

THE WEATHER

Toronto, Jan. 30. — The weather has continued fine and comparatively mild from Ontario to the Maritime Provinces, while in the West it has been fair and cold.

Forecast: Maritime and north and northwest winds; fair, slightly higher temperature. Northern New England: Fair Tuesday and probably Wednesday; moderate to variable winds.

AROUND THE CITY

THE LOOP LINE Operation of the loop line in Carleton will be partially resumed today, when cars will run from the ferry dock up Winslow street to St. Jude's church and back on the same track.

GOVERNMENT MEETINGS

It was announced here yesterday evening that the meeting of the Provincial Government scheduled for Tuesday evening in Fredericton had been postponed until the following day.

MACHINIST INJURED

Charles Lennox, a machinist at the Atlantic Sugar Refineries, suffered a painful injury yesterday morning when he had the misfortune to be hurled while at his work. He was rushed to the General Hospital in the ambulance and his injuries attended to.

UP FOR TRIAL

George Graham, who was arrested at Pokok, by Provincial Constable H. Crawford, about a week ago, appeared before Magistrate J. M. Sprague at Hanover yesterday morning, charged with breaking and entering the summer cottage of Captain Hissett at Summerside. He was sent up for trial.

METHODIST MINISTERS

At the weekly meeting of Methodist ministers held yesterday morning in Centenary parlors it was recommended that the annual conference open in Sackville on June 11 and 12, and meet at the date to hear Dr. P. A. Moore, Rev. E. E. Stiles read a paper on Romans, chapter 6, verse 1-11.

KNOCKED DOWN BY AUTOMOBILE

William Seberry, six years old, injured last evening and taken to hospital for treatment. William Seberry, a six-year-old lad of 53 Sherfield street, was knocked down by an automobile at about 6:30 last evening.

Three Prisoners To Penitentiary

Fullerton, O'Toole and Gallant were sentenced yesterday by Judge Armstrong. In the county court yesterday morning before Judge Armstrong, penitentiary sentences were meted out to three men found guilty of criminal offences.

EXPECTED WEDNESDAY

Lord Shaughnessy is expected here at noon on Wednesday, enroute to Halifax, where he will board the Mont Calixt for England. Clifton House, all meals 60c.

STEAMER MOD FOUNDERS IN MID-OCEAN; TEN MEN PERISH, TWENTY-THREE RESCUED; TERRIBLE EXPERIENCE TOLD BY SURVIVORS

Commercial Club Executive Met

Major R. A. McAvity Chosen President and H. V. MacKinnon Secretary — Committees to be Appointed.

An enthusiastic meeting of the Commercial Club executive was held in their rooms last evening and it is the intention of the members to make this important body stronger than ever, knowing that there is a great deal of important work ahead of them, and all are willing to carry on with a vim.

Were Successful In Examinations

Results of Pharmaceutical Society Semi-Annual Given Out Last Night.

The examinations of the New Brunswick Pharmaceutical Society for registration in the province were held on January 26 and 27, and the results as given out by the registrar, E. R. W. Ingraham, last evening were as follows:

Passed all subjects—T. Giles Allan, St. John; Harry Patten, St. Stephen; J. Vincent Butler, St. John; W. W. Macaulay, St. John; T. A. McManis, St. John; J. Blair Melanson, Moncton.

Passed Chemistry and Pharmacy—W. K. Dhemore, St. Stephen. Passed Chemistry—Fred S. Twiss, Calais, Me.

Passed Materia Medica, Chemistry, Pharmacy and Dispensing—K. H. Staples, Fredericton.

Passed Materia Medica, Chemistry and Pharmacy—F. C. Murphy, St. John. Passed in General Subjects—J. D. Alexander, Campbellton; Douglas G. Schell, St. Stephen; Ivan L. Ryder, St. John; Roy McCallum, St. John; R. Amos, Moncton.

