

WIRELESS AGAIN WIRELESS DISASTER

Captain and Crew of Forty Taken From Sinking Steamer Kentucky off Hatteras. Rescue Affected by Alamo Which Received And Acted Upon Distress Signal.

New York, N. Y., Feb. 4.—Thanks again to the wireless and the international distress signal "sos," Captain Moore and his crew of forty-six men are safe on board the Mallory liner Alamo, bound for Key West to-night, while their vessel, the Kentucky, has sunk off Cape Hatteras. It is another case of a disaster averted by wireless and told to the world by the same medium. The Kentucky, a wooden vessel of 998 gross tonnage, and 203 feet long, was bound from New York to the Pacific to carry passengers between Tacoma and Alaskan ports for the Alaska-Pacific S. S. Company.

First news of the Kentucky's plight was received at the United Wireless Company's station at Cape Hatteras at 11:30 o'clock this morning. There the operator heard the "sos" quickly followed by this message:—"We are sinking. Our latitude is 32.10, long, 76.30." Almost simultaneously the operator heard the steamer Alamo respond to the Kentucky's call for help, informing Captain Moore that the Alamo was making all speed to the sinking vessel's assistance. Thereafter no message was received from the Kentucky, indicating that water had interfered with the power, putting her wireless apparatus out of commission. The navy department in the meantime flashed wireless messages along the Atlantic coast, despatching the "sloop" Kentucky and two steamship cutters to the scene, but at 5 o'clock this evening, word came from the Alamo that she had arrived first and had taken off all hands in safety. This is the message as received in New York by the United Wireless Company from its Cape Hatteras station:—"At 3:45, long, 76.30, the steamer Alamo has just taken Captain Moore and crew of 46 men from sinking steamer Kentucky. Water had already reached fireroom and steamer will sink before midnight. The Alamo is now proceeding to Key West."

Bad Luck Her Lot. Bad luck was the Kentucky's lot almost immediately after she left New York for her 14,000 mile voyage on January 23. Good luck was her lot when the wireless instruments were the last things installed before she departed. One hundred and fifty miles off Sandy Hook she began leaking badly, but by working the pumps valiantly, Captain Moore was able to reach Newport News with 16 inches of water in the vessel's hold. There, repairs were made and the ship received a certificate in safety. This is the United States inspector at the port that she was sound and seaworthy.

Notwithstanding this assurance, T. A. McLarny, formerly the night operator at the Waldorf-Astoria in New York, who had shipped with the vessel when she left port, refused to continue on the voyage because the Alamo's parents at Monticello, N. Y., had a premonition that "something would happen." They bombarded him with messages to this effect and in deference to their wishes, he obtained a substitute operator, W. D. Maginnis, who sent out the call which saved the lives of his shipmates.

BLOODY BATTLE IS IMMINENT IN NICARAGUA

Indications Point To a Decisive Struggle In The Near Future Between The Government Troops And Insurgents.

Managua, Feb. 4.—All indications point to the imminence of a decisive battle for supremacy in Nicaragua between the government forces and the revolutionists under the leadership of General Estrada, the provisional president of the republic. The insurgents are spreading the conflict over a wide area in the mountainous districts to the eastward of Managua and also are gathering in considerable numbers about Greytown. But everywhere they are confronted by the troops of President Madriz, who are disputing their every advance.

Fighting is of almost daily occurrence. Yesterday the insurgents captured Boca, sixty miles east of Managua, forcing back the government troops to their main army at Teupote, to the northward of the north shore of Lake Managua.

