ST. JOHN SEMI-WEEKLY SUN

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C. P. R. WASHOUT.

First Train from Montreal Since Thursday, Arrived Sunday.

Some of the Passengers Describe the Condition of Affairs and the Difficulty of Transferring Around the Washout.

The first train to reach the city from the scene of the recent washout on the C. P. R. came in about half past ten on Sunday afternoon. On board it were a number of passengers for St. John, and they speak in a most graphic manner of their experiences on the way from Montreal.

The washout extends at present from Cookshire, which is a station about 128 miles from Montreal, to a siding called Gould, which is situated between Bury and Scotstown. In this stretch of track there are quite a number of bridges and culverts, most of which have been entirely destroyed by the flood and the repairing of which will be a task of great difficulty. At one place where at ordinary times the water in a mill stream is fully thirty feet below the level of the bridge, it rose to such a height that the bridge was carried away by the fogs coming down. The train which left Montreal on Friday got to a point about two miles on the Montreal side of Bury, and there, on account of the damage to the track, the tender left the rails. While the break was being repaired, the rushing water in the rear of the train had caused a very considerable amount of damage and it was found that the train was unable to move in either direction. On board of it were abount ninety passengers, including B. B. Eddy of Hull, Col. Briscoe and Lieut. Col. Connor of Halifax. There were about fifty second class passengers and these found accommodation at near by farm houses. The others, who had secured sleeping car accommodation, remained on the train.

From one oclock on Friday morning until four on Saturday afternoon, they were compelled to remain in this place. Food was by the efforts of the conductor procured from the farm houses and the passengers made themselves as comfortable as circumstances permitted. On Saturday afternoon a number of hay carts and other vehicles came out from Bury for the purpose of transferring the passengers and light baggage to the other side of the break. By means of these they were enabled to cross the ten or twelve miles which intervened between their train and the one on which they were to continue their journey, and finally reached this city. All the passengers speak of that transfer as one which they never wish to repeat. At one stream the current was so strong that the horses were unhitched and assisted across the river by ropes, and then when on the farther bank helped to draw the wagons over by long ropes and chains attached to them. At Megantic the C. P. R. furnished dinner for all the passengers.

Saturday evening the wrecking train was reported to be between Gould and Bury and progressing very slowly. The company have a number of men working on the line, including some Italians, but at the present rate it will be some time before the repairs are completed.

MONTREAL, June 30.—The first C. P. R. train for Halifax since the Cookshire washout started tonight at 8 o'clock.

MONCTON.

MONCTON, July 1.—The funeral of the late Mrs. George C. Peters this afternoon was very largely attended, and many beautiful floral offerings, including a cresent from the New Brunswick Telephone Company, of which Mr. Peters is local manager, and a wreath from Mrs. V. B. Gravely of St. John. Three sons of the deceased, Claude W., Rolland and Brooks, and a son-in-law, John B. Magee, acted as pall-bearers.

Saturday was the birthday of Father Meahan of St. Bernard's church, and in the evening members of the League of the Sacred Heart and Children of Mary presented him with an address in French and English, accompanied by a bouquet and a purse of fifty dollars in gold.

The holiday passed off quietly. The sports on the athletic grounds were largely attended. 100 yards dash—Thomas, 1st; J. Brewster, 2nd; W. Hoar, 3rd; time, 11 seconds. 220 yards run—W. Hoar, 1st; C. L. Nelson, 2nd. Quarter mile run—W. Hoar, 1st; Cuthbert Glendinning, 2nd. Mile novice bicycle—C. Bezanson, 1st; J. Lea, 2nd; C. Fitzpatrick, 3rd; time, 2.46 3-5. Quarter mile bicycle—H. G. Anderson, 1st; W. S. Christy, 2nd; C. Smith, 3rd; time, 33 1-5. Half mile bicycle—H. G. Anderson, 1st; C. Smith, 2nd; S. McAllister, 3rd; time, 1.19 1-5. Mile, open—C. Smith, 1st; W. S. Christy, 2nd; time, 3.53. Two mile—C. Smith, 1st; S. McAllister, 2nd. Pole vault—S. Balser, 1st; Geo. Bradley, 2nd; 10 feet 1 1-2 inches.

