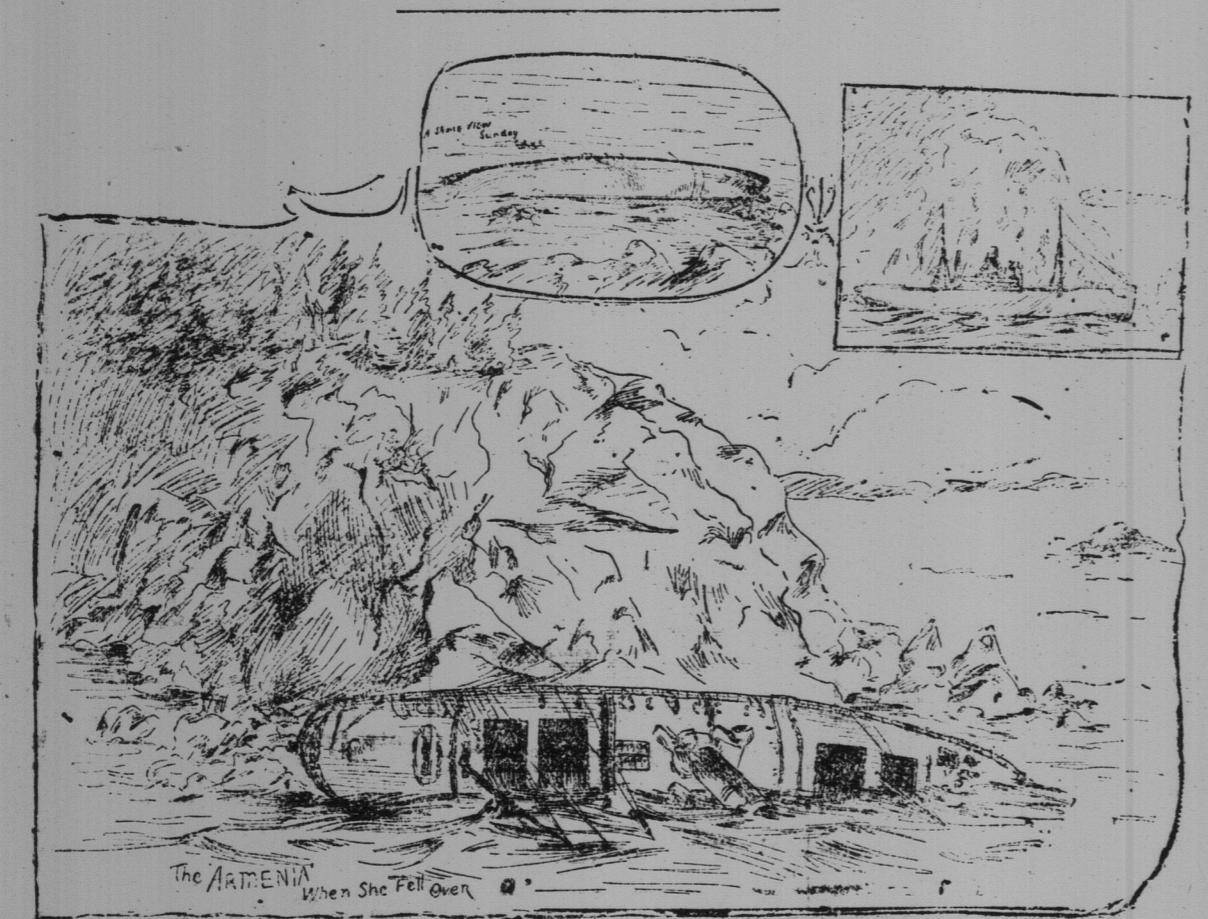


THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., JULY 3, 1901.

ARMENIA ASHORE IS A HOPELESS WRECK.

Anchor Liner Bound from New York Strikes Negro Head, Down the Bay, and Deserted by the Tide, Cants Over to Her Side.



