

### RESCUED WRECK HOPE TRIUMPHS

#### The Absorbing Story of 100 Hours Spent off the Nova Scotia Coast in an Open Boat

Westport, N. S., Dec. 10.—If you consult a map of the Province of Nova Scotia, you will see two islands located in the mouth of the Bay of Fundy about nine miles from the mainland of Digby County. These are Long and Brier Islands. These islands are separated by Grand Passage, about a mile in width. On the eastern side of the Passage, on Long Island, is the thriving fishing village of Freeport, containing nearly a thousand inhabitants. On the western side, lies Brier Island, whose inhabitants are the residents of the pretty village of Westport. Almost the sole industry of these two villages is fishing. Many a thrilling tale may be heard of the dangers which the men have had to undergo as they have gone forth to wrest from the sea a livelihood. But the most thrilling incident ever happening there occurred last week.

#### A Beautiful Day.

A long spell of rough weather had kept all the men on shore. Sunday November 28, was a beautiful day. The rough seas became calm. That night a full moon shined brightly over the sea. The conditions seemed ideal for a grand day's trawling on Monday. Very early on Monday morning the fishing vessels and boats from these two villages put out for their fishing grounds manned by as brave and hardy a lot of men as ever sailed the seas. They were off by dawn, calm and beautiful. But very soon threatening clouds filled the sky, and a northeast wind began to blow. Speedily this wind rose to a gale. Then that anxious look came over the faces of the fishermen and their wives and the daughters of fishermen marked every face. All recognized that that day was to be one of those days in which people grow old by fears.

The men at their work soon saw their danger. Those who had sailed for the fishing grounds soon after midnight were blown through with their trawls, and soon were on the way to port. The earliest of the boats reached port with no loss.

But those who had sailed later, were in the midst of running their trawls when the mad storm broke upon them. Anxious to save as much of their gear as they might, these men stuck to their work as long as the bravest men dare. Then, seeing that they were courting death, they cut away their trawls and made for home. Between ten o'clock and one, the most of the boats reached Westport and Freeport after heroic battles with wind and wave. Many feared they were about to sail on that long voyage from which none return. About noon, it was found that eight of the boats that had sailed from Westport were missing. Such a failure to make the home port in a storm was never before known in Westport. The lifeboat had gone out with the trawls, and the men with their crews. Those who have lived in a fishing town may best imagine the feelings of the people of Westport when it was known that about twenty men were had sailed out to their work that morning had not returned. The situation was, however, quickly relieved when telephone messages came from Meteghan, Beauséjour, Cape Cove, Port Maitland, and Yarmouth, telling of the safe arrival at these harbors of the men in their boats or in vessels which had rescued them from a watery grave. For a time it was thought that all were safe. But later in the day, it was learned that one boat, containing father and son, Mr. George Repoul and his son Ray, had not returned. "What has become of George," was the question to be read on every face. The whole island was stirred over the matter. Early in the morning had been reported to wife and daughter in the home that their loved ones were safe at Meteghan. When the truth was learned it was kept from them for a while by the least disturbed one on the island that night.

#### No News.

Tuesday morning dawned and no news had come from the missing. The news was broken by the home. And then these awful words of suspense which read the strongest soul set in. Tuesday passed and Wednesday, with a terrific gale and with the thermometer rapidly falling passed, and still no word from the missing ones. Thursday morning came and all hope was abandoned except one. On Monday, during the gale, a ship laden with lumber for some South American port passed down the Bay of St. Mary's. This ship was seen from many points to lay to, out in the bay right on the midst of the fishing grounds, and a slight hope was entertained that the brave men who were missing had hailed her and had been rescued and carried away to South America. But nothing was known for months and the awful suspense would hang as a pall over the community. Still, no one could give these men up as lost.

About three o'clock on Thursday afternoon, Edward Welsh, a resident of Westport, was seen passing rapidly along the principal street of the town announcing that a vessel was making port towing a large boat which looked like that of George Repoul. In less time than it takes to tell it, the street and the wharves were alive with people to learn what might be learned. As the vessel approached, the light-house keeper on Peter's Island, by aid of his glass, recognized the boat as the missing one, and hoisted his signal, thus bringing cheer to the islanders waiting in suspense. At once one of the strongest gasoline boats in the harbor was despatched to meet the vessel to learn the situation. Returning as rapidly as possible his boat brought the glad news that both father and son were rescued and that a physician was needed for them immediately. The good news soon spread, and it was possible to get an announcement to the waiting ones at home that their loved ones still lived. Then came the story of the rescued, and such a story as never before was told in Westport. They had lifted all the trawls that they dare then cut their lines and made for the home

### CHANCE RAILED IN FAVOUR

#### Appointment of Sir Arthur Wilson to be First Sea Lord Believed Happy for British Navy

London, Dec. 10.—By the choice of Admiral of the Fleet Sir Arthur Kynvet Wilson, V. C., to succeed Lord Fisher of Kilverstone as First Sea Lord a question of some difficulty has been settled in the most satisfactory manner. It is even said that Sir Arthur's self-sacrifice in relinquishing his leisure retirement for the arduous strain of duty at the Admiralty is due in no small measure to the initiative of the King. Most certainly it would have been almost impossible to have found another man who enjoys so entirely the confidence of the navy and the nation.

