four men left in a dory in North Sydney harbor to board one of the Newfoundland bankers, when a huge sea struck the frail craft overturning it, and throwing the occupants into the water. That was the last seen of them, and as it was impossible to launch a boat to ascertain what schooner they belong to or to learn their names, the identity of the men who doubtless perished, remains a mystery.

**BIG STORM CAUSED
WEDDING POSTPONEMENT**

A day later than planned, but just as happy, the marriage of Frederick Bailey, of Boston, and Miss Maud Flower, of New Brunswick, took place Wednesday at the residence of the bride's sister, Mrs. Walter McEby, 67 High street. The delay was owing to the storm of Tuesday.

The ceremony was performed Wednesday evening. Rev. Wellington Campbell performed the ceremony in the presence of a few intimate friends. The bride party entered the parlor to the strains of Mendelssohn's wedding march played by Miss Ethyl Perkins. The bride was tastefully gowned in white silk with lace trimmings. There were no bridesmaids.

Immediately after the ceremony a light supper was served. Among the guests were C. E. Mann, of Boston, Mr. and Mrs. Bailey left Thursday for a short visit to the bride's former home before going to their future home in Boston. The bride's travelling dress was of brown broadcloth with hat to match.

**SUSSEX FIRE LADDIES
REWARDED FOR GOOD
WORK ON MONDAY**