

WILL OF J. P. MORGAN'S REMARKABLE DOCUMENT

Continued from page one. It of giving during my lifetime, to the Society of the Lying-in Hospital of the city of New York.

This annual gift is known as having been \$100,000. It is worthy of note that the will was executed as late as January 4th last and a codicil was attached on January 6th, only the day before Mr. Morgan sailed on the trip abroad from which he never returned alive.

Article III directs the payment of his debts, funeral expenses, etc., and then gives to his executors the following:

"Full power and authority to receive and pay as among such debts, any promise or obligation made by me, verbally or otherwise, which, although not in such form that the holder could compel payment thereof by my estate, my executors, think proper to pay in their own judgment, or because from memoranda or verbal directions left by me or from other sources they are satisfied that it would be my wish to have paid."

Widow Gets Life Income. The disposition of the estate then follows, the first provisions being those for his own family. To his beloved wife, Frances Louisa Tracy Morgan, the income for life of a trust fund of one million dollars, with power to dispose of capital by will.

Mrs. Morgan is already entitled to the income of a trust fund created by Junius Spencer Morgan (Mr. Morgan's father), by deed dated July 1st, 1867. The will provides that she is now to receive, for life, the income of an additional trust of such amount that her total income from these two trusts shall total from the income of one million dollar fund amounting to \$100,000 a year.

His Children Provided For. The next articles of the will are devoted to Mr. Morgan's children. His son, John Pierpont Morgan, Jr., receives an outright legacy of \$2,000,000. His two married daughters, Mrs. Herbert L. Satterlee and Mrs. William P. Hamilton, receive each, the income for life from a trust fund of \$2,000,000.

Other Relatives. Having thus cared for his immediate family, Mr. Morgan proceeds to make provision for various relatives. To Jennie Bigelow Tracey, the widow of his brother-in-law, Charles Edward Tracey, the income for life of a trust of \$1,000,000, the capital on her death to go to the issue of Charles Edward Tracey, and to his two sisters-in-law, Clara Tracey Hopkin and Julia N. Brown, each the income for life from trust funds of \$100,000 each.

To Friends and Associates. Mr. Morgan's sentiment for a few of his old and intimate friends is shown in the clause which provides that there shall be bequeathed to "Each of the members of the Corsair Club at the time of my death, as a souvenir of myself and as a token of my personal affection for them, a piece of silver of the value of \$1,000, to be selected and purchased for the purpose by the executors of my will."

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SAFETY, SIZE, STRENGTH, ALL ARE COMBINED IN THE NEW CUNARD GIANTESSE AQUITANIA



An important feature in the Aquitania, the new Cunard liner, as in the Lusitania and the Mauretania, is that extending throughout the most vulnerable parts there is that great desideratum, a ship within a ship. In other words, there are two shells, the inner as well as the outer shell, both being watertight. The space between the outer and inner shells averages about fifteen feet and at short intervals there are bulkheads dividing this intervening space into relatively small compartments. It will be understood, therefore, that any fracture of the outer shell due to collision will result in the ingress of the sea being limited to a small area at the side of the ship. In addition to this important provision, there are sixteen bulkheads extending athwartship from the port to starboard side.

The principal figures of the Aquitania are: Length, 861 feet; beam, 65 feet; draught, 30 feet; depth from keel to boat deck, 92 feet 6 inches; gross tonnage, 47,000 tons; speed, 23 knots; accommodation for 3,250 passengers and a crew of nearly 1,000.

Remembered His Valet. Mr. Morgan's valet, Edward Philip, receives a legacy of \$15,000 and various annuities are provided to other servants. "In recognition of faithful services."

Charitable Bequests. The will bequeaths to the trustees of the estate and property of the Diocesan Convention of New York, \$200,000 upon trust to apply the same for the support of the ministry of St. George's church and the sum of \$100,000 in trust, the income of which is to be applied for the support of a Protestant Episcopal Missionary Mission.

Another charitable bequest is that of \$100,000 to the house of rest memorial for consumptives to be designated as "The Amelia Sturgis Morgan Memorial Fund," in memory of Mr. Morgan's first wife.

Another clause of the will, which is interesting in view of Mr. Morgan's well-known habit of making many private and unknown gifts to charity, etc., is the following: "I authorize and empower my said executors and trustees at their absolute discretion to continue during the period of the administration of my estate, any allowance or payment which at the time of my death I shall have been in the habit of making regularly to any person or persons for their aid or support. I also authorize my said executors and trustees in their absolute discretion at any time before they shall have finally administered my estate as executors, to set apart therefrom separate funds to produce an income for the benefit during life of any such persons so that such payments may thereafter be continued in the event that my said executors and trustees shall, under all the circumstances, determine that such payments have been my desire, and I give and bequeath to my said executors each of said sums so set apart, in trust to collect and pay the same to the person or persons to whom they shall have been so set apart, during his or her life. While I am aware that the provisions of this article may not be valid as a matter of law, nevertheless I have no doubt that my residuary legatees will gladly concur in carrying them out to any extent that may be proper."