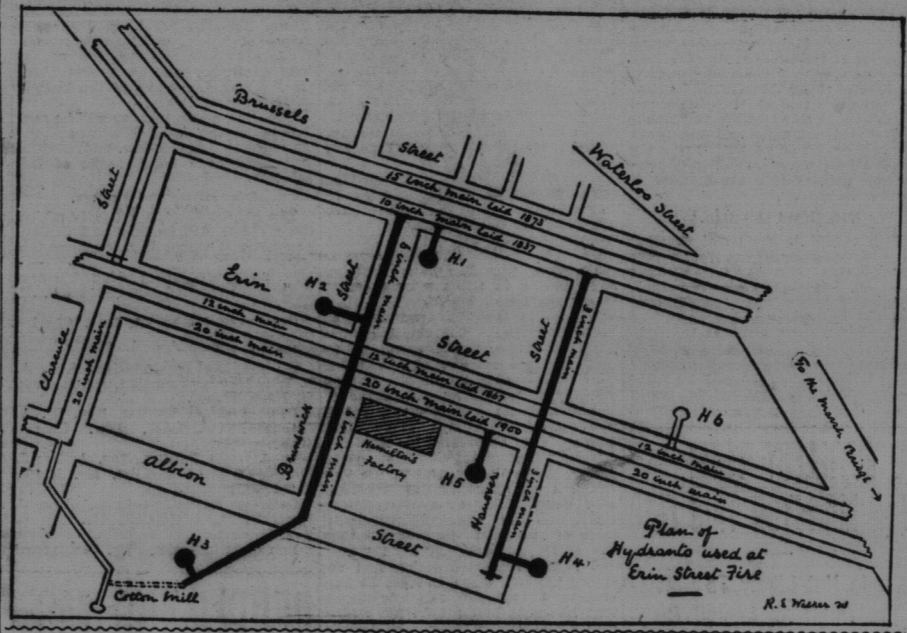
Insurgents Defeated. On Tuesday, however, the vanguard of the government army at Las Caritas, in the mountainous district between La Libertad and Acopya, engaged and defeated a band of insurgents, numbering six hundred. Col. Veloz, of the national forces, threw out an ambush and into it fell the revolutionists. He inflicted losses upon them and finally, after an hour of fighting forced them to take refuge in the mountains. Nothing daunted, however, the revolutionists the same day, made other fruitless attempts to take Las Caritas. General Vasquez, commanding the troops of President Madriz, in a telegram received today, says he expects the insurgents to make other and more desperate attempts to take the town immediately and that a decisive battle is imminent.

A party of forty American tourists from Seattle and other points in the states of Washington and California, were received in audience today by President Madriz.

Greytown Bombarded. The insurgent gunboat Omestep appeared off Greytown Thursday and bombarded the city for twenty minutes. Nine houses were hit and the shore batteries replied vigorously to the onslaught and succeeded in disabling the Omestep, which was forced to retire.

LACK OF WATER AT ERIN STREET FIRE ACCOUNTED FOR IN PROBING PROCESS

Flames Which Destroyed Factory of A. E. Hamilton Were Fought From 10 Inch Main 73 Years Old—Four Hydrants Fed By 3 Inch and 6 Inch Pipes—20 Inch Main Within Few Feet of Fire Only Supplied With One Hydrant—Distribution to Blame.



In view of the action of the common council in appointing a committee to report on the alleged want of pressure at the fire which destroyed the wool working factory of Mr. A. E. Hamilton, on Friday, January 28, The Standard this morning publishes a plan of the district showing the size and direction of the mains, the position of the fire hydrants and the diameter of the pipes through which water was drawn to fight the conflagration. The plan is taken from the blue print prepared in 1903 under the direction of Mr. William Murdoch, the city engineer.

The fire was fought from five hydrants marked H1, 2, 3, 4 and 5 on the plan. Three engines were employed to augment the pressure. No. 1 was stationed at H2, No. 3 at H2 and No. 4 at H5.

When the Pipes Were Laid. An inspection of the plan shows that four large mains coming directly from the Mars Bridge are within the area of the fire. A 10 inch main, laid in 1837, and a 15 inch main, laid in 1877 traverse Brussels street. In Erin street and lying within a few feet of the fire, are a 20 inch main, laid in 1900, and a 12 inch main laid in 1867. The old 10 inch main, laid 73 years ago, was the source of supply to four of the hydrants H1, 2, 3, and 4 and the 20 inch main, less than ten years old, was only able to supply one hydrant, H5. Another hydrant marked H6 on the 12 inch main in Erin street, and situated opposite the Aberdeen school, was not used.

A 6 inch pipe led to the hydrants H2 and H3 through Brunswick street and a three inch pipe, part of which has been many years in use, supplied the hydrant H4, at the foot of Hanover street. The hydrant H5 at the cotton mill, is also connected through the pipes in the building with the 20 inch main at the corner of Alford street.

PEOPLE VICTIMS OF NEGLIGENCE

NEW FISHERY REGULATIONS BROUGHT DOWN

Results Of Investigation Conducted By International Commission Tabled At Ottawa Yesterday.

Special To The Standard. Ottawa, Ont., Feb. 4.—The International Fisheries regulation for the protection and preservation of food fishes in the international boundary waters was tabled in the Commons today. The regulations were prepared by E. E. Prince of Canada and David Starr-Jordan of the United States and will come into force about one year hence.

To be Conserved. The fishing industries of the following territorial waters will be conserved: Passamaquoddy Bay, St. John and St. Croix Rivers, Lake Memphremagog, Lake Champlain, St. Lawrence river, where the said river constitutes international boundary, Lake Ontario, Niagara river, Lake Erie, Waters connecting Lake Erie and Lake Huron, including Lake St. Clair, Lake Huron, excluding Georgian Bay, but including North Channel, St. Mary's river and Lake Superior; Rainy river and Rainy Lake; Lake of Woods; the strait of Juan de Fuca and adjacent waters and such other contiguous waters as may be recommended by the international fisheries commission and approved by the governments.

