

MOUNT ROYAL REPORTED 250 MILES OFF IRISH COAST.

C.P.R. Steamer Lake Manitoba Sent From Liverpool to Assist Her

Spanish Steamer Sighted Big Ship January 3rd, and Officials Are Confident It Is the Overdue Mount Royal

(Associated Press.)

LIVERPOOL, Jan. 6.—The Spanish steamer Vivana, which arrived here tonight from Pensacola, reported sighting on January 3, 250 miles from Fastnet, Ireland, a steamer resembling the long overdue Canadian Pacific liner Mount Royal. The Vivana was unable to ascertain the name or read the signals of the supposed Mount Royal. Officials of the Canadian Pacific Railway at Liverpool are confident that the steamer sighted is the Mount Royal, and have decided to send the steamer Lake Manitoba in search of her, assuming that she is crippled by reason of broken machinery.

The Mount Royal sailed from Antwerp Dec. 7 for St. John, and is about 16 days overdue at that port. She carries a passenger list of 304 persons, made up of immigrants, principally from southern Europe and Russia. She has a crew of 100 men.

(C. P. R. Press.)

MONTREAL, Jan. 6.—A dispatch from A. Piers, manager steamship line Canadian Pacific Railway, Liverpool, says: "A steamer resembling the Mount Royal has been reported in a position 250 miles west of Fastnet lights, south-east corner of Ireland. The Canadian Pacific Railway steamer Lake Manitoba, which has been held in readiness at Liverpool for the past ten days, was immediately dispatched to the assistance of the Mount Royal. This latter steamer is now 30 days out from Antwerp bound for St. John, N. B., and the anxiety which has been felt is greatly relieved by this news from Liverpool, and the Canadian Pacific Railway officials are very hopeful that in a few days or two they will be able to announce that the missing ship with her passengers and crew has been safely towed to port. No details are as yet available as to the cause of the delay, but it is generally believed to be due to a breakdown of her machinery or propeller.

Throughout the city there was great rejoicing last night when the word arrived about eight o'clock that the Mount Royal had been sighted. The idea that four hundred souls bound for this port had perished at sea has been causing the most sincere anxiety here. Every day interest in the fate of the steamer has become keener, and as the fate of the steamer became apparently more hopeless universal sorrow has been expressed for the loss of those on board. Consequently the news that she had turned up was received with profound thankfulness around the city. The news was soon on every one's lips and expressions of gladness were heard on every side.

The news that the steamer is still afloat has given a lot of people, chiefly experienced mariners, who knew how a steamer can stand an excellent chance to say triumphantly, "I told you so." While some people have been predicting that the steamer would never be seen again, the captain of most of the steamers coming here have been holding out hope of her safety, and events have proved them right.

In an interview last Friday, Capt. Walsh of the C. P. R. expressed his firm opinion that the boat would eventually reach port.

The position in which the steamer was sighted, about two hundred and fifty miles west of the southwest corner of Ireland, is only about three or three and a half days' passage from Antwerp, from which port she sailed thirty-one days ago. The general impression among seafaring men in port is that she could not have been long in this position.

The heavy winds which have prevailed and the currents which flow through that part of the ocean make it impossible for a lightly laden ship like the Mount Royal to remain for twenty-seven days in one vicinity.

The most commonly accepted theory is that while farther westward on her trip the steamer was disabled, probably by the loss of her propeller and part of her shaft.

The northwesterly gales which have been sweeping the North Atlantic lately would soon drive her in a westerly direction away from the track of steamers crossing between European and North American ports.

From there she might be swept by the currents which run eastward and northward to her present position. Where she was sighted appears to be between the ordinary routes of steamers running from Great Britain, some of which go around the north of Ireland, while others pass around the south.

It is unfortunate that the Vivana was unable to learn more exactly whether or not the boat she sighted was the Mount Royal. There still remains some doubt as to her identity. As no other boat is known to be missing, it is generally taken for granted that it is the Mount Royal.

The Lake Manitoba is not equipped with wireless apparatus unless temporary apparatus has been installed. As it will probably take more than a day for her to locate the Mount Royal and almost another two days to bring her to port there will still be several days of uncertainty before the whole story of the steamer will be known.