#### Devoted to Profession.

Sir Arthur Wilson is inspired by his whole souled devotion to his profession. Like Lord Fisher too, he has had a scientific training and is reflective, determined and progressive. In fact, he carries reticence to an extreme, and whereas during his five years of rule Lord Fisher has made many public speeches, it is quite on the cards that Sir Arthur will not make any at all, however long he remains in office. Unlike Lord Fisher, who specialized as a gunnery officer, Sir Arthur Wilson graduated in the torpedo school and exhibited early his bent in the invention of appliances connected with the use of the torpedo. It is, however, as a strategist, a tactician and a handler of fleets that he is regarded as the highest authority of the navy, which trusts him in these matters as only Sir Geoffrey Horby was trusted by his brother seamen in recent times.

But although the two men, Sir Arthur Wilson and Lord Fisher, possess many qualities and aptitudes in common—taciturnity, secretiveness, independence and fearlessness of responsibility—they are very different in appearance. Lord Fisher is clean shaven, square cut of feature, bronzed and with humor forever lurking in his eyes. Sir Arthur Wilson is bearded, his eyes are deep-set, his eyes have a steely glint and he looks what he is, as hard as nails.

It is perhaps characteristic that he is a keen sportsman and a lover of flowers, while he has never been known to lose his temper. No admiral ever worked his fleet harder, and on one occasion he manoeuvred his fleet, while he had a speed of 12 knots with an ease and directness which have never been equalled. His personal pluck, his even handed justice and his unquestionable professional reputation have won for him the esteem and regard of ever officer and man serving under his command.

Sir Arthur comes from the county of Norfolk which has produced many naval worthies. He is a descendant of the Sir Thomas Knyvet who was killed in a famous sea action in the reign of Henry VIII. Lord Fisher, who has taken his title from Kilverstone, near by which village his son possesses a fine estate, left to him by Mr. Vassall, a Norfolk man, who became a Norfolk man by adoption, but his family originally settled at Packington near Coventry, and in Packington church there are monuments to many of his ancestors.

#### A Divorce.

Ford secured a divorce. The woman met Edgar Street Cooke, young good-looking, prosperous. Cooke had

## Embezzlement a Detail In Famed Warriner Case

#### Extraordinary Career of Mrs. Ford Whose Strange Acts Involved Thirteen People in Tangle.

#### The History of the Warriner Funds Laid Bare in the Statement of the Woman in the Case.

A fool there was and he made his prayer  
(Even as you and I!)  
To a rag and a bone and a bank of hair;  
(We called her the woman who did not care)  
But the fool he called her his lady fair  
(Even as you and I!)

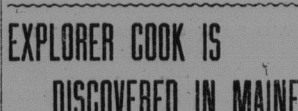
By J. V. Knight.

Cincinnati, O., Dec. 10.—The least fact of all in the Big Four Railroad scandal, when you analyze it, is that Chas. L. Warriner, the road's treasurer, embezzled \$345,000. It matters little that Warriner is in jail. It matters little even to Warriner.

Behind it all is a story of intrigue, love and tragedy that stretches back 10 years, involves 13 prominent men and reveals the most extraordinary career of Mrs. Jeannette Timmonds Stewart Ford, queen of blackmailers.

Warriner HAD been a fool. He made his prayer to Mrs. Ford. But she was The Woman Who Did Not Care.

The career of this woman reads like a romance. A romance of love, life, death, intrigue, suicide, and blackmail. To begin at the beginning, Mrs. Ford was Jeannette Timmonds, living in the



CHAS. L. WARRINER.

southern part of Ohio. She had just finished her course in a fashionable boarding school in Cincinnati when her father died, leaving her an orphan with some \$55,000. She was in her teens. Her world was Cincinnati, and she continued to live. She met "Billy" Pitt, who today became a guest at her home, leaving her brother gives an idea of her resourcefulness.

#### Explorer Cook Is Discovered in Maine

Boston, Dec. 16.—Dr. Frederick Cook has been discovered. He dropped out of view Thanksgiving day. He soon afterwards struck out for the Maine woods. Since then he has been breathing the pine air in the town of Wells, York county, tucked away in the south-western corner of the State.

