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TEN PAGES—ONE CENT

COBEQUID'S CALL AGAIN HEARD; THEN LOST AGAIN

Help Cry About Ten O'Clock This Morning; But No Word As To Location

WRECKAGE WASHES UP NEAR YARMOUTH

This Dims Hope Which Was Revived When S. O. S. Reached Here in Morning—More Steamers Hurry to Scene of Disaster and There Should Be Word This Afternoon

Hope lived again this morning for the misty air came again the S. O. S. call for help from the stranded steamer Cobequid—there, but no one knows definitely where, but later news of wreckage washing ashore has dimmed the hope.

The latest report says she probably is on Trinity Ledges and if so the chances of rescue of her ship's company are slim.

WIRELESS CALLS ARE HEARD HERE

Between nine and ten o'clock this morning the wireless operator on the Royal Mail Liner Royal George, lying at the Intercolonial pier, picked up an S. O. S. message, twice repeated, which it was supposed to be from the stranded vessel. The Marconi station on Partridge Island reported that this morning they were in communication with what was supposed to be the stricken ship, but the message was so weak that only one intelligible word, "here," was deciphered.

If it is true that the messages that have been received here are from the Cobequid, it would seem to indicate that at least a portion of her deck is above water. The weakness of the messages is attributed to the fact that the operator is depending on his last resources, the coils, to get his urgent messages for "out" to whoever can pick them up.

LADY LAURIER ALSO HEARD THE CALL

A telephone message from the Royal Line offices at the I. C. R. pier to Wm. Thomson & Company this morning said that the operator on the Royal George had received the twice-repeated S. O. S. call, followed by a long silence. He sent a wireless back asking where the steamer might be found, but received no reply.

Soon afterwards he heard a call going out from the government steamer Lady Laurier, also acknowledging the call for help and asking where they might find the stranded steamer. But no reply was forthcoming. The Laurier was off the Lurcheur's then.

The Times was in communication with Partridge Island by telephone about 11 o'clock and the operator said that he had just received a series of short calls, which were almost inaudible, and he was of the opinion that they originated from the crippled apparatus of the Cobequid. The single word "here" was all that could be made out and it is supposed that the operator on the vessel was endeavoring, even while his instrument was falling him, to tell in what position the ship would be found.

The finding of wreckage along the shore near Yarmouth, has almost shattered the hope entertained that the steamer, with her crew and passengers, was safe. Halifax is of the opinion that this would seem to indicate that the vessel had grounded on the Trinity Ledges, about ten miles north of Yarmouth, and that the northwest wind, which was blowing this morning would carry the main testimony of the fate of the steamer in to the Yarmouth shore. Accordingly a wireless message was sent to the steamer Lady Laurier, which was forced to leave to off the Lurcheur light, to proceed at once to the vicinity of the Trinity Ledges and make a thorough search of that section of the bay.

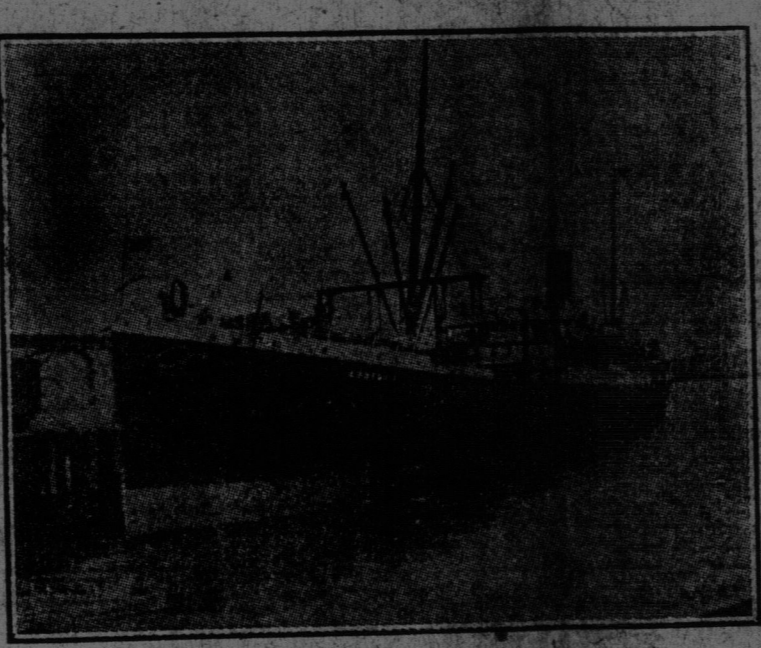
The fact that the northwest wind would bring the flotsam in to the Yarmouth shore, however, is not considered conclusive evidence that Trinity Ledges are the scene of the disaster. It was pointed out this morning that, with such a wind blowing, wreckage from the south of Briar Island or even from the Murr Ledges, on the other side of the bay, would travel to nearly the same place as from Trinity Ledges, as the

