

### Indian Government Declares Peace Protocol Inimical to Country's Interests

#### Belgian Parliament Will be Consulted re U. S. Debt.—Ten Dead and Fifty Injured in Express Derailment Near Amiens.—British Cabinet holds Long Discussion on National Problems.

**CABINET IN SESSION.**  
LONDON, Aug. 13. The British Cabinet held an extended session at the Prime Minister's office in Downing Street to-day. The members devoted two hours and a half to consideration of various national problems, during what was probably the last cabinet council before the long parliamentary holiday.

**INDIA OBJECTS TO PROTOCOL.**  
GENEVA, Aug. 13. In a communication sent to the League of Nations to-day, the Indian Government declared the Geneva peace protocol will be inimical to India's interests. The communication asserts India's geographical position and the fact that she is a nation upon the League, under the protocol, would fail to apply immediate sanctions against recalcitrant states in the East.

**BELGIAN DEBTS TO U.S.A.**  
WASHINGTON, Aug. 13. Negotiations between the American and Belgian debt commissions were suspended, temporarily, to-day, to permit the visitors to receive instructions from Brussels as to the new Belgian debt.

**TO CONSULT BELGIAN PARLIAMENT.**  
BRUSSELS, Aug. 13. The cabinet has been called to meet in urgent session to Belgium's debt to the United States Government. It was resolved not to take any definitive action without consulting Parliament.

**MESCO COAL MINES AGAIN PRODUCING.**  
GLACE BAY, Aug. 13. Over 5,000 miners were working to-day at nine of the British Empire coal mines in Cape Breton and it is estimated that another thousand men will be working by Saturday. The collieries produced 3,546 tons of coal.

**L.O.O.F. AT CORNER BROOK.**  
ST. JOHN, N.B., Aug. 13. At the Grand Lodge session here to-day the L.O.O.F., the recommendation that a charter be granted to King Edward Lodge, No. 7, Corner Brook, was approved.

**A FAMILY TRAGEDY.**  
BOSTON, Aug. 13. George H. Curtis, West Roxbury, and his wife, Mary, are dead, and two of their three children are believed to be dying at the City Hospital of bullet wounds to the head. The daughter, Dorothy, who escaped, told the police that her mother shot the others early to-day. She is a fit of depression, and committed suicide.

**RAILWAY HORROR NEAR AMIENS.**  
PARIS, Aug. 13. Ten persons were killed to-day, and fifty injured, when the Paris express left the rails near Amiens station.

**KEMAL DIVORCES HIS WIFE.**  
LONDON, Aug. 13. News reached European capitals yesterday that Mustafa Kemal Pasha, president of Turkey, had divorced his wife, Latife Hanım.

**President of the Turkish Republic, had divorced his wife, Latife Hanım, the Europeanized heiress he married after rescuing her family from the Greeks in Smyrna in the disturbances of September, 1921.**

**M.P.'S SUDDEN DEATH.**  
LONDON, Aug. 13. William Greenwood, Conservative member of the House of Commons, for Stockport, since 1920, dropped dead in a London tube station last night.

**WHY SIR PHILIP DECLINED.**  
LONDON, Aug. 13. The resignation of Sir Philip Cunliffe Liston, President of the Board of Trade, has been denied, following a conference he had with Premier Baldwin yesterday. He will continue in office but did not act for the Government in the coal dispute, as his office required, because of his wife's financial interest in the industry.

