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Gainst Rescue But To Lose His Wife After All

Kept Her Afloat By Holding Hair In Teeth

INCIDENT OF LOSS OF MONROE

Mrs. Harrington Died After Being Rescued—Brave Wireless Operator Gave His Life For Woman Passenger—Inquiry To Be Held

(Canadian Press) New York, Jan. 31.—Six survivors of the disaster to the steamship Monroe reached here early today from Norfolk. Among them was Thomas Harrington, of Bridgeport, Conn., accompanying the body of his wife, who died after being taken aboard the rescue ship Nantucket.

Representatives of the Old Dominion Line met the survivors here, and aided them in every possible way. Harrington swam in the cold water supporting his wife by holding her hair in his teeth. "I am too weak to talk," he said. "All that I know is that my wife is dead."

Mr. Harrington is on his way to Norfolk, Conn., where his wife's parents reside. Forty-one lives lost. Norfolk, Va., Jan. 31.—With the final tragic summary written, showing that forty-one lives were lost, and ninety-nine lives saved, as a result of yesterday's disaster at sea, interest here today centered up in ascertaining the causes that led up to the accident.

The versions of the officers of the steamer Nantucket, which crashed into and sank the liner Monroe, of the Old Dominion Line, and of survivors, have been told. It now remains for the federal government officials to determine the cause and other facts connected with the collision.

Officers of the Nantucket, which limped into port here yesterday with the rescued from the Monroe, finally last night checked up the list of victims and the rescued. The revised list showed that of the forty-one persons whose lives were lost, nineteen were passengers and twenty-two were members of the crew. Of the ninety-nine persons saved, thirty-nine were passengers and sixty were members of the crew.

Preliminary steps for beginning a federal investigation were taken early today as the result of instructions from the department of commerce in Washington, to the local steamboat inspection service. Robert Dapley, inspector of hulls, and Edward W. Brey, inspector of boilers here, will conduct the inquiry. Scope of the inquiry.

Assistant Secretary Sweet of the department of commerce yesterday ordered a sweeping inquiry. It will be directed along three lines, as follows: Whether the masters at both vessels are very positive that precautions to prevent the tragedy, including the slow speed headway and continual use of fog horns, had been used.

Whether the terrible death rate among the passengers of the Monroe was due in any way to a lack of discipline among the wrecked ship's crew. Whether the two vessels were in proper position prior to the collision.

The question of a possible panic on the part of the crew is one to which the federal authorities will direct their attention. Survivors, however, declare that little, if any, panic followed the collision. All praise the crew for their excellent behavior.

Some of the survivors, worn out by exposure and the hardships of restless nights on hospital cots, while others were on the way to their homes today. Some of them recounting their horrible experiences of yesterday, gave graphic descriptions of the collision and the events that followed. The Nantucket, which lay in her berth at the dock in a badly battered condition, was a solemn reminder of yesterday's sea tragedy. She was viewed by hundreds of the curious.

Newport News, Va., Jan. 31.—When the Old Dominion liner Monroe, which went down to the bottom of the sea yesterday after she had been rammed by the Nantucket of the Merchants and Marine line, was commissioned eleven years ago, it was found that she carried too much weight on her upper deck to be thoroughly seaworthy, and within six months after she was completed she returned to the local shipyards to have all the weight possible taken from her superstructure.

To that end, a large observation room was removed from her hurricane deck, several hatches were taken off the forecastle deck, her mainmast was removed, her smokestack shortened ten feet and her foremast cut down, leaving her with a single stack.

ROGERS WIRES MAYOR OF PORT ARTHUR FOR AID

Grampian Passenger Says That City Is His Home

DETAINED TEMPORARILY

Immigration Officials Hold Him Until He Can Show That He is a Canadian Returning Home

Although the dominion immigration officials have received no request from the authorities on the other side of the Atlantic to hold up George Rogers, a third cabin passenger on the Allan Line Grampian, which arrived last night, Rogers has been detained here until he can procure evidence that he is a returning Canadian, as he says he is. He is held pending inquiry as to traveling under a name other than his own.

