You Have

Use

the honesty of the protection of the to the friends of is done that can patients entrusted an insane asylum them might be

apponted let him the sympathy and that his work may

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THADDEUS !

ST. JOHN SEMI-WEEKLY SUN

VOL. 27.

ST. JOHN, N. B., WEDNESDAY, JULY 6, 1904.

St. John, N. B., June 8, 1904.

AT SUMMERSIDE.

Immense Growds Witness Three Ashore at Chatham the Horse and Boat Races.

A New Record is Made for the Track Crews Have All Been Taken Ashore In the Free For All—Ada Mac

Does the Trick.

SUMMERSIDE, P. E. I., July 2.— What threatened Friday morning to be a disagreeable day yesterday proved fine for the horse races, and about seventeen hundred people were in attendance at the Summerside Driving Park. Interest was keenest in the free-for-all class in which the track record was lowered by three seconds by Ada Mac. The record previously held by Parkland was 2.26. The races were well conducted. There were no accidents to mar the sport, and no disorder to interfere with the pleasure

Rogers; judges, H. A. Darby; Abram's Village; J. P. Woodbury, Sydney; timers, H. H. Beer, Summerside; Campbell, Charlottetown; clerk G. M.

Betsey Cameron, b. m. Bronze

Chief, John Cameron, Charlottetown, dr. R. Steele .. 2 1 1 Bedelia, b. m., H. C. Hooper, Charlottetown 2 Rebecka D., ch. m., Parkside, D. Steele, Summerside 4 3 3 Winola, b. m., Islander, Launzo, Ramsay, Summerside ..3 4 4 Time, 2.43, 2.39 1-4, 2.35, 2.36 1-2,

Named Race. S. Z., ch. s. Ajlon, W. B. Bow-ness, Summerside, Dan Steele

Parklawn, b. g., Parkside. Dan Steele, Summerside, driven by John Steel 2 Belle, b. m., Bronze Chief: R. H. Montgomery, Summerside 3 3 Time, 2.51, 2.47 1-4, 2.50. Free-for-all.

Ada Mac, 2.31 1-2, b. m., Parkside, Dan Steele, Summerside 1 1 1 Maisie, 2.25, b. m., Provider, Chas. McDonald, Georgetown, driven by McCabe 2 2 1 L. S., 2.26, b. g., Parkside, W. B.

Time, 2.26, 2.23, 2.26. day ended in a regrettable dispute which was left with the sailing committee to settle and it is probable that another race will be the result When the hour to start arrived some of the boats in class A were for some reason, not ready to respond to the rear commodore's signal, and in consequence put up a "kick" and another start was made. The Zephyr of Souris, was an easy winner, with the Defender second and LeRol third, the Irmo and Learig failed to go over the course on account of slight accidents. A protest was nut in that the buoy off Herring Point not being in position in time was not rounded by the Souris boat, the claim being made that she did not cover the full course. The fault, however, is not with the Zephyr, which proved to all appearances, the fastest boat and rightful winner of the cup. In this class the Micmac of Charlottetown, won last year, but was debarred

from racing this year. In class B the Spree, T. B. Grady's new yacht, won with the H. M., owned by Mr. Murray of Sea Cow Head, second. The Juanita did not start.

GONE TO HELP THE CHEERING. BOSTON, July 3.-The Massachusetts delegation to the democratic national convention at St. Louis left here on a special train today for that city. The Maine delegation occupied a car went over the Fitchburg division of the Boston & Maine railway to Rotterdam Junction, thence over the West Shore road to Buffalo. The party will reach St. Louis, if on time, at 5 p. m.

VESSELS LOST.

Are Fast Going to Pieces.

and Efforts Being Made to Save

the Rigging.

CHATHAM, Mass., July 3. - The three vessels ashore off this to n will, in all probability, never sail again. The Gloucester fishing schooner Patriot, which struck on Shovelful Shoal at high water late yesterday afternoon, is a total wreck, having been pounded so heavily by the breakers during the night that she will never be fit for service. A crew of wreckers worked hard all-day saving sails, spars, rigging and anything else that might be removed from the wrecked vessel. With the exception of the commander Captain Christiansen, who refused to leave his vessel, all of the crew were taken off last night by the volunteer life savers. Later in the evening the captain was seen to board the British schooner H. H. Kitchener, which landed him at Vineyard Haven today. The men who were brought ashore by the volunteer life savers spent the night at Monomoy Point life saving station, and this morning were sent to their

homes in Gloucester. wreckers discovered today that there was a large hole in the bottom of the Patriot and it is believed that the schooner struck the sunken wreck of the barge Wadena.