QUEENSTOWN, Jan. 7.—The long overdue Canadian Pacific steamer Mount Royal has been sighted passing the Old Head, Kinsale. She is slowly steaming toward this port.

ANOTHER WATER FAMINE SCARE

A Real Break, but It Was Soon Repaired

High Levels Cut Off for Short Time—Car Service Hung Up

The fear of another water famine held the people of St. John in its grip for a couple of hours last night. After the disagreeable experience of the last famine people were quite willing to believe and prepare for the worst.

However, the break regarding similar famine which was given circulation a couple of weeks ago inspired folk with the Malthusian desire "to be shown." When they really became convinced that there was another break there was no hesitation about laying in a generous supply of water.

The break, which occurred at ten minutes to nine, was located in a twelve inch pipe running through Haymarket Square. This pipe supplies the North End, and that part of the city was the first to feel the effects of the break.

The escape of water which quickly flooded the square, soon made itself felt on the rest of the system. The pressure fell off until there was no water at all on the higher levels and only a small force on the lower levels.

A gang of men under the direction of Engineer Hunter were quickly on the spot and immediately steps were taken to overcome the difficulty. The work of establishing connection was made more difficult than usual by the severe frost which has frozen the ground solid.

This caused some delay in getting at the covers of the traps under which are located the valves which regulate the distribution. As soon as they could be reached the supply was cut off from the broken pipe, and the full force was turned into the other mains.

Connection was then established with the break and a section of about fifty yards which contained the break was cut off from both ends. As soon as this was done the system was again as practically as good as new.

By eleven the pressure began to improve and at midnight everything was again normal.

When the break occurred the most alarming stories regarding its extent and importance were soon afloat. The news spread very rapidly. Those who had the broken pipe, and the full force was turned into the other mains.

As the water began to recede from the higher levels people once more joined the bucket brigade and rushed out to secure a supply of water from their more fortunate neighbors before it should stop also.

Perhaps the worst feature of the break this time was the tying up of the street car service. Fortunately this only lasted for about an hour, and as the pressure began to increase the cars were soon running again.

The first news of the break which the power house received came about ten o'clock, when H. M. Hopper, secretary of the company, found there was no water in his house and telephoned the water house. The pressure was tested and it was found to have dropped from two and a half feet to about eight to only fourteen pounds.

Their inquiries regarding the nature and extent of the break did not bring a very satisfactory response, so preparations were made to execute a negress in Africa because of her sexual misdoings. An enormous number of witnesses have been called and it is expected that the whole story in connection with Mr. Peters' governorship, will be gone over again.

LOCAL OPTION WAS CARRIED IN FIVE PLACES; DEFEATED IN TWENTY-FIVE

IN VIEW OF FRENCH DISASTER
Admiralty Orders Expensive Experiment on Modern War Craft

OLD SHIP OF BRITISH NAVY
WILL BE BLOWN UP AS TEST

TORONTO, Jan. 6.—Municipal elections were held throughout Ontario today, excepting Toronto. The following mayors were elected in the principal places:

Kingston, Dr. A. E. Ross; St. Thomas, George Geddes; Owen Sound, Matthew Kennedy; Toronto Junction, Baird; Brantford, J. W. Bowley; Peterboro, N. M. H. Rush; Chatham, Thos. Scullard; Woodstock, Sawtel; Windsor, A. E. Wigle; Ottawa, D'Arcy Sedot; Belleville, M. McPee; Sarnia, G. A. Proctor; Goderich, Dr. Macklin; Collingwood, Geo. Watson.

Returns received up to eleven o'clock show that the local option was carried in five places and defeated in twenty-five.

SAILOR DROPPED DEAD ON SCHOONER'S DECK

KITTERY, Me., Jan. 6.—Robert B. Bess, a sailor, fell dead of heart disease early tonight, just after he had stepped on board his vessel, the schooner "Ella B." of Rockport, Mass.

Bess was 46 years old and lived in East Boston. Today, while the ship was in this harbor, he had shore leave. Returning he stepped from the dory to the deck of the schooner, and complaining that he felt ill, asked for a cup of coffee. This was given him and he immediately fell dead upon the deck. Heart failure due to acute indigestion was ascribed as the cause.