three places lie in an almost straight line northwest from Yarmouth.

Every available means of assistance to the wrecked steamer is being pressed in to service and this morning saw the rescue fleet increased by at least three vessels. The Furness Liner Rappahannock, which sailed from Halifax last night, is due now at the scene of the disaster. A Marconi man was sent from here about twelve and 1 o'clock to the captain of the Rappahannock, advising him of the situation as far as it was known here and asking him to keep a sharp watch on the coast. The Rappahannock was then 120 miles from here or about sixty miles from Briar Island.

A little after noon today the Dominion Coal Company's tug Springhill, was engaged by Wm. Thomson Co. to hurry down the bay and search for the Cobequid and assist in any possible rescue work. On board the Springhill was Capt. A. J. Mulcahy, port warden, who has had a long experience in navigation of the bay, which will qualify him for the arduous task he has undertaken. Captain Mulcahy had instructions to search both sides of the bay thoroughly and send back word of the result.

Messrs. Thomson have also engaged one of Underwood's motor launches, which went from Lunenburg this morning to search about the vicinity of the Murr Ledges in an effort to locate the missing steamer. With the feet of boats which are either now on the scene or hurrying there, it is expected that some trace of the steamer will be found today.



THIS IS THE COBEQUID

whether he received the Cobequid's wireless calls for help.

SLIM CHANCE IF ON TRINITY LEDGES

Yarmouth, N. S., Jan. 14.—Considerable wreckage is coming ashore along the Yarmouth bar. No bodies have yet been reported.

The tug Hugh D. has gone down to investigate the nature of the wreckage. The Yarmouth Light Bulletin reports 150 lives lost. It is surmised that the Cobequid must have gone ashore on Trinity Ledges, about three miles from Briar Island. If such is the case, the chances of anyone being saved are very slim, for the whirlpool there would suck the vessel down.

HALIFAX SISTER OF CHARITY ON BOARD

Halifax, N. S., Jan. 14.—(Special)—Among the passengers on the Cobequid are two Sisters of Charity, coming from Bermuda to the Mother Home here. One is Sister Joseph, a Halifax lady, Miss Annie Bauld, daughter of the late John Bauld; the other is a Boston lady.

Halifax, N. S., Jan. 14.—The Cobequid went ashore on the Trinity Ledges, less than ten miles southeast of Yarmouth, Captain Howson, who thought that he had struck off Briar Island, was there for upwards of 100 miles off his reckoning.

The Lady Laurier, sent out from Halifax yesterday, was reported, early this morning, as being off the Lurcheur Lightship. This is in the immediate vicinity of Trinity Ledges, and the Laurier has been ordered to proceed there. A tug also has been sent out from Yarmouth.

The following were passengers on the Cobequid—Sister Baptista, Sister Emelia, from Bermuda; Miss Marguerite James, Miss Dorothy James, W. P. Kenny, Captain Hicks, W. Gallant, all from Bermuda; J. Allsup, making round trip; Mrs. Henry Lucas, Master C. Lucas, Miss Mary Lucas, Miss Grace Herbert, all from Barbados, and four third class passengers.

