

SEA-TIME SUBJECT AT WORLD'S CONVENTION

Representatives of Twelve Countries Attending the Meeting Today.

DIRECT RESULT OF TITANIC DISASTER

Session Will Be Held in Foreign Office—Proper Equipment and Classification of Ships One of Subjects—Lord Mersey Presides.

London, Nov. 11.—Not only ship-owners and those who man their ships, but all who travel are taking an interest in the international conference of safety at sea, which holds its opening meeting at the foreign office tomorrow. The Right Hon. Sydney Buxton, president of the Board of Trade, will welcome the delegates on behalf of the government.

Besides the United States and Great Britain, ten countries will be represented, acceptances to the invitations issued by the government having been received from Belgium, France, the Netherlands, Russia, Denmark, Germany, Norway, Spain, Canada and New Zealand.

The American delegates are Senator Theodore E. Burton, of Ohio; A. B. Alexander, of the Bureau of Fisheries; Chief Constructor Washington A. Capps, Commander George P. Cooper, and Commander W. H. G. Bullard, of the United States navy; Eugene Tyler Chamberlain, commissioner of navigation, secretary of the delegation; Inspector General George Usher, steamboat inspection service; Homer L. Ferguson, general manager Newport News Shipbuilding and Dry Dock Company; Alfred G. Smith, vice-president of the New York and Cuba Mail Steamship Company, and Andrew Furuseth, president of the International Seamen's Union.

Great Britain is to be represented by nine delegates, all men of high experience in shipping matters, and they will be assisted by four expert advisers. The delegates are, Lord Mersey, who was president of the court of inquiry into the Titanic disaster, and whose life had been occupied on the legal side of shipping matters; E. G. Hogridge, assistant secretary of the Marine Department of the Board of Trade; Captain A. H. P. Young, professional officer of the Admiralty; and the same department; W. D. Archer, principal ship surveyor to the board of trade; Sir Archibald Dennis, chairman of the departmental committee on bulkheads, and water tight compartments; Sir Norman Hill, chairman of the Merchant Shipping Advisory Committee; Sir John Biles, chairman of the departmental committee on boats and davits, and who was one of the advisers to the president of the Titanic inquiry, and Captain Acton Blake, deputy master of Trinity House. The expert advisers are, Captain F. G. Leung, late of the Royal Navy, now in general of wireless telegraphy to the general post office; Commander M. W. Campbell Heyworth, of the Meteorological office; Commander J. W. T. Charlie, commander of the Lusitania, and J. Havelock Wilson, general secretary of the Seamen's Union.

The delegates have a big task ahead of them, the subject to be considered coming under the following headings:

- Boats and life saving appliances.
- Bulkheads and water-tight compartments.
- Fire extinguishing appliances.
- Efficient manning of boats.
- Boat drill, fire drill, and bulkhead drill.
- Extended use of wireless telegraphy.
- Assistance to ships in distress.
- Ice warnings on ships.
- Steamship routes to be observed.
- On many of these matters, there is no principle at stake, "boats for all," for instance, being an accepted policy, as is the necessity for compulsory wireless. The conference will aim at an agreement for uniformity of practice and will try to decide, to which vessels these compulsory regulations are to extend.

For example, the Seamen's Union demands that all cargo steamers shall have wireless installation while the owners object to the expense.

On the other hand, the better subdivision of ships, to make them as far as practicable unsinkable, is a highly technical matter, which ship-builders, and ship-owners, will watch very closely, to see that they are not too far hampered or penalized.

Lord Mersey, who, as lawyer, judge and latterly president of the Board of Commissioners, has had wide experience in shipping law, is, however, looked upon as the man best calculated to guide the conference to a successful end.

It is interesting in connection with the conference that the London Firemen's and Sailors' Union has passed a resolution binding its members not to sign any ocean-going steamer after May 1, 1914, unless such steamer carries wireless.

MANY FIRMS INCORPORATE

Conclude Provincial Government Meeting at Fredericton Yesterday Afternoon—Letters Patent Granted.

Special to The Standard.

Fredericton, Nov. 11.—The Provincial Government's meeting was concluded this afternoon and some of the members left this evening for their homes. Premier Fleming and Attorney General Grimmer will go to St. John in the morning to attend the banquet.

