

NO TRACE OF MISSING CREW

Concrete Ship Sunk in Narragansett Bay

Was in Collision—Search for 19 Men Unavailing—Vessel Went Down Quickly.

Newport, R. I., Oct. 30.—Members of the coast guard crew stationed here reported early today that no trace had been found of any of nineteen men missing from a crew of thirty-four who were on the concrete steamer Cape Fear when that vessel was sunk in Narragansett Bay last night in a collision with the Savannah line steamer City of Atlanta.

The coast guardsmen conducted an all night search and found only quantities of wreckage that had been blown to the upper deck of the Cape Fear, which was a United States shipping board vessel. Points along the shore reported wreckage washed on to the beach, but there was no word of the missing men.

The weather was clear, with only a slight cloudiness when the accident occurred. The Cape Fear was struck amidships and sank in three minutes, about half way between Castle Hill on the Newport side and Rose Island, going down bow first in 125 fathoms, the greatest depth in the bay.

The City of Atlanta's bow was damaged badly and there was a seven foot hole above her main deck. Her bulkheads held, however, and she anchored in the bay. She struck squarely with her bow and cut a deep hole in the Cape Fear, shattering the concrete.

The Cape Fear went down so quickly that the lines that had been thrown aboard immediately after the crash were of little help and the majority of the crew had to jump into the water.

New York, Oct. 30.—The steamship Rambler, plying between Key West and Havana was reported drifting south-west of Santiago, Cuba, with fifty passengers aboard and no water according to a wireless dispatch received here last night by the Naval Communication Service. The message said a Cuban gunboat sent to the rescue had returned and reported no trace of the vessel.

O. B. U. AMONG STREET RY. MEN OF WINNIPEG

Winnipeg, Oct. 30.—The One Big Union of the street railway employees in Winnipeg represents 600 of the 1,000 street car men in this city, according to a statement issued by H. Jones, president, and J. Skinner, secretary of the local union.

BURIED TODAY. The funeral of Mrs. Alice Leahy took place this morning from her late residence, Ganong street, where solemn requiem mass was celebrated by Rev. H. Ramage, with Rev. Noel Landry, sub-deacon. Final absolution was given by Rev. Father Ramage and interment in the new Catholic cemetery.

NOTICES OF BIRTHS, MARRIAGES AND DEATHS, 50 CENTS.

DEATHS

FORGEY—On Oct. 29, at his home, 71 Hawthorn avenue, William Wallace Forgey, eight months old, leaving one brother and sister, father and mother.

DOUGALL—In this city, on October 29, 1920, Rachael Martha, infant daughter of Mr. and Mrs. E. Dougal, aged two days.

Funeral Saturday at 11 o'clock. Interment in old Church of England cemetery.

NAVES—On Saturday morning, Oct. 30, Gordon Livingston Naves, son of Mr. and Mrs. Richard Naves, 168 Rockland road, leaving to mourn three brothers and one sister.

Funeral service on Monday at 2:30 p. m. at the residence of his parents, 168 Rockland road. Friends are invited to attend.

MULLALLY—At the General Public Hospital on the 29th inst., Thomas, aged 18 years, third son of Patrick and Helen Mullally, leaving his parents, three brothers, and one sister to mourn.

Funeral on Sunday afternoon at 2:30 o'clock from his parents' residence 21/2 Charles street. (Newcastle papers please copy.)

IN MEMORIAM

OAGLES—In sad but loving memory of my dear son, William E. Oagles, who departed this life Oct. 31, 1919.

One year has gone, our hearts still sore, As time rolls on we miss him more. We miss his kind and willing hands, His fond and earnest care, Our home is dark without him, We miss him every where; But beyond is the hope that again we shall meet.

All kneeling together at Jesus feet. MOTHER, BROTHER AND SISTER.

BACON—In loving memory of our dear son and brother, Percival N. Bacon, who was reported killed Oct. 31, 1917.

Now he sleeps beside his comrades In a hero's grave unknown; But his name is written in words of love On the hearts he has left at home.

PARENTS, BROTHERS AND SISTERS.

STORR—In loving memory of Mary Jane Storr, who departed this life Oct. 29, 1918.

Two years are past, our hearts still sore, As time goes on we miss you more. We miss your kind and willing hands, We miss your earnest care, Our home is dark without thee; We miss thee every where.

HUSBAND AND CHILDREN.

Canadian Schooner Mile Behind With An Hour To Sail

Esperanto was Second Across the Line But Soon Overhauled Dellawanna, and Up to Last Report Had Not Been Headed Again.

As the Times goes to press the international schooner race off Halifax was within an hour of completion and the Gloucester Liberator Esperanto had a commanding lead.

On Board S. S. Tyrion, Oct. 30.—(By Wireless)—When the fifteen minute preparatory gun was fired, both schooners were on the starboard tack, both the Delawanna to windward. Ten minutes later the Canadian came to the fore on the port tack. The Esperanto followed thirty seconds later.

