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Hundreds Are Lost When Passenger Steamer Burns STEAMER VOLTURNO IS BURNED AT SEA

Furious Gale Make Rescue Of Passengers Difficult

LOST NUMBER 136 OR 236

Four Boatloads Drowned—Ten Steamers, Summoned by Wireless, Save More Than 500—Terrible Battle With Elements at Their Worst

(Special To Times) Fishguard, Oct. 11—Fire in a raging storm in mid-Atlantic on Thursday, destroyed the liner Volturno, on her voyage from Rotterdam to New York, and according to wireless reports, caused the death by burning or drowning of at least 186, and possibly 236 of her passengers and crew, while ten other liners, called by wireless, to the rescue, were standing by impotent to avert the tragedy owing to mountainous seas. Again the wireless played a leading part in the drama, and by its means the heroism of the rescuers who responded to the call, the lives of 521 of those on board the Volturno were saved.

The Volturno was owned by the Canadian Northern Steamship Company, but had been chartered to the Uranium line. Officials of the latter company declared this morning that those on board comprised 24 cabin and 140 steerage passengers, and a crew of 83, making a total of 667. The wireless despatch received from the Carmania said that 521 had been saved and a total of 757 or just 100 more than the number given by the company.

136 or 236 Lost Checking from all available sources would indicate that an error in the wireless transmission of the figures had been made, and that the lower total of 136, of those who lost their lives in the disaster is correct.

Fishguard, England, Oct. 11—Wireless messages from the steamer Carmania, which reported that the Volturno, with several hundred passengers aboard, was abandoned at sea, were received here on Thursday.

The wireless from the Carmania said that the Volturno caught fire in mid-Atlantic, and that the abandonment of the steamer followed on Thursday morning. A few details concerning the story of the light made by the crews of other trans-Atlantic steamers who responded to the Volturno's call.

The Volturno sailed from Rotterdam on October 2 for New York by way of Halifax, where it was due to stop next Monday. It is believed that 520 steerage passengers, and a crew of 93 men, were on board.

ADVANCE NEWS OF TODAY'S GAME

It Now Looks Like a Pitcher's Battle

MATHEWSON AND PLANK?

Schang and McLean Behind—Snodgrass Out of it—Today's Game May Decide Series

(Canadian Press)

New York, Oct. 11—Whether the game of the day would turn out to be another battle royal between the veteran pitchers of the two teams, the mighty Mathewson, and the skilful and wily Plank, was a secret that the morning failed to reveal, for while it was a practical certainty that McGraw would select the "old master" to do the twirling for the desperate Giants, there was no telling before game time, which of his availables, Connie Mack would assign to the hurrying club.

Plank at his best requires a long rest between games, to be at his best, and although it is three days since he pitched his great game against Mathewson, it seemed that Mack might feel that even this interval was not sufficient. Should the Gettysburg veteran warm up well, however, it was considered a practical certainty that he would go into the box at the start of the game.

As for the rest of the line-up, the formidable Athletic array of the game again, as they were booked to play as usual, its ability to hit all along down the line, was proved by yesterday's game in which Collins, Baker and the rest of the hard-hitting crew, mercifully let up and allowed the lower end of the batting order to do the slugging.

There was trepidation among Giant fans today, as to what might happen even to "Matty," whose second and third essays against Athletic's slugger were not nearly so successful two years ago, as was his first.

McGraw was not expected to send Fred Snodgrass into the game again, as that player's lameness prevents his getting under smashes that otherwise would be easy for him, as was amply demonstrated by happenings in yesterday's game. The probable order for today, therefore was as follows:

Philadelphia—E. Murphy, rf; Oldring, lf; Collins, 2b; Baker, 3b; McLean, 1b; Strunk, cf; Barry, ss; Schang, c; Plank, p.

New York—Hershey, 3b; Doyle, 2b; Fletcher, ss; Burns, lf; Shaffer, cf; Murray, rf; McLean, c; Merkle, 1b; Mathewson, p.

Delegates to Ottawa Returning

THEIR OPINIONS

All Agree on Injustice Done St. John—Much Depends on Outcome of Interview With C.P.R.

The Nickel Theatre has been engaged for Monday evening to host the report of the St. John delegation to Ottawa.

The major portion of St. John's delegation of citizens sent to Ottawa to protest against the injustice done to this port by the special terms granted the C. P. R. on freight and passenger traffic between St. John and Halifax for the two Enpress steamers and the Calgarian and Abbatian, arrived home at one o'clock today.

