

THREE SCHOONERS WRECKED IN FENDY

Saturday's Heavy Gale Played Havoc On Coast

MIRACULOUS ESCAPE OF SCHOONER'S CREW

Men of W. T. Donnell had Hazardous Time--Ves- sel Total Loss--Eskimo Ashore and Damaged-- Fishing Vessel Strands

The big storm caused the wreck of three vessels near St. John, but though the crew of one vessel had a very hard and hazardous experience no lives were lost. The wrecked vessels are:

The American three-master Wm. T. Donnell, ashore at Mace's Bay, and said to be a total wreck.

The Nova Scotia schooner Eskimo, ashore at Connor's cove in Musquash harbor, with keel broken, a hole in her bilge, and mainmast and jibboom gone.

The little fishing schooner Tourist, owned by Daniel Campbell, ashore in Dipper Harbor, and badly damaged.

An American Schooner Wrecked.

After a wild struggle with the storm the American schooner William T. Donnell was wrecked in Mace's Bay near Point Lepreau, and her captain and crew had a very narrow escape from drowning making their way to the shore through a mile of surf to the great astonishment of the fishermen who watched the little boat driving in through the giant combers breaking over the ledges, expecting every moment to see it smashed to red pulp upon the rocks.

The schooner left St. John Thursday morning, bound to New York with a cargo of lumber. On Friday morning, when the wind swung to the southward and began to breeze up, she was off Little River on the coast of Maine. The captain, A. W. Hardy, decided to make port, and tried to get into Jones' Harbor, but it soon shut in thick with rain and fog, and at eleven o'clock he wore her round and let her drive up the bay, thinking to make a harbor in Charlotte county.

But the weather continued thick, and as the gale increased there was nothing for it but to keep her going. Late in the afternoon it cleared a little, and presently they made out the light house on Point Lepreau.

At that time the wind was blowing a strong gale from the southwest, and as the gasoline engine had broken down it was impossible to get sail enough on her to force her out past the Point. Accordingly she was put on the other tack, with the idea of heading out past the Wolves, but it soon became evident that she could not get by those ledges.

Battling With The Gale.

So she was turned about again. For some hours an effort was made to beat off the shore, but the gale was too much for her, and about half past eight in the evening the captain anchored her off Mace's Bay.

All this time, in addition to working ship, the crew had been toiling at the pumps, for as the sea got up she started to leak badly, and with the gasoline motor broken down there was nothing for it but to work the pumps by hand.

For a time she rode to her anchors fairly well, but by midnight the gale had kicked up a terrific sea and she began to labor heavily, and lose her buoyancy as the water leaked into her hold. Soon the sea was sweeping her over her bows, and she was leaping and plunging the chain cables broke her hawse pipes, and tearing holes through the bows allowed the water to pour in as through a sluice gate.

Combers Raked Her Deck.

Before long she filled with water. Unable to rise to the sea she let the combers rake her the whole length of her deck, and the crew were in constant danger of being swept overboard. They could not stop below, for the cabin was full of water. Worn out with toil, wet and cold, they held on, expecting every moment that the lashings of the deckload would carry away, and allow the sea to bury them under a raft of lumber when daylight came their plight looked desperate. To leeward the combers were breaking over the ledges in an awe inspiring fashion, and it looked impossible for a boat to live through the frenzied wash of the surf.

But about eight o'clock, hearing the schooner would go to pieces and spill them into the sea, they decided to try the desperate chance of making land.

A Miraculous Escape.

A hull in the gale gave them an opportunity to launch the boat and the

FOURTEEN SAILORS TO DAY JONES

Six of Steamer's Crew Saved But Others Go to Bottom of Chesapeake Bay--Revenue Cutter Standing By.

Newport News, Va., Jan. 4.—Six members of the crew of the steamer Julia Luckenbach, which was cut in two and sunk by the British steamer Indrakula, according to a wireless message received here tonight from the revenue cutter Apache, which went from Baltimore to the Indrakula's assistance.

It was reported by eight survivors who were landed here this morning by the steamer Pennsylvania that twenty persons lost their lives in the sinking of the Luckenbach, but news of the rescue of six others reduces the number to fourteen.