Both schooners carried mastsail, foresail, jib, topmast and mainmast. Swinging around, the schooners then headed up the harbor towards the starting line. There was a light ten knots southwest wind and freshening. When the five minute gun was fired both schooners were on the starboard tack half a mile from the starting line with the Canadian well to windward.

With minutes to the starting gun both schooners set foretopsails. The Delawanna crossed the starting line to the westward of the Esperanto three seconds at 9:00:48 official time.

Soon after the start the Esperanto of the Delawanna, which had set her stay sail. The schooners were close hauled and beam to beam. Off Sandwich Point the Esperanto set her stay and main sails and was leading by a length and a half. It was in this position that the schooners passed the Tyrion steamship out to the official time at the Delawanna's bow. The Tyrion was logging nine knots. Delawanna rounded the first mark at 9:08:52.

America Takes Lead. Leaving the inner automatic buoy to port with Delawanna two seconds behind the lead, the schooners reached for southeast automatic buoy six and one-half miles southeast, half east. Delawanna immediately began to cut down Delawanna's lead and at 9:45 was upwards of a length ahead of the Esperanto. The Delawanna was considerably faster than Esperanto at this time. The official states time announced at Delawanna 9:00:40; Esperanto 9:01:07.

At 9:50 Esperanto was fully a minute ahead of Delawanna. Esperanto's sails seemed to have greater full than the Canadian, and when Captain Hinemann eased his sails Delawanna seemed to fold faster.

Esperanto rounded the southeast automatic buoy, the second mark, at 10:14:40. Delawanna rounded it at 10:17:54. Rounding the second mark three minutes ahead of Delawanna, the Delawanna, Esperanto took in her foretopsail and started down the wind of 9 1/2 miles to Shute Island buoy. Esperanto had gained three minutes and sixteen seconds on Delawanna on the reach from the inner automatic to outer automatic buoy. Esperanto was leading by a length and a half before coming up to the mark and on leaving it appeared to be holding her own with Delawanna.

With half the run to Shute Island buoy completed, it was estimated Esperanto was just about holding her three minute lead with both schooners carrying staysails.

At 10:50 with the Esperanto half a mile from Shute Island buoy, Delawanna appeared to be gaining slowly. Esperanto found on sighting the buoy that she had made considerably too much of it. She immediately lightened sheets and Delawanna astern, taking the cue, followed suit. Esperanto turned Shute Island buoy at 11:04:00; Delawanna 11:07:33.

Passing Shute Island buoy, the starboard tack and set his foretopsail after having started to clear it up. Esperanto was now headed by the sails in a half mile farther on the race.

Delawanna, which lost two minutes at Shute Island, was on the run from the outer automatic to the port of the three minutes and sixteen seconds lost on the reach from the inner to outer automatic buoy. Split tacks with Esperanto on coming up to buoy and continued in shore on a port tacks.

A race came about on port tack six minutes later, and the net result was that Delawanna had a half mile lead at the start of the race. The wind dropped from fourteen to eleven miles, increasing again as the vessels began the beat on the fourth of November.

Half Over. With half the distance to the inner automatic buoy covered the American appeared to be still leading, although the Delawanna had slightly decreased the distance between them. At twelve forty-five the vessels were on the port tack about five miles from the inner automatic.

At 12:25 the Delawanna came about and headed for the inner automatic buoy estimated to be seven miles to windward. Esperanto still kept on starboard tack but doused her staysail and was expected to come about at any minute. On the long tack the vessel sailed fully ten miles to sea from the eastern shore so watchers in the committee boats

said. The schooners were more than hulls down. Esperanto's towers could be faintly discerned but only the Delawanna's upper works were visible. The Delawanna vessel appeared to be a mile and a half to weather of the Canadian and a half to weather of the Esperanto when she was last engaged after her extraordinary success last year. Miss Case spent the summer in Europe where she gave a recital at Queen's Hall, London. She also had occasion to visit Paris to secure new frocks for her American concert tour and has a pleasant vacation at the Lido, Venice, and at St. Moritz, Switzerland. Exchange tickets, 25 King Street, and W. H. Thomas & Co's, Edison Road.

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At one fifteen Esperanto was four miles from inner automatic and two miles ahead of Delawanna. The schooners at this time were still holding on the port tack and were pointing well to leeward of Delawanna. The schooner Delawanna appeared to have a favorable wind and was pointing higher than the American. Indications were that when she came about Hinemann's position would give her a chance to gain some of her lost time.

At 1:30 Esperanto came about, going on starboard tack to a north by east for the final hit for the inner automatic. Delawanna, two and one-half miles in rear, remained on the port tack. The wind continued to lighten and Esperanto was not expected to make the mark until well after 2 o'clock.

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ANNA CASE HERE NOV. 24

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HALLOWEEN EVENTS

A tea and sale is being held this afternoon in the Knights of Columbus

hall by St. Vincent's Alumnae, the proceeds of which are for the Sisters of Charity school in Burpee Avenue. Miss Annie Gosnell, president of the Alumnae, officiated as general convener.