Lt. Governor Wood will remain here tomorrow.

Applications for letters patent from the following were granted:

- New Brunswick Tugline Irving Black Foxes Limited, supplementary.
- Gatlin Institute Limited.
- Partington Pulp and Paper Company Limited, supplementary.
- Keith and Plummer Limited.
- Timberdale Fur Farms Limited.
- Williams Barker Limited and Guan Paper Limited.

The following were appointed no-taries public: J. Bacon Dickson, Joe E. Michaud, Charles J. Jones, A. Allison Dysart, Miles B. Innes, Urban J. Sweeney, Kenneth W. Wilson and J. Murray Keith.

AMERICANS UNMOLESTED BY MEXICANS

Rebel Attack on Tuxpam Causes Some Anxiety But U. S. Battleships Rescue Those in Danger.

Vera Cruz, Nov. 11.—All the Americans, numbering 26 persons, in the town of Tuxpam, which is being attacked by a large force of rebels, were safe this afternoon. Two American warships, the battleship Louisiana and the gunboat Wheeling, are riding at anchor in the Tuxpam harbor.

The United States consul here today received a telegram from the American consul at Tuxpam, Arthur C. Payne, in which the latter estimated the attacking force at number 1,000 men. The consul said the gunboat Wheeling, which had been hurriedly despatched from Vera Cruz yesterday, reached at her destination at three o'clock this morning. He added that the Americans in the town had not been harmed.

Rear Admiral Fletcher, in command of the United States naval force in Mexican waters, received a despatch by wireless telegraph today from Rear Admiral Clifford J. Boush, on board the battleship Louisiana, which reached Tuxpam from Vera Cruz just before noon. The admiral said that twenty Americans had escaped from the town, leaving behind them six others whom he hoped to rescue, and, if necessary, take them on board his vessel.

IS SATISFIED WITH N.T.R. ROAD BED

Gordon Grant Inspects Section Between Quebec City and New Brunswick Boundary—Now Going West.

Ottawa, Nov. 11.—Gordon Grant, chief engineer of the Transcontinental Railway Commission, returned today from a visit of inspection over the extreme eastern section of the Transcontinental, between Quebec and the New Brunswick boundary.

Mr. Grant states that this section is practically finished, the rails being now all laid and it will be operated by the contractors during the winter. There is yet some ballasting to be done, however, and consequently the line will not be ready for regular traffic till next spring.

Mr. Grant states he found the work on this section of the road had been very satisfactorily performed. He will probably leave shortly to inspect the western part of the road.

TURKS AND GREEKS NOW REACH AGREEMENT

Athens, Nov. 11.—The Greek and Turkish peace delegation reached an agreement today, practically on all points under negotiation. It is believed this will result in a complete settlement of the controversy between the two countries.

SIXTY BELIEVED DROWNED; MANY MILLIONS DAMAGE BY AWFUL BLIZZARD ON LAKES

Bodies Washed Ashore Tell of Terrible Disasters to Ships.

CITY OF CLEVELAND SWEEPED BY HURRICANE

Death Toll Not Yet Known but May Reach One Hundred—Shipping on Three Great Lakes Absolutely Disorganized.

Chicago, Nov. 11.—The shores of Lake Superior, Lake Huron and Lake Erie were strewn tonight with the wreckage of three days' gale and snow storm which cost the lives of probably three scores persons, turned bottom up in mid-lake a three hundred foot vessel with its crew, wrecked and grounded numerous other craft and caused a property loss as yet unestimated, but which will run into the millions.

The details of the storm, which literally swept from the western end of Lake Superior to the eastern shore of Lake Erie, became known only today when survivors began arriving in various ports with tales of hardships and heroic rescues seldom equalled on the lakes.

On land the storm hit hardest at Cleveland, Ohio, where 21 inches of snow fell, five persons were killed and ten others lost, and where \$2,000,000 damage was caused to property, chiefly telegraph and telephone companies, thus keeping that city out of direct communication for two days. The death toll, with many towns unreported, is thus told:

- Twenty-five, perhaps forty men, probably drowned in the overturning of a freighter found floating in Lake Huron.
- Five bodies washed ashore at St. Joseph, on the Canadian side of Lake Huron (four had belts marked "Wexford," and one was a belt marked "London").
- Three bodies washed ashore on the west shore of Lake Huron.
- Two bodies washed ashore opposite the position of the overturned boat.
- Six members of a lightship drowned in Lake Erie near Buffalo, N. Y.