In following up the Liverpool case the police found that a man named Rogers, who said he belonged in Chicago, had bought a ticket from Wolferhampton and was to sail on the Grampian for St. John. After the vessel had left Liverpool a message was sent to the captain by wireless and he replied that there must be some mistake, as Rogers said he had no connection with the matter.

This morning Rogers told the immigration authorities that his home was in Port Arthur, Ont., and that he could establish his identity and could furnish proof that he had lived in that city for several years before his recent trip to England.

After being informed that he would not be allowed to pass until he furnished proof of his identity as a Canadian citizen, Rogers sent a telegram to the mayor of Port Arthur telling of his predicament and asking that his name be released tonight, as he has no other means of support.

A despatch from London says that the murderer of Reeks, killed near Liverpool, has not yet been located. The Grampian passenger likely to be released tonight, as there seems to be no reason to suspect him.

MEAN TO CLOSE THE ROAD HOUSES; HOW ABOUT CITY?

The county officials are making plans for a campaign which will drive out of business the known houses of ill-fame in the suburbs. There are five houses regarding which evidence is being secured, and when the plans are complete and the time is ripe, decisive action will be taken.

It is said that there need be no doubt but that, within a reasonable time, every one of the houses will be closed, and the occupants forced from the city. While the county councillors and officials are busy with the suburban resorts, it is said that there is an opportunity for similar activities within the city limits. It is reported that there are at least three such houses in various parts of the city in residential districts.

Obstruction to Navigation Boston, Jan. 31.—A dangerous obstruction to navigation thought to be a submerged wreck in Lat. 42-26 north and long. 67-28 was reported yesterday. It is believed to be one of the schooners abandoned during the gale of January 10.

Phelis and Pherdinano WEATHER BULLETIN Issued by authority of the Department of Marine and Fisheries, R. F. Stupart, director of meteorological service.

Synopsis.—A small disturbance which was in Alabama yesterday has developed into a series of storms now centred in Ohio and northward. The weather is moderately cold in all the provinces, and snow and sleet is falling in southern Ontario.

Snow or Rain Maritime.—Moderate winds, fine today Sunday, southeast to southwest gales with snow or rain.

Has Plan to Raise Titanic

Denver Architect Would Use Submarine and Powerful Magnets—Hopes to Recover Bodies and Re-fit Steamship

(Canadian Press) New York, Jan. 31.—A despatch from Denver to the Tribune, says: To raise the Titanic, recover the bodies from its hold, and again fit the ship for sea, is a scheme which Charles Smith, a Denver architect, hopes to carry out this year.

For several months Smith has been drawing plans of submarine boats, scoops and other apparatus to be used in raising the Titanic. His scheme is first to locate the ship. He then intends to lower a submarine, carrying seven persons, by means of a steel cable. The submarine would be attached to a ship on the surface, and communication would be had by means of a telephone and electric signal bells. The submarine would be operated by electricity, furnished through cables from the ship and would be especially constructed so as to withstand the terrific pressure, which is estimated to be almost fifty tons to a square foot. As the submarine would be lowered, powerful electric magnets would be attached to its prow. Eight steel cables would be attached to the magnets, the other end of which would be wound around steam winches on the surface.

When the Titanic was found, the submarine would push the magnets against the sides of the wrecked ship and the signal given to the men above to turn on the electric current, thus adhering the magnets to the sides of the ship, and when the last one was in place the submarine would be pulled to the surface and the work of raising the vessel begun.

REORGANIZATION ON INTERCOLONIAL Manager Gutelius Speaks at Dinner in Montreal—Getting Men From Other Railroads

(Canadian Press) Montreal, Jan. 31.—P. T. Gutelius, general manager of the I. C. R., was a guest of honor at the twelfth annual dinner of the Canadian Railway Club, at the Windsor, last evening. He set down a hint or two as to the re-organization of the system.

