

# THE WEEKLY ONTARIO

## AND BAY OF QUINTE CHRONICLE

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BELLEVILLE, ONTARIO, THURSDAY, AUGUST 5, 1915.

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### CREW OF DOOMED ALEXANDRIA JUMPED FROM BOAT AND WERE PULLED ASHORE; CAPTAIN REMAINED UNTIL VERY LAST

#### Rescued Crew Gives Details of How Disaster Was Met—Boat Carried Heavy Cargo From Montreal, But No Passengers—Men Fought Pluckily for Their Lives—Farmers and Life-Saving Crew Help in the Rescue.

The Alexandria is a total wreck. The steamer was of 1,000 tons capacity and the loss will be about \$100,000. Lying about 150 yards off the foot of the cliffs of Scarborough, twelve miles east of Toronto, the Alexandria, a freighter of the Canada Steamship Line, bound from Montreal to Toronto, is being pounded to pieces by waves twelve feet high, and will probably break up within a few hours. Of the crew of 22 men, 18 had been rescued at 2 a.m. today, and remaining four would, it was expected, be landed before daybreak by a life saving crew from the eastern gap, which is heroically struggling under direction of Captain Chapman to bring them ashore.

The Alexandria was driven ashore about 5.30 p.m. after the crew had heaved overboard every bit of her 1,000 tons of cargo in an effort to keep her going. She was heavily laden and with the tremendous wind and sea was powerless to prevent herself from being driven from her course which stands out eight miles from shore. At 10 o'clock last night, the bow and the stern had been pounded to pieces and it was only a question of a few hours before she would be a mere mass of wreckage.

At three o'clock the last of the Alexandria's crew were reported saved. The last taken off were: Capt. Bloomfield (Kingston), and deck hands W. Gibb, Joseph Hickey, Belleville, John Hickey, Belleville, J. Slatery, H. Lalonde, B. Lawlor, R. Law, H. O'Rourke. —Leaven, waiter.

Others of the crew of the Alexandria include: First Mate, Tom Mills, Cornwall, Ont.; Second Mate George Downs, Toronto; Chief Engineer William Boyd, Kingston; Second Engineer William Kennedy, Kingston; Steward Elgin Post, Belleville; Second Cook Lewis Gengler, Rochester; Waiter Harry Elliott, Belleville; Lookout Jack McKeown, Montreal; Wheelman Frank Twaddle, Picton; Sam Scriver, Picton; T. Purteile, Dickenson's Landing; J. Riley, Montreal; Floyd Duvall, Montreal; G. Lovell, Kingston.

The ill-fated Alexandria left Montreal on Saturday afternoon for her trip to Toronto. She had no passengers on board, but had a heavy cargo of sugar, pickles, potatoes and miscellaneous goods. The trip to Port Hope was made without incident and Capt. Bloomfield left that port at 9.30 yesterday morning. He had had a good sail into Port Hope and did not anticipate any trouble until two hours after he had left the port.

According to his story the storm became more violent after dinner. The boat seemed to have too big a load and the high seas threatened to swamp her unless her burden was lightened.

All this while the wheelsman appear to have his boat in control. She was making fairly good speed and expected to reach Toronto about 6 o'clock in the evening. At 4 o'clock she began to toss like a tub and a sudden gale that came up directly from the south forced her on to Scarborough Bluffs.

When she struck the shore her bow was stove in and the waves soon carried the wreckage away. She commenced filling with water and if the lake had been deeper at this point the crew would have been lost.

Chief Engineer Boyd was the first man to make up his mind that he was going to reach shore. He released a lifeboat, and taking the rope with him, he launched it on the shore side. The boat was carried towards the bluffs, but when it struck the back water from the shore it upset and floated bottom up for ten minutes. Boyd was in the bottom all the time. He then dived into the open water and was fortunate enough to get a foothold on the cliff. He had lost his life-line, however, and could not make any rescues.

Climbing up the cliff with difficulty, he summoned D. E. Morten, a farmer living on the brow of the cliff, and by 5.30 a number of Scarborough farmers living near Stop 35 were on their way to the wreck. Some of these men had life-lines, and after making the difficult descent down the

bluffs, attempted to throw a line on the boat. All these attempts were fruitless, as there was a tremendous gale blowing.

A number of the crew, however, took a chance and jumped into the lake and put out for the bluffs. The boat was 150 yards off shore and the swim was difficult on account of the flow of back water. As the men came up however, the farmers on the shore threw ropes to them, and in this way a number were pulled out of the water.