W. H. McDonald, one of the Luckenbach's coal passers, died aboard the Indrakula after being rescued. The names of the five rescued men were not given by the despatch. The Indrakula was reported by the Apache to be badly damaged forward and considered a total wreck. The officers and crew of the Indrakula, the Apache commander says, are deeply grieved over the loss of life as a result of the collision. The Apache reported she would stand by the Indrakula until the weather cleared and then would attempt to tow the vessel here, where repairs can be made.

captain and his crew of five men got into it. As they drove into towards the breakers they noticed a little channel where the sea were not breaking and steered the boat for it. Swinging in with the combers breaking on either side they followed the tortuous way of the channel, and after a long and hair-raising trip they landed safely.

Old fishermen who watched the passage of the boat through the breakers, came to the shore to witness the escape and enthusiastic admiration of the way she was handled. Many of the fishermen said that they would not have believed it possible for a boat to come through the ledges in the sea then running unless they had seen the feat accomplished with their own eyes.

Will Be a Total Wreck.

About two o'clock in the afternoon the schooner parted both cables and drove through the ledges and brought up on the shore of Mace's Bay. She stove in her bottom on the jagged beach. She is now lying upright, with all her topmasts intact, and is high and dry at low water. She will be a total wreck, but her cargo will probably be salvaged.

The Donnell was owned by Messrs. Stout of Millbridge, Maine, and was a three-masted vessel of 432 tons and about 28 years of age. Captain Hardy and his crew came to St. John Saturday evening. The mate belonged to Portland and the cook, Jacob Bondreau, to Weymouth, Nova Scotia.

A. W. Adams, her agent here, said it was a miracle that her crew escaped death in the surf.

Talking to The Standard on the long distance phone last evening, the light-house keeper at Point Lepreau said that the storm of Friday night was one of the heaviest he had seen for years, the wind at times attaining a velocity of 90 miles an hour, while the sea was wilder than he had ever seen it. Stone weighing thirty pounds were disengaged upon the platform of the light-house.

The Eskimo Meets Disaster.

Another vessel that met with disaster was the schooner Eskimo, which was bound from Apple River to Bath, Maine, loaded with lumber for boat building. She had run into Lower Musquash Harbor for shelter. She had quashed anchors down, but in the height of the gale between 3 and 4 a. m., Saturday she started to drag her anchor. A heavy sea was rolling into the harbor; the schooner was swung broadside to the swell, and, rolling heavily, she parted one of her cables. In the gale then raging one anchor could not hold and she drove rapidly towards the shore and brought up on the western side of Connor's Cove with a bump that jerked the jibboom out of her and carried away the mainmast just above the deck. Happily none of the crew were caught by the wreckage of the mainmast as it fell, though some of them had a narrow escape from being crushed to death.

Men Standing By Ship.

When the schooner went ashore Captain Pike of St. John and a crew of four men were aboard of her and they did everything possible to prevent the disaster. In the morning it was found that the schooner had broken her keel and stove a big hole in her bilge. She filled when the tide rose.

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TAFT DECLARES HIMSELF FOR ARBITRATION WITH BRITAIN AS TO CANAL

President of United States Takes States- man's Stand on Important Question

Hopes Present Negotiations will Bring Settlement but, Failing that, is Prepared to Submit Whole Panama Canal Question to Impartial Tribunal and Abide by Decision.

New York, N. Y., Jan. 4.—President Taft today declared himself unequivocally in favor of arbitrating the dispute between the United States and Great Britain over Panama canal tolls in the event that the pending negotiations between the two countries fail to bring about a settlement. This was the first public declaration of the president of his attitude toward the question. He was speaking at a dinner given in his honor by the International Peace Forum.

"I am willing, and indeed I would be ashamed not to be willing," said the president, "to arbitrate any question with Great Britain when we reach the exact issue which there is no doubt about any public doubt on that subject so far as this administration is concerned. When there is a difference that cannot be reconciled by international negotiation and adjustment, then we are entirely willing to submit to an impartial tribunal.

"I am hopeful that we may get it either to a settlement or to submission, before the administration, in which I have the honor to be a disinterested party, shall cease, but I may move slowly. But I am glad to take this opportunity in this presence to say that if the time comes when I will do in respect to the submission of that question, as far as my power goes, to an impartial tribunal for its settlement, if that is necessary."

Denounces U. S. Senate.

Mr. Taft warmly denounced the Senate in connection with the defeat of the proposed arbitration treaties with Great Britain and France.

