

MOORE EVIDENCE OF NEGLIGENCE AT GRAND MANAN

An Ancient Mariner Who Is The Captain, Mate And Crew Of A "Life Saving" Outfit Discards Boat.

HESTIA LIKELY TO BE BROKEN UP

Storm signals displayed late last night indicated a gale from the westward and if this materializes, the wrecked steamer Hestia ashore on Old Proprietor ledge since Monday morning will not last long. That the steamer was doomed with the advent of the first heavy blow was the opinion of the seamen who visited the scene of the wreck yesterday and the visit of the insurance underwriters so long delayed now promises to be of little avail. The tug Lord Kitchener which has been at Seal Cove and about the wreck since Wednesday morning will arrive in the city early this morning and will return at once with Capt. Gills, shore captain of the Donaldson Line, who arrived from Montreal yesterday and Capt. W. H. Logan, representing the London Salvage Association. The survivors of the wreck did not come up on the Kitchener as was expected but are being cared for at Grand Manan by the Donaldson Line.

Lived Up to Record.

Special to The Standard.
Seal Cove, Grand Manan, Oct. 28.—With the feeling of thankfulness and gratitude intensified by the reception of the sad news of the certain death of their comrades, the six survivors of the crew of the steamer Hestia will say farewell to their rescuers tonight. The survivors of the wreck, who have lived up to their heroic record and incited their names as fresh on the roll of honor, to others is often given the credit, but wherever is told the story of the latest tragedy of the sea there should also be recorded the names of the men who have been hailed to the rescue across an angry sea, as soon as the alarm was given.

Captain Frank Benson, the official head of a volunteer life-saving crew and keeper of the government life-boat at Seal Cove, was in command of a crew of five which took three men off the shattered wreck. A surprising fact is that the life-boat is not in a safe condition and that Capt. Benson preferred to make the trip in his trim fishing yacht, the Dreadnought. He took with him his son Guy, Joseph Hatt, James Dalzell and George Russell. These men state that the first signals of distress were seen flying from the wreck itself and that even on Tuesday morning, there was no sign of life on Gannet Rock, the government light station. The Dreadnought was unable to reach the wrecked ship and the crew landed on Three Islands for the purpose of making a thorough search of the unoccupied buildings. The hope that some of the sailors had drifted ashore. In the meantime Capt. Lorne Wilson had organized a crew and set sail for the wreck in his schooner Ethel. He had with him, his sons Jack and Arthur Wilson, Turner Ingles, Harvey Schofield, Mayberry Russell, Ashton Gupit, Dr. R. F. Johnston, Leonard Benson, and Harvey, George Stewart. The two crews worked together and deserve equal credit.

A Coincidence.

It is a coincidence that Capt. Wilson also assisted in the rescue of the crew and passengers of the steamer Warwick, which went ashore in 1896 on the Murr ledge. Almost beyond the recollection of the oldest residents of Grand Manan occurred the wreck of the Danish steamer, which was wrecked at North Head in January, 1857. The vessel was driven head on against the reef at North Head and the sole survivor, a seaman named Lawson, was literally carried up the cliff by the force of the waves. He had one foot frozen off but recovered, and is now lighthouse keeper at North Head. In later years the wreck of the Humaco is best remembered. This steamer had gone ashore and a wrecking crew from St. John were at work on her. A terrific storm arose and the men were seen to be in danger from the island. Leonard Benson and others prevailed upon the captain of the tug Drigo to go to their assistance and Mr. Benson picked Jerry Daley, the sole survivor of 13 men, from the water. Daley was floating on a piece of wreckage and paddling along with a stick. He is now engineer in the I. C. R. grain elevator at St. John. The crew of the American schooner Velma were also rescued by daring work of Grand Manan fishermen.

Ashore Twice Before.

