

SIXTY-FIVE GALE SHEEPS THE COAST AND SHIPPING

Fear Big Damage Done to St. John Harbor Water Front By Storm.

THE NEW WHARF CRIBS TORN FROM MOORINGS

Reports from Down the Coast and Nova Scotia Tell of Hurricane's Ravages—Is Worst Storm of Season.

THE FIRST OF THE WINTER'S GALES.

The coasts of the Maritime Provinces and New England were visited Sunday and yesterday with the first of the winter gales. Considerable damage was done in St. John harbor portions of the crib work for the new wharves at Sand Point floated away and were only rescued after much difficulty. Work on the facilities at Sand Point as well as all dredging in the harbor was greatly interfered with.

Along the Nova Scotia coast the gale assumed a fifty mile an hour violence. The Canadian cruiser Niobe in Halifax harbor, was wrecked from her moorings by the heavy sea and it was necessary to get tugboats to her assistance in order to make her mooring more secure.

On the New England coast and in Boston, the storm was violent and the steamer Calvin Austin was unable to continue her trip to St. John on account of the heavy weather.

The prediction for today is for a continuance of the gale with light falls of snow.

It was seen on Sunday evening that heavy seas were doing some damage to the crib work, and the sea was so rough that the only thing that the workmen could do was to look on and hope that the crib work would stand the strain. Shortly after five o'clock yesterday afternoon it was seen that the crib work was being moved with the tremendous swell, and about seven o'clock the largest crib, and the latest one sunk by the contractor, Connor, was about 150 feet in length and was only sunk on Friday last. It was fastened to a shorter crib.

The big crib was seen to float and then it broke clear of the small crib. It slowly sunk out of place and was immediately adrift in the harbor. It immediately rounded the C. P. R. wharf, and then out into the middle of the harbor, and managed to drift safely clear of the C. P. R. wharf, where it is moored at No. 1 berth.

Tugs Helpless.

As soon as it went adrift a hurried message was sent to the tugboats and soon three or four tugs were out on the troubled waters to the rescue. The large cumbersome crib, which takes a number of tugs to handle during calm weather, proved too much for the tugs and it drifted with the two boats over towards the Ballast wharf where it was hoisted by a crane erected there.

One end of it drifted within fifty yards of the wharf about opposite the Kennedy slip. To attempt to hoist it back into position was beyond the question owing to the heavy wind, and the sea that was rolling into Sand Point. Also the wind had blown early in the morning and there were fears that when the tide ebbed, that the big crib might drift out of the harbor, and might be driven over on the Red Head shore and become so badly damaged that it would prove a total loss. Heavy hawsers were attached to the crib, which were made fast to the Ballast wharf, where it appeared safe at an early hour this morning. The crib is badly listed and falls out into the harbor, and while it could not be said early this morning whether or not it was badly damaged it was thought that some damage was done.

Shortly after the big crib broke clear, the smaller crib followed suit and went adrift. Despite the fact that the sea was rolling in on the shore and breaking over the other cribs the Charbon crib was seen to drift down the harbor and at eleven o'clock three or four tugs were seen working in the eddy below where the old Beacon light had been, and workmen in the employ of the contractors stated that the crib had drifted far out of position.

Fear Heavy Loss.

It is not expected that anything can be done until flood-tide this morning when a large number of tugs will be employed to tow the cribs back to safety. The cribs are estimated at being worth in the vicinity of \$40,000 or \$50,000 each, and should they be blown very badly damaged, the loss will amount to a very large sum.

The drifting out of position of the cribs will cost a great amount of money before they can be recovered by the tugs and brought back to position and the work of sinking them will have to be done all over again. The breaking away of the cribs from

STRIKERS ARE INCITED OVER JAMES DUNN

Killing of Toronto Men in Calumet Leads to Denunciation of Federation by Cornish Miners.