CASTORIA The Kind You Have Always Bought

EX-GOVERNOR PETERS
STARTS A LIBEL SUIT

COLOGNE, Jan. 7.—Dr. Cedit Peters, who was at one time Governor of East Africa, has begun an action for libel against the chief editor and the Berlin correspondent of the Cologne Gazette.

The first hearing of the case occurred this morning. Dr. Peters claims damages for the publication of a statement that he sent a letter to an English bishop in which he confessed to having executed a negress in Africa because of her sexual misdoings. An enormous number of witnesses have been called and it is expected that the whole story in connection with Mr. Peters' governorship, will be gone over again.

FOUND A WAY To Be Clear of the Coffee Troubles

"Husband and myself both had the coffee habit and finally his stomach and kidneys grew better until at last he was a new man altogether, as a result of leaving off coffee and taking up Postum. Then I began to drink it too."

"Although I was never as bad off as my husband, I was always very nervous and never at any time very strong, only weighing 85 lbs. before I began to use Postum. Now I weigh 115 lbs. and can do as much work as anyone my size I think."

"Many do not use Postum because they have not taken the trouble to make it right. I have successfully fooled a great many persons who have drunk it at my table. They would remark 'You must buy a high grade of coffee.' One young man who clerked in a grocery store was very enthusiastic about my 'coffee.' When I told him what it was, he said, 'Why I've sold Postum for four years but I had no idea it was like this. I'll drink Postum hereafter.'"

"Name given to Postum Co., Battle Creek, Mich. Read 'The Road to Wellville,' in pkgs. 'There's a Reason,'

Murderer of Father-in-Law Will Plead Self-Defense



READING, Pa., Jan. 1.—Rolan T. Stokes is charged with killing his father-in-law, Dr. John T. Hoffman. Self-defense will be his plea. He says his father-in-law beat him badly before he retaliated. He showed three deep cuts on his head. There was a quarrel between Stokes and his wife, in which Dr. Hoffman interfered.

OLD SHIP OF BRITISH NAVY WILL BE BLOWN UP AS TEST

formation as possible has been gained on this head the charges will be exploded to find out what would be the effect of an accident on a British battleship similar to that which overtook the Colossus.

The Colossus was built at Portsmouth in 1886, at a cost of \$3,233,930. She is much larger than the Hero, having a displacement of 9430 tons, against the other ship's 6900.

Previous experiments with obsolete warships are as follows:—

In 1872, the Glatton (coast defence armor-clad); shells fired to test turret.

In 1900, the Belleisle (battleship); target for channel squadron.

In 1907, the Hero (battleship); target for Channel squadron.

BOUGHT NEGRO RAILWAY

JACKSONVILLE, Fla., Jan. 6.—Henry M. Endicott, Jr., of Boston, Mass., bought at public auction today for \$70,000 the property of the North Jacksonville Street Railway and Town Improvement Company, popularly known as "the negro street railway."

The sale was made to satisfy the judgment in foreclosure of a mortgage in which W. D. Barnett was trustee. This road was built here several years ago by negro capital and was the only one in the southern states owned and operated by negroes.

THE TRUE IMPERIALISM.

Only by Union of all Forces Beneath the Flag, Can Britain Hope to Retain Control of Means of Existence.

This stirring editorial is taken from a recent issue of the London Daily Telegraph:

Lord Curzon has a magnificent sense of the Whigs in this respect, have had the worst of it to an extent which would have satisfied even Dr. Johnson. Not only, Lord Curzon analyzes the theory that the Empire was won in a fit of "absence of mind." That popular phrase was the weakest argument ever penned by so masculine a writer as Sir John Seeley. "While the masses of men and even the statesmen who are by no means without a certain far-sightedness than their fellows," as Lord Curzon notably remarks, "have stumbled and erred in the background there have been working unseen but powerful forces, the spirit of enterprise inherent in our race, the laws of economic and political gravitation, and the dynamic of nations of master-minds. Warren Hastings and Wellesley foresaw an India very different from the India of the counting-house. Rhodes conceived a British Africa stretching from the North to the Southern seas."