General regulations include the following: Dynamite, poisonous substances or electric devices, for capturing fish are absolutely prohibited; no person shall in any way pollute treaty waters with substances injurious to fish life, a close season for black bass is established from March 15 to June 15 in each year both days inclusive. No nets of any kind shall be used on spawning grounds for black bass; nets under ice are prohibited; commercial fishing for black bass, brook trout, land locked salmon or maskinonge is prohibited; no salmon or steel head of less than 3 pounds in weight shall be captured and salmon weirs above tidal limits will not be allowed; a close season for sturgeon during four years following date of promulgation of regulations is provided for. Capture of fish for the fertilizer or oil is prohibited; naked hooks and spines and fishing by torch or other artificial light used as a lure for fish in treaty waters is made illegal.

Mr. Borden Exposes Quebec Bridge Debacle—A Colossal Blunder From Beginning to End. Special to The Standard. Ottawa, Ont., Feb. 4.—A singular discovery was made this afternoon with regard to the Quebec bridge. In brief it is that the government was outwitted in its dealings with the Phoenix Bridge Company, the corporation which was engaged on that ill-fated structure. The government thought the contract was with the famous and very powerful Phoenix Iron Company of Philadelphia and when it came to questioning the committee of supply the vote of \$1,000,000 for the Quebec bridge was before the committee. After some discussion in itself important, Mr. Blain raised the question of responsibility for the lives sacrificed and money lost in the great catastrophe. Who was responsible? he asked.

Mr. Graham's answers at first were not very clear. But further questioning brought out the fact that something over \$2,000,000 had been paid out to the "Phoenix Bridge Company," up to the time the government took the work over. Technically the money was paid by the Quebec Bridge Company; but of course the government furnished the money. There was some further discussion in the course of which Mr. Barker recalled the fact that there had been no expert oversight. The engineer put in charge to represent the public interest had been a very respectable man, but one who had been employed exclusively on the Quebec bridge and had never in his life built a bridge exceeding 200 feet span. Mr. Borden put the question straight to Mr. Graham: Where was the ultimate responsibility to be found? The Quebec Bridge had been a gigantic undertaking. Its construction should have been governed by precautions, the greatest ever known. The government financed the whole work. The government left the letting of the contract to the Quebec Bridge Company, a company with small capitalization. It proved unable to meet its obligations. Thereupon the government took it over. In doing so the government actually handed back the company a capital which consisted of directors' fees, cash paid to per cent bonus and interest. This company had made a contract for construction. Some one must be responsible for the defective design which had caused the collapse and the loss of five or six millions. Was there not some revenue accruing to the people in respect of the defects of design? Some Remedy. If the Quebec Bridge Company proceeded with ordinary business prudence, Mr. Borden continued, it would have had a contract under which it would have some remedy if design or execution proved defective. "I should like to know," said Mr. Borden, "whether the Government has suffered this project to proceed under conditions which have allowed five or six millions of the people's money to be represented by nothing but a mass of twisted steel? Under the conditions has the country no recourse?" Mr. Graham said that there was in the contract a clause providing for penalties in the event of non-fulfillment. THE REGRETTABLE PART WAS THAT THERE SEEMED REASON TO FEAR THAT THE GOVERNMENT COULD NOT ENFORCE IT. The Phoenix Bridge Company with which the contract had been made was not the Phoenix Iron Company which had the great works. THE PHOENIX BRIDGE COMPANY, IT WAS CAPTIONED AT \$2,000,000. "Paid up," asked the Opposition. No information. Mr. Graham had no information on this head. It was a limited liability company. Mr. Blain—Was it created to contract for this undertaking? Mr. Graham said that it seemed to be a practice among the large American companies to have subsidiary companies for these large works. When the wreck occurred Mr. Graham went on, he thought that he was dealing with the big, strong Phoenix Iron Works. He found that he was dealing only with the Phoenix Bridge Company. "Any security?" asked Mr. Crockett. The Phoenix Bridge Company gave a bond for \$100,000 to the Quebec Bridge Company, Mr. Graham continued. Continued on Page 2.

GREYTOWN SHELLED BY REVOLUTIONISTS

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CANADIAN CURLERS WIN

Defeat United States Opponents In International Match At Montreal Yesterday—Games Keenly Contested.