"Once in a while," he said, "there comes an opportunity that seems to be a great step forward, and when that opportunity is lost, when the step which might have been taken, the hearts of those whose hopes were brought back to me the earnest trust that I had in my soul before I had visited almost every State in the Union and urged the ratification of the treaties which we had made with England and France, and then lived to find them defeated in the highest legislative body of the world, as some of the members of that body are in the habit of calling it, the defeat was more than a mere disappointment. It was a blow to the progress that might be made by those treaties, because the vote carried with it a proposition which, if established as our constitutional law, relegates the United States to the rear rank of those nations who are to help to bring about universal peace."

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ROMANCE IN RIDEAU HALL

Lady in Waiting to Duchess of Connaught and Capt. Bulk- ley of Royal Household Soon to Wed.

Ottawa, Jan. 5.—An engagement of much interest in social circles in Ottawa and London, England, will shortly be announced, and is of the nature of a romance in the royal household at Rideau Hall here. Two of the members of the personal staff of Their Royal Highnesses the Duke and Duchess of Connaught, Miss Evelyn Pelly, lady-in-waiting to Her Royal Highness the Duchess of Connaught, and Captain T. H. Rivers Bulkeley, C. M. G., M. V. O., equerry and controller of the household to His Royal Highness the Duke of Connaught, are the central figures.

Miss Pelly is a niece of the Earl of Weymouth, A. D. C. to Queen Victoria for many years and later to King Edward. Captain Bulkeley has had a distinguished military career, having served through the South African war with his regiment, the Scots Guards, and being mentioned three times in war despatches. He was wounded at the battle of Belmont. He was formerly controller to the Earl of Minto and Lord Curzon when they occupied the post of Viceroy of India, and was A. D. C. to the Duke of Connaught when the latter was Inspector-General of the force, and also when His Royal Highness was High Commissioner of the Mediterranean, coming later to Canada.

TURKEY REALIZES THE GAME IS OVER

EARL GREY'S MEN STRIKE IN A HURRY

Despatch from Secretary Har- court Throws New Light on Much Talked of Matter.

Ottawa, Jan. 5.—A despatch received by the government from the secretary of state for the colonies, throws some new light on the proposal that the self-governing dominions be given representation on the Imperial defence committee.

Mr. Harcourt's despatch is dated Dec. 10th, and was sent to the governments of all the self-governing dominions of the Empire. It shows that the proposal, as now likely to become effective, was considered during the Imperial conference of May, 1911, a resolution put forward by His Majesty's government having been unanimously accepted by the members of the Imperial conference at the committee of Imperial defence.

This resolution provided for the invitation of one or more ministers from the respective governments to the committee, and for the establishment, in each of the dominions, of a defence committee, to be constituted according to the decision of each government following the change of government in Canada, and advantage was taken of the visit of Premier Borden and his colleagues to London to put these proposals before them, and Mr. Borden provisionally accepted them. It will be seen from the text of the despatch that Premier Borden reached an understanding in the arrangement already proposed, namely by providing that the representatives of the dominions should be invited to the committee to be formed in each of the dominions, and that the committee should be informed on all questions of Imperial policy. The despatch is as follows:

Mr. Harcourt's Despatch.

"My Lord: I am forwarding by mail for the confidential information of your ministers, a record of the proceedings of the Committee of Imperial Defence on 30th May, 1911, during the Imperial Conference and on 1st August, 1912, during the visit of the Canadian ministers to London. This record deals solely with the question of the matter of the dominions on the Committee of Imperial Defence. Your ministers who were present on the first occasion of the meeting of the committee arose out of a resolution by Sir Joseph Ward on the agenda of the Imperial Conference, asking that the dominions should be invited to the Committee of Imperial Defence when naval and military matters affecting overseas dominions were under consideration.

The unanimous view of all those present on the 30th May, 1911, was that the representation of the dominions should be not by the high commissioners but by the ministers who would be responsible to their own legislatures and parliament and at the same time decided that a defence committee should be established in each dominion which would be kept in close touch with the Committee of Imperial Defence at home. The resolutions ultimately put forward by His Majesty's government and accepted unanimously by the members of the Imperial Conference at the Committee of Imperial Defence were as follows:

First—One or more representatives appointed by the respective governments of the dominions should be invited to attend meetings of the committee of Imperial Defence on questions of naval and military defence affecting the overseas dominions under consideration.

Second—The proposal that a defence committee should be established in each dominion is accepted in principle. The constitution of these defence committees is a matter for each dominion to decide.