#### Poet Watson Will Not Be Heckled

New York, Dec. 10.—William Watson, the poet, is not going to address the Contemporary Club in Philadelphia in January as he had been expected to do on his arrival in this country. Watson said last night that he had recalled his acceptance of the club's invitation, because the club had asked so many restrictions upon him—restrictions which he felt to be cumbersome. One of these, he said, was that in a letter they had intimated that there would be a discussion after his address, and that he would be expected to take part in it. This, he said, he couldn't do. He said he had simply accepted the invitation, but had made no further preparations for it. The subject was to have been "Beauty and Criticism."

"I rather too readily accepted this great invitation," he said. "I find that I must stand aloof at present."

Mr. Watson said that his relations with the club have been exceedingly cordial and still are.

Mr. Watson said last night that Mrs. Watson is ill in bed in their apartments in the Hotel Astor suffering from a physical and nervous breakdown. "You must remember," he said, "that she is but 26 years old. A bride of but four months, she has been called upon to endure with me the storm of abuse which has beset me. It is no wonder that she is tired out."

Mr. Watson said that he regretted that the statements he has given out in this country with regard to the Asquith dispute have not been reprinted in England. The reason, he thought, has something to do with the libel laws there. He then dictated a statement in reply to a statement attributed to Miss Violet Asquith in which Miss Asquith is quoted as saying that the poet is trying to revenge himself upon her because he was disappointed in his requests made of her father for a title and for a literary pension. He said: "I have never in my life asked her father either for a title or a pension. The only thing I ever asked her father to do was to bestow a pension upon the unfortunate widow of John Davidson, the poet, who was in wretched circumstances. Mr. Asquith wrote to me explaining that for certain reasons this could not be done at that time, but he added, 'If you will send Mrs. Davidson's address I will see that £100 goes to her from the royal bounty fund at once,' and he immediately kept his promise."



MRS. JEANNETTE TIMMONDS STEWART FORD'S FAVORITE PICTURE OF HERSELF. BELOW A CHARACTERISTIC LETTER, WRITTEN ON HER VISITING CARD, TO COOKE. IT READS: "POP! I AM HERE AS I SAID I WOULD BE. YOU HAVE MADE CERTAIN PROMISES TO ME YOU WILL KEEP. THIS CINCY AFFAIR YOU HAVE HELD OUT FOR AN EXCUSE LONG ENOUGH. IF I CAN'T SEE YOU, YOU WILL HEAR FROM ME."

She broke down and wept. "I've been fighting for my husband's love for 10 years," she told Fricke. Then it was that Cooke bared his breast and showed the scar of a bullet. "Mrs. Ford fired that shot in a New York hotel," he said. Then, too, for the first time the fight that Mrs. Cooke had made was won.

"When will it end?" they are asking now.

Out on ball, Mrs. Ford is living here in luxurious apartments, saying nothing, seeing nobody, except through her veil as she rides in the Cincinnati parks daily in an automobile.

And if it isn't the shame and it isn't the blame  
That stings with a white-hot brand,  
It's coming to know that she never knew why  
(Seeing at last she could never know why)  
And never could understand.

### LOVELY LOADS OF DIAMONDS

#### You Take What The Syndicate Offers at Its Price or You Can Wait For Another Chance

New York, Dec. 10.—An indirect way of pushing up the prices of diamonds has been pursued of late by the London syndicate, according to reports received from buyers representing American importers. Instead of declaring a formal advance the syndicate has been giving the buyers poorer assortments, so that the practical effect is to make the stones dearer than they were before.

This indirect advance is in addition to several formal advances each of 5 per cent. that have been declared since last spring. Importers say that the syndicate is now making up for the falling off in profits in the last depression.

The buyers who get their diamonds direct from the syndicate cannot make their own selections as to quality and size of stones. Each buyer has a "sight" engaged for him at a specified time in the syndicate's office. Here he or his representative must appear punctual to the hour, and there will be placed before him an assortment of diamonds the price of which will generally be between \$250,000 and \$500,000.

#### As Offered.

The buyer has the option of taking the lot exactly as it is offered and paying the price in cash on the spot or waiting the opportunity, in which case he is placed on a waiting list for another "sight." Rarely has a buyer rejected an assortment, it is said, because he must have the diamonds in order to keep his cutting factory in operation.

The diamond manufacturers in New York have been notified that a new labor agreement which will have an important effect on the future of the trade has just been formed at Amsterdam, the chief diamond cutting center. Under the new agreement the manufacturers are allowed to introduce 2,200 apprentices into the factories in the next five years.

Up to this time the diamond workers' union, which is international in character, has allowed few apprentices, under the belief that this policy would keep salaries low. The 400 cutters and keep up salaries. The 400 cutters and keep up salaries. The 400 cutters and keep up salaries.