Toronto, Ont., Dec. 8.—Harry James and Arthur James, reported shot by Calumet mob while asleep Sunday morning are identified here as T. H. Jane and W. A. Jane, who worked as motorman and conductor respectively on the Toronto Street Railway for the past six months. They had worked at Calumet previously but left there when the trouble began and came to West Toronto. The Janes originally came from Cornwall, England, where they left a widowed mother and wife. T. H. Jane proposed going to be married. It was understood that before leaving for Calumet, they had been assured that the trouble there was over.

Calumet, Mich., Dec. 8.—Three hundred Cornish miners employed by the Champion Mine at Palmsdale in the copper strike district aroused by the murder of Arthur and Harry Jane and Thomas Dally, Englishmen, Sunday morning, today held an indignation meeting. The Western Federation of Miners was denounced and a demand was made for protection and law enforcement.

Their moorings caused considerable excitement along the Sand Point water front, and a large number of persons who braved the storm visited the point and watched the tugs at work struggling with the heavy masses of timber.

Many reports were about the city regarding the disaster and while one report had it that the crib work was floating away up the harbor towards Long Wharf another report had it that a crib had grounded on Navy Island.

Another report was that the crib had smashed against the steamer at Sand Point and great damage was done. When asked last night what the damage would amount to a representative of one of the contracting firms stated that he could not estimate it until this morning, when they would have a better chance to see just what had really happened. He said that the floating of the cribs from their positions would mean a great loss, but that he hoped that the cribs would be broken clear of the small crib in a short time and would be safely sunk in their positions again.

The Shipping.

The steamer Calvin Austin of the Eastern Steamship Line sailed yesterday morning for Eastport but at the time that she went to sea the storm was not at its worst.

About noon the little packet steamer Ruby L., Capt. Coggin, arrived in port from Harborville and the captain reported quite a heavy sea running in the bay. The wind increased after noon and there was no shipping on the move about the harbor until shortly after 2 o'clock the steamer Grand Manan, Captain Ingersoll, from Grand Manan and Campbellton was seen to make her way around Partridge Island. There was quite a sea on at the time and the heavy wind made the spectacle an interesting one. The steamer tossed about considerably and a large number of people who happened along Sand Point or Reed's Point, were attracted to the scene. The steamer came through the storm all right and when asked how the weather was outside Captain Ingersoll remarked that it was a little rough, and all that he could see outside was a few gulls trying to fly to windward.

From Sunday afternoon until late last night the city was visited by a heavy rain, snow and wind storm, and much damage was done. The chief damage about the city was the blowing down of signs and billboards, while along the bay coast it is anticipated that the damage to the wharves and small craft will be enormous.

Cribs Went Adrift.

The heavy sea that was rolling in to the harbor broke heavily over the new cribs that were sunk at Sand Point and the fears of the contractors were fully realized when they broke clear of their moorings last evening.

In Nova Scotia a fifty mile gale swept over the Nova Scotia coast today, but up to late tonight no serious damage was reported. In Halifax harbor the southeast gale kicked up a big sea and for a time the Canadian cruiser Niobe was in danger of being torn from her moorings. Tugs were summoned to swing her bow around and strengthen the anchorage. The schooner Edith broke from her moorings and almost drifted down on the steamer Evangeline. A tug secured the helpless vessel and towed her to a pier. Yarmouth reports a sixty mile gale. The new steamer Electric for Sydney, which was being towed for Portland, Maine, to Yarmouth, to be fitted with machinery has put in to

EXPLORER'S VESSEL CARRIED AWAY IN ICE PACK, CREW OF TWENTY-FIVE MEN ABOARD

Frozen in Ice Somewhere Within Confines of the Arctic Circle.

STEFANSSON SENDS MESSAGE FROM NORTH.

Left Behind on Shore When Gale Drives Karluk to Sea—Record of His Voyage.

Ottawa, Dec. 8.—Somewhere within the confines of the Arctic circle drifts Vilhjalmur Stefansson's staunch little vessel, the Karluk, safely frozen in an ice pack. But the leader of the expedition is not with his vessel and is nowhere to be seen. According to a despatch received from the acting deputy minister of naval affairs and acting minister of marine and fisheries, it will be recalled that a recent despatch from Seattle reported the Karluk lost with all on board, while still later Stefansson was reported alive in quarters.