The Canadian government having changed in the autumn of 1911, it was necessary when Mr. Borden and his colleagues visited England this summer to put these proposals before them as they were, of course, unaware of the previous proceedings. Subject to consultation with his colleagues in Canada Mr. Borden provisionally accepted the resolution as passed and stated that he saw no difficulty in one of his ministers either with or without portfolio spending some months

BAD SMASH ON THE I. C. R.

Light Engine Struck Ocean Limited While Running to Halifax Station—Four Cars Derailed—Engine Damaged.

Halifax, Jan. 5.—A light engine running on the main line to the I. C. R. station in this city caused a serious smashup to the second section of the Ocean Limited last night. The light engine was ahead of the Limited but was going much slower. When the fireman of the light engine saw the big locomotive behind him he jumped and, in falling, suffered a concussion of the brain. This was the only injury to any of the train crew. He will recover.

The engines came together with great force, both being damaged, and four baggage cars of the Ocean Limited being derailed. The light engine had no business on the main line at the time. The men on it were going to take a special to Truro and their idea was that they would have got off the line in time to allow the Limited to pass in. They miscalculated, and the smashup followed.

RECHAD PASHA WILL MAKE FURTHER CONCESSIONS.

Opinion Now is that Al- lies will Follow Advice and Demand Less, while Turkey will Offer More

London, Jan. 5.—The general situation has improved and the danger of a rupture of the peace negotiations tomorrow seems to be averted through making fresh concessions which will enable the allies to enjoy a holiday during the festivities in connection with the orthodox Christmas.

Rechad Pasha seems to have turned into an sphinx, so full of mystery and impenetrability in his. From authoritative sources it is stated that the powers, through their ambassadors here and at Constantinople, have succeeded in mixing much water with both the allies and Turkey's wine.

Strong pressure in favor of moderation has been exercised at Constantinople, while the Balkan representatives have been urged to be patient before breaking off the negotiations, especially as they can lose nothing by waiting, their position being better than that of Turkey. The efforts of the powers appear to be successful on both sides.

Unless some sudden change occurs at the last moment Rechad Pasha will present on Monday new terms which will comprise another retrenchment of the Thracian frontier, bringing further east than any decided in the terms presented Friday, perhaps to Budegatch, but not yet including Adrianople, and possibly the cession of Turkey's rights in Creta directly to the allies.

After representations had been made to them, Dr. Danef, Premier Venizelos, M. Novakovich, and M. Mijuskovitch met today and decided to give Turkey a further period of grace considering the new terms as proof of a disposition on the part of Turkey to reach a satisfactory solution.

They propose to submit the new terms to their governments for study and await further instructions, and will suggest an adjournment of the conference probably until Friday, the third day after their Christmas at the same time emphasizing the absolute necessity of a meeting of the allies, particularly with respect to Adrianople.

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CONSERVATIVE LEADER ASKED TO TAKE REINS

Senor Almeida Asked by Pres- ident of Portugal to Form New Ministry—Promises Financial Retrenchment.

Lisbon, Jan. 4.—The President of the Republic has accepted the resignation of the cabinet and entrusted Antonio Jose Almeida, leader of the Conservatives, with the formation of a new ministry.

Senior Almeida, whose policy of conciliation has been violently opposed by the Democrats under Dr. Alfonso Costa, leading to the recent disorderly scenes in the Chamber, has outlined a programme which includes financial retrenchment, revision of the law governing the separation of the church and state, more liberal treatment for ecclesiastics and amnesty for political prisoners.

The door of fellowship and friendship is always open to them and we require no formalities of an Imperial conference for continuity of Imperial confidence.

The foregoing accurately represents the views and intentions of His Majesty's government. From Mr. Borden's public speech in introducing the Canadian naval bill, it appears that he accepts the proposals which we made. The same offer is of course, open to all the other self-governing dominions when they wish to adopt it, but the proposal is not one necessary for strict uniformity and can be varied in the case of each or any dominion to suit their wishes or the special circumstances of their case. I should be glad to know at your convenience, whether your ministers desire to adopt some such method of more continuous connection in naval and military affairs, with the Imperial defence committee in the United Kingdom. I have, etc.

(Signed) HARCOURT.

STRANDED VESSEL IS ENTIRELY GONE

Wilmington, N. C., Jan. 4.—The scho. Savannah, from Jacksonville to Portland, Me., lumber laden, which went ashore on Prying Pan Shoals December 27, has entirely disappeared. It is believed the vessel was broken up or blown out to sea during yesterday's gale. Efforts will be made to locate the derelict.