"Until recently," he said, "this was organized upon what is known as the departmental system, whereby each department appeared to look after its own affairs, without regard to the general interests of the line. The general superintendent had no control over the trackmen and the same idea prevailed through all the departments. The most marked in this respect was the police. Why, it was actually necessary, before a local constable could arrest a drunk, to telegraph to headquarters asking for instructions."

"We have been changing these conditions, re-organizing the whole system, separating into departments who know their jobs, and having their duties absolutely defined. Now there is somebody who can blame it on. We have, I think, accomplished that one important thing; that we have men capable of looking after the different departments, each department reports to him, and the general manager knows what he is expected to do, and he knows that he is responsible for doing it."

"In making these changes," added Mr. Gutelius, "we have endeavored to rob the big railroads of their best men, and I think I may say we have partly succeeded."

BROTHERS BOTH BISHOPS URGES ALL EFFORT IN BEHALF OF ST. JOHN

Herbert Guernsey Speaks of Need of Rapid Extension of Harbor Facilities

Twenty-Four Smaller Pages Instead of Twelve of Present Size

London, Jan. 31.—Responding to what he believed to be a popular demand for greater convenience in reading the morning newspaper and alive to the advantage of keeping abreast of modern improvements, Dr. Davidson Dalzell, chairman of the company owning the London Morning Standard, is going to publish a smaller page newspaper next month.

Teachers' Strike May Close Eighty of the Schools in England

London, Jan. 31.—Eighty of the 178 elementary schools in Herefordshire will be closed on Monday unless a settlement of the teachers' strike is reached. The trouble is a sequel to three years of dispute about salaries.

STRUCK DEAD IN MONTREAL STREET

Boy Had Found Tin Box; It Exploded

COMPANION HURT

Tried to Pry it Open With Knife and Fell Dead—Strange Case Has Baffled The Police of The Canadian Metropolis

(Canadian Press) Montreal, Jan. 31.—One boy was killed instantly and another seriously injured last evening, when a small tin box, which they had found in the street, exploded and burst. Denville Gilbert, aged thirteen, son of Napoleon Gilbert of 810 Mazarin street, who had the box in his hands, was struck dead when it exploded, while twelve-year-old Dauboise Diviere, a companion who lived next door, had his right arm badly burned.

The police are baffled in their attempts to ascertain what were the contents of the box and how it came to be left in the street. The Diviere boy told them that, playing in the street yesterday afternoon near his home, young Gilbert and himself found a tin box tightly sealed. It was very small and there was apparently no cover. For some time they played with it, speculating as to its contents, and then Gilbert tried to pry it open with a knife. There was a terrific explosion and, staggering back with his right arm badly scorched, Diviere saw his little companion stagger and, without a word, fall to the ground dead.

LONDON STANDARD IS CHANGING ITS MAKE-UP

FIFTEEN INJURED IN TRAIN WRECK IN NIGHT

Passengers Had to Leave in Night Clothing and Seek Shelter in Farm Houses

TEACHERS' STRIKE MAY CLOSE EIGHTY OF THE SCHOOLS IN ENGLAND

HEAVY SNOW STORM IN THREE STATES

FRENCH JESUIT KILLED; TWO OTHERS HELD FOR RANSOM

WHITNEY AND ROSS BOTH BETTER

TIME FOR ACTION BY UNITED STATES

Literary Review Discusses Mexican Situation

MAY FORCE BRITAIN'S HAND

London Paper Commends President Wilson's Course but Says Financial Chaos Threatening Means Wait May Be Too Long

(Canadian Press) London, Jan. 31.—The Saturday Review in a moderately worded survey of the United States and Mexico, comes to the conclusion that President Wilson's policy threatens to force Great Britain to take some action, the form of which, however, it does not indicate.

The paper defends President Wilson's delay in taking vigorous action in regard to Mexico. It declares that he has acted in accordance with the traditions of America and of his party in refusing to recognize President Huerta but contends, nevertheless, that Great Britain and the other European nations acted soundly in recognizing the present government of Mexico, because it seemed that he would be able to enforce financial and industrial order.