The Anchor line steamer Armenia 2218 tons register, had a hopeless wreck at Negro Head, seven miles below Partridge Island. She struck about 9:45 Saturday morning while leaving her way along the coast to St. John bound later in ballast from New York to load lumber and cargo to Messrs. J. H. Scammon & Co. The weather was very thick and nothing could be seen. Sounding her fog alarm and heaving the lead the steamer came along. "Twenty-four fathoms," reported the man at the lead, and nothing was navigating the ship. The next cast was some four minutes later and as the report was sung out "thirty-five fathoms," the vessel struck a rock with a crash, and sliding ahead, fixed herself firmly upon the boulders. Engines were reversed full speed, but there was no moving the big vessel. The falling tide added to the difficulty and it was seen the steamer was hard and fast. Word was got to Messrs. Scammon & Co., the agents of the line, and the tug Neptune and Lily reached the scene and made every effort to pull the steamer off. They were unable to move her. Finally, she attempted to move again, but the tug returned to the city, bringing up the mate, Mr. Alex. P. Hutchison, and the purser, Mr. Alex. Harrison, who reported the loss to the agents. The Lily took the crew on board. The mate and purser said: The Armenia is a steamer of 2218 tons register, 364.3 feet breadth, 38 feet depth, 28.6 feet. She was built at Glasgow in 1881 and was engaged in the passenger trade between Marselles, Genoa, Lagnora, Naples and New York. The master is Captain J. W. Shanklin. The trip down from New York had been a very foggy one and they were picking their way along when suddenly the steamer ground. The yhad no pilot on board. They did not know the nature of the bottom on which the steamer was lying, but said she was not making water and apparently had not made greatly, although her stern was twisted somewhat and her propeller broken. When they left she had a list of about 25 degrees and there seemed great danger of the vessel over as the tide went down. She was ashore under a high cliff, and if the accident had occurred while a heavy sea was running it would have been impossible for a single one of them to reach shore. Representatives of Messrs. Scammon & Co. went down later and when they returned reported their fears that the vessel would be a total loss. The officers and crew were brought to the city. Capt. Shanklin and the purser are at the Royal, the other officers at the Grand Union, quartermasters at the St. John Hotel and the crew at seamen's boarding houses. Captain Shanklin and his officers positively refused yesterday to say a word respecting the wreck to representatives of the press. The crew of the wrecked steamer included 40 East Indians, who attracted attention as they sauntered about the streets in unconventional costumes. Some wore hats, others without coats, while a few paraded King streets with the foot gear provided them with. Altogether the crew of the Armenia numbered 60 people; few over 20 were white. The cooks and stewards are natives of Goa, a Portuguese possession in the East Indies. They are Roman Catholics, but all the rest of the crew except officers and engineers are Mohammedans, high and low caste. Distinction between the two was strictly insisted on aboard the steamer, each having their own cooks and butchers. They eat only mutton and it must be killed and cooked by members of the same caste. An enquiry into the loss of the vessel has not as yet been announced. Capt. Bloomfield Douglas, R. N. R., of the government marine enquiry board, arrived in the city Saturday on his way to Halifax from Grand Manan where he was inspecting the Seal Cove life saving station. Asked as to an enquiry, he said he would be governed by instructions from Ottawa; unless such reached him he would leave for Halifax this morning. Superintendent Engineer Nish, of the Anchor line office at New York, is expected to arrive from there today in connection with the wreck.