Montreal, Feb. 4.—Canada scored a decisive victory over the United States in the international curling match played here today for the Gordon Medal. Canadian rinks, all from Montreal, defeated their opponents by a score of 147 to 77. The match was played at two rinks. At the Montreal rink the three games played resulted in favor of Canada by 88 to 35, representatives of Jersey City, Boston and Brookline each going down to defeat. The Best rink, skipped by J. McGaw, made the best showing and lost by only four shots. At the St. Lawrence rink the visitors again lost, in each of the three games, but on two sheets the scoring was close. St. Lawrence, of Montreal, beat Schenectady by only four points, 23 to 19 and Outremont beat St. Andrews of New York, by only 18 to 15.

The Lachine rink, however, secured the decision over Utica by 20 to 8, giving Canada a total for this half of the match of 61 to 42 for the U. S., the scores by rinks were as follows: Canada.....20 Utica.....8 St. Lawrence.....23 Schenectady 19 Outremont.....18 St. Andrews 15 Heather.....26 Jersey City.....8 Thistle.....24 Boston.....20 Montreal.....26 Brookline.....7 Totals.....147 Totals.....77

SLIGHT GAINS IN REVENUE

Statistics Of Canada's Finances For Month Show Certain Improvement—The Figures As Brought Down.

Ottawa, Ont., Feb. 4.—The revenue for the month of January 1910 was \$8,120,441 as compared with \$6,629,053 in January 1909, while the expenditure was \$12,239,342 on current and \$3,233,078 on capital account as compared with \$12,608,594 and \$10,499,220 respectively in January 1909. For the ten months of the fiscal year which have elapsed the revenue has been \$81,510,522 as against \$85,337,636 in the corresponding period of 1909-8. The expenditure on current account has been \$59,678,472 and on capital account \$27,259,215 as against \$63,941,215 and \$36,815,549 respectively last year.

Of the expenditure on capital account in January \$2,571,027 was in public works, railways and canals in the transcantonal is included. The corresponding expenditure in January 1909 was \$10,927,182. So far this year \$22,202,584 has been spent on this head, as against \$22,988,063 in the corresponding period last year. The net debt stood at \$29,869,870, an increase of \$7,585,890 in the month and of \$21,645,943 in the year.

THE SITUATION IN ENGLAND

Premier Asquith And Lloyd-George To Confer As To Policy Of Government—Reported Cabinet Changes.

London, Feb. 4.—Premier Asquith will meet David Lloyd-George, chancellor of the exchequer at Nice to-morrow and it is expected that he will return to London Monday. The premier is keeping his own counsel and though there is plenty of speculation concerning what the government's policy will be in the new parliament, nothing definite as yet is known of the ministerial changes. The new cabinet changes which are expected to be made early next week probably will include the resignation of Viscount Wolverhampton, Lord President of the Council and the transfer of Earl Carrington, president of the Board of Agriculture, to the governor-generalship of Canada, R. McKenna succeeding Viscount Wolverhampton and Mr. Haldane, the home secretary, becoming first lord of the admiralty in place of Mr. McKenna.

An interesting rumor is published, in effect that the cabinet will consider the amalgamation of the admiralty and the war office under a single minister, to be styled the minister of defence, with a view to ensuring greater co-ordination between the two services. But looking at the serious nature of the political problems, Mr. Asquith has to face, it may be doubted whether he will undertake such a far-reaching change at the present moment. Though it is presumed that the budget will be the first business submitted to the new parliament, there is a large section of the Liberals, which is urging the government to deal with the veto of the House of Lords before anything else. Joseph Chamberlain left Birmingham today for a prolonged stay at Cannes.

SALISBURY STORE DESTROYED BY FIRE

Serious Conflagration Prevented By Hard Work On Part Of Bucket Brigade—Loss Will Be In The Thousands.

Salisbury, Feb. 4.—The general store and warehouse of H. C. Barnes and Son was totally destroyed by fire after the early closing hour about 8 o'clock this evening. The fire is supposed to have originated from the chimney in the attic of the main store. The firm carried about eleven thousand dollars worth of stock, consisting of general goods and the stock of the Salisbury Post Cards and Novelty Company, conducted by E. H. Barnes. Considerable stock with the firm's books were saved. Owing to the storm most of the stock saved was badly damaged. There was some insurance on the building and five or six thousand dollars on the stock. The firm loss will be heavy. By hard fighting on the part of the volunteer bucket brigade the residence of Mrs. Dr. Moore, near by was saved.

NAVAL DEFENCE THE ABSORBING TRAFFIC NOW

Ottawa, Ont., Feb. 4.—Around the corridors and lobbies of parliament today there was much discussion on the naval bill in the light of yesterday's developments. It is thought that the debates will be shorter than was expected at one time. There will be numerous speakers on each side but the rank and file is not likely to be heard from as on the budget or similar discussions. The Conservatives express every

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