Today's news sets at rest all rumors for Stefansson's report gives full details of his trip to the date of October 30th.

In brief Stefansson's message states that believing the Karluk safe in the ice in longitude west 147, fifteen miles off shore, he took a party ashore with him to hunt. The next day heavy gales sprang up and a fog. When the weather cleared the Karluk was not in sight and had undoubtedly been carried away by the wind which drove the ice pack off shore.

Crew Carried Off.

So far the search for the Karluk has been unsuccessful, but as there is a crew of twenty-five men on board and plenty of provisions, no anxiety is felt for its welfare.

The message received today was dated October 30th, from Point Barrow, Alaska, and was sent overland from there to Circic, from where it was despatched on December 5th.

The Karluk beset by heavy ice on August 12, in longitude west 147, fifteen miles off shore. Ship frozen on August 17, and drifted with the ice until September 10, when the drift stopped.

On September 20, believing the ship fast for the winter, and as it was necessary to secure fresh meat, I took James, McConnell, Williams and Torres and Eskimos ashore to hunt. Northeast gales sprang up September 22nd with snow and fog. When the storm cleared on the 24th the ice had gone and the boat with it. The ice undoubtedly went west before the wind. The Karluk may possibly have broken free and steamed east, but the vessel probably remained fast and drifted west with the ice. Followed the coast west to Barrow, but the Karluk has not been sighted since.

James, Williams and Sachs, with southern party are safe, at Collinson Point. The schooner Belvidere with cargo of freight and provisions is wintering near the International boundary. I am planning an ice exploration from the 145th meridian to the McKenzie Delta, making survey route.

Twenty-Five Aboard.

"The Karluk has on board a company of twenty-five, including Benchat, Mackay, Mammal, Kinley, and Malloch, with the members of the crew and five Eskimos." (Signed) "Stefansson."

The last message from Stefansson today was received from Stefansson early in August. At that time he reported that the Karluk had behaved well in a heavy storm and had rounded Point Hope on July 31.

Those with Stefansson now are: Dr. D. Jensen, of Wellington, N. Z., assistant anthropologist; Burt M. Wilkins, of Montreal; the photographer; B. M. McConnell, Los Angeles, Calif., assistant to Stefansson and meteorologist.

The power schooner Mary Sachs, which Stefansson on October 30 said in his message was safe at Collinson Point, was wrecked in the ice off the Arctic coast of Alaska some time previous to November 23, the date on which a letter was received at Nome, Alaska, from Peter Barnard, captain of the vessel, telling of her loss.

MURDERED AND BODY THROWN OVERBOARD

Captain of Fishing Vessel Believed to Have Met Foul Play—Vessel is Found Abandoned.

Norfolk, Va., Dec. 8.—Captain James E. Marks, of Sanford, Va., master of the oyster sloop Mary Inez, is believed to have been robbed, murdered and his body cast into the waters of Chesapeake Bay. The Mary Inez has been found abandoned ashore on Guyann's Island, and Captain Marks' son was in Norfolk today asking the police to investigate his father's supposed murder.

The son says he found blood stains on the sloop, Captain Marks was in Norfolk a week ago and delivered a boat load of oysters. He received a check for \$215, cashed it, and took the money when he left Norfolk on the Mary Inez with a new crew, which consisted of one or two negroes. Their names are unknown. There was no one aboard the Mary Inez when she was found.

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THE BRITISH PREMIER FORMS CABINET

Will Assume Foreign Affairs Portfolio With Caillaux Finance Minister.

ALL HAVE BEEN IN CABINETS ALREADY

Radicals and Socialists Predominate—Short Life Predicted—Support Senate on the Income Tax Bill.

Paris, Dec. 8.—Senator Gaston Doumergue succeeded in forming a French cabinet today, but out of courtesy to the retiring premier, J. Louis Barthou and other members of the outgoing cabinet the official decree appointing the statesmen to their posts will not be signed until tomorrow. This was decided because most of the ministers who resigned with Premier Barthou were invited to an official dinner at the Austrian Embassy tonight and desired to go there in their official capacity. The new cabinet is as follows:

Premier and Minister of Foreign Affairs, Gaston Doumergue. Minister of Interior, Rene Renoult. Minister of Justice, Bienvenue Martin. Minister of War, Joseph B. E. Nouens. Minister of Finance, Ernest Monis. Minister of Marine, Joseph Caillaux. Minister of Public Instruction, Rene Viviani.

