

PASSENGERS AND CREW RESCUED FROM COBEQUID

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sign of life. It was when rescuers and watchers had practically given up the last slender hope, that the good news flashed from Yarmouth of the rescue of the entire ship's company.

Sighted as Vapors Rise.
Despite the great odds against them, the boats sent to the aid of the stranded ship passed on in their search. Just before noon today the storm abated, the squalls ceased and through the vapor off the Yarmouth coast could be seen the hull of a ship, piled up on Trinity Ledges, about six miles off the shore in the vicinity of Fort McLeod. Word to this effect was immediately wired to the agent of the Marine and Fisheries at Halifax. At the same time, the ship was described as being in a very serious position with the waves breaking over her and that she was very much incased in ice. There was no sign of life on board of the liner, and the general belief was that the entire ship's company was lost, either having perished in lifeboats, been washed off the ship, or frozen to death.

From the marine and fisheries office at Halifax orders were sent for all the rescuing boats to proceed to the actual scene of the wreck. The boats, Lansdowne, then in Westport, Brier Island, left at four o'clock, and the tug John L. Cann had preceded her. From Yarmouth the steamer Westport sailed. At 4:20 p. m. Captain McKinnon, of the Westport, sighted the Cobequid. She was lying on the southwest part of Trinity Ledges. At that time there was a high wind and rough sea, but despite these conditions the plucky skipper determined that no efforts would be spared to make a rescue of at least some of the passengers and crew from their perilous position.

All Lifeboats Gone But Three
In three lifeboats, of which only four remained intact on the Cobequid, seventy-two of the ship's company put out toward the rescuing steamer. They were safely embarked on the Westport, which still remains by until the tug John L. Cann came up, and at 6:15 was taking off another load consisting of 24 men, at which time the former boat put under steam for Yarmouth, closely followed by the Cann.

Captain Remains at Post.
On board the Cobequid there still remained Captain Hawson and eleven men for whom there was no lifeboat, and as it was after dark when the John L. Cann came up, it was decided that the government ship Lansdowne should stand by until daylight. It was then expected that the Lady Laurier would reach the scene at that time, and either one of the two boats will take off the captain and his men.

Engineer's Story of Stranding.
Mr. Douglas, chief engineer, said that he had encountered heavy seas all Monday night, and it was at 6:15 on Tuesday morning that the Cobequid struck on the southwestern end of the Trinity Ledges, going on at about half tide. As she struck a sea must have carried her well up as she is lying well up out of the water at half low tide. Mr. Douglas said that an attempt was made this morning by kindling a fire in an iron bucket in which had been cut holes to give draft, to make heat for the crew. The ship's bottom gave in and she sat squarely on the rocks while the water surged out of the hatchways. It was a wreck with the aid of the accounts for the wreckage strewn along the western shore today.

Asked how the Cobequid came to be so far out of her course, he said he thought that as the ship was slowed down in making her way up the bay, and to make continual soundings, the strong current running against her out of her course, and in the dense vapor and snow prevailing, it was impossible to tell where they were.

The mate had just gone off to cast the lead when breakers were sighted ahead, and just as he threw the lead, she struck.

All that remains of the ship is but a broken bulk on one of the most dangerous ledges in the Bay of Fundy coast. That her one hundred and six souls which she had aboard are safe tonight seems to one who hears the story, but a miracle, when some idea is gained of the terrific seas and winds that

Low Spirits From Weak Nerves

Low spirits, depression, discouragement are a form of nervous disease. You worry over little things, and at the slightest ailment apprehend the gravest danger of disease. You form the habit of looking at the dark side of things. Indigestion is a frequent accompaniment, and you frequently do not sleep or rest well. The cause of the trouble is to be found in the exhausted condition of the nerves. To get well you must build up the feeble, wasted nerve cells by use of such treatment as Dr. Chase's Nerve Food. This great food cure forms new, rich blood, and thereby nourishes the nervous system back to health and vigor. There is nothing like new nerve force to bring back hope and confidence to the weak and discouraged. This treatment works in natural ways to restore health, and, therefore, cannot fail to prove of benefit to you. Put it to the test and you will be surprised with the building up of assurance that will result.

have been running off that coast during the past thirty-six hours. Captain J. Edgar McKinnon, of the Westport, came up to the wreck under her port side. He found her lying headed to the westward, with the bow down, and her stern well out of the water with the spray and seas going over her. He blew a signal for them to lower away their lifeboats and come off so that they might pick them up.