The work of rescuing the crew went on in this manner until 10.30 when 14 had reached the shore. They were pulled up the cliffs and brought to Toronto in motor cars.

At this time it seemed doubtful if the remaining eleven men of the crew would be saved. Capt. Chapman and his life-saving crew had not yet arrived, but were expected at any time.

From the tops of the cliffs Captain Bloomfield and the other men could be seen in the cabin of the boat seated around a table as if seemingly unconcerned. The rain was coming down in torrents, but the sea seemed to be going down, and there were hopes that the boat would hold together until daylight, when the rest of the crew would be taken off.

One by one, however, the sailors became anxious, and taking off their coats and boots plunged into the water and headed for shore. Elgin Post, the steward on the boat, and Lewis Dengler jumped into together at 11.30.

The life-saving had their attention first drawn to the wreck at 6 o'clock, and after several efforts to launch their motor boats it was given up as a bad job, and the whole crew taken down the Kingston road to stop 35 with the ropes and tackle, and worked their way down the 400-foot cliff and rescued the remaining members of the crew from the narrow strip of beach.

Breakers 12 feet high did much to hamper the work of the brave life-savers. It was impossible to swim out or launch any kind of craft, and all that could be done was to encourage the men of the wrecked boat to jump in and drift in on the breakers. The savers waded out as far as possible with ropes and pulled the half-drowned men in as they drifted in. They were rushed to houses close by and given hot drinks and warm clothing.

A reporter met Lewis Dengler just as he arrived at the top of the cliff after being badly bumped around in the heavy sea. He beat the life-savers to the beach and was the bearer of the news that four men still remained aboard. "The Alexandria was heavily laden with cargo and had a beautiful trip from Montreal to Port Hope," he said. "We left Port Hope at 9 a.m.; the storm blew up soon after this. It was a fight for life. We early realized that the boat would have a hard time to make Toronto harbor and Capt. Bloomfield ordered us to throw the cargo overboard when he saw that she was being blown in towards shore.

"A wave lifted me high and dashed me against the high cliff. Some men on the shore threw me a rope and pulled me out of the backwash. She never had a chance," was his closing remark.

### RUSSIAN SEAPLANES DRIVE GERMAN GUNBOAT ASHORE.

PETROGRAD, Aug. 4.—An official announcement issued last evening says:

"Our hydroplanes attacked, near Windau, a German gunboat and forced it to run ashore. The same hydroplanes attacked and forced to retreat a Zeppelin and two hydroplanes of which, one was brought down.

"In the direction of Riga our troops withdrew beyond the River Eya."

### BRITISH TRANSPORT SUNK!

BERLIN, Aug. 4.—The Overseas News Agency today made public an Athens despatch saying that a German submarine had sunk the British transport Armeuron and that a majority of the crew of the vessel were drowned.

### CAMPAIGN NOTES

The terrific downpour of rain for the past thirty-six hours has necessarily put a cramp in the activities of all the candidates in the Great Pan-ama-Pacific Campaign. There has been only one thing to do for workers in both city and country—to remain under cover until the clouds roll by.

But the weather-man has informed us that skies will soon brighten, brisk winds from the west will set in after a few hours and the deluge will be forgotten.

In yesterday's report the name of Mr. Harold Simpson, the energetic young candidate in District III, was not associated with the figures that should have gone to his credit. Harold entered the Contest only two days ago. He went out that evening and secured the cash equivalent of thirteen thousand votes. This amount was made up of a number of smaller sums and not by any large amount from any single subscriber.

This goes to show what any young man of energy and determination can do in their spare time.

The field in West Belleville has been canvassed before but that did not prevent this capable young student from gathering in abundant new business.

Remember that the special offer of increased votes for new one-year and two-year subscriptions expires on Saturday night, Aug. 7th, and the time will not be extended.

The report of the standing of candidates will appear again tomorrow.

No daily coupons will be published after this week.

Candidates who have sent in their photos should not grow impatient because the cuts have not appeared. There has been considerable delay in getting the negatives made in Toronto but we hope to have some of them published by tomorrow.

All who desire to have their campaign promoted by a good engraving should send in their photos at once if it will soon be too late.

### CAMPBELLFORD MAN IS NAMED FOR BRAVERY

Capt. Hodge of Old Second Battalion Mentioned in Despatches

Recent word from the front states that Captain Harry E. Hodge from town has again been mentioned in despatches for conspicuous bravery. This is a decided honour of which all our citizens will justly feel proud.

In letters received here from Capt. Hodge, he stated that he had the arch of his foot broken by the kick of a horse. He applied for eight days' leave of absence, but was refused, being told that he was needed in the trenches.

