

CAPTAIN HOWSON AND THE REMAINDER OF HIS BRAVE CREW ARE SAFE IN PORT AT LAST

FACE TO FACE WITH DEATH PASSENGERS AND CREW NEVER GAVE UP HOPE

Story of Great Hardships Borne With Patience and Courage.

MORE THAN ONE ACT OF HEROISM MARKED THE LONG VIGIL

Captain Howson Tells Story of the Grounding — Ship Was Groping Her Way Through Blinding Snow Storm — Didn't Hear Fog Whistle on Cape Forchu.

A thrilling tale of hazard and hardship on the wintry sea, a story of brave men and heroic women facing the torments of hunger, thirst, bitter cold, and dire peril of the ravening winds, was brought to the city yesterday by Captain Howson, R.N.R., commander of the ill-fated Cobeguid, four officers and eleven seamen who reached port on the government steamer Lansdowne at a little after five o'clock last evening.

When the Cobeguid struck her wireless sent out the call for help, but it was twenty-five minutes before she got an answer from the Marconi station on Cape Sable. At first in the darkness of the early morning her officers were not sure whether they were on Brier Island ledges or Trinity ledge, and the first wireless message said she was ashore on Brier Island.

After the flooding of the engine room the operator turned on the emergency circuit, a job which took some time. Then one of the aerials—possibly injured by the shock of the ship striking on the ledges—blew down, and though it was fixed up again with considerable difficulty, the crippled apparatus was apparently not able to send out a message sufficiently far to give particulars of her plight. The ship kept sending out calls for help at intervals, and her aerials had to be repaired several times.

Captain Howson was on the bridge when the ship struck the ledge. Ever since passing Georges Shoal the ship had been driving into a heavy gale with frequent snow storms, and a thick vapor obscuring the sea. The master had been at his post continuously, and had been taking soundings every half hour.

To a reporter he said if anybody was responsible for the disaster he was, as he had been attending closely to the navigation of the ship. He did not hear the fog whistle on Cape Forchu, nor on the Lurcher Light vessel. He had not been advised that the Lurcher Light vessel had returned to her station.

A few days before the accident the Marine Department received word that the light on the gas buoy which is supposed to be to the westward of Trinity Ledge, was out. The Cobeguid did not sight this buoy, and it is now said to be a mile to the eastward of its proper position. Even if the buoy had been sighted, and in its proper position, it is doubtful if it would have been sighted in the weather prevailing at that time.

Just before the ship struck the ledges were sighted, but she was too close to avoid the ledge. Captain Howson who is leaving for Halifax today spoke in appreciative terms of the behavior of his officers and crew, and of the fortitude shown by the passengers.

In regard to the delay of the rescue ships in finding the wreck Captain Howson said that if they had reached the scene of the disaster before they did they could not have been of any assistance except in giving confidence to the people on the wreck.

embers burst over her, the ladies' boudoir, in which the crew were sheltered, would give and shiver to the crushing weight of water, as if it might collapse or be uprooted any moment. Had the weather cabin door given way, the sea would have rushed in, and it is doubtful if any of us would have survived. What saved the door was the wreckage of a boat, over which a mound of ice was formed, so as to act as a sort of breakwater.

Dry Biscuits Their Only Food.

Until the second low water we had nothing to eat except dry biscuits, which we got from the boats. We had no fresh water either; the sea got into our water tanks. The stewards served small tins of raw spirits occasionally, and some of the men got the water breakers out of the boats. Of course the water in them was frozen solid. The men knocked the staves of the breakers, broke up the fresh water ice and passed it around.

Impaired Lives To Feed Others.

At the second low tide some of the men started down into the ship in search of more substantial food. They were bricked, those chaps. All the rails were gone by this time, here and there the decks were burst up, and nearly everywhere was great masses of ice. In getting down to the dark stowage rooms the men were often immersed to their waists in the icy water, and being here and there by the surging seas at peril of their lives. But they brought back some food and a few bags of coffee beans.

When the weather became stiller to make a fire in, holes being punched in the bottom to convert it into a brazier. The woodwork of the cabin was kept up in this manner, and the chief kept managed to stow some coffee beans and provide the first warm drink we had for hours. A fire was kept up in this manner, and the smoke added to the discomfort.

Just before the passengers left the men got hold of some meat somewhere and the chef with his little fire managed to make a warm stew, but the passengers got away in the boats without testing it. And when we had sent the boats away the stew was cold. The only hot eatables we had during the night were the biscuits, which were eaten when the men got a leg of pork and the chef gave us a meal of baked pork.

Captain Howson stated that if the rescue boats had arrived on the scene before they did they would not have been of any use except in the way of giving confidence to the people on the wreck, as in the heavy seas running it would have been too dangerous to launch the boats.