DR. BENNET DEAD.

Passed Away at an Early Hour Saturday Morning at a Ripe Old Age.

Rev. James Bennet, D. D., died at an early hour on Saturday, at the age of 85 years. His tall and commanding figure and patriarchal appearance has grown less and less familiar on the streets for months past. The younger generation know little about him, but for nearly half a century Dr. Bennet was a living force in Presbyterianism in New Brunswick, and in literary circles was known as a man of wide learning and powerful intellect.

Dr. Bennet was born in Lisban, Parish of Killaney, County Down, Ireland, on Feb. 17th, 1817. The family were originally Huguenots, three brothers going from France to the north of Ireland to avoid persecution, and there settling among the Presbyterians. From these three it is believed that most, if not all, the people bearing that name in the north of Ireland, are descended. The parents of James Bennet were John Bennet, a farmer, and Laetitia Patterson, the latter being of Scotch-Irish descent. The Bennets lived at Lisban for at least six or seven generations.

James Bennet had good teachers. He finished his primary education in the classical school of the Royal Academical Institution in Belfast, under the Rev. Thomas Dix Hincks, father of the late Sir Francis Hincks; took his undergraduate course at Belfast college; studied theology at Belfast, Glasgow, and Edinburgh; under Drs. Chalmers, Welsh and Brunton; and was ordained over the Presbyterian church at Tassagh, County of Armagh, Ireland, on March 20th, 1843. There he remained for nearly eleven years.

He then accepted an invitation to St. John Presbyterian church, and arrived here on March 3rd, 1854. On May 17th of that year he was inducted by the presbytery of St. John and continued to labor in that church until compelled by growing infirmity to retire from the active pastorate. He received the degree of D. D. from Davidson college, South Carolina, in 1877.

Dr. Bennet was a prolific writer. He was associated with the late Dr. Elder in editing the Colonial Presbyterian, in which a number of his sermons were also printed. Others of his sermons, more than fifty in all, were published, chiefly in the daily papers. One sermon, "The Divinity of Christ proved from His Character and Claims," preached when Dr. Bennet was moderator of the synod of the church in the lower provinces attracted much attention. He is also the author of a book of 426 pages, "Wisdom of the King," published in Edinburgh in 1870. He was one of the originators and a frequent contributor to the Maritime Monthly, and also wrote for the old Stewart's Quarterly. Besides prose writings he was the author of many metrical compositions of merit and some of these were gathered together in a little book. He has also written a book, which has not been published, but which will doubtless yet appear in print.

Altogether Dr. Bernet has been a strong man, and he is kindly remembered by many an aged Presbyterian in New Brunswick, who may not have seen him for many years, but who remembers him as he was in the days of his vigorous ministry.

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Walls which repel heat and retain cold.

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ST. JOHN, N. B.

ASHORE IN THE BAY

The Anchor Line Steamer Armenia Hard and Fast on the Rocks at Negro Head.

Tappled Over on Her Side a Few Hours After Going on the Rocks—Accident Occured in a Heavy Fog About Ten O'clock Saturday Morning.