Writing on June 27th, he said that only seven of forty-two officers of the Battalion were left on duty—three on the staff, Col. Watson, the C.O., Captain Turner and himself, with four others, of whom O'Flynn and Birdsall were two. —Campbellford News.

### Popular Young Man Dead

John Adam Mastin, 269 William Street, eldest son of the late Melbourne Mastin who passed away in March last died last evening after an extended illness. He had come home from the west to attend his father's funeral and two weeks later was taken ill. Since then he had not been able to return to his duties in Western Canada. The cause of his death was rheumatism and heart trouble.

John A. Mastin was born in Deseronto in the year 1892 and was twenty-three years and four months old. He was for several years an employee of the Hudson Bay Company as stock manager at the store in Calgary. In religion he was a Methodist and while in Belleville attended the Tabernacle Church.

He leaves to mourn his loss, his mother who is at present in the hospital with a sore affliction, having recently undergone an operation, three brothers, Clayton, Percy, Garnett of Belleville and four sisters, Mrs. Carrie Martin, Calgary; Mrs. Harry Wallace, Westport; Miss Hattie and Miss Carmelita of Belleville.

The deepest sympathy is extended to the family in their sad bereavement.

Miss May McCarthy of Toronto, is spending two weeks in Belleville among relatives.

### GERMANS RETREATING ON THE ORCZ RIVER PARTLY SURROUNDED BY COSSACKS

#### Russian Rear Guard More Than Holding Their Own—German Advance Blocked by Slav Armies—German Losses 20,000—Italian Advance Continues—Austrians Prepare to Evacuate First Line of Defence in Isonzo Region.

#### TWO GERMAN ARMIES HELD UP RUSSIANS.

LONDON, Aug. 4.—The official Petrograd despatches today report that the German drive at the Petrograd-Warsaw railway is still blocked by stubborn Russian resistance, while the German advance between Narew and the Bug where the Teutons have already lost twenty thousand men is also being held up.

On the Orcz the Germans are reported retreating and partly surrounded by Cossacks.

#### RUSSIAN REAR GUARDS CAUSE HEAVY LOSSES.

LONDON, Aug. 4.—A special to the Adly Mail from Petrograd says: "The local rear guard actions which the Russians have been fighting to cover the retreat from the Vistula line have almost achieved their purpose. The German efforts to secure a crushing victory have failed. The enemy has not managed to crush any of the rear guards; indeed several of these are more than holding their own and causing the Germans the heaviest of losses."

#### KINGSTON BARS TO CLOSE AT 7 O'CLOCK.

TORONTO, Aug. 4.—It is likely the Kingston bars will have to close at 7 o'clock as a result of the inquiry into selling liquor to soldiers recently made by the Ontario License Commission. Hon. T. W. McGarry intimated that the matter would be taken up by the Cabinet within a few days.

#### ITALIAN ADVANCE FORCING ENEMY BACK.

GENEVA, Aug. 4.—A despatch from Laibach says the Austrians are preparing to evacuate their first lines of defence in the Isonzo region from Travnigolo to Avisia. In the Tyrol the Italians are forcing the enemy across the railway in a strong Italian advance in the Gail River valley. The best Tyrolean troops were overcome and several points on the Gail were occupied.

"In the Fella River region (Carinthia) the Italians took possession of several miles of the railway."

#### COALITION MINISTRY IN NEW ZEALAND.

LONDON, Aug. 4.—A National Ministry has been formed in New Zealand and consisting of five government and five opposition members according to a Reuter despatch from Wellington.

#### LAKE SAILINGS RESUMED TODAY.

TORONTO, Aug. 4.—The sailings of the Canada Steamship Lines interrupted by the storm yesterday were resumed today. The "Kingston" from the Thousand Islands reached port on time reporting a rough but otherwise uneventful voyage over the waves, whose violence has greatly abated.

### ALEXANDRIA HAD CALLED AT BELLEVILLE FOR MANY YEARS

#### Doomed Vessel Had Carload of Vinegar Aboard From Local Industry—Belleville Men Among Crew

For 29 years the Alexandria has plied the waters of the Bay of Quinte and has touched at Belleville in all those years. The "Alex." first came through here in 1876 in command of Captain Smith who was a well known mariner and who remained Captain for many years. She stopped in the old days at the W. H. Campbell and Company's wharf. Her route was then often to Montreal and intermediate points. Later when the Murray Canal was opened she was put on the route from Rochester and Quebec.

Last year she was condemned and has been engaged since in carrying freight solely between Montreal and Toronto.