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VIOLATING THE NEW FIRE REGULATIONS

Merchants Reported by the Police for Permitting Rubbish, Etc., to Collect on their Premises.

On Saturday Commissioner McLellan was on the war path for violators of the new fire regulations, whereby persons allow rubbish, etc., to collect on their premises leaving the same in a hazardous condition. As the result of the commissioner's crusade Police- man James Ross has reported the following persons:

John H. Bond for allowing a quantity of paper to be piled in an alley off Charlotte street. Louis Green for having barrels of ashes and rubbish in an alley on the north side of King Street. Charles Wason for having barrels of rubbish in an alley off Charlotte street. Ernest A. Everett for having a pile of furniture crates in an alley off Charlotte street.

George H. Arnold for having packing boxes and crates of straw in an alley off Charlotte street. Walter Bell for having a pile of boxes in a Charlotte street alley. William H. Coleman for having garbage barrels and rubbish on South Market street, and John Spearhead for having barrels and boxes on North Market street.

OBITUARY. Mrs. Elizabeth A. Murphy.

Mrs. Elizabeth A. Murphy, widow of Samuel Murphy, died suddenly at her home, 107 Simonds street, at four o'clock yesterday morning. Mrs. Murphy had been ailing with heart trouble for some months, but while under the care of physicians she was able to be about, and on Saturday evening was able to attend to her shopping. She stated she felt somewhat better, but about 3:30 o'clock yesterday morning she took a bad turn and died a half hour later.

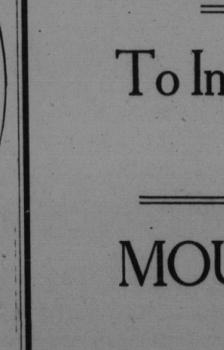
The deceased is a native of the city, having been born in the North End, 62 years ago, and for 61 years she has been a resident of Simonds street. Two sons and one brother survive. The sons are Thomas, mailing clerk of the Telegraph and Times Publishing Co., and John W., who is employed in the I. C. R. freight department. The brother is John W. Walker, foreman of the Vulcan Foundry.

The funeral will take place tomorrow afternoon at 2:30 o'clock from her late residence and interment will be in Fernhill cemetery.

Mrs. W. C. Flowers. The death of Mrs. Jessie Flowers occurred on Saturday in this city. The deceased, who was in her forty-first year, was the wife of W. C. Flowers and was formerly a Miss McKenzie. Besides the immediate members of her family she is survived by three brothers, Donald, Robert L., and William G. McKenzie, of this city. She also leaves four sisters, Florie, residing in the United States, Miss Lillian Sears, Beatrice Sears and Mrs. Jane Tisdale, of this city.

IN MEMORIAM. In Memory of Lillian M. Tingley, who died on April 21st, 1906.

SHOCKED BY ALLEGED CONSPIRACY AGAINST YOUNG GIRL EVANGELIST



Miss Hester L. Cortwright.

An alleged plot to attack the reputation of Miss Hester L. Cortwright, an evangelist, is shocking the country around Elmira, N. Y. An attempt was made during the investigation to associate her name in a scandalous way with political and religious men of the community.

ROYAL BLEND SCOTCH Rare in Quality Sold Everywhere

NICKEL-"THE QUEEN OF SPADES" The Richest Display of Modish Costumes Ever Shown Here. A Vitagraph Tickle Ruth M. Blaisdell. Famous All Over the Continent. Whistlers of Grand Opera. The Vissoci Brothers. ORCHESTRAL NOVELTIES TUE-MORE N. B. PICTURES. VOTES FOR EVERY PATRON IN PONY CONTEST: Get a Coupon With Your Admission Ticket at the Wick. 50 VOTES WITH EVERY MATINEE TICKET TUES. and THUR.

ALL THIS WEEK OPERA HOUSE. A. H. WOODS PRODUCTIONS COMPANY. TONIGHT WED. THURS. AND WED. AND SAT. MATS. "A MAN AND HIS WIFE" Society Drama. PRICES NIGHTS25c, 35c, 50c, 75c. MATINEES25c. All Seats; Children 15c. SEAT SALE NOW OPEN.

We Want You To inspect our stock of screens. We have them in many finishes of wood and many colors of filling. The one illustrated is of solid oak, with heavy brass hinges, and is stocked in fumed finish with brown burlap, and Early English finish, with red burlap. Price \$4.50. We have them at various prices from \$1.35 to \$9.00. Let Us Show You A. ERNEST EVERETT, 91 Charlotte St.