The Empire has been won, not in absence of mind, but by a mastery application of foresight, intelligence and will on the part of our ancestors. They gathered up the whole of their force to break their rivals upon the sea. In pursuance of that main purpose they were absolutely unswerving and implacable. The rest followed. Sea power threw open the whole world-wide sphere of Imperial expansion. Our naval success led us from shore to shore, and our horizon extended as we moved like Ulysses, steering ever towards the meeting line of sky and wave. We were drawn onward by an instinct working in us, like an irresistible imperative of destiny. This has been the guiding law of our race, and now, when democracy more audaciously than ever before is urged to waver, when hardly one professed Imperialist in a hundred is found acting vigorously upon his opinion, Lord Curzon reminds us that we could hardly choose a more dangerous moment for faltering in our path. Even the American Republic has been forced into expansion. Germans are facing sacrifices and efforts of which Bismarck himself hardly thought them capable. Japan, as we have just been reminded by Sir Thomas Sutherland, is building up a great mercantile marine by the strongest national policy applied to shipping which has been known since the time when our own Navigators' Laws were in full force. With five-sixths of our people packed into the industrial cities; more and more dependent upon seaborne supplies of food and raw material; their standard of comfort rising; yet their employment, their wages and their whole purchasing-power more and more largely determined by

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our manufactures, this island can no more repudiate the Empire than heart can repudiate the body. The Colonies and Dependencies, even the frowest of the former, are the greatest of the latter, are no more capable of surviving by their own defensive force than are severed extremities of living. The very words progress on right lines, whatever may be their opinion about particular expedients, who strive like Lord Curzon to revive the full strength of Imperial aspiration, who remind us that all opportunity is fleeting, that all creative efforts are arduous and strenuous, that the problem of the Empire is there, and that we must solve it or perish.

DANGEROUSLY HURT BY FALLING FROM TRAIN

William Buckley, of Sussex, Found Lying Beside Track at Apohaqui, This Morning

MONCTON, Jan. 7.—With his skull broken and otherwise badly injured, a man named William Buckley was found lying in a ditch by the I. C. R. crossing at Apohaqui shortly after seven o'clock this morning. A man named Johnson found him, and he was conveyed to a nearby house. At 11:30 o'clock he was still living.

Buckley belongs to Sussex, and is supposed to have jumped or fallen from the night express. Buckley is twenty-four years old and was married last summer.

The Maritime express is five hours late today, being delayed through the derailment of a freight special near Blo, Quebec.

A LIBEL SUIT AGAINST THE MONCTON TIMES

MONCTON, N. B., Jan. 7.—The Moncton Times a few weeks ago in order to attack its local contemporary, the Transcript, for publishing an illustrated Christmas supplement, made certain statements about the same, which were untrue. The same criticisms applied to the St. John's Star, which was supplemented. The Canadian News-paper Syndicate, which published the supplement, regarding the Times' criticism as being unfair, untrue, and calculated to injure their business, has instructed A. A. Allen, barrister, of this city, to proceed against The Times' Printing Company for libel. Heavy damages are obtained. A letter sent last night by Mr. Allen to the Times Printing Company demanding a retraction and acceptable apology by Saturday of this week. It appears that the Times had applied for the same supplement and were unable to obtain it.

Mrs. David McCleave, proprietress of the Windsor Hotel, this morning sentenced to one month in Dorchester jail, having been found guilty of violation of the Scott Act. Henry Cormier, another hotel keeper, was given the same sentence. The sentence on Mrs. McCleave is the first ever given a woman for Scott Act, and has created quite a sensation in court circles.

Following the issue of search warrants, Moncton barrooms the now practically closed. Most of the dealers have removed their stock from the hotels to other places, and there is much uncertainty among the dealers, search warrants being expected at any time. There are jail sentences hanging over a number of dealers as well.

WHOLESALE LIQUORS

WM. L. WILLIAMS, Successor to W. A. Finn, Wholesale and Retail Wine and Spirit Merchant, 110 and 112 Prince William St. Established 1870. Write for family price list. 25-11-17

National Officers of the Street Railway Men's Union