"When the weather began to get fine and the sea to go down, we got to work getting the boats ready to launch, as we knew it would not be long before the boats would be rescued," he added. "Had we not swung the ice boats out in the first place we would never have been able to use them; they would have been frozen solid to the deck. As it was they were covered with ice, and the falls were like bars of iron. It took two hours and a half to get the ice cleared away sufficient to be able to launch the boats.

Wearry From Long Vigil.

"When the Westport hove in sight we knew she was coming to us. Quite a sea was still running, but there was comparatively smooth water in the lee of the wreck. We did not use the pill we had gathered to pour on the waters when we launched the boats; the oil was frozen solid. Numb and weary as all hands were, it was a hard job to launch the boats with their loads. But we accomplished it without accident.

Stayed to Their Posts.

"The boats were sent away in charge of the officers with the passengers and women in the first one. By the time the four boats was away it was getting dark, and I decided to stay for the night, as there was quite a bit of rough water to traverse, and it would have been risky after dark. Four officers and eleven men stayed by me. They were bricked, every one of them, and had borne themselves in a cheery fashion, doing everything possible to keep the rest of the passengers and crew from starving or freezing, and to keep everybody in good spirits. The colored members of the crew showed a good countenance, but the bitter cold took the heart out of them, and they were not of much use.

"At all times there were good discipline. Officers and men did their duty, and their cheerfulness in the circumstances was inspiring." Dr. Lister, the ship surgeon, proved himself a perfect brick. "I could not praise him too highly. He was tireless in his efforts to help the passengers and cheer them up. Mrs. Jones, the stewardess, is another member of the crew, of whose behavior I can not speak too highly. She was always in good spirits, talking and joking with the passengers and providing them with such meagre comfort as was obtainable. She was quick to note when anybody was getting numb and set about ministering to them till circulation was restored. When a man would come in from the deck, she would chafe his hands. She saved.

THIRD SESSION OF PARLIAMENT

Opened at Ottawa Yesterday With Customary Ceremonial by Gov. General.

LARGE ATTENDANCE OF THE MEMBERS.

Adjournment Until Monday, When Debate on Address in Reply to Speech from Throne Will Begin.

Ottawa, Jan. 15.—The third session of the twelfth parliament of the Dominion of Canada was formally and auspiciously opened by Canada's Royal Governor General at three o'clock this afternoon.

With all its ancient ceremonial of guards at honor, booming guns, the glitter of military and wind-sports uniforms, the gold and scarlet senators chamber crowded with the dignitaries of state in their official regalia, the elite of the capital in evening dress, snuffing the places of the senators on the floor of the house and filling the galleries by overflowing with all the glances and speculations of the headsquoting, the members of the House of Commons, the Duke of Connaught seated on the throne with the Princess Patricia, and the brilliant uniformed aides and members of the headquarters forming a background of the scene, the far end of the chamber, Premier Borden and Hon. Senator Louchard, the two government leaders in their Windsor uniforms stood gravely near the Duke during the function. Below the bar with the representatives of democracy stood the other cabinet ministers with Sir Wilfrid Laurier in the crowd four rows back from the front. His Royal Highness the Duke of Connaught, whose health and strength have not yet fully returned, did not attend. There was an unusually large attendance of members for the opening day.

After entering the senate chamber and assuming his seat on the throne, His Royal Highness bade the commonsense members of the House of Commons to be summoned. The gentleman under of the black rod, in his black robes and with a wide coat of arms tucked under his arm, proceeded forthwith to the door of the Commons' chamber, gave the historical three raps and entered with three marvellous bows.

The summons to the Royal presence was delivered in the customary set phrase between the two parties on French during the function. There were other listened to His Royal Highness welcome them back to their labors and the assured prosperity of the country and direct their attention to the commonwealth duties for the commonwealth. Then they trooped back to the Commons chamber for a brief twenty minutes there for the preliminary formalities.

Preparatory to opening the debating chamber between the two parties on Monday afternoon next. Immediately after the members of the Commons chamber returned to the Commons chamber, the members of the Commons chamber returned to the Commons chamber, the members of the Commons chamber returned to the Commons chamber.

Hon. Arthur Meighan, Portage La Prairie; Mr. Hon. Messrs. Rogers and Roche; Mr. A. E. Hanna, South Lasark by Hon. Messrs. White and Reid; Mr. H. F. McLeod, York, New Brunswick; by Hon. Messrs. Hazen and Pelletier; Mr. James Morris, Chateaugay by Hon. Messrs. Perley and Nantel; Mr. S. J. Glass, East Middlesex; by Hon. Mr. Carruthers and Mr. Armstrong; Mr. R. E. Truax, South Bruce; by Sir Wilfrid Laurier and Mr. W. H. German.