The hall was artistically decorated in Halloween colors, yellow and white predominating, and the decorations were the subject of much favorable comment. The tables were also tastefully decorated and presented an attractive appearance. A work of art were carefully painted and appropriately decorated by the Misses Beatrice Carleton, Helen Ryan and Edith Williams.

The tea table was in charge of Mrs. R. J. McCann, who was assisted by Mrs. W. Duerr and the Misses M. C. Murray, K. O'Neill, G. Killen, K. Higgins, C. Deberry, M. Killora, M. Dolan, F. Trainor and A. Moran.

The ladies pouring were Mrs. Leonard Conlon, Mrs. Arthur Gosnell, Mrs. Edward O'Leary and Mrs. Ernest Markey.

The tea was donated and served by Geo. F. Barbour. While tea was being served, some excellent piano selections were played by the Misses Ellen and Mary Campbell, wood kitchen, Hazen street, \$1,200; Mrs. Laura K. L. Wood, 1100 St. George's church, Sunday school, King street west, \$8,000; Collins & Co., 1100 St. George's church, Sunday school, King street west, \$8,000; Pythian Castle Co., remodel building, Union street, \$8,000; Purdy Ice Cream Co., warehouse office, Stanley street, \$2,500; Canadian Oil Co., brick office, Barrack Point, \$2,000; Louis Ives store and dwelling, Brussels street, \$600.

LATE SHIPPING PORT OF ST. JOHN. Coastwise—stmr. Connors Bros., 64, Warnock, from Chance Harbor, N. B., cleared Oct. 30. Am. schr. Harriet B., 379, Murphy, from St. John, cleared Oct. 30. Coastwise—stmr. Empress, 612, McDonald, for Digby, N. S., cleared Oct. 30. R. M. S. P. Caraqueet for Bermuda via Halifax.

MARINE NOTES. The three masted American schooner Harriet B., cleared from this port today with a cargo of spruce lumber for Yonkers, N. Y. The schooner is expected tomorrow, Eagle & Wigmore are the local agents.

The four masted schooner Harry A. McLellan, with a cargo of spruce lumber, has been chartered to load molasses at New York for French Almedira. Nagle & Wigmore are the local agents.

The R. M. S. P. Caraqueet sailed at two o'clock this afternoon for Bermuda via Halifax. William Thomson & Co. are the local agents.

A business Withy & Co. announce the following movements of ships for which they are the local agents: The steamer Manchester, Cleveley sailed from Montreal for Manchester, Oct. 27; the steamer Philadelphia arrived at New York from Southampton Oct. 29; the steamer Mongolia arrived at New York from Hamburg Oct. 27; the steamer Adriatic arrived at New York from Southampton Oct. 29; the steamer Capricorn arrived at New York from Liverpool Oct. 29.

It was reported this morning that a wood boat unloading at Warner's wharf tipped over dumping part of its cargo into the water. The crew jumped to safety.

VANCOUVER CUTS SUGAR PRICE AGAIN

New York, Oct. 30.—Another reduction of fifty cents a hundred in the price of sugar is announced here, making the wholesale price \$16.50.

IN WALL STREET

New York, Oct. 30.—Buying of high grade rails, shipments and oils infused a measure of strength to the stock market at the beginning of today's operations. This was neutralized later, however, by heaviness of rubber issues and related specialties which broke sharply as a result of recent late announcements of price concessions. Southern Pacific, which is expected to benefit by resumption of relations between this country and Mexico, rose almost two points and associated oils in which Southern Pacific has large interests, gained 3 1/2 points. Shipments and oils gave away in the final dealings with some of the rails. The closing was irregular. Sales approximated 200,000 shares. Change on all the leading foreign countries was lower.

CONTRIBUTION OF 167 IN CATHEDRAL

The Sacrament of Confirmation was administered in the Cathedral this morning to 167 girls, forty-two boys and twenty-five adults by His Lordship Bishop LeBlanc. His ship was also celebrated at Pontifical Mass by Rev. A. A. Allen and Rev. Simon Oram. Rev. William Duke and Rev. Zoel Landry were present in the sanctuary. Following the administration of the sacrament His Lordship addressed all present. Mr. and Mrs. Martin McGee were sponsors.

CONSIDERABLE EXCITEMENT

Was caused in Charlotte street this morning when a large number of people were noticed hurrying towards St. John street. It was found, however, that they were simply going to Appleby's grocery store to buy granulated sugar at 18 cts. a lb. or with orders for lbs. for \$1.70.

BANK CLEARINGS

Bank clearings for October here amounted to \$18,250,854 as compared with \$18,509,808 for the corresponding month in 1919.

A FEW OF OUR LATE NEW BOOKS

"For Better or Worse" (Maxwell); "Also Ran" (B. Reynolds); "Man to Man" (J. Gregory); "Conquering Hero" (Gilbert); "Long Traverser" (Finckler), etc., etc. If you're to rent new books, F. Knight Hanson, dealer, The Library, 10 Germain street. Open evenings.

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