The Armenia had but one passenger, Mr. Harold Scammon, of New York, son of Mr. Fred E. Scammon. Yesterday morning and afternoon hundreds of persons drove from the city to the scene of the wreck. A large number also went out on bicycles. The route taken to reach Negro Head was through the village of Piasissimo. Then when the vehicle can be taken no further there is a walk through the woods for about a quarter of a mile, and then sightseers witness the wreck from a very high cliff. A large number of fishermen did a fair business taking visitors around the point in their fishing boats, where a better view of the wreck could be had and the land walk through the woods avoided. A Telegraph reporter paid a visit to the wreck yesterday afternoon at extreme low water, which is the best time to see the vessel's position since Saturday afternoon. Her bow is pointing northeast and she is considerably more than half way over, resting on her starboard side. From the high cliffs nearly every inch of her port side can be seen from stern to stem at low water, and from a first glance one would think there was nothing at all wrong with the ship's hull, but at extreme low water the elevation of the rocks is quite evident. About eight feet from the keel on her stern is a large dent, or break, showing where the vessel first struck against the bluff ledge of Negro Head, then further aft, about 30 yards from the bow, there is a large jagged hole on the starboard bilge about three feet from the keel, through which the seas wash in and out of the ship. As far as can be seen from this there is but little damage done except the raising being a large hole in her starboard bilge, rear the keel, is a large rock sticking out of water a few feet at low tide. The top of this rock is scarcely white, but the rest of the keel, as it was part of the resting place of the steamer before she rolled over. From the cliff the manner in which the vessel struck appears. She evidently struck bow on against Negro Head and was then lacked off. The loudspeaker of above shows where she struck along until her stern brought up against the point of rocks which broke the blades of the propeller and made her hard and fast. It was then that the large hole was punched in her starboard bilge. The ship rolled over on her beam ends about 3:30 o'clock Saturday afternoon so far that her foremast is under water at low water, while the mainmast is only out but two feet. Yesterday morning early the smoke-stack broke clear of the stays and sunk and yesterday afternoon the mast was becoming loose. An observation at the ship from the bay yesterday afternoon shows a mass of wreckage. From the point (davit) is hanging the falls from which the life boats had been let out. Six of the eight boats were saved. The others are still fast to the davits on the starboard side, which is always under water and these boats had been badly smashed. One of the boats was hove clear of her stern falls and the stern of the boat is sticking out of water, badly smashed. The hatches have been washed off and the water is flowing in and out of the hold as the swell rises and falls. The deck houses are also smashed in and what was once a fine steamship is now nothing but a mass of wreckage. All Saturday night the ship's fittings were hauled from her and yesterday there were a number of fishermen's boats forer about picking up everything worth saving. The position of the ship at low water shows her stern to be much higher out of water than the bow, and her propeller is clear of the water about three feet. One of the blades is gone and another is