### Meigle Returns From Labrador

S.S. Meigle, Capt. Burgess, returned from Northern Labrador at 10 o'clock last night, after a round trip passage of 14 days. The ship met with a heavy weather on the return, all port call being made. Much fog prevailed on the return trip, delay being caused at Gros Islands, and since Tuesday the weather was so thick that the captain was obliged to cut down the ship's speed. Capt. Burgess reports that all the floaters have done well, and never before in the stationers have not done so well. The stations have not done so well, although good fishing was reported between Occasional Harbor and Fishing Ships' Harbor the past week. From Tinker Island to Hopedale very little has been done. At Musford Picket, Ironbound Island, Savage Islands and Kidlapke fish is plentiful while Grady is also very good. The Bonaville fleet operating in the Straits and Labrador have secured good catches. Baxter Barry at Splitting Knife reports 1700 quintals, while his son has 100 quintals. The Meigle brought a small freight, consisting principally of oil in casks, and the following passengers:—Capt. W. C. Winsor, J. S. Allan, wife and 2 children; W. Seymour, Rev. Dr. Powell and wife; Rev. H. J. Fogle and wife, J. Moore, Miss L. M. Starkey, W. Kennedy, V. Keen, A. W. Elmer, A. E. Bailey, W. F. Campbell, A. W. Fitzgerald, J. Long, R. Osh, E. Clarke, W. Long, J. John, R. Shea, Miss G. Costello, R. Bowering, Miss E. J. Howarth, Miss B. Urch, J. Murphy, Miss Rideout, J. Brazil, Miss Mary Brazil.

**QUESTION OF INTERPRETATION.**  
Mama—"Where have you been?"  
Small Boy—"Playing ball."  
Mama (severely).—"But I told you to beat the rug, didn't I?"  
Small Boy—"No, mama, you told me to hang the rug on the line and then beat it."



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### The Tragedy of the Emigrant Ship

The Record of Disasters at Sea Contains No More Terrible Story Than That of the Eagle Speed. The Strange Events Which Led Up To This Dreadful Shipwreck in the Shark-infested Waters of the Ganges' Mouth Are Recalled in This Gripping Article.

One of the strangest and most inexplicable of all dramas of the sea was that of the sailing ship Eagle Speed, which left Port Canning, India, with 478 emigrants, mostly State coolies, one Sunday morning.

The Eagle Speed, a pine-hulled vessel, had been built up to the average standard of safety. All the formalities necessary in shipping emigrants had been attended to by the Protector of Emigrants and the agent for the colony to which the coolies were going, but the crew were not mustered by the pilot, as is usual in such sailings.

Warned by Accident.

Had this muster taken place, it would have been found that only six seamen were in a condition to work. Just when the Eagle Speed was about to sail, the Captain, chief officer, and coolie doctor were suddenly taken ill. The two former had to be confined to their cabins, whilst the latter could not sail at all, his place being filled at the last moment by the port doctor. All these circumstances were brought to mind later.

The Eagle Speed, not being able to get out of port without assistance, owing to the dearth of wind, was towed out by the steamer Lady Elgin. Captain Hoskins, the port master, took temporary charge of the Eagle Speed in the enforced absence from duty of her own skipper.

All went tolerably well till the following day, when the Eagle Speed encountered roughish weather. The rope connecting her with the Lady Elgin suddenly snapped, and she lay at the mercy of the waves, which, although not yet very big, seemed to quite stagger her. Yet the ship was still in the estuary of the Ganges. Afraid of what might happen in the open sea, the emigrants begged Captain Hoskins to put into the nearest port. He said he would signal to Captain Heath, the skipper of the steamer.

All Hands To The Pumps.

Whether he did so or not is uncertain, but in any case, no notice was taken of the emigrants' request, and after two hours had been spent in passing and bring a new rope between the two ships, the Eagle speed was towed still farther towards the open sea.

The two ships had not proceeded far, however, before they drifted in some mysterious fashion on to the Rocky Mullia Sands, and there the Eagle Speed sprung a bad leak. Again the emigrants petitioned that the vessel should be towed back to harbor, and again no notice was taken of their request. On the contrary, as soon as the ships were free of the sands, the Eagle Speed was towed still farther down the estuary.

Then came another catastrophe. At ten o'clock that night the Lady Elgin broke down. The two vessels cast anchor and lay side by side. Meanwhile, the unfortunate Eagle Speed was shipping much water, and all hands that could be spared had to be kept at the pumps.