William Thomson & Co. local agents for the R. M. S. steamers, were in communication by telephone last night with Pilot Fenwick McKelvey, who went on board the rescue tug Helena, to guide her to the stricken steamer. He guided at Briar Harbor and said that the Helena had put in there for harbor on account of heavy vapor, which made navigation positively dangerous. The tug would proceed to Briar Island as soon as weather conditions permitted.

The cable ship Tyrian, which had been ordered out from Campbell, did not join in the search for the stranded vessel as it was considered that she was in no condition to stand the fury of the sea that was running.

The Captain and Crew

The crew of the Cobequid consisted of 102 men, under the command of Captain J. Howson, R. N. R., with the following officers: Chief officer, F. W. Kirby; second officer, W. F. Balleis; third officer, R. F. Power; purser, H. Houghton; surgeon, Dr. W. H. Lister; chief engineer, D. H. Hitchner; wireless operator, J. W. Hinchey, and second wireless operator, J. T. Shrimpton.

Some on Board

Although the exact number of passengers has not been ascertained, it is said that Superintendent Alsop, of the R. M. S. P. line, was in the steamer, making the first round trip in the interests of his company. The Misses Dorothy and Marguerite James, daughters of the late R. H. James, formerly mayor of St. George's, Bermuda, were also aboard. They were coming to college at Windsor, N. S., and had planned spending a few days in the city, guests at the home of Joseph Likely.

BUSINESS CHANGES

Frederickton Lawyer Puts End To His Life

J. Stewart Campbell Sends Bullet Through Heart—Search For Him When he Fails to Attend Court Where he Was Clerk

(Special to Times)

Frederickton, N. B., Jan. 14.—With a bullet through his heart and a revolver lying on a table near by, J. Stewart Campbell, barrister, was found dead in his room this morning. That it was a case of suicide is beyond doubt. He was last seen at 11:30 last night by Charles A. Burchill, one of the owners of the block in which he lived. He was then in good spirits. After conversing for a short time Mr. Burchill returned to his drug store on the ground floor of the building. A little later he heard Campbell go down stairs.

Mr. Campbell was of the York Circuit Court and this morning failed to put in an appearance when the court opened. Search was made and the door of his room failed to be unlocked. It was broken open and his lifeless body was found reclining upon the bed. His coat, collar and necktie had been removed, to leave the body as it was. Some private papers which he had evidently gone over carefully were exposed to view near by. A small bottle containing prussic acid and a box of strychnine tablets were found in his room.

The revolver contained one empty shell. He evidently had the muzzle close to his body when the shot was fired. The bullet passed through his heart and emerged at the centre of the back. Nobody about the building heard the report.

Coroner Wainwright empanelled a jury and will take evidence this afternoon. As soon as the tragedy was reported to Judge McKeown he adjourned the court.

Mr. Campbell was a son of the late Nelson Campbell and about forty-five years of age. He was single. Since the death of his mother several years ago he had occupied bachelor apartments and took his meals at an hotel. He had been prominent in sporting circles and was a keen cricketer and fiddler. He had a large circle of acquaintances and was held in high esteem.

News of his death has greatly shocked the community. He was known to be a follower of the stock market but it is not believed that he dabbled to any extent. Some of his friends say he was subject to fits of melancholia.

In the circuit court tributes of respect were paid by Judge McKeown, Messrs. Carvell, Teed and Hanson.

Fire Escapes Declared Mere Traps

Commissioner McLellan Criticizes Those in Hospital and Some Schools—Others Not Keeping Law

At a meeting of the finance committee of the county council yesterday, when the estimates for the hospital were under consideration, Commissioner McLellan brought up the matter of the fire escapes, and said that these were not provided to escape as well as for the escape purposes.

Speaking with the Times this morning Commissioner McLellan said that the present fire escapes at the hospital were mere traps, especially that from the children's ward. He added that there were fire escapes on some of the school buildings which must come down, and that there were hotels and establishments where many people were employed which must also conform to the law. He conceived it to be in the public interest to press this matter.

ANOTHER SENSATION IN THE SOUTHAMPTON RAILWAY GASE

Very Interesting Evidence Given by Contractor Maxwell—Where Are The Plans and Profiles?