The Times here prints interviews with all who came home. Whatever shades of difference in opinion there may be expressed, all are united in the belief that St. John has certainly been discriminated against in this matter, and that on the extended interview with Sir Thomas Shaughnessy in Montreal much depends.

Taking part in that interview were J. M. Robinson, president of the St. John Board of Trade, Mayor Frink and Senator Thorne, with Hon. Mr. Hazen, who arrived in Montreal last night.

The delegates who came home today are Senator Thorne, Mayor Frink and John E. Wilson, L. D. D. Tilley, M. L. A.; Philip Gramann, M. L. A.; John Keefe, D. B. Blomson, D. P. Hagem, Joseph A. Likely, R. B. Emmerston, H. Bruce, H. C. Schofield, and B. R. Armstrong, Messrs. Robinson, Frink and Thorne, of course, stayed in Montreal on the delegation's business. Hon. Mr. Pugsley had to go to Toronto and will be home early in the week. A. E. Massie will be discussed with the dominion government.

It is also to be noted that the Longshoremen's Association have offered to submit the matter in dispute to arbitration.

There are some people who express the opinion that the Shipping Federation has acted too hastily, and that it is taking advantage of an awkward situation brought about by the dispute over the mail steamships to attempt to create a panic in St. John.

E. J. Tighe, business agent of the Longshoremen's Association, says that they are perfectly willing to submit the question of wages to arbitration, and that they told Mr. Gear as much. In view of this statement there does not seem to be any sound reason for the action that has been so unexpectedly taken by the Shipping Federation.

At all events the Dominion government is clothed with power which can be exercised. Not only would the loss of the steamships be most injurious, but the loss of the coal cargoes from Glasgow would be a calamity.

In connection with the threat of the Shipping Federation to withdraw all steamships from St. John until December 31, it must be noted that most of these lines receive a government subsidy. The following are some of the subsidies:

Table with 2 columns: Line Name, Subsidy Amount. Includes Australian service (\$150,000), Atlantic Mail (\$600,000), Cuban service (\$250,000), Mexican service (\$300,000), South African service (\$460,000), Manchester service (\$350,000), Irish ports service (\$7,500), Glasgow (\$150,000), London service (\$150,000).

WILL ST. JOHN STAND FOR THIS? In order that the people of St. John may understand clearly what is proposed in the way of special freight rates to enable the C.P.R. to haul its trains past St. John to the port of Halifax, it is only necessary to make a comparison between the rate from St. John to Halifax and the rate from St. John to West St. John.

REASONS WHY SAILINGS MAY NOT BE CANCELLED

Effect of Subsidy Arrangements—Offer To Arbitrate Still Open—Loss of Coal Steamers a Calamity

In connection with the threat of the Shipping Federation to withdraw all steamships from St. John until December 31, it must be noted that most of these lines receive a government subsidy. The following are some of the subsidies:

DEATH IN TRAIL OF JAP TYHOON

Train Slid Into River—Many Frozen on Sacred Mountain—But Rice Crop Benefits

London, Oct. 11—The recent typhoon over the east and northern parts of Japan caused great damage. The total death-roll is put at 800.

Another disaster was that which overtook a school train, which was ascending Mount Fujiyama, the sacred Mount of Japan. They lost their way in the blinding mist, and most were frozen to death.

Monopoly in Molasses

New Orleans, Oct. 11—Complete monopoly of the American molasses output is aimed at in an \$1,000,000 combine effected here today. The would-be trust starts with pledges of one-fourth of the New Orleans product, with as much more promised tentatively.

Berlin, Oct. 11—The destruction of the flocks and herds in the mountains of Styria, Austria, caused by the lions and her cubs and the pack of wolves and hyenas, which escaped from a menagerie in the middle of September, has been so enormous that the Austrian government has ordered the organization of an expedition to drive the wild beasts from their lair and kill them, according to the Tagblatt. Several towns have been terrorized by the animals.

NO MEMORIAL FOR HIM William Holmes was taken into custody today about noon by Police Sergeant Finlay, of the West Side, charged with wilfully injuring property by cutting his name on a house in King street west.

C.P.R. Gets Bargain Rates On I.C.R.