When Panic Broke Out.

At last she signalled to the steamer that she was sinking, and begged for instant help. The S.O.S. was ignored. The captain of the Lady Elgin not only did not pass any lifelines to the emigrant ship, but did not launch any boats to her assistance. In fact, he did nothing. And all the while the sea rose higher and higher.

Up to this time the emigrants had behaved with the most laudable composure, but now, when it seemed that they were going to be left to their fate they gave way to despair. While some shrieked and clung to the gangways, others in a frenzy threw themselves overboard.

Captain Hoskins now ordered the launching of the boats. Unfortunately, however, the panic was not confined to the emigrants. The first boat out was monopolized by the pilot and the crew, who, deaf to the piteous entreaties of the coolies, at once made for the Lady Elgin and refused to return. The second boat launched was seized in the same way. She sank, however. The third, captained by Hoskins himself, did take off a few emigrants. She succeeded in reaching the steamer, and Hoskins came back in her, and took off still more. He had to offer money out of his own pocket before he could induce any of the first boat's crew of the Eagle Speed to help him. They told him they did not care how many of the coolies perished, or what became of their own sick captain and first officer.

While all this was happening, things went from bad to worse on board the Eagle Speed. The few of the crew still aboard got hold of the brandy chests, and, having broached them, became utterly mad with drink.

The climax came when, shortly after midnight, the Lady Elgin suddenly moved away and retraced her way homewards. At first the 300 people still left on the ship could scarcely believe their eyes. When the terrible truth came to them they gave way to the wildest grief and rage, tossing up their arms to Heaven and uttering the most terrible anathemas on those who had so basely deserted them.

Horror Of The Jungle.

All this time the ship sank still lower into the water, until she finally went down. Only the top of her mizenmast was left above the waves, and to this several native boys clung desperately.

Now began the most horrible part of it all. The waters were infested with sharks, which made at once for the scene of the shipwreck. The sea was reddened with the blood of the coolies. Many of those who succeeded in avoiding this fate met with another almost if not quite, as terrible. Managing to get to shore, either on bits of wreckage or by swimming, they found themselves on the confines of a jungle, and on endeavouring to penetrate, fell victims to various beasts of prey.

In one instance two boys, the greatest of friends, who had stuck to each other with the utmost devotion and loyalty, were threading their way between high grasses and shrubs, when there was a low growl. They found themselves confronted by a tiger, whose size and ferocious appearance were considerably magnified by the moonlight and shadows.

In The Crocodile Pool.

Losing their presence of mind at the sight, they turned tail and fled, only to fall into a pool of black, slimy water. Before they could extricate themselves, a hideous head showed itself above the surface, and one of the lads was dragged under. A huge crocodile had got him.

The other boy, realizing that nothing could save his friend, reached the side of the pool in safety, and eventually succeeded in reaching human habitation.

In all, 265 out of the 497 emigrants, who originally sailed in the Eagle Speed, were lost. When the disaster was reported a most painful sensation was caused throughout India and the Far East, and scathing comments were made.

Two questions especially were asked: Why wasn't the Eagle Speed taken back to port at once, as the emigrants wished, when the leak was discovered? And why did the steamer leave the Eagle Speed to her fate, when, if she had stood by, every one on board the emigrant ship could have been saved?

These questions have never satisfactorily been answered. And as sixty years have passed since these events, it is unlikely that any explanation will now be forthcoming.

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Traffic in Arms  
The Chinese cook of a ship who at West Ham (six months' indenture) "for knowledge and concealing" pistols, and ammunition in his ship—not to their optimum, for which he months without opening these precious spoils conveyance to his native land and active market them. A noteworthy case was that the ship were put on board the ship. Hitherto the only of munitions for the French and American Germans are competing trade, and before our the results that come all we know the outbreak recently devoted at Geneva—Truth.