(Special to Times)

Frederickton, N. B., Jan. 14.—The plaintiffs' counsel got down to brass tacks today in the Southampton Railway case and placed a man on the stand who had gone over the entire road Monday and Tuesday, measuring every building, sliding bridge, platform, etc.

Henry Maxwell, an experienced railway contractor, was the man, and his evidence came as something like a bomb to the defendant's side, as he testified the road had been very little improved since the contractors had left it in 1913. The fencing was unshaken; the bridges were no cattle-guards or signs at public crossings, and only two platforms of any size. He found 4,154 feet of sidings, crib work worth about \$800, and turntable worth about \$1,000. Of the total right of way about forty acres were cleared. He found six public crossings and nineteen farm crossings on the road. What fence he found could have been built for 40 cents a rod, as the posts in some cases were sixty feet apart and as small as three inches at the top.

D. W. Brown, engineer, testified that he was employed by Mr. Pinder in November, 1911, and continued in charge of the work until its completion. He said Mr. Pinder had retained the plans and profiles.

In answer to Mr. Carvell, defendant's counsel stated that neither Mr. Pinder nor the company had the plans in their possession.

At this juncture news was brought to the court room of the sudden death of Stuart Campbell, clerk of the York circuit court, and after fitting reference by members of the bar, the court was adjourned until afternoon, as a mark of respect.

WESTERN MEN PRESS BORDEN

Say The Eastern Protectionists Dominate Party HE MAY GO TO WEST

Intimates to Alberta Delegates That He Will Try to Make a Trip in Summer and Talk Things Over With People

(Special to Times)

Ottawa, Ont. Jan. 14.—Premier Borden has intimated to some of the Alberta Conservative delegation now in the capital that he will endeavor to visit Western Canada next summer and discuss public questions with the people of the west.

Western Conservatives are complaining that the government is not sympathetic enough with the needs and views of the west and that eastern Conservatives, with their ultra protectionist policy, are dominating the party.

Premier Borden has been asked to repeat his tour of 1910 and again get in touch with public sentiment there and learn at first hand the legislative needs of the varied industries of the prairie provinces. Mr. Borden has promised to make the trip if no other business of state such as an imperial conference to discuss naval defence intervenes to prevent.

SEVENTY-FIVE FAMILIES IN BOSTON TURNED OUT AND IT WAS NINE BELOW

Fire Destroys Department Store and One Fireman is Killed

Boston, Mass., Jan. 14.—Philip Ferris, a fireman, was killed, and seventy-five families were turned into the street in a temperature of nine degrees below zero by a fire which destroyed the department store of W. & W. A. Bacon, a four story building in Washington and Raffles streets early today. Sparks set fire to the roofs of a score of dwellings in Harrison avenue and other nearby streets.

LEFT TRAIN STRANDED ON THE OPEN WELDT

Passengers and Mails Deserted in Connection With South Africa Strike

Ladybrand, Union of South Africa, Jan. 14.—A train full of passengers was deserted yesterday on the open veldt by the train crew, the members of which struck some time after the train left Durban at midnight. The train, besides passengers, was carrying a heavy mail. The engineer uncoupled the locomotive and returned to his home, leaving hundreds of people many miles from the nearest town.

FEARED TWO LARGE FISHING STEAMERS LOST

Berlin, Jan. 14.—Two large fishing steamers, the Lloyd and the Foreilly, which left Greenhamde in the middle of December for Iceland, have not been reported and their owners have requested the admiralty to send a German cruiser in search of them.

"SELLO-GRAMS"

Live dealers and manufacturers are fishing daily "SELLO-GRAMS" to the public through the advertising columns of this newspaper.

They are inspired by the spirit of commerce—exchange of goods and services. These advertisers believe they have goods or service that you want. They frankly tell you so; and then let you decide for yourself.

When you come to think about it, is there not a frankness and a fairness about this way of doing business that inspires confidence? It is playing the great business game in the open.

Weather Bulletin section with a small illustration of a person and text about weather forecasts for the region.