Examiners—Dr. H. S. Bridges, General Subjects; E. R. W. Ingraham, Materia Medica; G. R. Spencer, Pharmacy; F. A. McKendall, Chemistry; C. Hedley Forbes, Dispensing.

Council Committee Pass Estimates

Those of Safety Department and School Board Are Recommended—Tax Exemption Laid Over.

The city council in committee yesterday, passed the estimates of the safety department and of the school board, and recommended them to council.

The school board estimate was passed as presented, but the safety estimates were cut about \$7,000. No action was taken on the request of the St. John Fisheries for exemption from taxation, owing to opposition which developed.

The safety department estimates were recommended as follows: Lights \$42,568.60; Police, \$194,286.56; Fire, \$121,100.70.

The estimate from the school board totaled \$449,273.58, including the cost of assessing and collecting, and this was recommended to the council.

An item of \$10,000 was assessed for the city survey. The chamberlain recommended the assessment of \$17,750 a year for ten years to meet the deficiency in the last issue of bonds which sold for \$7,371.

A. A. Ellis and C. J. McMillan, representing the St. John Fisheries, Ltd., were heard in connection with their application for exemption from taxation on a proposed fish cannery here.

The tenders for a steam heating plant in No. 1 Hook and Leader station were opened and referred to the mayor and commissioner of safety, as follows:

G. and E. Blake, \$1,385. W. B. McPonough, \$1,085. J. H. Doody, \$1,400. J. P. Henneberry, \$1,400. R. E. Fitzgerald, \$1,470. W. E. Emerson, \$1,947.

Commissioner Jones reported that an additional 275 feet would be needed for the eight inch main in Prospect street and the cost of the work would be \$5,170. Action was deferred until today.

Lord Shaughnessy is expected here at noon on Wednesday, enroute to Halifax, where he will board the Mont Calixt for England. Clifton House, all meals 60c.

Norwegian Ship Was on Maiden Voyage from New York—Cargo Shifted and Steamer Was Thrown on Beam Ends During Heavy Gale and Mountainous Seas—Hatches Stove in and Life Boats Washed Away—Entire Crew Left Helpless on Sinking Vessel—S.S. Mod Plunges into Deep and Crew Thrown into Sea—Gallant Rescue by Head Liner Melmore Head.

Those Who Lost Lives Captain Waerle, Chief Officer Knudsen, Second Officer Ianssen, Third Officer Hilgson, Third Engineer Bendixen, Chief Steward Arnen, Fireman K. Olsen, Fireman Straetead, Fireman Ole Olsen, Fireman Snelberg.

Survivors Chief Engineer Peter Iversen, Boatswain Oskar Aakassen, Cook Arnet Pedersen, Rolf Pedersen, Bernard Andersen, Jan Christensen, Olaf Borsen, Henry Andreas, Hans Holgen, Albert Andersen, Breda Pedersen, Hjalmar Johansen, William Olsen, Rolvin Hansen, Eugen Christoffersen, Zacharie Nowels, Harry Olsen, Hans Hansen, Cnut Holm, Carl Eriksen, Martin Johansen, Forsten Hansen, Paul Eriksen.

Twenty-three surviving members out of thirty-three men who formed the crew of the Norwegian steamer Mod, arrived in port yesterday on the steamer Melmore Head, Captain Butt, of the Head Line, which picked them up in mid-ocean while on a voyage from Belfast and Dublin.

Captain Waerle, of the Mod, and nine of his crew went down with the ship, while the survivors relate a story of terrible experiences. The Mod was on her maiden voyage with general cargo from New York, bound to Antwerp, Bremen and Hamburg.

The life boats had all been carried away, only one small boat was left, and this was useless; the food was damaged by salt water; the crew were driven from the forecastle, which was flooded, and spent many hours huddled together on the decked ship.

The S. O. S. call for help brought to the Head Line Melmore Head, Captain Butt, to the assistance of the doomed men. A life boat was launched from the Head liner, and manned by gallant seamen went to the rescue.