The Anchor line steamer Armenia, Capt. J. W. Shanklin, which left New York on Wednesday afternoon last for this port, to load deals for the United Kingdom, now lies plied up on the rocks at Negro Head, about seven miles down the bay. She went ashore in a dense fog, the weather, according to Capt. Shanklin and the officers, being so thick they were unable to see the bow of the ship from her bridge. Their statements as to the density of the fog was backed up by the captains of the tugs which were cruising in the bay at the time of the accident, and which afterwards went to her assistance. The weather was thick from the time Nantucket was passed and seemed to become worse the further eastward the ship got. The Gannet Rock fog whistle was heard, as was also that at Point Lepreaux. Then the Armenia, by the captain's orders was slowed down and soundings were taken every twenty minutes. At nine o'clock Saturday morning 33 fathoms of water was reported by the mate, who was superintending the taking of the soundings. At 9.30 they got 26 fathoms and the bottom was reported to the captain to be sand and mud. Capt. Shanklin, who had been on the bridge for 24 hours, thought he was a couple of miles off shore and felt perectly safe despite the unfavorable weather. Three minutes later the ship struck the rocks, sliding on very easily and without apparent injury to the vessel. The sea was very calm at the time. If there had been a heavy sea running the breakers would have warned the officers of the vessel of their proximity to the shore. As it was they heard nothing to indicate that they were near the rocks. When it was seen that the steamer was aground Capt. Shanklin though she had run on a reef, and gave orders for the engines to be reversed. They were operated astern and then ahead full speed, and without effecting anything except the removal of one or two of the blades of the propellor. The steamer's whistle had been sounded at intervals all the way up from Point Lepreaux and when she went ashore it was blown long and loud. The tugs Lillie and Neptune, which were cruising not far distant, heard the whistle and steamed down to the place from which the sounds came. It was a genuine surprise party for those on the tugs to find a fine steamer like the Armenia in such a sorry plight. Lines were attached, first to the stern and then to the bow of the ship, and the tugs pulled for all they were worth, but they were unable to budge her. Capts. Farris and Clark of the tugs advised Capt. Shanklin and his officers to leave the ship along with the crew, pointing out that she was liable to list off at any moment, in which event they were all hands liable to lose their lives. As it was then the Armenia was canted off shore some degrees and the water was beginning to find its way up on her decks. The ship was not making any water at this time, in fact her bottom does not yet show signs of having been damaged to any extent. Capt. Shanklin told his officers and the crew that the best course to pursue was to take to the tugs. This was sufficient for the crew, who are almost all Lascars, and joined the ship in India about a year ago. They made a rush for the tugs, which were moored alongside. Some of them jumped from the rail of the ship to the deck of the Neptune, which was quite a drop. Others threw themselves upon the house of the Neptune and then over on board the Lillie. Some jumped overboard and struck out for the tugs. It took but little time for the fifty Lascars to transfer themselves from the stranded ship to the tugs. Capt. Shanklin and the officers and engineers took their time, but none of them succeeded in saving anything of any value. Several of the officers and engineers got from the ship some wearing apparel, but the crew either did not possess much or they failed to get what they did own away with them, for they were very thinly clad when they came up to port late in the afternoon. After consulting with his officers, Capt. Shanklin determined to send the chief officer, Alex. McHutcheson, and the purser, Alex. Harrison, up to St. John to inform the agents of the Anchor Line, J. H. Scammell & Co., of the accident, and to inquire of them what it was best to do.

The other officers and the crew were placed on board the Lillie, which stood close by the stranded ship, and Messrs. McHutcheson and Harrison came up on the Neptune. As soon as they reached town they called at Messrs. Scammell's and word was sent to New York regarding the fate of the Armenia.

At 2 o'clock the Neptune left for the wrecked ship again, having on board the officers she brought up and J. T. Knight, of Scammell & Co., Captains Evans of the steamer Bernard and Harnden of the steamer Powhattan, which are loading deals here, and others. The ship was reached about 3 o'clock, when it was found that she had rolled over on her beam ends and that over one-half of her was under water. It was a hard looking hight, a fine ship, well kept and thoroughly manned, perched up on the shelving rocks projecting out from the cliffs of Negro Head. A lot of stuff which had drifted off the deck of the steamer could be seen close at hand, and a number of Pisarinco fishermen were on the alert for anything that could be recovered that was of value.