Continuing the Saturday Review says: "We must accept the position that nobody can rule in Mexico without the good will of the United States. On the other hand, President Wilson's policy of watchful waiting cannot continue forever. It can only continue as long as it does not lead to a financial catastrophe. President Huerta's financial policy will clearly lead to eventual chaos. It is impossible for the British government to remain inactive while the authorities at Washington wait for that chaos. That course would mean disaster and would perhaps ruin hundreds, even thousands of honorable families and the city of any government is to protect the interests of its nationals."

"Official and unofficial declarations have proved our reluctance to take any action which is likely to be disagreeable to the United States, but President Wilson may force our hand. He really cannot wait indefinitely."

CARDINAL MERRY DEL VAL MAY BE CHAMBERLAIN

MAY BE INDICTED FOR ACT OF DEPORTATION

ALL THINGS COME TO HIM WHO WORKS

Just think of that phrase a moment, Mr. Dealer. Then you might supplement it with this thought—that all things come more easily to the man who works intelligently.

That means that when the manufacturers of a nationally distributed product come into the newspapers your town to make a market for your goods it is time for you to help.

That is intelligent work. Show the goods. Use the newspapers and by all means use your counters and your windows to advantage.

Merchandise along the line of demand. The sales will take care of themselves and the manufacturer is going to have a warm spot in his heart for you. He is going to keep your town and your store in mind the next time he embarks on an educational campaign.

The Bureau of Advertising, American Newspaper Publishers Association, World Building, New York, is eager to be of assistance to manufacturers who have national advertising problems to solve.

Unite to Fight German Line

Hamburg-Americans In For a Hard Battle

THE WAR ON THE ATLANTIC

British and Continental Steamship Companies Join Forces Against Common Enemy—Southampton and Queenstown Figure Prominently in the Struggle

(Canadian Press) New York, Jan. 30.—A cable to the Tribune from London says: From the way in which events shaped themselves at yesterday's shipping conference in Liverpool, it would appear that the Hamburg-American line will now find ranged against it practically the whole of the other British and European shipping interests concerned in the Atlantic passenger trade, whose resources are now thrown together for the purpose of fighting the common enemy.

The combative Hamburg-American Line would doubtless be prepared for opposition in its attempt to capture a greater slice of American trade, but the welding together of the British and continental forces, in which today's conference resulted, means that its hopes of success in the struggle are rendered extremely remote.

Southampton and Queenstown have figured prominently in the struggle regarding the Boston service of the Hamburg-American Line, which culminated yesterday in the announcement that the German company had decided to revert to the Hampshire town as its British port of call.

Some time ago, when large type ships declined to embark passengers at Queenstown the rumor got abroad that the Hamburg company had decided to make use of the Irish port and the subsequent confirmation of the story was regarded as a vindication of the port's position in Atlantic trade.

When full details were published it was found that Queenstown had scored heavily at the expense of Southampton. The Boston service, which seems to have a very bright future, was to be transferred lock, stock and barrel to the Irish port, and Southampton's disappointment at losing the service was very keen. Had all gone well, there would have been a great demonstration at the beginning of January, when the steamer Furst Bismarck was expected, but at the last moment the vessel was ordered to make its usual call at Southampton.

Queenstown, however, was assured that the next steamer, the Rheinisland, would begin the new service, and arrangements were made for a civic party to receive the ship. In this case the unexpected again happened, and owing to a lack of indentment, the vessel had to pass the Irish port.

It was still hoped that the calling of the liners was merely postponed until the second week in February, but unfortunately for Queenstown, the Hamburg-American directors altered their minds and their service.

An intimation was received yesterday by the German line's agents in Southampton, that the steamer in the Boston trade will not use Queenstown, but will call at Liverpool, but, unfortunately for Queenstown, the Hamburg-American directors altered their minds and their service.

Lord Roseberry Under Operation

London, Jan. 31.—Lord Roseberry, who underwent a serious operation on January 13 is now progressing favorably.