On Monday the steamer was in Belleville harbor and appeared to be well laden with freight which was even on her deck. At this port the vessel took on a cargo of 13 tons

of freight, the most of which was a carload of vinegar from the Belleville Vinegar Factory. She left here at four o'clock in the afternoon of the same day.

The Alexandria was known to every resident of Belleville. Thousands of citizens have in the past enjoyed her trips on Lake Ontario and in the St. Lawrence River. In her palmy days she enjoyed a remarkable patronage.

Belleville men have in the past formed a considerable part of her crew. As far as known now, there were four Belleville residents on board, all saved, waiter Harry Elliott, Steward Elgin Post, Joseph and John Hickey, father and son.

Picton had several residents aboard—Wheelsman Frank Twaddle and Sam Scriver.

The Hepburn Bros. of Picton owned the vessel for many years.

### Rainstorm and the Crops

The worst summer storm in many years has been sweeping over the district for the past thirty hours. Its effects on crops cannot fail to be detrimental. The heavy downpour of rain which sometimes fell in torrents, resembled an equinoctial storm. It was accompanied by heavy wind which added to the impression of the storm's severity.

Last evening nearly every function was called off or hampered by the rainfall. Electric lights were out in various portions of the city. All offices using electric light and plants operated by electric energy experienced many disadvantages caused by the shutting off of the current.

Today the city is practically isolated. The farmer is staying at home with enough troubles of his own to keep his mind and body busy for some time. Only those citizens ventured out of the house whose call to work was imperative. As a consequence business today is practically nil. At the docks things are rather desolate looking. Although the storm which raged on the lake did not make itself felt in the Bay of Quinte, yet the rain put a damper on the Wednesday picnic plans and business in general around the wharves.

Most of the crops which looked so fine last Sunday are now beaten down. Some has been beaten to the earth but it will recover its brightness. The most serious effects are expected with oats which may become lodged as the heads are very heavy. As for wheat a greater portion of it has been drawn into the barns. What crops are in shock in the fields will be safe as long as the rain does not last too long and the weather keeps cool, so that sprouting does not begin. However there have not been very many warm days this summer as any farmer will say.

Lamb were torn from trees yesterday and electric wires were broken in various parts of the city and district. At the House of Refuge the wind was so heavy that two chairs were blown from the veranda.

The storm broke shortly before noon today and all appearances it is past.

### Mounted Rifles May Stop Here

It is possible that the 8th Canadian Mounted Rifles may visit Belleville on a route march next week. The following correspondence will explain: Belleville, July 31st, 1915.

Sir,—  
"Understanding that your corps intended taking a route march in the near future, on behalf of the citizens of the Corporation of the City of Belleville, I beg to extend to you a cordial invitation to make this city your headquarters while on the march."

"I can assure you that the Fair Grounds together with the sheds and buildings will be placed at your disposal while stopping here."

I have the honor to be, Sir,  
Yours respectfully,  
(Signed) W. H. Pantar, Mayor.

To Officer Commanding  
8th Mounted Rifles,  
Barrie Field Camp, Kingston.

Barrie Field Camp, Aug. 2, 1915,  
From Lt. Officer Commanding  
8th C. M. R.

To W. H. Pantar, Esq.,  
Mayor, Belleville, Ont.  
Your Worship,—

I beg to acknowledge your extremely kind letter of July 31st extending an invitation to my corps to make your city headquarters on our prospective route march. I had intended carrying the program out if possible the end of this week, but that is utterly impossible now, as I am getting a draft ready for overseas. If at all possible on the following week I shall carry the program out and will be pleased to communicate with you in the matter. Thanking you for the kind invitation,  
I have the honor to be  
Sir;  
Your obedient servant,  
J. R. Munro,  
Lt.-Col. Com. 8th Overseas Reg  
C. M. R.

### War Order For Thermometers

An order for 5,000 clinical thermometers for use in the English army has been received by the Randall-Fatchney Thermometer Company, of Watertown. The concern has had several orders in the past few months as a result of the war.

### EN TESTIFY

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"I had a doctor I had falling of when taking Lydia's Compound and I feel better since. I think any offer as I did for

as a testimonial for poor women your Vegetable Compound, E. O. COLLICOURT, I.

Woman Says:

"I take great pleasure in your Vegetable Compound done for me. I bearing down was dizzy and had pains in my back and could not get up enough to get a load. As long as I feel better, when I would up those bearing down, and the trouble. Lydia's Compound was helped me and I never ever since I hope it will be as it has me."

—Mrs. Cassie Clark Co., Ohio.

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