When near, the Mod gave a lurch and sank, throwing her crew into the sea. Every man was forced to battle for his life, grasping every piece of wreckage with tenacity. Hanging on with the determination that is only in a man who is fighting for his life, twenty-three of these unfortunate men were rescued. It was an awful experience, and only the timely arrival of the steamer Melmore Head prevented the loss of the entire crew of the ill-fated steamship Mod.

Fortunately, only two of the survivors were injured, the cook being badly scalded and another member of the crew receiving a crushed hand. The local Norwegian consul, Kenneth J. MacLachlan, was on hand when the Melmore Head arrived, and is looking after the comfort of the shipwrecked men while in the city, and will attend to the transportation to their homes.

The story as told by the survivors and Captain Butt of the rescue ship, is one of horror and dreadful hardship.

Chief Engineer Peter Iversen of the Mod, who could talk English, told the story of the terrible experience through which he and his shipmates had gone through.

On Tuesday the 17th the ship ran into heavy weather, there was a strong gale blowing, and the sea was running high. The storm increased, and on the following day, while the ship was being tossed about, the cargo shifted, and the Mod was thrown down to port. Members of the crew were sent below and worked hard at the cargo in shifting it back to the ship could be placed on an even keel.

By their hard work the Mod was partly righted, but the storm was so bad and the seas so high that when one mountainous sea struck the ship the cargo was again shifted to port and this looked like the finish of the line new ship.

While lying on her beam ends at an angle of about forty degrees every large sea pounded many tons of water over the ship and down on the decks.

Forecastle Flooded The seas broke into the forecastle, and the crew were obliged to find means either to pump out the water or to make for higher ground on the elements. All day Thursday the storm kept up, and on Friday the gale increased, and the Mod was again thrown down to port.

On Saturday a terrific sea struck the ship and threw her down further on her port side, and the water came right again. It was then found necessary to stop the engines. The steering chains had become fouled with the deck cargo, and the Mod was left helpless at the mercy of the waves. It was then during the time that the ship was keeled over that the cook was badly injured while at work in the galley. A large pot of boiling water was thrown from the stove and the cook was badly scalded.

Without Food Every large sea broke over the ship and there was no food to pass out to the crew, as it was soaked with salt water.

There was nothing left for the Captain and crew to do but await the arrival of some ship that would take them off. Cold and hungry they huddled together, every time the disabled ship would rise to the top of a sea there were anxious eyes looking for a ship to rescue them from their dreary position. The pumps were kept going steadily, but on Sunday it was found that the ship was making water so fast that the pumps could not keep her clear, and it would only be a matter of time before she would sink. To be on board a sinking ship in mid-ocean, during calm weather, is bad enough, but to be on a ship that is sinking during a terrible storm, is something horrible. There was a gal-

lant crew hoping against hope that their ship would survive, and at the same time every chance against them. An attempt was made to launch a small boat as the life boats had either been smashed by the heavy seas that broke over the ship, or else were torn away from the davits and carried to sea, in trying to get the small boat off her side Chief Officer Knudsen was jammed between it and the side of the ship, and he was quite badly injured.

No further attempt was made to launch the boat, as it could be plainly seen that it would surely be broken to pieces as soon as it touched the side of the ship.

All the time the Mod was slowly sinking lower in the water, as it was a happy sight for the crew, who had about given up hope, when about noon on Sunday, the Head Liner Melmore Head hove in sight, and a prayer of thanks went up that the S. O. S. had been heard.

The first officer of the Mod, although badly injured while attempting to launch a boat, made a great fight for his life. He managed to obtain a hold on the legs of a young seaman who had grasped a life buoy, but he did not hold on very long and sank to his death.