The escapes from sea were numerous. After about the storm about Friday midnight had blown away the forward part of the ship, Captain J. W. Dudgeon, the steamer, was blown off, navigated by a small, inaccurate compass, and the aid of a lantern held by a sailor. In this way he guided himself and crew to the shore, where the crew on landing suffered intense cold and hunger until their rescue today.

The crew of the Turret Chief, when the ship struck the rocks in Lake Superior, were forced to go ashore scantily clad. They built a hut to protect them from the blizzard.

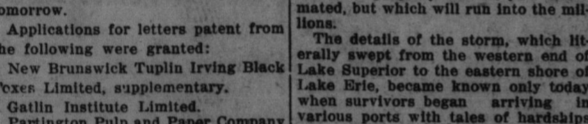
It was impossible even to estimate the loss to vessels wrecked or damaged by grounding. Shippers in Detroit estimated the loss in Lake Huron and the Detroit and St. Clair Rivers alone to be several hundred thousand dollars. Three of the wrecked steamers, however, were lost, and the loss in Lake Superior and Lake Erie will be the total amount.

The more important mishaps to vessels were:

- Unidentified 300 foot steel freighter, floating bottom up in Lake Huron, few miles south of Port Huron. Built in Canada, cargo probably flax; United States life saving crew found vessel in such a position as to have made it impossible for any of the crew of from twenty-five to forty to have escaped.
- Lightship No. 82 in Lake Erie, off Point Albino, fifteen miles west of Buffalo, with crew of six, believed lost; lifeboat found floating bottom up in wreckage of ship floated into Buffalo harbor.
- Steamer L. C. Waldo of Bay Transportation Company, Detroit, torn to pieces by storm Friday night and pounded against rocks on Gull Rock, Manitowish Island. Captain and crew of 25 men and women rescued after having been without food for ninety hours, terribly frozen, taken tonight to Houghton, Mich.
- Steamer Turret Chief, of the Merchants' Mutual Line of Ontario, went to pieces on the rocks six miles east of Keweenaw Point in Lake Superior before daylight Sunday; bound for Port Arthur, Ontario; blown fifty miles out of course to the south shore. Crew of 17 rescued, after having lived for three days in a hut on a reef, loss \$100,000.
- Unidentified vessel on rocks at Angus Point, Isle Royale, Lake Superior.
- Buffalo, N. Y., Nov. 11.—Fragments of wreckage washed ashore along many miles of lake front today confirmed the fear that the storm which lashed Lake Erie on Sunday and Monday had claimed the toll of death. Six men perished when Lightship No. 82 was torn from her anchorage fifteen miles up the lake and either foundered or was shattered on the breakwall under cover of the blinding snowstorm on Monday. At Lorain, Ohio, the steamer G. J. Grammer, under command of Captain Burns, of Buffalo, is hard ashore and in a dangerous position. Life savers are standing by, but are unable to make out the crew because of the heavy seas.
- The crew lost with Lightship No. 82 consisted of six men as follows: Captain Hugh M. Williams of Manitowish, Mich.

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PICTURESQUE AND BEAUTIFUL N. B.



FINANCIAL ISOLATION MAY FORCE HUERTA TO RETIRE

This May Prove Ultimate Method of Dealing With Situation—U. S. Cabinet Stands Firmly Behind President Wilson in Effort to Restore Quiet to Mexico.

Washington, Nov. 11.—President Wilson's cabinet stands firmly behind him in his efforts to force the retirement of Porfirian President Huerta as a necessary step to the pacification of Mexico.

For more than two hours today, the cabinet discussed every phase of the Mexican situation, and the consensus of opinion was that the United States government should support a single backward step in its announced programme looking to the restoration of constitutional government in the neighbor republic.

Though the secretaries were reluctant afterwards about expressing their views, it became known that they all favored steps which would convince Huerta that the United States was in earnest in its demand that he eliminate himself from the situation.

On the question of raising the embargo on arms, the cabinet members expressed various opinions. Some of them recognized in this method a practical and perhaps early solution of the difficulty, but there was no final decision on the point.