The Calais, Me., coasting sch. Viola May, which struck on Shovelful about the same time the Patriot grounded, lies in a bad position, and although there is a possibility of saving the craft, it is believed that she too is of the emigrants who were left on doomed to destruction. The wreckers board, seizing life belts, threw themworked all day removing her cargo of laths and lumber. She is full of water and all night long pounded heavily on the shoal. A survey was held today on the British barkentine Albertina. which went ashore on Chatham Bar Thursday night and it is reported that the vessel has been condemned. The crew of the Albertina still refuse to leave their ship, although the wife of the captain was brought to shore to-

YOUNG PEOPLE DROWNED.

The yacht races in Summerside Fri- Went Out in a Row Boat and Were Upset.

> NEWBURYPORT, Mass., July 3.-Angustus Campbell, 21, and Miss Nora Hickey, 20, both of Haverhill, were drowned in the Merrimack river, at Black Rock, near Salisbury Point

this evening.

The young people left the shore in a small row boat to go to a naphtha launch in which they had come down the river from Haverhill. When some distance from shore the boat capsized Cottagers hearing cries for help ran down to the shore, but the night was so dark that no trace of Campbell or his companion could be seen. A little later the rowboat drifted ashore bot tom up and Campbell's hat was cast up on the beach a few minutes afterward. Grapnels were secured and after an hour's search the body of Camp bell was recovered. 'The body of Miss Hickey was not found.

Bicyclists and all athletes depend or BENTLEY'S Liniment to keep their oints limber and muscles in trim.

STRONG, Me., July 4.-John W Richard, of Freeman, while attempting to pass Newton Stanley's automobile, of Newton, Mass., was thrown from his carriage and rendered unconscious attached to the train. The special dying shortly afterwards. Death was

> The Kind You Have Always Bought Chart H. Flutchire. Bears the

FLY TIME Is Coming.

To help you we have:

Window Screens, Screen Doors, Green Wire Cloth, Dragon Fly Killer, Sprayers.

MAIL ORDERS RECEIVE PROMPT ATTENTION

W.H. Thorne & Co., Ltd.

Market Square, St. John.

SEVEN HUNDRED MET DEATH \$3.95 - Suits - \$5 IN THE NORTH SEA.

Immigrant Steamer Norge Struck a Rock and Went Down, Garrying Nearly All Her Passengers---Only Twenty-seven Escaped.

New York, are believed to have drowned in the North Atlantic. Out of nearly eight hundred souls on board the known to be alive and for the rest no

ing where she struck on the Islet of 290 miles off the west coast of Scot-

hope is held out

Early on the morning of June 28 the Norge, which was out of her course in heavy weather, ran onto the Rockall reef, which in the distance looks like a ship under full sail. The Norge was quickly backed off, but the heavy seas poured in through a rent in her bows and she quickly began to go down by the head. Eight boats were lowered and into them the women and children were hurriedly put. Six of these boats smashed against the side of the Norge and their hapless occupants were swallowed up by the heavy seas. -

Two boatloads got away safely from the side of the sinking ship and many of the emigrants who were left on selves into the sea and were drown

Captain Gundel, say the survivors stood on the bridge of the doomed vessel until it could be seen no more. The Norge foundered suddenly and some six hundred terrified emigrants were thrown into the water or drawn down with the sinking ship. Those who could swim tried to reach the boats, but these were already too full lantic, came with the arrival tonight and their occupants beat off the of the steam trawler Salvia at her home drowning wretches with oars. boats kept together for some hours. by. Practically all of their occupants were nassengers and were not

by was a lifeboat. other boats is not yet known.

The rescue of those on the lifeboat took place at eight o'clock on the morning of June 29, the survivors consisting of twenty men, one of them a seaman, six women and a girl. One of the survivors said that when he got on deck the Norge was half Swedes, Danes and Finns on board.