Minister of Public Works, Fernand David. Minister of Commerce, Louis J. Malvy. Minister of Colonies, Albert F. Lebrun. Minister of Agriculture, Maurice Reynaud. Minister of Labor, Albert Metin.

Under Secretaries of State: War, M. Maslout; Mercantile Marine, M. Ajan; Beaux Arts, M. Javquier; Finance, suppressed. The new combination comprises Radicals, Radical Socialists, and Socialists, with the exception of M. Lebrun and Reynaud, who are regarded as Moderates. All except the Radicals and Moderates have served in former cabinets.

The Paris press receives the announcement of the formation of the cabinet with disapproval, and predicts a short life for it. The announcement of the appointment of M. Javquier as minister of Beaux Arts was made late tonight. He is the youngest member of the cabinet, being in his 35th year.

As soon as the ministry is definitely constituted, it will meet to consider the declaration of policy to be read in the chamber of deputies Thursday. The most important of the program is the financial policy—has been left to M. Caillaux.

Although the new minister of finance has not yet been made known, his intentions, it is understood, he believes that the immediate issue of a loan is not necessary, and will substitute a tax on capital for the proposed inheritance tax, to meet new military demands. With regard to the income tax, the government will support in the Senate the essential points of the bill as passed by the chamber.

The cabinet intends to apply the three years military service law but regards it in the light of a temporary necessity, and wishes to reduce the service as soon as the international situation appears to justify the action. An attempt will be made to compromise the outlandish differences between the chamber and the senate over electoral reform but the government does not think that the measure can be passed before the elections of 1919. Finally the government is determined rigorously to maintain the non-sectarian character of the public schools.

GOL GAUDET IS TO RECEIVE A PENSION

Special to The Standard. Ottawa, Dec. 8.—It is understood that Col. the Hon. Sam Hughes, Minister of Militia and Defence, has decided to grant Colonel Gaudet, former superintendent of the Quebec arsenal, a pension as a Colonel of the Canadian artillery which position he held before taking control of the Quebec arsenal. It may be noted that Colonel Gaudet does not receive a pension as a retiring superintendent of the Quebec arsenal.

CHAMPLAIN SAFE

The steamer Champlain, Captain Wasson, which sailed from here Sunday for Meteghan had a rough time in the bay Sunday night and put into Brier Island to wait for the storm to abate. A rumor had got around the city that the steamer had driven ashore at Brier Island, but it was soon found out that this was untrue. Mrs. R. S. Orchard received a message from her husband, who was on board the steamer, that they had put into Brier Island safe and would steam to Meteghan as soon as the storm abated.

CULTIVATE SOIL TO PREVENT OVERCROWDING LABOR MARKET

TO LESSE THE LIVING COST

Hon. Mr. Cuthbert Prescribes More Extensive Tilling of Land as Remedy—Leaves for St. John.

Halifax, Dec. 8.—"To my mind the high cost of living is an indication of the prosperity and expansion of this country," declared Hon. W. T. Cuthbert, minister of labor, in the course of an address on labor conditions in Canada at the business men's luncheon at the Queen Hotel today.

"I do not profess to be an expert, but in my opinion the reason of the high cost of living is that there is a smaller percentage of people tilling the soil than ever there has been before. The supply is not equal to the demand, and consequently the prices go up."

He was glad there was no labor trouble in Nova Scotia. All should discourage the industrial war. The minister has left for St. John, N. B.

MUST ENTER INTO AN AGREEMENT WITH RAILROAD.

Portland, Me., Dec. 8.—Action against illegal liquor traffic in this state was taken by the Boston and Maine Railroad today. A rule was issued that shippers and those to whom liquors are forwarded over the railroad must sign a statement that the consignee is not in violation of state or federal laws.