TAMMANY IS ANGRY

Murphy Protests to President Wilson Against Appointment of Malone as Collector of New York.

New York, Nov. 11.—The rank and file of Tammany Hall heard today that Charles F. Murphy, their leader, was about to protest to President Woodrow Wilson regarding relief to be sent the inhabitants of Kodiak Island, Alaska, where an epidemic of measles has developed.

Murphy was directed to cooperate with the Red Cross and to put aboard the cutter Tahoma, medical aid and other supplies of the Red Cross will furnish at Seattle.

The Tahoma will steam north as soon as possible. More than 100 cases of measles have developed on Kodiak Island, and neighboring islands, and there have been several deaths.

MUNICIPAL GAS PLANT IS PROJECTED IN OTTAWA

Ottawa, Nov. 11.—It is probable that at the January elections Ottawa will vote on a proposal to establish a municipal gas plant.

The rate at present paid to the Ottawa Gas Company is \$1.10 per thousand cubic feet for gas meter rental. A special report presented to the council today shows that the city can supply gas for eighty-five cents per thousand cubic feet, and that the price equivalent to \$1.33 per thousand.

DISOLVES TRUST

Columbus, Ohio, Nov. 11.—John ownership of the Kanawha and Michigan railway by the Lake Shore and Chesapeake and Ohio railways must cease, according to a decision handed down today by United States Circuit Judge Warrington, Knappen and Deussen in the suit of the government against the companies on the ground of alleged monopoly of coal-carrying from the Hocking coal regions. The case had been appealed from the district court.

HALIFAX MAN GUILTY OF MANSLAUGHTER NOW

Brattleboro, Vermont, Nov. 11.—A verdict of guilty of manslaughter was returned tonight against Lou A. Foster of Halifax for killing his neighbor, Ossie Throut, on October 16. He will be sentenced Thursday.

CANADIAN CLUB OF NEW YORK, ANNUAL BANQUET

Hon. George E. Foster and Hon. T. P. Pelletier Among Guests.

DISTINGUISHED MEN ATTEND THE FUNCTION

Spirit of Peace Between the Two Countries Told of in Stirring Addresses—U. S. Trade With Canada in Flourishing Condition.

New York, Nov. 11.—Six hundred men and women sat down at the Plaza Hotel this evening at the ninth annual banquet of the Canadian Club of New York. Two of the Canadian ministers, Hon. George E. Foster, minister of trade and commerce, and Hon. L. P. Pelletier, postmaster-general, were among the speakers, who included besides Jacob Schiff, the head of Kuhn, Loeb and Company, Frank A. Vanderlip, president of the National City Bank, the largest banking institution in the United States; Viscount Campden, of the British embassy at Washington and others. Among the guests were Charles S. Hamlin, assistant secretary of the treasury, Washington; W. J. Gerald, president of the Canadian Club, Ottawa; R. McCulloch, honorary president of the Federation of Canadian Clubs, Hamilton, Ont.; Dean Galbraith, of the engineering department, Toronto University; Thomas H. Allison, president of the University of Toronto Club.

In his introductory remarks as toastmaster T. Kemard Thomson, president of the club, referred to the project of building in this city a Canadian club which would serve as headquarters for Canadian residents and visitors. He also put forward the proposal of establishing, in commemoration of the centenary of the Peace of 1812, a general international forest park, twenty miles wide, on the boundary between Lake Superior and the Pacific coast, and stocking it with birds, fish and animals. This would serve as a great windbreak and prevent the abnormal changes of temperature at points in both countries.

Hon. George E. Foster, who was introduced as the acting premier of Canada, commended the spirit which prompted the establishment of Canadian Clubs, and told of meeting of similar associations in various cities.

Referring to a remark of a previous speaker, that the offer of reciprocity was still open, he said that the question of reciprocity between the two countries would never be entirely settled. Because a certain part was not carried out, it did not mean that reciprocity between the two countries was not going on and increasing daily, he said.

"There is a reciprocity greater and deeper than the exchange of butter and eggs, corn and potatoes," he continued. "There is the reciprocity of language, the ideals, and literature. That kind of reciprocity is going on freely, and long may it continue and develop, while material reciprocity is also going forward."