"Women First," The Order
In a short time they had one boat in the water with twenty-four aboard. This boat being in charge of the second officer. The women were taken off in this boat in accordance with the traditions of the British steamship. These were all gotten aboard without an accident to any of them. The second boat came off with between twenty-two and twenty-five aboard, while the third boat to leave the ship brought the balance of the crew. This was all accomplished in a matter of two hours.

ST. JOHN INTERESTED IN THE WRECK

St. John evinced the keenest interest yesterday in the developments of the Cobequid story. The first reports to hand indicated that the steamer with probably all on board had been lost, as dire tales came filtering in from the effect that wreckage and articles of the steamer's equipment had been washed ashore near Yarmouth, and that search was being made for the bodies of the victims.

As fast as received these despatches were featured in The Standard's bulletin service and all afternoon knots of interested people grouped in front of the office telephones were kept busy by enquirers desiring to learn the latest details.

As is usual on such cases there were many alarmist rumors. One of the most persistent was to the effect that the Cobequid had been found in a bulk submerged and that there was no sign

of life. From this the report grew that all had been lost. Fortunately later reports brought the word that all had been saved, although apparently there is still a question regarding 12 men believed to be on the steamer, though in a safe position.

One of the happiest men in the city last night was Percy W. Thomson, the local agent of the company. He had not for a moment lost hope that the people on the Cobequid would be rescued, and although disquieting reports to the effect that cargo, hatches, pieces of scuttling, bridge railing, life buoys and a sign stating "Keep Clear of Propellers" had washed ashore were received he still kept the anxious ones buoyed up with his belief that all those on board would be found all safe.

To substantiate his idea, Mr. Thomson said he believed that Mr. Thomson struck on Trinity Ledges when it was nearly low water, that her bows had run up on the rocks and that this left her stern low. There was not enough rise of tide to float the steamer off the rocks, and passengers and deck fittings ashore and the bridge railing found was from the after part of the ship. Mr. Thomson held out the strongest hope that if the ship was still on the rocks those on board were safe and his faith was justified when it was learned last night that the crew and passengers had been saved, although the ship would prove a total wreck.

No expense was spared by Mr. Thomson in sending steamships to the rescue and no less than eight steamers were sent out at his request to aid the doomed steamer.

It was only ten minutes after he had the word that the ship was on the rocks that he received a long cable from London giving him the same results.

Last night Mr. Thomson received a telegram from Mr. Allport, one of the managers of the line, who was on board the wrecked ship. The message stated that all on board were safe, but the ship would prove a total wreck.

GARVIN GETS LIE DIRECT IN RAILWAY CASE

Insinuations of Carleton County Blusterer Promptly Contradicted—Judge Did Not Hear Remark.

Special to The Standard.
Fredericton, Jan. 14.—The plaintiff's case in Stewart vs. Southamptown Railway Company was concluded during the afternoon with the completion of D. W. Brown's evidence. While Mr. Brown was on the stand Mr. Carvell succeeded in getting the engineer's estimate on the McDonald work in evidence. This document caused considerable storm a few days ago when Mr. Carvell had it admitted, its importance, however, is not great, as it only shows part of the cost of a portion of the road.

The cross-examination Mr. Brown placed the cost of the road at \$22,000 per mile, a total of \$226,000 for the thirteen miles of road. Under re-examination by Mr. Carvell, the witness showed that the cost of portions of the costs of the road. Mr. Carvell endeavored to get the witness to say that this partial statement, totaling only something like \$8,000 per mile, was the full cost of the road. "Then where did the balance of the \$226,000 go?" asked Mr. Carvell.

The witness was not one for the witness to answer but to give Mr. Carvell a chance to play politics. "It went into Mr. Pinder's pocket, declared the witness, Carvell, with much gusto. "You're a liar," was heard in a stage whisper from Mr. Pinder's direction at this stage. The dignity of the court was preserved, but the nature of the judge to hear the stage whisper.