In the absence of Premier Borden, who remained with the Royal party in the Senate chamber, Hon. Robert Rogers assumed the duties of the government leader in the Commons. He introduced the inevitable bill respecting the admission of the Dominion of Newfoundland to the Dominion, providing that the debate on the address in reply to the speech from the throne be made the first order of business on Monday next. After appointing the special committee to appoint standing committees the House adjourned until Monday.

The Speech from the Throne.

Honorable Gentlemen of the Senate; Gentlemen of the House of Commons; I take this public opportunity of expressing to you all my deep sense of gratitude for the comfort and support that were afforded us at the time of the serious illness of the Duchess of Connaught on page two.

OMISSION OF REFERENCE TO THE NAVAL AID BILL NOW PLISSÉS BLOCKERS

PREMIER AGAIN PLEADS FOR MARITIME PROVINCES

Hon. J. K. Flemming Optimistic That Intention of Fathers of Confederation Shall Prevail in Redistribution of Federal Seats.

Woodstock, N. B., Jan. 15.—"I feel well satisfied with the hearing given to the representatives of the Maritime Provinces in regard to representation in the federal house by the members of the government at Ottawa on Friday last," said Hon. J. K. Flemming to a Standard reporter to-night. "Hon. J. A. Matheson and Hon. W. S. Stewart presented the case of Prince Edward Island and I acted for Nova Scotia."

"Of course, Prince Edward Island has a different case from that of these other two provinces. The island did not come into the Dominion until six years after Confederation. The British North America Act was originally drawn up to cover New Brunswick, Nova Scotia, Ontario and Quebec, and these four provinces were considered as the Dominion of Canada. Prince Edward Island, with about 100,000 people, came in in 1873 with the stipulation that she should have the same representation in the federal house. Between 1867 and 1873, however, British Columbia, with a population of only about 40,000, was brought into the union and given six representatives with the understanding that the number would never be decreased. Prince Edward Island people thought that they were getting in on the same terms but in the agreement the word 'adjusted' was substituted for 'increased' and it was not noticed until several years ago that the island people therefore feel that the terms applying to British Columbia should apply to their province."

"In regard to New Brunswick and Nova Scotia the representation was to be as originally laid down in the British North America Act. It was believed that the provinces were to have the representation for the four provinces, originally in the Dominion, that only these four should be taken from the Dominion and the supreme court was that after each cent. all

the provinces then included in the Dominion should be considered on the same basis when determining their representation in parliament. "New Brunswick and Nova Scotia, as two of the original provinces, helped to buy the Northwest territories, and it was through our efforts that this vast country to the west of us, which now forms the provinces of Alberta and Saskatchewan has been peopled. We have spent hundreds of thousands of dollars in building up this part of the country, and therefore to lose federal representation on account of it, it would appear that our loyalty has been our own undoing. "The master will have to come before parliament, and I hope to have it settled favorably to this province. It will mean that the British North America Act will have to be amended in order to give New Brunswick, Nova Scotia and P. E. Island their proper representation."

"I have asked Hon. Mr. Matheson to join with me in writing to the maritime representatives in the federal house setting forth what has been done, and asking them to take up the matter, as it is of vital importance to all of them."

had a bond guarantee of \$10,000 per mile promised them by the provincial government and also expected the usual Dominion subsidies. Stewart was to raise the necessary financial backing and to build the road complete. Stewart had told witness that John Donworth would furnish \$130,000 for the road, provided the necessary securities could be shown by Stewart and bonds were turned over to him. Stewart wanted witness to put up one half (\$65,000) of the securities, but this he said he could not do, naming \$20,000 as his amount. Regarding the famous Donworth letter witness said that it had been shown to him by Stewart. Stewart wanted financial backing arranged before Donworth went south. After this the witness came to Fredericton and met Stewart. He wanted a lawyer to draw up an agreement to state that with Stewart's money to give a certified check for \$32,500 to Stewart as a security to secure Donworth for the advancement of money which was to be sent to King Haven. The agreement was drawn up by O. S. Crockett in Fredericton and signed in William McDonald's store. The witness identified the document in court. This agreement stated that witness and Stewart were to carry on work together. He was positive that the agreement was drawn up previous to the meeting held on September 13th with Stewart, Dr. McNally, David Gilman, P. A. Guthrie, D. King Hazen and witness present. Previous to the meeting Stewart had told witness that all was satisfactory to Mr. Hazen. The idea of the meeting was to award the contract. There was nothing said regarding securities. He had thought of the contract being awarded to Stewart alone, but always had talked with Stewart in having the contract together. Witness denied a partnership, as stated by Stewart. The court then adjourned until tomorrow morning at ten o'clock.