"There is a reciprocity in immigration to which this country is young and weak, Canadians to the number of thousands and hundreds of thousands came across and settled in this country. With their brain and brain they helped to build up the institutions of this country. You did not recognize it at the time. Now you must not be offended if men of brain and brain are coming across the border to help us build up the great plans of our Far West. They are coming to the number of 130,000 to 140,000 a year, and they make the best kind of Canadian citizens, for they are taking up a work they know well. They speak the same language and have the same ideals as our people and they find themselves at home."

Canadian Trade

Mr. Foster remarked that the people of this country had lately removed some of the obstructions of trade between the two countries. He reminded his hearers, however, that even yet the barriers set up by this country were higher than those set up by Canada, and added that while each person in the United States buys \$1.50 from Canada, each Canadian buys \$50 from the United States, so that Canadians are contributing more largely to the prosperity of their neighbors than are Americans.

C. S. Hamlin, assistant secretary of the treasury, also dwelt on the interdependence of the two countries. He pointed out that for the last fiscal year the trade with Canada was larger than that with Mexico, Central America, and South America, all combined. Under such conditions, nothing but the best relations could exist.

Hon. L. P. Pelletier.

Hon. L. P. Pelletier, the postmaster-general, spoke as the representative of the French-Canadians, who he said were the most enthusiastic subjects of the British Empire. They were loyal to the flag of Britain, while maintaining their love for the land of their own forefathers. The exchange of citizens between Canada and the United States, and the part the natives of one country played in the other, make

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MAY YET FIND BRIDGEPORT

Department of Marine and Fisheries Expending Every Effort to Ascertain Fate of Collier.

Special to The Standard.

Ottawa, Nov. 11.—The Department of Marine and Fisheries intends to expend every effort to locate the missing steam collier, the Bridgeport, supposed to be stranded somewhere on the Atlantic coast of Quebec.

The department's agency at Quebec has accordingly been requested today to extend the range of its search to a still wider area, to discover if possible where the Bridgeport is stranded. If she is anywhere along the coast of Quebec the department hopes to find her, but it is, of course, possible that she has foundered.

WILL TAKE UP CONTRACTING

J. R. Armstrong, Chief Engineer of Hudson Bay Railway Tenders Resignation—To Move Head Offices.

Ottawa, Nov. 11.—J. R. Armstrong, chief engineer of the Hudson Bay railway, has tendered his resignation to the Minister of Railways and Canals and it has been accepted. Mr. Armstrong proposes engaging in the contracting business and for this reason is leaving the government employ. He has been connected with this work since its commencement. He will be succeeded by J. Porter, who is on Major Leonard's staff in the construction of the National Transcontinental. It is also understood that the head office of the Hudson Bay railway construction department will be moved from Winnipeg to Le Pas. With the offices at Le Pas the work of construction will be considerably expedited as Winnipeg is too far from the scene of the work.

BRITISH ELECTION RESULTS AS BEFORE

Solicitor General Buckmaster Re-elected in Keighley, Yorkshire, by About Same Majority as Formerly.

London, Nov. 11.—The Right Hon. Stanley Owen Buckmaster was re-elected today for the Keighley division of Yorkshire, west riding, in the bye-election necessary by his appointment to the position of solicitor-general. In the three-cornered fight he was opposed by the Unionist Viscount Lascelles, son and heir of the Earl of Harewood, and the labor candidate, Mr. Brand.

The poll was as follows: Stanley O. Buckmaster, Liberal, 4,730; Viscount Lascelles, Unionist, 3,852; Mr. Brand, Labor, 3,646.

In the previous bye-election in 1911 Mr. Buckmaster received 4,567 and the Unionist and Labor candidates 3,842 and 3,452, respectively.

SCAB LONGSHOREMEN AT WORK IN PORTLAND

Portland, Me., Nov. 11.—Agents of the trans-Atlantic Steamship Lines coming into this port announced tonight that they had arranged to bring in a sufficient number of non-union longshoremen here to handle all their business, in place of the union men now on strike. Non-union men began unloading today the British steamer Appennine, with pulp from Chatham, N. B. The work was held up yesterday because the longshoremen demanded for an increase of five cents an hour was refused.

ZAPATA AGAIN ABOUT TO QUIT

Mexico City, Nov. 11.—Emiliano Zapata, the rebel whose operations have caused the government so much trouble in the southern states is again on the point of surrendering, according to official information issued today.