C. D. Richards in outlining the case of the defence declared that evidence would be placed before the jury to show that the road cost in construction every dollar of public money which had been put into the enterprise and more, too. Even if there had been a contract of contract which the defence did not admit, it would be shown that plaintiff lost no profits by leaving the contract. Moreover, it would be shown on the occasion that Stewart was awarded to Stewart because of fraudulent representations on the part of the plaintiff, who claimed that he had put up certain securities when it would be shown that, as a matter of fact, he had not put up any securities at all.

The contract was signed on September 13th and early in November Stewart was doing absolutely nothing and making no move towards having work started. Mr. Pinder made some investigations and early in November Stewart had not put up the certified check for \$22,500 as security and had done absolutely nothing.

Mr. Pinder and Mr. Stewart met in Fredericton and they had some conversation on the matter, Stewart asserting that he would keep the contract anyway. This was the latter part of October or early in November and on November 25th the company held their meeting at which it was decided to take the contract away from Stewart. Evidence would be submitted to show that Stewart attended the meeting, that he was told by Dr. McNally, one of the directors, the object of the meeting before it opened, that Stewart was told the reason the contract was being revoked was because he had not put up his promised securities and he had been told by Mr. Pinder that the whole thing was a fake.

In conclusion Mr. Richards stated that some collateral matters had been brought into the case incidentally. These would be denied and it would be shown that the plaintiff did not act in a bona fide manner. "It will be shown," said Mr. Richards, "by evidence which must convince this jury that the whole thing was a fake scheme on the plaintiff's part to get this contract."

Mr. Teed said that the defence would like an adjournment underpinning in some of the witnesses they expected to call first were not present.

Mr. Carvell, with his side of the case all in and reports of his various points, yesterday afternoon, that he pressed of the case well displayed in the newspapers, then came to bat with a suggestion for night sessions of the trial. Judge Keenan also favored night sessions.

Judge Keenan drew attention to the fact that the court stenographer had had to be transferred and he would decide on that matter in the morning.

The court then adjourned until 10 a. m. on Thursday.

MME. NORDICA IS CRITICALLY ILL.



RECENT PHOTOGRAPH TAKEN IN HAWAII OF MME. LILLIAN NORDICA AND HER COUSIN, MISS ADA BALDWIN WHO IS TRAVELLING WITH HER.

That Mme. Lillian Nordica, American prima donna, is probably at the point of death in far away Thursday Island, off the northeastern coast of Australia, was news received in New York with alarm by her husband, George W. Young, banker, and her thousands of friends and admirers. There is a note of true pathos in the fact that the famous singer is so far away from the country that she, unique among great opera artists of the world, was able and proud to call her own. She was rounding out a long and brilliant career as a singer with a tour around the world when accident interrupted her arrangements and the Tasman struck a reef in Torres Strait, near the entrance to the Gulf of Papua.

PUBLIC PROSECUTOR IN RUSSIA KNIGHTED

Made Knight of Order of St. Stanislaus for Work in Connection with Kiev Case.

St. Petersburg, Jan. 14.—A great distinction was conferred today on M. Chaplinski, the public prosecutor of Kiev, who was so prominently associated with the prosecution in the sensational trial of the Hebrew Mendel Bellis on the charge of "ritual murder," for which he was acquitted on November 10, 1913. In the list of honors issued on the occasion of the Russian New Year M. Chaplinski was created a Knight of the Order of St. Stanislaus of the first class, and appointed a senator and privy councillor.

HANGED BY THE NECK

No death is more certain than the one that comes to every offender treated by Putnam's Corn Extractor. But come to the corn, root and branch. Insist on "Putnam's" only. It's the best, free from acids and poisons. Price 25c. at all dealers.

ST. LOUIS RAILROAD DECLARES DIVIDEND

New York, Jan. 14.—Directors of the New York, Chicago and St. Louis Railroad, known as the Nickel Plate, a Vanderbilt line, today passed the annual dividend on the common stock. At this time last year a dividend of four per cent was declared; and for three years previously three per cent. The regular semi-annual dividend of 2 1/2 per cent on the first and second preferred stocks was declared. The common stock went up 1 1/2 points on the Stock Exchange.