Capt. Shanklin reported that the ship fell over on her starboard side at 2 o'clock at low tide Saturday and the vessel was in almost the same position yesterday afternoon, a little more than half of the extreme after portion was out of water, but from the mainmast forward the greater portion of her was out of sight, both masts and her smokestack were submerged. At high tide yesterday little of the ship could be seen—just a portion amidships. There was no sea to speak of yesterday afternoon and boats were able to go right alongside, but nothing was removed, owing to the quantity of water which had gone in through the hatches, etc.

The tug Dirigo went down to the stranded vessel Saturday afternoon with a scow, in the hope that it would be possible to save some of her outfit, but all idea of doing anything in that direction was abandoned when the ship was reached. The Dirigo came back at once. The Neptune towed up two of the steamer's life-boats and a small boat, and also brought Captain Shanklin to town. The Lillie conveyed the other officers and the crew to town. Capt. Shanklin and Purser Harrison went to the Royal hotel. The other officers were located at the Grand Union. The matter of obtaining quarters for the crew was a rather difficult one to settle. As before mentioned, they are Lascars, but of two different castes. The deckhands, 19 in number, are Calcutta men. They were taken to Richards' boarding house on Prince William street. The other 30, who are Bombay men, some Mahommedans and about 10 Christians, were given accommodations in Costigan's boarding house at York Point. These thirty men were firemen, cooks, stewards, etc. None of the fifty men referred to will eat meat unless the animal has been killed by themselves. Their favorite food is rice and currey, but they don't object to bread and biscuit. The quartermasters, carpenter, etc., found lodgings at the Seamen's mission.

A Sun reporter enedavored to get from Capt. Shanklin and the other officers a full story regarding the stranding of the ship, but they declined to make any statement. The captain, who has been in the Anchor Line employ for fifteen years, says he was on the bridge when the ship took the ground. The mate was looking after the soundings. Capt. Shanklin said he frequently consulted the chart and thought he was a couple of miles off shore. He blames the current for setting the ship ashore, and also claims that the chart is misleading.

The Armenia is an iron ship of the following dimensions: Length, 364.3 feet; beam, 38 feet; hold, 23.6 feet. Her gross tonnage is 3,398 tons, and her registered tonnage 2,218 tons. She was built at Glasgow by Messrs. Henderson in 1881. The Anchor Line people, it is said, do not insure their ships, so it is doubtful if there is any insurance on her. She had 600 tons of coal on board.

The place where the Armenia is ashore is about 100 yards this side of where the bark Eblana was lost years ago.

Men competent to express an opinion on such matters, say it will be impossible to save the ship. There is bold water within a few feet of the place where she lies. If a southerly storm were to come on there is no question but what she would go to pieces in a very short time.

Supt. Nish of the Anchor line will arrive here from New York to look after the vessel. He wil go down to her on a tug this afternoon.

The Pisarinco fishermen got three more of the stranded ship's boats Saturday night and towed them into a safe place. One boat was destroyed.

Men who examined the bottom of the vessel from the shore yesterday at low tide, says she is damaged near the stern, and that she is opened up considerably.

While on her way up from the Armenia Saturday afternoon, the tug Lillie ran on the reef at the western end of Meogenes (Mahogany) Island. The Neptune got a line on her stern and attempted to pull her off, but the rope parted. The Lillie soon got off, however, much to the delight of the Armenia's crew, who were ready at any moment to jump overboard.

It is customary for steamers which come here from Boston and New York to send for pilots, and the Anchor line almost invariably do this. The Alsatia, which left here the other day, took on board at New York a St. John pilot. In the case of the Armenia the New York agents did not ask for a pilot.

The pilot boats David Lynch, Howard D. Troop and Twilight were down the bay Saturday, but they saw nothing of the Armenia.

