

20 DROWN IN WRECK OF HESTIA

Japan's Foremost Statesman Killed

Prince Ito Stricken Down By Korea While Arriving at Harbin Yesterday.

Killed By Those He Wanted Most To Help, His Death Is Generally Mourned.

Tokio, Oct. 26.—Hieronymi Ito, a Prince of Japan, but the greatest commoner in the empire, and for two years the uncrowned ruler of Korea, who above all stood between Korea and the degradation of immediate annexation, hoping to build up that country anew, was assassinated by Koreans today just as he alighted from a special train at Harbin, Manchuria, to which place he went from Tokyo in his capacity as president of the privy council on a mission of peace.

Prior to his departure, Prince Ito said to the Associated Press:—"I am going on my own initiative, with the approval of my emperor, with the hope of securing a better understanding with China and of assuring the world that Japan's intentions in Manchuria are amicable to China and friendly to the commerce of all nations. When I return I hope to give positive evidence of this."

A distinct policy. Undoubtedly Prince Ito intended to inaugurate and enforce a distinct policy in Manchuria, but the exact nature of this was not disclosed. Marquis Gatsara, the Premier and Minister of Finance, after the assassination, said in an interview: "The death of Prince Ito will not change the policies of Japan. The Pacific motives of Prince Ito will ever be maintained and the traditions left by him will always be followed."

The Japanese and foreign newspapers appear with black borders. Only the death of the Emperor could arouse similar demonstrations of sympathy. Perhaps Prince Ito's death causes more universal sympathy and grief because he was idolized by the masses of the great counselor of the elder statesmen, the creator of the cabinet and the friend of the emperor himself. The boy Crown Prince of Korea, is reported to have been inconsolable when the news of the assassination of his aged tutor by Koreans was broken to him. For the last two years the Crown Prince had been a resident of Japan and the frequent companion of Prince Ito who formed an affection for him which was warmly reciprocated. He was especially shocked by the youthful Crown Prince, who was well informed as to Prince Ito's plans regarding Korea.

Not Yet Announced. The posthumous honors have not yet been announced, but it is certain they will be the highest in the gift of the emperor, and that the funeral will equal that of a prince of the blood. A warship will bear the body to Yokohama, probably arriving a week hence, the grand chamberlain will accompany the body, with a naval and military guard of honor. No details of the funeral have yet been arranged.

The newspapers without exception editorially express sympathy and honor at the act, pointing out that Prince Ito was the Koreans' best friend always, even in the face of opposition at home. He looked for the regeneration of Korea and endeavored to alleviate the evils of its condition.

Intimate friends of the murdered statesman are too stunned to discuss the situation, but they are of the belief that the death of Prince Ito will have no immediate effect on the policy toward Korea, but that Prince Ito's wishes and hopes probably will influence the policy of Japan for many years to come.

TEN YEARS FOR WRITING BLACKHAND LETTERS

Stiff Sentence Meted Out By Ontario Judge To Italians Convicted Of Practicing Black Hand Methods.

Hamilton, Ont., Oct. 26.—E. S. Forzosa, C. Colombo and M. Wolfe, blackhand men were today found guilty by Judge Snider of sending a threatening letter to S. Sanzone, and were sentenced to ten years in Kingston penitentiary. The judge said Canada would not tolerate blackhand methods, and that the practice of writing threatening letters should be put down.

MANY ARE MADE HOMELESS IN NOVA SCOTIA

Fierce Wind And Rain Storm Leaves Ruin Unimaginable In Wake—All Trains Cancelled On Sydney Division.

WORK OF REPAIRING DAMAGE NOW ON

Special to The Standard. Halifax, N. S., Oct. 26.—The storm of yesterday has abated and winter weather prevails in this province, and many are homeless, but in the County of Antigonish the storm has left devastation and destruction of an unimaginable kind. The railroad is one mass of washouts.