broken in two, showing that when the ship was being backed off from the head the blades came in contact with the rocks. The boat is resting 30 feet from where she first struck parallel with the shore and about a length of herself would clear her of the rocks altogether. On her bows can be seen the anchors, calked just as they were before she struck the rocks. The Armenia is in about four and a half fathoms of water with a mud bottom. Early Saturday when the Piasissimo fishermen reached the wreck it was thought an effort would be made to try to save some of the fittings, among which were a fine piano but there was not much time to do anything in this line of work. The chief object of the men was to save the life boats. The piano was not seen after this until yesterday afternoon at low water, when parts of the keys and small pieces of the case were found on the rocks under the cliff. The ship's refrigerators, chairs and other materials were also found along the shore, while other wreckage from the steamer was floating about in the vicinity. Shortly after the vessel struck and the cabins became full of water, the chief engineer of the ship and his assistant were taken from stem to stern and saved his chest, offering \$50 as a reward. Among other things in the chest was a watch, containing \$100. The offer was very tempting to the fishermen, but the risk was too great, as the chest was under water. Nothing has since been seen of it, although fishermen are keeping a constant lookout in the hopes that it may drift out of the ship. The reporter had a talk with a number of fishermen who were in the bay fishing Saturday morning and who heard the steamer's whistle blowing shortly before she struck the rocks. They state that there was an unusually strong current setting in on that shore Saturday morning, more than they have ever experienced before, so much in fact that a couple of them who were on their way home and were steering the usual course, found themselves set right in near the place from where the steamer went ashore, and they were forced to stand off shore to enable them to weather Negro Head; they also claim that, Saturday morning, on account of the weather the Partridge Island fog whistle could not be heard and they think that in all probability those circumstances may have had a lot to do with the loss of the steamship. It was reported about the village yesterday that a fisherman named Wilson had spoken the steamer off Irish-town, before she went ashore, and offered to pilot her safely to port and that his services were refused on account of him not being a pilot, and that the services of a pilot was refused before this. The captain, on the contrary, is reported as saying he sought a pilot, but none was to hand. Some of the old fishermen in the village say that they believe that the steamer will hang on her position until the heavy winter storms. Many think that there should be a fog alarm on Negro Head, which would not only be a great help to the sailing craft, but would be a great help to the fishermen, who make their living off the shore. The wreck is lying at a place between Negro Head and Frank Point, which are near each other and her present position is about only 20 yards from the place where the barque Leblanc went ashore and was wrecked about 22 years ago. This wreck occurred in the winter and the officers of the vessel were drowned. A number of the sailors were saved by climbing up the high ice-covered cliff and had to cut foot holds in the ice to enable them to reach the top. One of the Piasissimo fishermen, speaking about the wreck of the steamship, Saturday, said that he and his companion were sailing just ahead of the steamship when she struck. They blew their fog horn every few minutes and heard the steamer's horn blowing, but did not think that the steamer's horn was being blown in answer to theirs, as they were told after the wreck had taken place by one of the officers, who said it was thought the fishermen were pilots and the steamer was following them. The wrecked Anchor liner Armenia yesterday afternoon was lying in the same position as on Sunday afternoon. Mr. Nash, of New York, superintendent of the Anchor line, arrived in the city, and in company with Captain Shanklin and Mr. J. T. Knight, of J. H. Scammon & Co., left for the scene of the wreck on the tug Neptune about 2:30 o'clock. Their visit was for the purpose of looking over the hull and surroundings. A large number of ladies and gentlemen took advantage of the chance of reaching the wreck by the tug. At Negro Head the wreck was surrounded by fishing boats. Some were engaged in picking up wreckage while others were employed giving sight-seers a good view of the ship. The party on board the tug chartered small boats and many boarded the wreck. These were enabled to walk along the port side of the ship, which part was away out of water. There was a large number of camera flashes both on the water and on shore and some very good pictures were secured. Mr. A. Clarke, the King street photographer, was on land and took a number of large pictures for Mr. Knight. Captain Shanklin, Mr. Nash and Mr. Knight went to the wreck and made soundings. It was found that there was about four fathoms of water in the hold and just a few feet off where the ship lies across to some officials that Mr. Knight says that the matter will be reported to the owners and until then it will not be known just what will be done. It is the general opinion that the ship will be condemned. A number of the officers visited the wreck yesterday afternoon and they established posts into their state rooms and saved some bed clothes and wearing apparel. One of the officers was successful in saving a couple of pairs of good binoculars. Since the captain of the wrecked steamer and the superintendent and the local agent returned it looks as if another effort will be made to get the ship afloat again. They have arranged with Diver Edward Leblond to get into the hull on the starboard side that is under water and the result of his visit will greatly depend on what can be done with the wreck. The ship is in a bad state of decay and it is found that her starboard side is not damaged too badly, the compartments will be pumped out and the deck sections to some officials that there will be a chance of raising her. The officers of the wrecked steamer and the superintendent and the local agent returned it looks as if another effort will be made to get the ship afloat again. They have arranged with Diver Edward Leblond to get into the hull on the starboard side that is under water and the result of his visit will greatly depend on what can be done with the wreck. The ship is in a bad state of decay and it is found that her starboard side is not damaged too badly, the compartments will be pumped out and the deck sections to some officials that there will be a chance of raising her.