BARK BELFAST,

Negro a Few Days Ago,

Does Not Seem to Have

Suffered Any Damage.

Some days ago a cable was received

Belfast, Capt. McMillan, which left

Cork for St John, had been lost. No

particulars were given, but news reach-

ed St. John Saturday at the office of

J. H. Scammell & Co., the agents of the vessel, to whom the first informa-

tion came, to the effect that the vessel

after having gone ashore on the south-

west coast of Nova Scotia, had been

Yesterday she was sighted off the

island, and about 6 o'clock last evening

she was towed up the harbor by the

Lord Kitchener and anchored in the

stream. After Dr. March, the port

physician, had performed his duties, a

Sun reporter boarded the Belfast. The

Belfast, which was formerly ship

rigged, is one of the finest iron vessels

that ever visited St. John. She carries

350 tons of pig iron as ballast. The

Belfast after her departure had mod-

erate and fine weather for a time. Then

after she got off the Banks of New-

foundland on the 17th of June she had

and lon 48.35 west. From this on to

from Liverpool stating that the bark

LONDON, July 3.-Over 700 Danish lower in the water. Half mad with ! and Norwegian emigrants bound for fright, the survivors all struggled for in my bunk waiting for breakfast. We

places in the boats. They fought their way to the hig life boat, and an officer stowed in the six Danish str. Norge which left Copen- women and the girl, and then told the hagen June 22, only twenty-seven are men to get in. The officer then took charge and got the boat away from the side of the Norge. Seeing that the When last seen the Norge was sink- boat was already over-laden, the officer with great heroism jumped into Rockall, whose isolated peak rises it- the water and tried to board another self from a deadly Atlantic reef some boat, which was not so full. He failed and was drowned.

In the sea by this time was a mass of struggling men, women and children, gasping and choking from the effects of the water. The boat rowed clear of this seething inferno and just as she drew away, the Norge went

Peter Nelson, one of the survivors described as a young American, said: "For some hours we rowed in company with the other boats, but the strong tide drifted us away from the others, and nothing has been seen of them since. The Silvia picked us up and we were well cared for on board the trawler. All of us lost our entire belongings. We had no time in that fierce fight for life to think of anything but the getting of seats in the boat." The only hope now is that same few

chance of being rescued even then is practically nil, for vessels sailing the North Atlantic give Rockall as wide a berth as possible. The news of the disaster, which it i feared in its death record is greater than any previous tragedy of the At-

washed up on the barren rock. Their

The port, the quiet fishing town of Grims-The Salvia has been on a fortnight's the Hebrides. By a pled by the survivors landed at Grims than is usual for Grimsby trawlers, and fell in with the survivors of the One account says that three boats Norge, who for twenty-four hours had were successfully launched, the other been tossed about in a small boat on two holding about ten each. The life the rough waters of the North At- Scandinavian-American line for a num-

Grimsby tonight. The Salvia put into Grimsby late tonight with the twenty-seven rescued Scandinavians aboard. Only one of them could speak English. He said: "We left Copenhagen June 22. There were 700 emigrants, Norwegians. submerged and was rapidly getting | The crew numbered about eighty.

ed Capt. McMillan that the southerly

tides ran at that time with unusual

force. Capt. McMillan, possessed of

his vessel was nearing the land. The

crew were kept at the braces constant-

ly and did all that could be accom-

plished to keep her away from trouble.

Soundings were taken constantly and

what was recorded indicated that the

vessel was rapidly being driven to-

wards land. Despite Capt. McMillan's

efforts, and in this he had the united

grounded on Cape Negro Island, some

s nothing on the island but a light-

not come round on account of the light

wind. She grounded at 11 p. m. and floated off at 9 a. m. the next day, the

28th ult. Capt. McMillan with his of-

ficers and crew went ashore about

midnight in the ship's boats and were

kindly accommodated by the light-

house keeper. At 4 a. m. Capt. McMillan returned to his ship with some of

his men. The fog was so dense that

nothing could be done, but two hours

later the commander again went out

with two boats and about all of his

crew. The vessel was then holding

anchored close by. The vessel made

then. But Capt. McMillan went to

14 miles to the eastward of Cape Sable.