The Anchor line steamer Armenia, which went ashore at Negro Head Saturday, was, when visited Monday afternoon by Wm. Nish of New York, the superintendent of the line, and other gentlemen, found to be in about the same position as on Saturday afternoon. She is still on her beam ends, the starboard side of the ship being submerged even at dead low water. But little of her could be seen at high tide. Mr. Nish, J. T. Knight of J. H. Scammell & Co., Capt. Harnden of the steamer Powhattan and several of the officers of the Armenia, who went to the scene of the wreck on the tug Neptune, went on board the wreck and had a good view of her bottom. She seems pretty badly damaged about the stern. Very little of her materials have been removed from the ship by the men who were placed in charge by the agents here. The saloon fixtures seem to have gone down completely out of sight. The greater number of the officers had their quarters on the starboard side of the ship, and they are of course under water. The ship's funnel has gone to the bottom, which it not to be wondered at, as the fastenings would not hold long with the ship in her present position.

Soundings were taken, and it was ascertained that at the stern of the ship there was on an average 14 feet of water between the ship and the cliff, and on the outside from 25 to 30 feet of water at low tide.

Mr. Nish goes down to the ship again this morning with Diver Edward Lahey. The diver will make a careful examination of the vessel.

This afternoon it is expected a survey will be held.

Capt. Shanklin denies the report published in yesterday's Telegraph to the effect that a fisherman named Wilson spoke the Armenia and offered to pilot her safely to port. Capt. Shanklin says he was looking for a pilot and would gladly have availed himself of the services of any competent man. When near Point Lepreaux the Armenia sighted the sch. Beaver, inward. In response to Capt. Shanklin's inquiries and those of his officers, those on the schooner said the ship would probably get a pilot a few miles further up the bay.

It is said the Anchor line will have to send the Lascars who compose her crew out to Calcutta and Bombay. They will go by way of New York and Glasgow.

Hundreds of people went down to Pisarinco yesterday to have a look at the ship. They were charged 10 cents each for the right to pass through a certain field. But when the people reached the shore they felt well rewarded for all the trouble they had taken and this extra expense. Scores of people crowded up the vessel's side and walked almost from her stem to her stern. A number of ladies had this experience.

Opening To-Day!

A large line of **CLOTHING** for Men, Youths, Boys and Children which we have just bought from one of the largest Clothing Manufacturers in Canada, and will sell at less than the regular factory prices.

This is New Clothing all having been made this Spring, it will pay you to see it and see it early.

Men's Suits, Blue Serge, regular $5.00 — Our price $3.00.
Boys' 3-Piece Suits, regular $3.75. — Our price 2.50.
Boys' 2-Piece Suits, regular $1.25. — Our price 75
Men's Pants, 75c. Boys' Pants, 25c.

J. N. HARVEY, Opera House Block, 199 Union St., St. John, N. B.

POLITICAL PICNIC.

Large Attendance at Outing of Conservatives Near Halifax.

Splendid Address by R. L. Borden, the Leader of the Party—Address by Mr. Monk.

HALIFAX, N. S., July 1.—More than one thousand people attended a political picnic near this city today, held by the Halifax North End Liberal Conservative Association in honor of R. L. Borden. It was expected that E. F. Clarke of Toronto would be present but he and Mr. McInerney of New Brunswick were prevented from coming east and the train of board of which was H. A. Powell was so late that the picnic was over before he reached the city.

Mr. Borden in a half hour address drew a picture of the work of the conservative opposition during the last session and of the work it had before it. Liberal Conservatives must face the problem of internal transportation, of keeping for Canadian ports the traffic handled by Canadian railways. Another thing they had to face, particularly in Nova Scotia, was the corporations, good enough in their way, but the country must govern them and not the corporations govern the country.

Mr. Monk was in good form. He spoke of the splendid qualities of the French Canadian race and of their appreciation of the fact that under British rule they are freer in the exercise of their religion and of their civil rights than they would be under the regime of France. He alluded to "the lost opportunities" of the present liberal government. The two other speakers were C. S. Wilcox and C. F. Tanner, conservative members of the local legislature.

OTTAWA.

Committee of Militia Officers Appointed to Report on New Rifle.