In connection with the wreck of the Hestia it has been stated that the steamer was ashore twice before and she seems to have had an ill-starred career. A few years ago she struck a submerged wreck at Seal Island, N. S., and was later towed to Shelburne harbor where she filled and sank. Pumping out of the water and raising was accomplished however, and the steamer was taken to Halifax and repaired in the dry dock. There is also a story to the effect that the Hestia was built under another name and on her first voyage foundered off the coast of India, after remaining under water for five years she was raised, repaired and rechristened. The fact which stands out with startling certainty in connection with the wreck of the Hestia, is above all

Unionists Win In Bermondsey Encompassing Complete Defeat Of The Government's Supporter

VALLETTA IS ASHORE OFF WOOD ISLAND

Tern Schooner Owned In This City Springs A Leak And Is Abandoned After Piling Up On Ledge.

Bideford, Me., Oct. 28.—The two masted British schooner Valletta, lumber laden from St. John, N. B., for Boston, with a cargo of deals, struck on Danesbury ledge, just off Wood Island tonight. She is leaking badly, but it is possible that she may be pulled off at high tide. Captain McInnes and the three members of the crew escaped with their effects to Wood Island, and were later cared for by the crew of the life saving station on the mainland.

Early In Week.

The Valletta sprang a leak early in the week and the men had to work the pumps constantly. The captain was skirting the shore closely this evening in running down the coast when the schooner struck the ledge off the Wood Island light about 7 o'clock. It was an easy matter for her to reach the island in their small boat. The boat of the Pletcher Neck life saving station went to the assistance of the schooner and it was thought that the tug Joseph Baker from this city, will make an effort at high tide to release her from the ledge.

The Valletta's crew consists besides the captain, of Morris Thompson, mate, Allen McInnes, seaman, and Anderson Saunders, cook. She is of 99 nets registered tonnage, was built in St. John in 1885, and is owned by Lafayette LeB. Richardson, of that city.

Canadienne Lost.

Halifax, N. S., Oct. 28.—On the lonely island of St. Paul's off the extreme north end of the Cape Breton coast, the schooner Canadienne was driven ashore in yesterday's gale. After much suffering all her crew were taken off the wreck and are now being tended by Superintendent Campbell and his men.

Particulars of this disaster, the third so far known to have been caused by the hurricane which swept the North Atlantic coast the first of this week, came to Halifax today when the Marine and Fisheries Department received a brief message from Superintendent Campbell. It is expected that the schooner Canadienne was driven ashore in yesterday's gale. After much suffering all her crew were taken off the wreck and are now being tended by Superintendent Campbell and his men. The schooner drove ashore near the Northeast light. This is one of the most dangerous spots on the whole of this rugged coast and many ships have been lost in its vicinity. Through the exertions of the life-saving crew on the island and the efforts of the men themselves, all were taken off in safety. Until rescued, however, they experienced great sufferings. The Canadienne was a schooner of 53 tons and was registered in Halifax. She was built in 1883.

MONCTON CANADIAN CLUB ELECTS OFFICERS

R. A. Borden, K. C., Chosen As Society's Head—Interesting Address By W. P. Archibald—Mrs. E. Smith To Speak.

Special to The Standard.
Moncton, N. B., Oct. 28.—The Moncton Canadian Club met tonight electing the following officers: Hon. President, Senator McSweeney; President, R. A. Borden, K. C.; First Vice President, F. A. McCully; Second Vice President, Geo. J. Oulton; Treasurer, W. B. Logan; Secretary, E. J. Payson; Archivist, W. A. Cowperthwaite. Executive:—Capt. Master, C. F. Burn, H. F. Hamilton, B. A. Bourgeois, Rev. Purdy, Thos. Williams, P. N. Hall. Auditors:—B. E. Smith, M. B. Jones. W. P. Archibald, Dominion Prison Parole Officer, addressed the club, the subject was "Delinquents." On Thursday, November 11, Mrs. E. A. Smith, of St. John, will address the club on "Our Canadian Heritage" to be illustrated by lantern views.