Reached St. John Last Evening and this information, became satisfied that

thick weather. Three icebergs were fast amidships. She floated of her

the coast of Nova Scotia the Belfast no water, and in fact she could have

"All went well until June 28, I lay heard a little bump, then another bump, and then I rushed on deck. "I saw at once that something sen

ious had happened and I made a dash below to gather up my few belongings. "Scores were rushing on deck and the hatchway was crowded with emi-grants. They were lauching boats and rushing into them, but there was no

which I got and we cleared the ship. Luckily for us, in our party was the only seaman from the Norge who escaped and he was able to navigate our little boat. "We saw two other boats capsize

wing to the heavy weather and because no one could navigate them. "We made straight away and when we last saw the Norge a large number of emigrants were on deck. Captain Gundel stood on the bridge "Dozens of passengers had jumped nto the sea. They wore life belts, but were drowned before our eyes.

"After 24 hours the Salvia bore down and picked us up. "About 700 must have been drown-

The Norge sailed from Copenhager June 22. She was last sighted off the of the emigrants might have been Butt of Lewis, (the horthernmost point of the Hebrides Islands on June 27. Rockall, the islet on which she struck, is about 200 miles west of the Hebrides. It is a dangerous reef with rock about 75 feet above water. "According to the survivors the moment the vessel struck the engines were reversed and the N(" came back into deep water. The rent in her bows was so large, however, that she

be n to fill rapidly. got out and the women and children through the mass the crowd surged men and thrown off the tre handling such craft. The boat occu- lucky chance she steamed farther west heavy sea running and in lowering the boats all but two of them were smash-

The Norge, which had been in the boat made faster progress and fell in lantic. The survivors were taken ber of years, was an iron vessel of 3,with the Salvia. What became of the aboard the Salvia and were landed at 318 tons gross and 2,121 tons net. Her feet: breadth, 40 feet and depth 25 feet.

The Norge was built in Glasgow, by A. Stephen & Sons, in 1881, when she was christened Pieter De Conick, When she was purchased by the United S S. Co. of Copenhagen, she was renamed the Norge. The vessel was equipped with six watertight compartments.

Then the vessel stood to the west, and have left that place on the 28th but at 7 p. m., when Capt. McMillan for the fact that 10 or 11 of his crew thought he was 30 miles distant from refused to go on board. The commandthe shore, he cast the lead. Again at 8 p. m. he did the same thing, and the obtained there sufficient men to com discovery was 35 fathoms of water. plete the crew. The substitutes were The vessel was then headed to the anything but sailors, so some of the southward, heading off the land, and | Which Went Ashore at Cape southward, heading off the land, and all hands were kept on deck to work officers report, but the Belfast came up to her destination all right. From the ship away from the shore. But the the place where she touched bottom to wind was so light and its effects were St. John the Belfast had bad weather so baffling that the strong tides mas-She secured Pilot Joseph Doherty off tered the efforts of the Belfast. The Grand Manan and came up to port fishermen over in that vicinity assur-

ARMENIAN MASSACRES.

Thousands Being Killed by Turks and People Are in Terror.

LONDON. July 4.-In connection assistance of his crew of 25 men, he soon became convinced that the vessel Secretary of State Hay received from was going to be driven ashore. The weather was thick, dense fog being prevalent, and finally the vessel "Turkish barbarians were massacreing thousands of Armenians and humbly soliciting the United States gov-This island is close to the shore. There ernment, in the name of Christianity and humanity, to save innocent lives," house, but this could not be discerned the Daily Chronicle this morning prints two or three years, was in charge of till a couple of minutes before the the following telegram, dated Tauris, vessel landed on the rocks. The helm was put down, but the vessel would

"It is announced from perfectly reliable sources that in the vicinity of but on one side and on a level a lit-Van (a fortified city of Turkish Armenia), on June 24, Kurds and Turkish regulars attacked Armenian travellers, killing them as revolutionists. This is the beginning of a general massacre in the province of Van. The people are in terror."

HELD UP IN VANCOUVER.