Volunteer's Reception Committee Will Hand Over Balance to Memorial Fund—Programme of D. R. A. Matches Issued.

OTTAWA, June 28.—A board of officers appointed by the department of militia and consisting of Col. Otter, Lieut. Col. Hughes, M. P., and Anderson, and Major Gaudet, met here today for the purpose of reporting on a new rifle action invented by Sir Charles Ross, especially with a view to its adaption to the Lee-Enfied rifles.

The vounteers' reception committee was dissolved tonight. In all souvenir lockets have been given to 196 Ottawa men who served in South Africa. The total receipts amounted to $2,400, and after paying all expenses the committee found itself with a balance on hand of $44, which it was decided to hand over to the volunteers' memorial fund.

Lieut. A. H. Ross of the 63th regiment is to take a musketry course in Ottawa, commencing next week.

The militia department advises that the usual royal salutes may be fired on Dominion Day.

The programme of the D. R. A. matches, which commence here on the 1st of August, is out. A larger attendance than in years past is expected, as more cities have had their rifle ranges enlarged since last year.

Six farmers from Southern Russia arrived here today. They intend settling in Manitoba.

The heat wave stil continues, the thermometer registering 96 today.

Within the past three months the city has made three attempts to get a site for a contagious disease hospital. Today another injunction was served against the corporation from the building on the site adopted by the council.

PORTLAND LIQUOR WAR.

PORTLAND, Me., July 1.—The six thousand dollar stock of intoxicants in the liquor room at the county building here was considerably reduced today. The libels on numerous bottles and packages having expired, two special deputies were set at work "spilling," and nearly all day a stream of odorous liquor flowed across the cellar to the sewer trap. The hard liquors will be shipped to a Boston distiller, where the alcohol will be extracted and sold, and the proceeds paid to the county treasurer.

PORTLAND, Me., July 1.—The law under which the sheriff of Cumberland county and his liquor deputies work for a stated salary went into effect today, and from this time on, all fees collected will be turned into the county treasurer. Also the county commissioners will have charge of the jail and will attend to the boarding of prisoners.

U. S. PUBLIC DEBT.

WASHINGTON, July 1.—The statement of the public debt, issued today, shows that at the close of the fiscal year, June 30, 1901, the debt, less cash in the treasury, amounted to $1,044,739,120, a decrease during June of $17,737,374. This decrease is accounted for in the main by an increase in the cash on hand. The debt is recapitulated as follows: Interest bearing debts, $987,141,940; debt on which interest has ceased since maturity, $1,415,630; debt bearing no interest, $382,015,584. Total, $1,371,572,244. This amount, however, does not include $771,754,689 in certificates and treasury notes outstanding, which are offset by an equal amount of cash on hand held for their redemption. The cash in the treasury is classified as follows: Gold reserve fund, $150,000,000; trust funds, $771,754,689; general funds, $158,687,348; in national bank depositories, $101,416,975. Total $1,181,858,011; against which there are demand liabilities outstanding amounting to $355,035,736, which leaves a cash balance on hand of $826,822,124.

FARMER COMMITS SUICIDE.

BRIDGEWATER, N. S., June 30.—Lemuel Wamback, a farmer of Mount Pleasant, left home after dinner yesterday, obstensibly to do some fencing on his land, but really to end his existence. About 4.30 one of his neighbors discovered his lifeless body hanging to a tree. The jury returned a verdict of suicide. This event recalls a tradegy of twenty years ago, when the eldest brother of deceased, who also lived at Mount Pleasant, killed his wife and all his children, and then drowned himself in a well.

LAKE DISASTERS.

DETROIT, Mich., July 1.—A special to the News from Eagle River, Mich., says: The tug Fern of Algonac Mich., foundered off here Saturday morning, with a crew of five men, all of whom are lost. The wreck of the yacht Marguerite of Hancock was also discovered between here and Eagle Harbor. Two men are supposed to have been lost on her.