Five Washouts. From Vinten's Mills to Mulgrave there are five washouts, most of them over two hundred feet long. From Antigonish to Vinten's Mills, a distance of two miles, there were seven washouts. These were caused by the overflowing of the Clydeville River which runs close to the railroad. One of the sluices is especially large being over two hundred feet in length. The others are smaller, ranging from one hundred to ten feet long. All trains were cancelled today.

Although a large number of men are repairing the roadbed all along the line it is doubtful if traffic will be resumed tomorrow. In the country some highways were altered into deep sluices. Numerous bridges were carried away. So dangerous are the highways and bridges that it is impossible for country people to reach town.

BEDFORD IS FURTHER REMANDED FOR HEARING

Man Who Confesses To Kinrade Murder Again Appears In Bow Street Court—Brother-in-Law Present.

Special to The Standard. London, Oct. 26.—Edward William Bedford, the man who "confesses" to the murder of Miss Ethel Kinrade at Hamilton, appeared in Bow street police station today and was further remanded for eight days. Inspector Kid informed the court that yesterday he had inquired at the high commissioner's office if any communication had been received from Ottawa with reference to the case, but he was told that none had yet been received. Bedford's brother-in-law was present in court, and said to a newspaper representative that although Bedford had visited him in August last and remained two weeks, he now pretends not to have known him. The brother-in-law does not think that Bedford is the kind of a man to commit such a cold blooded murder as he confesses, but he might do it in the heat of temper.

MURRAY TO RETAIN HIS HOLD ON PREMIERSHIP

Ottawa Has It That Premier Is Not To Enter Federal Arena—McLean Returning To Become At-General.

Special to The Standard. Montreal, Oct. 26.—Mr. A. K. McLean, M. P., for Lunenburg, N. S., left by the Maritime Express today for the Maritime Provinces. Though no official announcement has been made, it may be stated on the best authority that Mr. McLean is going east to assume the office of Attorney General in the Nova Scotia cabinet. The announcement will be made officially and the writ for the necessary by-election issued on the arrival of Mr. McLean in Halifax. It may also be stated on the same authority that Premier Murray will remain at the head of affairs in Nova Scotia and will not enter the federal arena. Mr. McLean succeeds the late Hon. W. T. Piper in the office of Attorney General.

TERRIBLE LOSS OF LIFE IN MARINE DISASTER OFF OLD PROPRIETOR LEDGE

Donaldson Liner Loses Bearings In Gale of Monday Night And Is Piled Up On Dreaded Ledge—Only Six Out Of The Forty Souls Aboard Are Saved And The Dead Is Roughly Estimated At Twenty.

Among Those Known To Have Been Lost Are Four Scotch Lads Whose Frantic Cries For Help Were Heard Above The Din Of The Storm At The Time Of The Disaster—Graphic Details Of The Rescue.

Grand Harbor, Grand Manan, Oct. 26.—The North Atlantic annual toll of human lives and vessels received the first tith of the winter season in the Bay of Fundy today, in the loss of at least a score of souls in the wrecking on a shoal, inside of Old Proprietor Ledge off Seal Cove, Grand Manan, of the Donaldson Line steamer Hestia. Four of the victims were young Scotch lads, who were passengers on the ill-fated steamer, and the others were members of the steamer's crew.

Captain Newman and twenty more members of the crew were last seen this morning in a ship's boat in the turbulent waters and treacherous ledges of the Bay of Fundy. Of the forty persons who were aboard the steamer when she piled up on the shoal at 11 a. m., only six are positively known to have been saved. They were fore-clinging to every available means of security while the steamer was tossed by the sea. It was not until 3 p. m. today that life savers from the Seal Cove station were able to man their boats and reach the stranded steamer. When rescued the men were in a weakened state after their fourteen hours ordeal. Those known to be saved are:

The Saved. Third Mate Stewart, Second Engineer Morgan, Seaman Keen, McKenzie, Smith and McVicker. It is believed that the only means of rescue was to permit of a safe lowering the men piled in, including Captain Newman. It was too small, however, and it was seen that all could not go. The six men who were rescued by life savers this afternoon were those crowded out. They lowered the boat slowly, finally the tackle sagged and those aboard the boat were left in the sea.