Commander Lost Just about a quarter of an hour before the Mod sunk her commander Captain Waerle, left the deck and went to his cabin, and as he was going down again, it is thought that he was down with his ship, along with First Officer Knudsen, Second Officer Ianssen, Third Officer Hilgson, Third Engineer Bendixen, Chief Steward Arnen, and Fireman K. Olsen, Straetead, Ole Olsen, and Snelberg. These ten members of the crew

Make the Hens Lay Pratt's Poultry Regulator will keep your hens in perfect laying condition. It is a positive tonic and conditioner for poultry of all kinds and ages. A health-builder and health-preserver. Not a food.

Frost King Weather Strip For Doors and Windows will last 3 to 4 years shutting out the Cold, Wind and Snow. "Frost King" is the cheapest strip on the market—will materially reduce your coal bill—easily applied—no waste—stays in place—stops rattling.

ST. JOHN Registration and Employment Office 160 Prince William Street Phone M. 3429 CAN YOU PROVIDE ANY WORK FOR A MAN OR WOMAN? Registered at the above office are men and women of all trades and professions; also in general work of all kinds, city or country. THEY ALL WANT WORK—Get Your Work Done NOW

They were lost, while the Melmore Head managed to save the other twenty-three. The survivors when taken on board the Melmore Head were in an exhausted condition but they state that they were well looked after, and give their utmost thanks to Captain Butt, his officers, and crew on the Head Liner, who were so kind to them.

The Rescue Ship Captain Butt, of the Melmore Head was a pretty tired man when his ship reached port yesterday morning, for his ship was some four days late arriving owing to the stormy weather he encountered during the voyage, but he willingly gave an account of the rescue and had nothing but words of praise for his men who manned the life boat and went to the wreck to save lives.

Captain Butt said that it was on Saturday, January 21, while in latitude 49 deg. 15 min. N., and longitude 41 deg. 10 min. W., and with the barometer 29.25, that he ran into severe hurricanes with mountainous seas. At 2 p. m. he received an S. O. S. from the steamer Mod, who gave her position in latitude 46 deg. 15 min. N., and longitude 41 deg. 10 min. W., which made her about 140 miles south of the Melmore Head.

Shortly after a wireless was received from the United States Liner George Washington reading, "Coming to your assistance." "Coming to your assistance." "Coming to your assistance."

Later in the day the wind increased in velocity and the seas were tremendous. Sunday, Jan. 22, dawned with a tremendous hurricane from the southeast by south. At 9.15 a. m. another S. O. S. was received from the Mod, as follows: "Require immediate assistance." The course of the Melmore Head was immediately altered for the vessel, which would be about forty miles distant. At 10 a. m. the following message was sent to the Mod: "Melmore Head thirty miles north, coming to your assistance."

"At this time the wind was southerly, with hail storms and a very rough sea. At noon another message was received from the Mod saying that they had got observations and said latitude 45 degrees 17 minutes north, and longitude 41 degrees 10 minutes west. At 1.15 p. m. the vessel was close to her at 150 p. m. Her position actually was latitude 45 degrees 15 minutes north, and longitude 39 degrees 30 minutes west. Thus she was seventy-eight miles in error in reporting her position. The Mod was in terrible condition. She was lying on her beam ends, heavy seas were washing her decks, all her life boats were gone, and No. 2 hatch was stove in. At 2 p. m. I sent the life boat away in charge of Mr. Cole, chief officer. They experienced a terrible time in closing in on the lee of the wreck, as they were nearly carried onto the deck by the backwash and smashed. They succeeded in getting a line to the ship, but it was carried away, so they laid off. The chief officer told the men to jump into the sea and that she would pick

them up. Four men did so and were hauled into the life boat. At 3.55 p. m. the vessel capsized and sank. Not until the final moment did the crew jump, and ten perished. The captain and chief officer going down with the ship.

Picked Up Men "When the vessel sank we steamed around among the wreckage and hauled five men on board and later picked up several more, and also saved some who were in a small boat. At 5.30 we proceeded to haul our life boat on board. It was half full of water from the seas which had been breaking over her. We cruised slowly around, but could see no sign of any more of the crew. At 6.30 it became dark and we gave up the search having saved twenty-three out of thirty-three. The men were in a bad way, suffering from exposure, immersion in the water and the strain of standing on the vessel, when she was on her beam ends for twenty-four hours not knowing what moment would be their last, and with no food for thirty-six hours.

