

## ALLAN LINE SUE.

Families of Crew of Ill Fated  
Alina Seek Damages.

On Account of Nova Scotia Schooner's  
Collision With Steamer  
Numidian.

(Portland Press, Wednesday.)  
In the United States District court yesterday Benjamin Thompson filed six libels against the Allan Steamship Company in behalf of the widows of the crew of the schooner Alina which collided with the steamer Numidian on November 21st, when the steamer was on her way to Portland. On the last day of December Mr. Thompson filed a libel against the company for the loss of the schooner. No date has yet been fixed for the hearings, but they will take place within a short time. The libels which were brought yesterday were for Lucinda Eisenhauer, widow of John Winslow Eisenhauer, who was the master of the vessel; Maria McDonald, widow of Allen R. McDonald, who was the mate; and Florence Williams, widow of Stephen Williams; Elizabeth E. McKenna, widow of Kenneth McKenna; Lucretia Ennis, widow of William Ennis; and the late Lawrence, sister of Frederick Lawrence, who were the crew of the vessel. These men have never been heard from and the amount claimed by the plaintiffs is the sum of \$100 in each case.

The libels allege that on or about the eighth day of last November the schooner being loaded with salt started from Turks Island for Lockport, N. S., and that at about seven o'clock on the morning of November 21, the vessel was on the high seas, the wind was from the southwest and the weather somewhat foggy. The schooner was proceeding cautiously in a northeasterly course with her side-lights set and brightly burning, a competent watch in charge of the deck and with her lookout sounding regular and proper blasts from a mechanical fog horn as required by the regulations for vessels in a fog. At that time the schooner was in every respect properly navigated and observing all the rules and regulations relating to the navigation of sailing vessels. At about this time, the steamer Numidian was passing along in the vicinity, she was bound by the International Sailing Rules to seasonably adopt measures to keep out of the way and avoid sailing vessels which she might meet; and in a fog such as then existed to proceed moderately and sound at intervals of not more than two minutes a prolonged blast upon her steam whistle. Yet the steamer was proceeding at the high and unlawful speed of about eleven knots an hour and was not sounding any blasts upon her steam whistle although she was then on a course approaching the course of the schooner in such a manner as to pass very close aboard, if not pass directly over her, unless some action was taken by the schooner. The steamer continued to approach the schooner and without giving any sounds from her whistle until she had approached close aboard the schooner, when she gave one blast from her whistle. But she gave no signal that she was reversing her engines or that she intended to do so and the schooner held her course until it was clear what maneuver the steamer was going to adopt when the helm of the schooner was put down to avert a collision. Immediately the steamer struck the schooner on the starboard side, breaking in a portion of her bulwarks, tearing her mainmast, breaking her mainmast, main topmast and mainmast head. The crew of the schooner deemed it wise to abandon her and seek refuge on the steamer. But the master of the steamer assumed the command of the schooner, that the steamer would take the schooner in tow to Portland and that he would afford her additional men to assist in her navigation. So the schooner was towed along by the steamer and so proceeded until about seven o'clock the next morning, when owing to a heavy sea the tow line parted. The master and crew of the schooner made every effort to have the vessel put under storm sails, but owing to her disabled condition caused by the collision, she foundered and the master and crew were drowned.

A claim is also set up for the loss of the personal property of the men. The firm of N. and H. B. Cleaves and Hon. H. G. Allen of Boston are the attorneys for the Allan company.

A. & R. LOGGIE.  
Will Erect Another Factory at Columbia Falls.

COLUMBIA FALLS, Me., April 17.—The blueberry pack, which is one of the chief industries of the village, will this summer be increased more than three-fold. This will be brought about by the building of another factory. At the present time there are two in the place, one carried on by J. A. Coffin, the other by A. & R. Loggie of Loggieville, N. B., who have been packing blueberries at Columbia Falls the past two seasons, succeeding the Columbia Falls Packing Co.  
A. & R. Loggie have several factories for corn, peas and blueberries in Maine and New Brunswick, and are enterprising men. Their new factory at Columbia Falls will be begun at once, and the factory will be completed in readiness for the opening of the blueberry canning season. The new building will in size be very similar to the present factory of the firm and will have a capacity of about 800 bushels a day and give employment to some 20 to 25 hands.  
That the blueberry pack means a great deal to the village is readily seen when it is considered that the three factories will expend for berries and labor in the neighborhood of \$10,000 a day. The season lasts from four to six weeks.

FIFTY YEARS A SURGEON.

Sir William Hingston, M. B., of Montreal, will complete his fiftieth year of surgical practice on May 8, having graduated from McGill university on

that day in 1851, at the age of 21. After his graduation he studied in Europe, and obtained diplomas in Scotland, France, Prussia, Austria and Hungary. He has a widespread reputation as a surgeon, and has been honored by scientific bodies than any other member of the profession in Canada. He is a senator of Canada, a vice-president of the British Association for the Advancement of Science, and president of the Montreal City and District Savings Bank. He has been mayor of Montreal and president of the City Passenger Railway company.

WANT CHURCH LAW CHANGED.  
Anglicans Condemn Provincial Synod in Ontario, Quebec and the Maritime Provinces.