SOME EXAMPLES

Freight and Passengers at Less Than One-Third of Special Rates—Serious Discrimination

The delegates to Ottawa have declared that the rates granted to the C. P. R. between St. John and Halifax for hauling their traffic over the I. C. R. discriminates strongly against St. John.

Let us consider first the passenger rates. The regular first class fare to Halifax is \$7.45, second class, \$4.75. For steamer passengers there is a special rate, first class \$5.00, second class, \$3.50. According to the terms of the agreement submitted to the delegation, the I. C. R. will now carry passengers for the C. P. R. on the special steamship trains at \$2.00 per head first class, and \$1.50 second class; but since no greater earning power than \$300 per train of twelve cars is to be permitted, it is obvious that on special passenger trains, the rates will be much lower than \$2.00 and \$1.50.

On this point the Standard's correspondent writing from Montreal last night said: "As regards the passenger traffic, it was figured out that, on a train of twelve cars, even supposing that only eight of them carry daily passengers, the C. P. R. will not be called upon to pay more than the maximum trainload charge of \$800, which will be at the rate of seventy-five cents per passenger. As a matter of fact, and judging by the manner in which immigrant trains are frequently loaded, it may, at times, be found that the C. P. R. will carry passengers from Halifax to St. John for as low as thirty or forty cents each. At the present time the C. P. R. is paying the Intercolonial \$2.43 for first class and \$2.00 for second class passengers.

Next To Nothing The estimate of four hundred passengers to a train is certainly far too small, since it would be possible to carry in twelve C. P. R. cars nearly or quite one thousand people, and this would bring the rate down to thirty or forty cents per passenger. It does not require much argument to prove that in the passenger rates there is discrimination against St. John.

With regard to freight rates, the proposed new agreement quotes seventy-five cents short ton on general freight, and sixty cents on heavy goods, to Halifax, the rate is \$2.00 per ton. J. A. Likely said that he pays \$2.20 per ton on lumber. Thus you have \$2.00 and \$2.20 to compare with seventy-five and sixty cents.

Charges to the general shipper, on general freight between St. John and Halifax, range from thirteen to thirty-five cents per hundred pounds in carload lots. This compares with three and three quarters cents per hundred pounds which the C. P. R. gets under the Guelphius agreement.

BODY OF S. H. DALEY WAS FOUND THIS MORNING

After the Shenandoah left her wharf at nine o'clock this morning several searching parties volunteered to grapple for the body of Stephen H. Daley, who fell from the Shenandoah last evening and met his death. The body was found shortly after eleven o'clock by Joseph King, John McConnell and Mr. McDermott who were in one of the four boats used.

Coroner Roberts was notified immediately, and after viewing the body gave his permission to have it removed to the undertaker's rooms to be prepared for burial. The only mark on the body was a deep incision on the chin which he supposed to have been received by the unfortunate man in his fall.

The coroner has not yet decided whether or not an inquest will be held.

MRS. JAMES E. FITZGERALD The North End loses one of its oldest and most respected residents in the death of Mrs. Jane Fitzgerald, wife of James E. Fitzgerald, which occurred early this morning at her late residence, 375 Main street. Deceased was the daughter of the late John Hudson, of Carnarvon, North Wales, and was married in 1877, coming to this country about 27 years ago.

Language Most Important London, Oct. 11—Premier Gouin's advice to French-Canadians to see that their children are taught English produces a long editorial in to-night's Standard. "The advice has been thought so good elsewhere," says The Standard, "that Premier Gouin is only repeating a three fold tale. Language is thought by empire to be more important than battleships or armies."

WEATHER BULLETIN Issued by authority of the Department of Marine and Fisheries, R. P. Stupart, Director of meteorological service.

Toronto, Oct. 11—The disturbance which was centered in Manitoba yesterday, is now moving eastward across the Great Lakes. The western cool wave is spreading rapidly toward Ontario, in which province the weather is showery. Cautionary signals are displayed in the Lake Lakes and in the Gulf of St. Lawrence.

Shower Maritime—Southeast winds, fair today. Sunday, southeast and south winds, increasing to moderate gales and showery.

Getting Colder! Winter is Coming! Fall days are passing. The air is getting chill. The days grow shorter and the nights longer.

This is the beginning of the heaviest buying season of the year. New outfits must be provided for the family and in the distance are the lights of the holiday season. The stores are in their finest array. Stocks are at their fullest. Never have the business men a more interesting story to tell than now. They are telling it daily through the advertising columns of five daily newspapers like The Telegraph and Times.