NOTICE To Intending Subscribers and Others TO THE MOUNT ALLISON FUND

ALL SUBSCRIPTIONS will be made payable---unless otherwise desired---semi-annually, over a period of three years, the first payment falling due in January, 1914.

The canvass of St. John, St. Stephen, Fredericton, etc., begins tomorrow, and reports of the total secured will be published daily in Maritime newspapers.

THE LATEST MARINE NOTES OF THE WORLD TUG TO BE LAUNCHED THIS MORNING AT HILYARD'S Crews Picked Up at Sea--Vessels Wrecked--Sequin and Goodman Not Total Wrecks--A Large Steamer.

HARBOR FRONT NEWS. The C.P.R. steamer Empress of Britain, Capt. Murray, sailed for Liverpool via Halifax at 9 o'clock Saturday morning with 935 passengers and general cargo, on her last trip of the season. The Allan line steamer Corsican, Captain Cook, sailed Saturday evening for Liverpool via Halifax with passengers and general cargo. The Allan line steamer Sicilian sailed Saturday for London, and Havre with passengers and general cargo. The head line steamer Bray Head sailed Friday evening for Dublin with general cargo. The Manchester line steamer Manchester Shipper, Capt. Perry, reached port Friday evening from Manchester via Halifax, with general cargo.

LAUNCHING THIS MORNING. This morning at eleven o'clock the new tug G. S. Mayes will be launched from the Gregory blocks, near the Maritime Nat. Works. The new tug is built by the Beaver Dredging Company to take the place of the old Dirigo and is a modern and powerful boat. Robert McDonald was the builder. She is 92 feet long, 22 feet beam and 11 feet deep, and has been built of the very best material obtainable. The frame is of Bar Shore structure, the planking to the water line birch and above southern pine, all with galvanized iron fittings and locust wood trimmings. The new tug has installed the engines and machinery of the Dirigo, which are now being rebuilt by Messrs. James Fleming and Sons at the Phoenix Foundry. A modern winch for handling the hawsers, steaming steering gear and other modern devices will be installed. The tug S. Mayes will prove an addition to the harbor fleet.

PARTLY DISMASTED. The barkentine Louise was spoken April 18, 5 p.m. in lat 28 08 N, lon 78 10 W, heading N.E., partly dismasted (probably Louise from Gulfport April 11 for Port Spain).

THE SEQUIN AND GOODMAN. Portland, Me., April 19--Word was received here yesterday that the Portland three masted schooner Sequin had been floated by the revenue cutter Androscoegin and two tugs from the rocks of Liberty Point, Campobello, where she was stranded the first of the week. The schooner was towed to Quoddy Bay full of water. The Sequin together with the three masted Boston schooner W. O. Goodman, both lumber laden from St. John, N.B., for New York, went ashore on Tuesday last during a dense fog. The assistance of the cutter was called for, but before she left the harbor word was received that both schooners were a total loss. Nothing daunted the cutter kept on her course, and after a lot of arduous work Capt. Billard of the Androscoegin had the satisfaction of getting both vessels afloat. They are considerably damaged, but thought are capable of being repaired. But small insurance was carried on the vessels, but the cargoes were both insured, the total value of the whole outfit being estimated at \$25,000.

LARGE STEAMER LAUNCHED. The Aquitania, the largest steamer ever constructed for the Cunard Line, will be launched at Clydebank on Monday, April 21. She will accommodate 3,250 passengers and a crew of 1,000, and will have a speed of 23 knots and a gross tonnage of 47,000. The dimensions are: length, 861 feet; breadth, 65 feet; depth from keel to boat deck, 92 feet 6 inches. Fusen boats will be carried on eight decks.

CREW OF CHINESE. Portland, April 19--Steamer Astarte, Capt. Young, which was from Parrboro, N. S., will be in the same service this season. The Astarte has just arrived back from the other side and now carries an entire crew of Chinese men.

AIDED MANY VESSELS. Winter's strenuous work is over for all seasons. Little craft in the revenue cutter service, and the crews are now resting at the various stations. During the four months ending with March 31 the four cutters stationed along the New England coast gave first aid to 32 disabled ships carrying several hundred lives and valued at more than \$1,600,000. These vessels cruised 17,000 miles in their work of saving lives and property. One of the longest and hardest cruises was that of the Androscoegin, which steamed 7,500 miles in a fruitless search for the schooner Etna, which was abandoned off Charleston.

SYDNEY SHIPPING. Sydney Post--Some time ago it was stated through the columns of the Post that the Dominion Steel Corporation intended to charter two big freight boats for their mail and wire trade between here and Port Arthur. In addition to the several boats already on charter from the Montreal Transportation Co., engaged in the Company's steel rail trade to Montreal and Port Arthur. These two boats are the Coruna and Nevada, the former of which is now at Louisburg awaiting opportunity to come to Sydney to load nails and wire for Toronto. This is the first cargo the Nevada takes this season. The Nevada, the