MR. PINDER ON THE STAND IN RAILWAY CASE Contradicts Much of Stewart's Evidence and Placed an Entirely New Light on the Transactions.

Fredericton, N. B., Jan. 15.—Special In the action of Stewart vs. the Southampton Railway Company in the York County Court this afternoon James K. Pinder, M. L. A., president of the defendant company, took the stand and his story put an entirely new complexion on the case. Pinder's evidence is what they rely upon to that he has already given an absolute contradiction of Stewart's testimony in many important particulars.

This morning James McLean, engineer for the defendant company, testified that the road was worth \$20,000 per mile. John W. Jackson, a C. P. R. foreman, gave evidence that from November 1912 to February 1913, crews of upwards of 100 men of the track laying and bridge construction departments of the C. P. R. had been engaged in the improvement of the road.

Mr. Pinder, when asked by Mr. Teed, if he knew John E. Stewart, he replied that he was just beginning to know him. The first communication which he had from Stewart was relative to building the Southampton Railway in 1895. There was a company then formed with ex-Sheriff Sterling, Senator Thompson and others and legislation was submitted. The company was to be formed with Stewart as president and he was to be in charge of the road. Stewart was to be in charge of the road. Stewart was to be in charge of the road.

More hopeful conditions prevail tonight in the case of Sir James Whitney, the premier of Ontario, who lies seriously ill at the Hotel Manhattan. While during the day the reports were conservative, and merely recorded little change, a distinctly hopeful tone was revealed in the night bulletin, issued at nine p. m., which reads: "Sir James Whitney had a more comfortable day and seems slightly better."

(Signed) R. A. PYNE, M. D.

Were All Ready to Begin Tactics of Last Session.

FAITHFUL CALLED TO MAKE NEW PLANS.

Hurried Conference to Devise Some New Scheme—Likely Try to Inject a Naval Discussion Anyway.

Special to The Standard.

Ottawa, Jan. 15.—The omission from the speech from the throne of any mention of naval legislation and the definite announcement that the naval aid bill will not be re-introduced have nonplussed the blockers. The expectation of the ex-ministers, seatless and otherwise, was that some form of naval legislation would come before parliament at this session and that an opportunity might thus be afforded for a repetition of the separatist tactics which disgraced the proceedings of parliament last session. Strong in this assumption the ring which is in control of the Liberal party had arranged to begin the performance at the outset by bringing in an amendment to the address in reply to the speech from the throne. In other words, there was to be a continuous blocking of the campaign for redistribution. The elimination of the navy bill from the government program has upset these patriotic calculations and has necessitated an alteration in the Laurier plan.

To this end there was held after the opening proceedings this afternoon a conference of Liberals including those of the ex-ministers who are still directing the opposition from outside the house. There were said to have been present Hon. MacKenzie King, Sir Frederick Borden, Hon. R. O. Dufferin, Hon. George Graham and a number of men having more or less to do with the Liberal organization. It is understood that as a result of this conference there will be an attempt made to inject a naval discussion into the debate on the address, by way of amendment, even though no naval legislation is before the house. Hon. William Pugsley and Hon. Sydney Fisher were not present at these deliberations. Both reported to be ill.

PRAISE FROM GOV. GENERAL

Ottawa, Ont., Jan. 15, 1914. Hon. J. D. Hazen, minister of Marine and fisheries, this morning received the following congratulatory telegram from His Royal Highness the Governor-General:

"Please convey to the officers and men of the steamship 'Westport,' the 'Jucit' Cann' and to all others concerned in the gallant rescue of the personnel of the 'Cobeguid' my admiration of their gallant conduct and my sincere congratulations for the work which has resulted in saving the lives of Captain Howson and of more than one hundred valuable lives."

(Signed) "ARTHUR."

HON. J. D. HAZEN.

The general interest which has been aroused in the dramatic story of the wreck of the Cobeguid is shown by the following telegram received yesterday by C. H. Flood, agent of the Marine and Fisheries Department here:

G. H. Flood, agent M. & F., St. John, N. B. His Royal Highness the Governor-General has been graciously pleased to offer his congratulations on the prompt action of the department which has resulted in saving the life of Captain Howson and of more than one hundred valuable lives on the steamship 'Cobeguid.' His Royal Highness also desires me to convey to the officers and men of your agency who were concerned in the gallant rescue of the personnel of the 'Cobeguid,' his sincere congratulations on the success of their work."

RAILWAY MAGNATE COMMITS SUICIDE.

New York, Jan. 15.—Richard D. Lankford, a vice-president and secretary of the Southern Railway, committed suicide today by inhaling gas in his apartments in Brooklyn. He was soon to have been married to a Brooklyn society girl.