Immediately there began efforts at rescuing the men and boys who had been overturned previously. To the sailors still on the steamer there came plaintive cries from the drowning boys, one in particular went to the depths of their hearts. In an agonizing voice with the Scottish accent, came to several of them, which came on deck for their turn they were told by the relieved watch that the gale was a bad one, the worst of a succession which they had encountered on the passage across. In the belief that he was leaving Grand Manan on the port head and following the only navigable route to St. John, N. B., the navigating officer sought the distinguishing marks of that route, but they were not to be seen. Instead the steamer was heading for Seal Cove, between Gannet Rock and Nicholas Seal Island, over seas which barely covered a treacherous bottom of shoals. It was one of these just inside Old Proprietor Ledge that the vessel's nose became impaled, leaving the stern free in the surrounding sea. Those on watch hastily summoned Captain Newman and other officers and members of the crew. The quarters of young passengers none out of their teens were roused also and stepped into the confusion surrounding an anxious hurry to launch the boats. The sea was so violent as to make it evident to the captain that further occupancy of the Hestia was dangerous in the extreme and his orders to vacate were soon obeyed.

The Tariff. "As for the tariff, much depends on the interpretation of the discriminating clause in the new American bill. That probably will not be definitely known until March 31. As it stands it looks like complications and trouble. As regards the naval programme one cannot say anything definite until the proposals of the Government are known and the conclusions of the

where they hoisted the Union Jack, reversed, as a signal of their distress. The life savers at Seal Cove were notified as soon as the vessel was sighted on the shoal, but it was some time before they appeared on the scene, although they launched their station boat immediately. Its progress was still slow in the heavy seas and it was not until the middle of the afternoon that they reached the scene. When they reached the vessel's side she was nearly submerged and the men were clinging to the superstructure. Getting them aboard was no easy matter, and then the half dozen survivors were brought to the Seal Cove station, where they remained tonight.

Great regret was expressed among shipping men and citizens generally on learning of the wreck. The first authentic word to be received came by wire from C. C. Seely, superintendent of Government telegraphs to Mr. H. C. Schofield and read as follows: "Flags Cove, Grand Manan, N. B. Wreck of St. Hestia, Donaldson Line. Three boats and thirty men missing. Six men landed, Seal Cove, Captain and mate missing. Further particulars this evening. Four passengers. But only six saved out of the forty."

C. C. SEELY. Supt. of Government Telegraphs. About 10 p. m. Mr. Schofield received a telegram from the captain of the life station at Seal Cove asking for advice. The despatch follows: "Seal Cove—Steamer Hestia. Six of crew saved. Naked. Advise me."

FRANK BENSON, Capt. of Life Station. And shortly after he received another wire from the third officer of the wrecked steamer. It will be seen from this despatch that the ship ran on the ledge early Sunday morning. Seal Cove, Grand Manan—Donaldson Line agent, St. John, Hestia ashore at old Proprietor ledge, 1:10 Sunday morning. Captain and other left vessel at 5:30 a. m. on Sunday. Second engineer, third mate and four able bodied seamen rescued from wreck at 1 p. m. today; by instructions S. A. STEWART, Third Officer.

Kitchiner Leaves. About midnight the tug Kitchiner left here for the scene of the wreck. She has orders to proceed along the Nova Scotia shore and it is believed that some of the boats from the wreck may have been blown across the bay by the heavy northwest wind which then prevailed, and reached Briar Island or some other island nearby. The tug is expected to reach Seal Cove this morning about 8 o'clock.

Mr. H. C. Schofield has hopes that the boats from the wreck were picked up by the Manchester Corporation which left St. John on Sunday for Philadelphia, and that the crew may be carried safely to that port. This is not the first Donaldson ship to be wrecked down the bay. On Dec. 30, 1896 the Warwick was lost by striking on the Murr ledge. She was afterwards purchased by St. John people.

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\$2,500,000 Will Be Spent At This Port

OPPOSITION IS SNOWED UNDER IN THIS FIGHT

Municipal Elections Held Yesterday In Kings County Spell Victory For The Supporters Of Administration.