"The weather had moderated and we made full speed ahead for our destination, St. John, but the next day, we ran into worse storms than ever, and for days we were buffeted by the mountainous seas, and almost having saved twenty-three out of thirty-three. The men were in a bad way, suffering from exposure, immersion in the water and the strain of standing on the vessel, when she was on her beam ends for twenty-four hours not knowing what moment would be their last, and with no food for thirty-six hours.

The Injured The cook of the Mod, Arnet Pedersen, was taken to the General Public Hospital, yesterday afternoon, suffering from a severe scalding which he sustained when the ship was thrown over by the heavy seas and a pot of boiling water spilled over him. He was resting quite easily last night and it is expected that he will be able to leave the hospital before very long.

Another member of the crew, Henry Andreas, sustained severe injuries when he had his hand crushed between the vessel and the life-boat at the time of the rescue. The intense pain which he has been suffering since that time was alleviated yesterday by Dr. J. S. Bentley, who dressed the injured man's hand.

All the men were given complete new outfits of clothing, yesterday afternoon, and were afterwards lodged at the Hamilton Hotel and Mill street, which will be their headquarters until the time comes for them to take their departure from this city.

Being Looked After According to information received, last night, from K. MacRae, Norwegian consul at this port, the circumstances of the case have been telegraphed to the Norwegian Consular-General at Montreal and New York and Mr. MacRae is now awaiting word from these officials in regard to the best steps to be taken to have the men sent to their homes. In the event of the arrival of a Norwegian vessel in this port at an early date, the ship-wrecked mar-

iners will be sent to Norway on its return trip. Failing that, the probable procedure will be to transfer them by rail to New York and from there to Norway by steamer. After instructions have been received by the consul here, the men's wishes will be taken into consideration and those desiring to go by way of New York will be sent there, and the others will be sent from here, if so ordered, and a ship is available.

St. Luke's Troop Were The Hosts

The St. Luke's Troop, 11th St. John Boy Scouts, were hosts to the 14th Victoria Street Troop at an enjoyable gathering at St. Luke's church, last evening. The programme opened with an address of welcome to the Victoria troop by Roy E. P. Wright, commander of St. Luke's. Various amusements were then indulged in, after which the troops patrolled to enjoy table games. Following this part of the programme, refreshments were served and the boys did justice to the many good things provided by the catering committee. Willard Pacey gave able assistance in the capacity of chef.

Scoutmaster Duncan voiced the appreciation of his troop for the kindness extended to them by St. Luke's and expressed the hope that the Victoria troop might be able to reciprocate in the near future.

The gathering broke up at 11 o'clock with the singing of the National Anthem.

ASSAULTED WIFE George Rolston was arrested early this morning on a warrant charging him with assault on his wife, Mary.

LATE ARRESTS Charles Morrison was arrested on a warrant last night charging him with the theft of a set of harness valued at \$18 from Merritt Brothers.

Four drunks were also arrested, and four protectionists given shelter. No arrests have been made as yet in connection with the hold-up which occurred in G. R. Wetmore's grocery store 597 Main street Saturday night.

PERSONALS Dr. E. A. Smith of Shediac arrived in the city yesterday and registered at the Royal.

Gregory T. Peesney of Fredericton, registered at the Royal yesterday.

The Grand Carnival at Victoria Rink tonight promises to be one of the largest ever held in Victoria. \$60.00 in prizes given away.

LABRADOR MEDICAL MISSION Annual meeting will be held at Stone Church School room Tuesday, Jan. 31st, at three o'clock.

TYPEWRITER BARGAINS. We offer for immediate sale at sacrifice prices several L. C. Smith, Royal, Remington, Oliver and Woodstock typewriters. New Brunswick United Typewriter Co. Ltd., 56 Prince William Street.