\$1,440 REALIZED IN SALE OF WRECKED BARK

Special to The Standard.
Chatham, N. B., Oct. 28.—Auctioneer Wyse knocked down the wrecked bark sold here today. The purchase price was \$150. The sails fetched \$290 and the other outfitting reached \$500 a total of \$1,440 for the whole.

COOK LAUNCHES OUT AT ALLEGED CALUMNIATORS

Denounces Tactics Of His Opponents As Unfair And Vigorously Defends Contentions Of Having Climbed Mount.

PEOPLE OF MONTANA HIS LATEST JURY

Hamilton, Mont., Oct. 28.—Dr. Frederick A. Cook in an address tonight denounced the tactics of his opponents as unfair and vigorously defended his contention that he had ascended Mt. McKinley. He declared money was used corruptly in obtaining certain affidavits against him. Hamilton is the home of Edward N. Barrill, the man who claims that Dr. Cook never reached the summit of Mt. McKinley. Dr. Cook tonight was enthusiastically received and his address generally applauded. He thanked his large audience for his reception and assured his hearers he would go up the mountain again and obtain proofs that he made the first ascent.

His Statement.

"Satisfied that the people of Montana believe in justice and fair play I have come into your commonwealth not to seek revenge to enter into a controversy with men in whom I only had every confidence but to ask for a fair deal. There is no malice in my heart. I am not here to invoke the strong arm of the law. My veracity has been attacked by men residing in this community. They have fallen in to evil hands and the temptation was too great. They have sold their birthright for silver, and there probably was more than thirty pieces.

To Continue Fight.

"When this farfare failed, the enemy began this flank movement on the climb of Mount McKinley; men with money to burn in the flame of infamy entered the arena. Men of this community whom I had previously believed honest, fell as victims. The statements were absolutely untrue. Still I nurse no spirit of revenge or malice against these misguided men. My counsel, however, has been instructed to continue the investigation until we catch the money giver higher up.

Contract For Franco Canadian Line Signed

Document Executed Providing For a Fortnightly Service Between French And Canadian Ports.

CANADA EXPRESSES SYMPATHY WITH JAPS

Governor General Cables Sympathy Of Canada To Tokio On The Death Of Prince Ito—Statistics From London.

MRS. ELIZABETH CULLEN IS AWARDED DAMAGES

Halifax Woman Who Proceeded Against Alexander McNeill Alleging Conspiracy Is Granted \$1,000.

MRS. CORKUM ACQUITTED

Special to The Standard.
Lunenburg, N. S., Oct. 28.—The shooting case of the King vs. Mrs. Emeline Corkum of Middlemouth was finished before Magistrate McGuire this afternoon. The accused was acquitted.

REFINERY SITE IS STILL FOOD FOR DEBATE

General Committee Yesterday Sent Report Back To Harbor Board—More Time Wanted To Consider Proposal.

F. C. DURANT MAKES FURTHER CONCESSIONS

At a meeting of the General Committee of the Common Council yesterday afternoon a motion that Mr. F. C. Durant be granted the proposed site on Charlotte street extension for a sugar refinery was voted down and the matter was referred back to the Harbor Board for further consideration. The aldermen who voted against granting the site were not opposed to the use of the property for a sugar refinery, but wanted more time to consider the details of the agreement and the results that would arise from the transfer.

Harbor Board's Report.

The report of the Harbor Board approved of the transfer providing the company Mr. Durant represented would agree to certain conditions. Mr. Durant who was present refused to agree to some of these terms but during the meeting a compromise was arrived at. Mayor Bullock presided, and those present were Ald. Frink, Baxter, Belyea, McDougall, Hayes, Holder, Lewis, Lively, Colner, Potts, Elkin, Kelley, Sproul, Wilson, Lewis, and Christie with the City Engineer, and Common Clerk, Mr. Walter E. Foster, president of the Board of Trade was also present.

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