POLITICAL TIE IN ALBERT COUNTY

Special to The Standard. Sussex, N. B., Oct. 26.—The Kings county municipal elections held today resulted in a sweeping victory for the supporters of the Hazen Government and was a complete vindication of the new Highway act. The contest was fought on strict political lines and the returns show that 18 supporters of the local government and 10 opposition candidates were elected. In the parish of Rothsay there was no election as the candidates neglected to file the necessary papers.

The chief issue in the campaign was the new highway act. The opposition candidate claimed it was no good and said they were going to kill it. But the voters thought differently and the candidates died instead. Councillor H. J. Fowler of Hampton who had been the leader of the opposition party for many years and boasted before the elections that after this election he would show them how popular the road act was, was badly beaten. His defeat came as a surprise only to those who were unfamiliar with the workings of the act.

In the parish of Studholm the opponents of the highway act, W. S. Mason and H. B. Parlee were snowed under, the government men, J. E. McAuley and E. R. Folling winning by a large majority. In Waterford James A. Moore a government man had the pole but in Kara where only one opposition candidate was in the field against three government men, Mr. G. W. Palmer, who represented the county for 28 years was defeated.

Not Yet Received. From Kingston No. 2 and from Hammond the returns have not yet been received as the lines are down. The results are as follows: Hamlet, Cardwell—Coun. Frank Freeze, Opposition; A. D. Murray, Government, elected by acclamation.

Continued on page 2.

Initial Outlay In The Dry Dock Project Was Announced At Ottawa Yesterday.

Operations To Commence At Once If Dominion Government Acts Upon Proposal.

Special to The Standard. Ottawa, Ont., Oct. 26.—The demand for dry docks at Point Lewis and St. John was placed before the Government at noon today by an exceptionally influential deputaion which represented the entire shipping interests of Canada. While no direct reply was given, the Premier simply undertaking to lay the matter before the council, the impression here is that the Government will grant substantial aid. A feature of the deputaion was the harmony which prevailed between Montreal and Quebec interests. It being a Montreal man, Mr. Andrew Allan, who urged the claims of Point Lewis as a site.

To Build Docks. The proposal of the deputaion was to build docks that shall be 1,000 feet long and 100 feet wide at the entrance and in conformity with the latest Admiralty type. Attached to the dry dock at Point Lewis is to be a slipway which will be available for repairing or shipbuilding. The estimate of the cost of the plant at Point Lewis will be \$2,750,000 and of that at St. John \$2,500,000, or a total of \$5,250,000. The period necessary for construction will be three years, and if the Government will grant the requests of the promoters operations will be commenced at once.

The requests made by the promoters are: For a grant of four per cent. for 50 years on the aforesaid outlay of \$2,500,000. That the existing Government dry dock at Quebec be turned over to the company to be operated in conjunction with the larger one. The deputaion comprised the following: From Montreal—Andrew Allan, representing the Allan Line; G. M. Bosworth, representing the C. P. From Quebec—Hon. L. A. Tashereau representing the Quebec Government; W. M. MacPherson, representing the St. John and Dominion Harbors; M. M. Dobell, Quebec Steamship Company; J. B. Laliberte, chairman harbor commission; J. B. Vandy, vice-president of the Board of Trade; G. T. Davie, of the Quebec Dry Dock; Mayor Bernier, of Lewis.

St. John's Delegates. From St. John—Hon. J. D. Hazen, Premier of New Brunswick; Dr. J. W. Daniel, M. P.; E. H. Estabrooks, vice-president of the Board of Trade; W. H. Thorne, Mayor Bullock and Alderman Dr. Frink. Also present were: W. M. Volckman, of the firm of Messrs. Arthur Peck and Company, and Captain D. O. C. Newton. The ministers who received the deputaion with the Premier were: Mr. Pugsley and Mr. Brodeur. Sir Wilfrid Laurier expressed regret at the absence of Mr. Fielding. The first speaker was Mr. Andrew Allan, who urged the desirability of building new and modern dry docks at Lewis and St. John.