(Toronto World.)  
The present Anglican church law which calls for a provincial synod to take in Ontario, Quebec and the maritime provinces, was strongly condemned by J. W. Worrell, K. C., in an address delivered Monday night at the meeting of the Church club in St. James' cathedral schoolhouse.  
Mr. Worrell, in an interesting manner, pointed out the inefficiency of the present system, showing that in a case of any kind considered by the Provincial synod it is impossible to have combined action, from the fact that what interests one province does not probably affect another section of the country which is under the jurisdiction of the Provincial synod.  
He pointed out further that in questions pertaining to education, marriage or to church property, no action under the present law can be taken, and therefore suggested the formation of ecclesiastical provinces with the same boundaries as those of civil provinces, such as Ontario. In the discussion which followed Mr. Worrell's address the suggested remedy was spoken upon favorably by all present.

METHODISTS AND NOVELS.

(Toronto World.)  
A warm time is anticipated at the approaching meeting of the Methodist Book Room committee, over the publication of certain novels which are regarded with high disfavor by some prominent members of that denomination.

## SHIPPING NEWS.

LATE SHIP NEWS.

DOMESTIC PORTS.  
HALIFAX, N.S., April 17.—J.D. Mackay, Bennett (schooner), for New York; sch Hazel, for Boston; sch Hazel, for Boston; sch Hazel, for Boston.  
LOUISBURG, N.B., April 17.—Ar. sch Britannia, from Portland; sch Britannia, from Portland; sch Britannia, from Portland.  
NEW YORK, April 17.—Ar. sch Britannia, from Portland; sch Britannia, from Portland; sch Britannia, from Portland.  
PORTLAND, Me., April 17.—Ar. sch Britannia, from Portland; sch Britannia, from Portland; sch Britannia, from Portland.  
NEW LONDON, Conn., April 17.—Ar. sch Britannia, from Portland; sch Britannia, from Portland; sch Britannia, from Portland.  
PORT OF ST. JOHN.  
Arrived.  
Coastwise—Schs Seattle, Merrimack, from Portland; schs Seattle, Merrimack, from Portland; schs Seattle, Merrimack, from Portland.  
Str. State of Maine, 319, Thompson, for Boston; W. G. Loggie, for Portland; schs Seattle, Merrimack, from Portland; schs Seattle, Merrimack, from Portland; schs Seattle, Merrimack, from Portland.  
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SPORTING NEWS.

THE TRACK.

Harry Bethune Still Fast.  
Harry Bethune, the celebrated footrunner who held the world's championship for 100 yards for eight years, is in Toronto. He has made the only professional record under 10 seconds that will bear investigation. He ran the distance in 9.5 on two occasions before the Olympic club, San Francisco. This record still stands as the world's top-notch. Tuesday afternoon Bethune ran a hundred in 10.5 by three expert timers, and he and his friends feel confident that he can get well under the 10 by the time he can get well in shape.

THE RING.

Twins Sullivan Beaten.  
At the Fall River A. C. tonight, Chas. O'Rourke of Boston defeated "Twin" Sullivan in the eighth round of a battle which had been twelve-round bout. O'Rourke had the fight well in hand from the start, and in the eighth round Sullivan received a blow in the stomach and fell to the floor. One of his seconds called him out, and he was scheduled to knock out. Before Abbott refused to allow the fight and awarded the fight to O'Rourke. The officers of the club are under bonds for their appearance at the next term of the superior court upon a charge of conducting a public boxing exhibition.

HOTEL ARRIVALS.

DUFFERIN HOTEL, April 18.—E. L. Co-

man and wife, Cornerville; J. W. Man-

chester, James Kay, Montreal; H. H. Allen, Boston; Harold Hildesley, Montreal; W. H. McKie, Charlotte.

WEATHER BULLETIN.

Issued by authority of the Department of Marine and Fisheries.

R. P. Stupart, Director of Meteorological Service.

St. John Observatory, April 18, 1901.

8 a. m. Weather Report.

High Meridian Time.

Bar. Temperature.

Wind. Weather.

Montreal, 30.44 42 N. 16 Fair.

Quebec, 30.34 40 N. 16 Fair.

Chatham, 30.34 40 N. 16 Fair.

Sydney, 30.34 40 N. 16 Fair.

Halifax, 30.34 40 N. 16 Fair.

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## MORNING'S NEWS.

Red Rose tea is good tea. The flav-

or is delicious.

The steamer sailed from Liverpool

on Tuesday for St. John.

The steamer Evangeline left Hal-

ifax at six o'clock last evening for

this port.

Rev. P. G. Snow, of Newcastle, has

accepted a call to a parish in New

York state.

Grand Master Judge Forbes will pay

an official visit this evening to the

Union lodge of Portland.

A special meeting of the Thistle

Curling Club will be held this evening

at 8 p. m. A large attendance is re-

quested.

In Portland Methodist church last

evening Dr. MacKinnon gave a very

interesting address on missionary

work in China.

The ladies of St. Jude's church, Car-

leton, will hold their annual tea and

sale this afternoon and evening in the

Sunday-school house.

To cure a cold in a night—use Vapo-Cre-

sol. It has been used extensively during more

than twenty-four years. All Druggists.

The brigantine Herbert Riddell, bound

for this port with a cargo of mol-

asses, was at Portland, Tuesday. She

was to proceed first opportunity.

Captain D. McNaughton Riddell, a native

of St. John, who was flag captain on

H. M. S. Renown, has been ap-

pointed commodore at Jamaica.

The meeting of the council of the

Board of Trade, which was to have

been held yesterday afternoon, has

been postponed until Monday next.

Billy Ramsay and the Loch Lomond