DRANK 55 BARRELS OF WHISKEY. Had Been Arrested 192 Times and Spent \$2,027 in Fines. In the death of Thomas Manion in Spencer, Mass. last week, there passed from this a man whose history for the past quarter century would afford a remarkable example for a temperance lecturer. For 25 years, up to the time of his death, he had drunk over 55 barrels of whiskey, had been arrested 192 times, had paid \$2,027 in fines, and had spent nine years and nine months in jail for being drunk. Twenty-five years ago Manion had \$10,000 and had purchased a large real estate that was worth an equal amount. This property he had accumulated by hard work and sober and frugal habits. But as the date mentioned a young woman to whom he was devotedly attached and whom he hoped to marry, cooped with another man. Manion went, admitted with grief. For the first time in his life he tasted whiskey. He began to drink steadily, heavily and systematically. He became irregular in his working hours and 15 years ago he gave up working altogether. Beginning 25 years ago he bought each week one gallon of whiskey. During the time he had purchased 134 gallons, which cost him in all, \$3,900. Because this regular supply it was his habit on Saturdays to visit the store, where he would drink the bar, in the course of the day, about 25 glasses of whiskey. He always took whiskey and filled a glass which he had a habit of carrying about with him. As he bought a gallon of whiskey each week, it is reasonable to suppose he consumed it all during the six days he remained in the store. On Saturdays, assuming as a conservative estimate that he absorbed three pints, this added to the gallon regularly purchased, he had a habit of drinking 1 1/2 gallons a week. Therefore he drank in 25 years, 1,190 quarts, or 55 3/4 gallons of whiskey. He had a habit of carrying about with him a small bottle of rum to produce the whiskey he consumed. Rum and Bourbon whiskey carry 34 per cent alcohol. Therefore, about 25 barrels of whiskey he consumed. He was a shrewd, narrow-shouldered man, but deep-bodied and very powerful and muscular. Being ill by that young woman proved a costly as well as sorrowful affair for Manion. It cost him \$3.00 for 1,500 gallons of whiskey; \$3,120 for 31,200 drinks of whiskey at 10 cents a drink; \$3,015 to buy the fines ordered by the police justice; \$3,476 for loss of time in getting drunk and being drunk; \$9,570 for loss of time in serving a sentence in jail; \$10,000 which he had deposited in the bank; \$10,000 which he owned in real estate—in all, \$38,781—besides the loss of the respect and confidence of his fellow townsmen, which death took place in a cell at the police station, he having been arrested, as usual, for being drunk. A thorough examination of the body was made, but no marks of violence were found and everything indicated that Manion lay down to sleep and passed away without waking—his own words.

The English Are Unmilitary. Partly from historical and partly, perhaps, from racial causes, the English are essentially unmilitary. They revere the content of soldiers. They distrust military ideas. No government that ever existed in this country was more unpopular than that of Oliver Cromwell and his major generals. It is unpopularity left an indelible mark on English institutions. For many years it made it impossible to have a standing army. Even when the course of events made it necessary to concede that much to the military necessities of the time, it still remained a principle that with all politicians that as little power as possible must be granted to the soldiers—that their business was to fight our wars, and this being done, that there was little or no place for them in the body politic. We do not think it necessary to defend this attitude of mind. Like most political feelings, it is largely unjust, but also, like many popular feelings, it is based to some extent on a true conception. The English, using the word in the largest sense, the domination of the military idea in a state is calamitous. It tends, we believe, to destroy individuality and is a serious menace to individual liberty.—Monthly Review.

MEN'S ENGLISH-MADE Striped Flannel Coats and Trousers

Of Medium and Dark Grey Flannel, with black stripes, for outing, bicycling and summer wear. Single Breasted Sac Coats, striped flannel, \$3.50, 4-75. Trousers to match, \$3.75. Double Breasted Sac Coats, striped flannel, \$5.50. Trousers to match, \$3.75.

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SOUTH AFRICA. Boer Prisoners Brought to West Indies. Hamilton, Bermuda, June 28.—The British transport American, having on board the first ship load of Boer prisoners to be quartered on Darvel's Island, arrived today. The health officers only are allowed to visit the ship at present. It is rumored that there is much sickness on board. The Armenian had a good passage of 11 days from the island of St. Vincent. The prisoners seem to be in good spirits, though rather ragged in appearance. There was no case of infectious disease on board. Vienna, June 27.—The Vienna Journal states that Mr. Krüger recently renewed his appeal for intervention in South Africa to France, Germany and Russia. All three of the powers after an interchange of opinions, advised him to arrange for the immediate admission of the Boers.

MRS. BROWN POTTER. The Medium for An Innovation in Church Service. London, June 30.—At the invitation of the Rev. F. Phillips, Mrs. Brown Potter, governess in white and wearing a picture hat, recited from the chance of the Gorse and the chance of the Gorse and the chance of the Gorse. The vicar's idea was to enhance the attractions of the service and for an hour the doors, as if the occasion were an official first night. Hundreds were unable to gain admission. It is rumored that the bishop will forbid a repetition of the incident.

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