He said that there are 12 or more steamers on the St. Lawrence route too large to use the existing dry dock if any accident occurred to them. The same was the case in the Bay of Fundy where a large and important trade was without any facilities for dry docking. Mr. Allan went on to urge several reasons for preferring Point Lewis to any other place on the St. Lawrence, such as the fact that it is open the year round, that it is nearer to the scene of probable accidents, and that considerations arising from the nature of the current would make it easier of access than any point higher up the river.

SAILOR SWEEPED TO DEATH FROM FATHER'S GRASP

Special to The Standard. Parrsboro, N. S., Oct. 26.—Captain Benjamin Hatfield of the schooner Citizen which arrived today with merchandise from St. John reports that Harry Morris of Advocate Harbor was knocked overboard and drowned yesterday between Cape d'Or and Spenker's Island. The vessel had been beached in Advocate harbor a week or more and started for Parrsboro yesterday. The mate and Morris were shortening sail and in some way Morris got caught in the jib and went overboard. Francis Morris, the boy's father, had the mate get hold of young Morris, but he was torn from their grasp and sank before any further aid could be rendered.

MR. GEORGE E. FOSTER IS GUEST AT BIG BANQUET

Veteran Parliamentarian Is Tendered Greatest Banquet Ever Given In West—Government And The Session.

Winnipeg, Man., Oct. 26.—"If the Government is prompt with its measures the coming session of Parliament should be a reasonably short one," said Hon. Geo. E. Foster, the veteran parliamentarian, who has returned from a month's leisurely tour through the west and is here for a banquet given by the Conservatives of Winnipeg tonight at the Royal Alexandra Hotel. "The tariff and the naval defence programmes will be the only two questions which call for any extended consideration unless our familiar friend the G. T. P. turns up again with the same old excuse for more loans."

DAMAGE BY FLOOD IS GREAT IN MEXICO

Mexico City, Oct. 28.—An estimated crop loss of five million pesos and two persons killed with many missing, hundreds of homes washed away and thousands of cattle drowned, are the known results of a disastrous cloudburst and storm that broke over Tabasco yesterday following 21 days of incessant rain. Rivers are out of their banks, towns are inundated, thousands are homeless and no relief is yet in sight.

The general opinion of the west seems to be that the measure taken to give efficient relief promptly should be to Imperial defence the situation will not be met. The state of affairs in Europe and general unrest throughout the world and situation in Great Britain itself are all indications of a time of stress and danger for which the Empire should prepare itself.

\$40,000 REQUIRED TO REPAIR ATHABASCA

C. P. R. Steamer Which Went Ashore Last Week To Be Ready For Service In Three Weeks.

Owen Sound, Ont., Oct. 26.—Superintendent Buchanan, of the C. P. R.'s Upper Lake fleet, reports that the cost of repairing the steamer Athabasca, which went ashore at Flower Pot Island, about two weeks ago, and which is now in Collingwood drydock will be about \$40,000. Over sixty plates will have to be taken off the vessel, her stem straightened, and a new keel put on for a considerable distance. It will be fully three weeks yet before the vessel is ready for service again.

PROMINENT SUSSEX MAN GIVEN GREAT SEND OFF

Town Treasurer Who Is Shortly To Be A Principal In An Interesting Event Is Honored By Friends.

Special to The Standard. Sussex, Oct. 26.—Citizens of Sussex gave a great send off today to Town Treasurer McPeters, who is shortly to be married. The function was held in the Mealey Memorial Hall, and was largely attended by prominent citizens. Mr. Peters was showered and received scores of presents which were presented after a neat speech by George W. Fowler. Other speakers were Dr. D. H. McAllister, M. P., J. A. Murray, M. P., Mayor McLean, M. W. Doherty, J. H. McPadden and W. S. Thomas, all of whom paid a high tribute to Mr. McPeters.

STRONG CANDIDATES NAMED IN LIVERPOOL

Special to The Standard. Liverpool, N. S., Oct. 26.—A large