Suffered Intense Agony With His Back. Kidneys Were The Cause.

Weak back is caused by weak kidneys, and on the first approach or evidence of kidney trouble Doan's Kidney Pills should be used, and serious trouble avoided.

Doan's Kidney Pills go right to the seat of the trouble, cure the weak aching back, and prevent any further complications arising.

Mr. John Briggs, Whitewood, Sask., writes: "I am sending you this testimonial out of pure gratitude, as I am not a believer in patent medicines, but I got so run down, that I became quite willing to give anything a trial. I paid a visit to our local druggist, and told him I was suffering intense agony with my back. He told me I had kidney trouble, and handed me a box of Doan's Kidney Pills, saying it was the best thing he could possibly give me, tried them, and the effect was certain, marvelous. They are worth \$10.00 a box of anybody's money, and I would not be without a box by me. I certainly owe my present condition to Doan's Kidney Pills."

Doan's Kidney Pills are 50 cents per box, or \$3 boxes for \$1.25, at all dealers; or mailed direct on receipt of price by The T. Milburn Co., Limited, Toronto, Ont. When ordering direct specify "Doan's."

Liver Pills

It is impossible to be well, simply impossible, if the bowels are constipated. Waste products, poisonous substances, must be removed from the body at least once each day, or there will be trouble. Ask your doctor about Ayer's Pills.

NAVAL BILL NOT LIKELY AT PRESENT SESSION

(Continued from page 1)
The speech will contain a reference to immigration of the present fiscal year, describing its volume as greater than in any previous year. Allusion will also naturally be made to the satisfactory character of arrangements with the province under the agricultural instruction act and to the good results expected therefrom. Reference will be made in the speech to the progress of the work of the National Transcontinental Railway and the Hudson Bay Railway and to the arrangements made to provide terminal facilities at Canada's national ports; the system of government terminal elevators in the west being mentioned in this connection.

As already stated the introduction of a redistribution bill and bills relating to the civil service act and to increased representation of the western provinces in the senate will find due mention in the speech.

Fire Aboard Steamer.

Yesterday afternoon about 1:30 o'clock an alarm was sent in from box 7 for a fire which had started in the captain's apartments on board the Str. Eastington, discharging coal at the Dominion coal pockets. The fire had started in the partitions from a stove-pipe leading from an open fire place and had gained considerable headway before it was discovered. Considerable damage was done to the cabin fittings and a stove room in the after section of the ship before the flames were extinguished. Although the captain's apartments were left in disorder the ship sailed last evening for Parrboro.

NEW FOLIO CONS

New York, Jan. 14.—China long is a long list of cons provided on a list of the first agreed which may be that cons of good under may be guess almost every world of cons. Cons of good under may be guess almost every world of cons.

BISHOP W. TANGO

Slavery to Fashion in Praying

Opera House--Thompson-Woods Stock Co.

A CLEAN CUT COMEDY
Get-Rich-Quick Wallingford
ALL THIS WEEK
Each act a whirlwind of laughter. No foggy plot—no nerve racking sensations. Just fun—fun—and more fun.

Thompson-Woods Stock Co. Opera House

ALL NEXT WEEK
"A Woman's Way"
Grace George's Great Success.

IN HONOR OF FLO LA BADIO

A Story of Adventure Mingled With Sensation and Thrills
THE JUNIOR PARTNER
SEE THE ESCAPE FROM THE CASTLE AND THE BURNING HOUSE!
"Flo as the Heroine in Many Daring Escapes!"
"THE WATER CURE"
Presenting Miss La Badio in the Role of a Little Coward
Her Many Rescues from the Deep Are
COMING--"ST. GEORGE AND THE DRAGON"--Watch for it

GUESS!! LYRIC
THE MAKIRO'S
Modern Set-You-Guessing COMEDIANS AND MYSTIFIERS
Elaborate Stage Settings and Effects
"IN THE DAYS OF TRAJAN"
American Co. present J. Warren Kerrigan in a story of Adventure and Love
"THE TRIUMPH OF DOOM"
Boys and girls you want to see this Saturday afternoon. It's a Dandy Picture.
MO--THE VER VALLIN TRIO
Colored Musicians, Dancers and Acrobats