Another concession made by the union is that diamond manufacturers may now include their sons or relatives among the 2,200 apprentices. Up to this time the workmen have generally preserved to themselves the privilege of selecting the apprentices among the "raw" material. It has been handed down from father to son for generations and kept to a great extent in the same families. Many times a manufacturer has asked the union to let his son enter the factory as an apprentice.

Because of the high cost of diamonds no unnecessary risk is taken of an apprentice spoiling a stone. So his training is slow and thorough.

### EIGHT HUNGRY TARS IN PORT

#### The Cat Wouldn't Eat Cocoa-nuts While Head Gales Held Up Nova Scotia Schooner in Voyage.

New York, Dec. 10.—The three-masted Nova Scotia schooner A. K. MacLean, Capt. W. F. Kenby, docked in South Brooklyn yesterday with 394,000 coconuts from San Andreas, whose annual product is 12,000,000, and a tale of bad weather which held the schooner within sixty miles of Sandy Hook for fourteen days, during which the skipper and crew of six men and a cat were forced to subsist wholly on bread, water and coconuts.

The cat refused for three days to touch coconuts or bread. Then she decided that bread was better than water alone.

On December 2, when most likely to under double reefed mainsail the term had been bucking head gales for nine days, and when all hands were despairing of ever having a decent meal again, the mate himself got pessimistic and thus relieved himself in the ship's log.

"If this wind don't soon change God knows when we will get to New York."

It changed on Tuesday morning and at dawn of that day the MacLean, hauled the pilot boat and proclaimed that everybody was yearning for a chance in the bill of fare. The pilot brought aboard the MacLean meat, potatoes and tea and the cat got some of the meat.

and takes five or six years, in which time he spends many months simply watching the work of the experts. Then he puts in long periods on each successive stage, however simple, in the process of putting fifty-six facets on a stone if he is to be a cutter or of polishing the facets if he is to be a polisher.

The consent of the union to the introduction of the large number of new apprentices was given only after the Amsterdam manufacturers had agreed to follow the New York manufacturers in recognizing an eight hour day. The Amsterdam factories, employing altogether about 9,000 diamond workers, are to make the reduction in hours gradually, but all are to get to the eight-hour basis before the end of two years.

The New York manufacturers will be put on a more even basis for competition with those of Amsterdam when the eight-hour law goes into operation in the latter city. The workmen in this city besides having shorter hours than those in Amsterdam get higher pay. The New York manufacturer has an advantage in getting his raw material free of duty while the cut diamonds are subject to duty of ten per cent.

London, December 8.—"I am looking with interest to the result of the general election and I am only sorry that I cannot hope to take an active part in it. I think, however, that the Unionists are likely to win, and I am glad to chamberlain to a friend at Scarborough."

# TODAY

## Will be The Banner Day at C. B. PIDGEON'S

### EARLY WINTER CLEARANCE SALE

Extra Help has been engaged to serve the Crowds expected here today. Every day new Goods are put on our counters at Ridiculously Low Prices.

Shop EARLY and avoid the rush.

Don't Forget: FREE CAR TICKETS to Customers from a Distance

## Don't Miss This Opportunity

BOYS' KNEE PANTS	38c.	CHILDREN'S BOOTS	58c. to 88c.
MEN'S FLEECE UNDERWEAR	38c.	GIRLS' BOOTS	98c. to \$1.48
BOYS' FLEECE UNDERWEAR	38c.	BOYS' BOOTS	98c. to \$1.98
MEN'S GOOD OVERCOATS	\$3.98	WOMEN'S BOOTS	98c. to \$1.98
MEN'S BETTER OVERCOATS	\$6.48	GIRLS' BOOTS	98c. to \$3.48
MEN'S BEST OVERCOATS	\$9.48	CHILDREN'S RUBBERS	38c.
MEN'S GOOD SUITS	\$3.98	GIRLS', 48c., WOMEN'S, 53c., BOYS', 63c., MEN'S	88c., and 78c.
MEN'S BETTER SUITS	\$5.48	TWO BUCKLE OVERSHOES—CHILD'S,	\$1.23;
MEN'S BEST SUITS	\$9.98	GIRLS', \$1.48; WOMEN'S, \$1.78; MEN'S,	\$1.98.
BOYS' SUITS	\$1.98, \$2.48, \$2.98	MEN'S ONE BUCKLE OVERSHOES	\$1.48
BOYS' OVERCOATS	\$1.98 to \$3.48	BARGAINS IN WARM FELT SLIPPERS FOR ALL	THE FAMILY
STANDFIELD'S UNDERWEAR	89c. to 98c.		
MEN'S AND BOYS' WARM CAPS	38c.		
INFANT'S BOOTS	23c. to 38c.		

## THIS IS A CHANCE OF A LIFE TIME

# C. B. PIDGEON,

Cor. Main and Bridge Streets