An Unfounded Rumor.

There was a rumor about the city last evening that the Royal George of the Bristol mail boats to come to this port, had gone ashore in the heavy storm in the bay. As the Royal George would not be anywhere in the vicinity of the bay before early tomorrow morning the rumor was entirely without foundation. There were several anxious enquiries at the Standard office last evening regarding the report.

Grand Passage, Disby, to escape the storm.

New England Feels It. Boston, Mass., Dec. 8.—The storm which caused havoc in Texas Friday, rushed over New England at a sixty mile an hour gale today, bringing snow and a fifty degree drop in temperature. New Hampshire reported over seventeen inches of snow. In Boston the storm was less severe, the wind velocity being only thirty-five miles an hour, while there was just enough snow to cover the sidewalks in the sub-urban districts.

Shipping Clung to snug anchorage.

So severe was the gale in Massachusetts Bay that the steamer Calvin Austin, which started on her regular run for Portland, and St. John, put back for shelter until the storm abated.

Gay Head, Mass., Dec. 8.—Gay Head life savers stood with branches buoy apparatus unlimbered tonight ready to aid an unknown three-masted schooner dragging anchors in a heavy north-west gale of Menemsha Light. The revenue cutter Acushnet pulled on the vessel until her bows were torn off.

Yarmouth reports a sixty mile gale.

The new steamer Electric for Sydney, which was being towed for Portland, Maine, to Yarmouth, to be fitted with machinery has put in to

DOMINION HAS NOT BORROWED VERY MUCH IN PAST THREE YEARS

Loan of 1911 in London and Recent One Were For the Purpose of Liquidating Maturing Loans.

Special to The Standard. Ottawa, Dec. 8.—It is pointed out here in connection with statements made with regard to the recent loan that the government of Canada has asked for little new money from the London market in the last three years. The issue of £5,000,000 made in 1911 was for the purpose of redeeming a maturing loan of like amount, and £1,700,000 of the recent September issue was used to liquidate a loan maturing due October 10 last.

It is understood that the present program completes the government's financial programme for many months to come.

MEXICO'S FINANCE MINISTER TO EUROPE

Havana, Dec. 8.—Adolfo De La Llama, minister of finance in the cabinet of Provisional President Huerta, arrived here today from Vera Cruz on board the steamer Ypiranga. Senor De La Llama is going to Europe by way of place his sons at Swiss schools.

Nineteen American planters established in Mexico arrived here today on board the steamer Mexico on their way to the United States. It is supposed the object of their trip is to lay before the American officials at Washington an account of the financial conditions in Mexico and to seek relief.

LOOKS LIKE A BUSY SESSION IN PARLIAMENT

Ottawa, Dec. 8.—Seventy-five petitions for private legislation, thirty-three of which are for divorce, have been received by the clerks of the commons. There is an unusually large number of bills for the incorporation of new railway companies. Last session there were one hundred and fifty petitions for private bills including all those put in after the opening of parliament.

A Peculiar Drunk.

Last night about 11:30 o'clock the watchmen on the sugar refinery while going their rounds found a man lying on the wharf. He was intoxicated and although it was blowing nearly a gale and was very cold the man had disrobed and was lying on the wharf trying to go to sleep. He was aroused and aided to get his clothing on. It was then found that he belonged to one of the vessels near there, and that he thought that he had arrived on board and was in his bunk. It is fortunate that he had not fallen over the wharf.

Representative McKellar is Strong for Prison Terms for Men Who Ship Adulterated Foodstuffs.

Washington, Dec. 8.—"Voracious" of the market places," and "plundered of food stores," were characterizations applied to cold storage speculators who corner perishable foodstuffs to boost prices, by Representative McKellar, of Tennessee, when he spoke today, championing his bill for federal regulation of the cold storage business.

The McKellar bill, which prescribes both prison terms and heavy fines for violation of its terms, would make it illegal to ship adulterated and misbranded food products into interstate commerce and would limit the periods in which food products may be held adulterated.

Profits of from 100 per cent were made by the "egg kings," on storage eggs, Mr. McKellar asserted.