Seven Bookmakers Robbed of Man sighted on June 17 in lat, 43.5 north, own accord later on. Then she was Thousands of Dellars. experienced strong head winds, with proceeded on her voyage to St. John

was on June 25th about 8 o'clock in the Northeast Harbor, four miles away VANCOUVER, July 3. Seven book evening. It was the coast of Nova and conferred with authorities there. makers returning from the races last the southward, heading off shore. Just off the rocks and she does not seem to evening were held up just outside of at this time it cleared up and Capt, have been damaged to any extent. the city by two highwaymen, marked, McMillan sighted Little Hope Island lighthouse, bearing N. W. by N. 10 the Belfast by Lloyd's agent from dollars. One man armed with a gun miles distant. From this till 4 a. m. Barrington, Mr. Robertson, and held the crowd up while another with miles distant. From this till 4 a. m. Barrington, Mr. Robertson, and held the crowd up while another with the next day the Belfast was headed on a S. S. E. course, and it was taken for granted that she made 38 miles.

Barrington, Mr. Robertson, and held the crowd up while another with had been passed on from the gang to seem of the accident. Suspicions the edger. Instead of passing through the edger. Instead of passing through the machine and being trimmed, it to somehow rode over the saws and was day. on a S. S. R. course, and it was taken | Harbor. These gentlemen found the Then the pair escaped, leaving tothing for granted that she made 38 miles. vessel all right. Capt. McMilian could behind them except make.

SYDNEY STRIKERS MET WITH FIXED BAYONETS.

The Sale is Now On of those Suits and Pants we told you about last week. It opened Saturday with a rush and all who saw them acknowledged them the best Clothing Values yet offered here. They Were

MEN'S SUITS, sizes 36 to 42, \$3.95 and \$5

J. N. HARVEY, MEN'S AND BOYS' CLOTHING, 199 and 201 Union Street, St. John

PANTS worth from \$2.50 to \$3.50, Our Special Price only - - -

Bought At a Bargain—you get the Benefit.

Militia Galled Out and Serious Trouble Feared, But as Yet No Blood Has Been, Shed --- Works May Start Today.

of the Dominion Steel Company's at-tempt to operate its plant today serious trouble broke out at Sydney, and phase. At 8 o'clock tonight the Syd- are smuggled in on the plant. The ney field battery, under the command city is quiet tonight, but hundreds of of Major Crowe, and a portion of No. Highlanders, 5 company of Argyle with Major Gillies and Captain Mc-Neil commanding, marched through the streets and took up their station at various entrances to the plant. They

infantry.

tween the men and soldiers. The men home. were massed at the end of the bridge | One of the strikers was arrested and command to wheel about and meet the car was replaced on the road. men with fixed bayonets. This done As a result of their efforts to start

HALIFAR, July 4.—In consequence them to take up their stations They are closely watching all roads leading to the works as well as the enthe strike situation assumed a new tire water front to see that no men strikers are patrolling the streets near the works, and further trouble is anticipated in the morning. The strikers got beyond control of

the police in the morning when they began to interfere with employes gowill be reinforced tomorrow morning ing on the plant. They would permit by the remaining complement of the no one to go in, even J. H. Plummer, president of the company, had to run On the way to the works the military, the gauntlet before he was allowed to were met at the bridge crossing pass through. Graham Fraser, direc-Muggahs street to No. 1 gate by about tor of the works, was also interfered seven hundred of the strikers. The with, as well as C. S. Cameron compercion was augmented by hundreds of troller of the works. Mr. Cameron people who had assembled there to

but fell apart when volunteers march- was being taken to town on a car. The The vessel's eight boats were rapidly ed down the street. On passing electric was at once seized by union were first put into them. There was a after them, when Major Crowe gave man under arrest rescued, when the

the crowd fell back, but until those the plant the company succeeded in in advance came near falling on the getting the blooming mill partly in Copenhagen-New York service of the bayonets. Excitement was now at operation, but they expect to have it, fever heat, the men were heaving to as well as the rod and wire mills, at per of years, was an iron vessel of 3,318 tons gross and 2,121 tons net. Her
principal dimensions were: Length, 340

militia After the latter had passed only in the rod and wire mills, at
morning. The red coats will patrol the militia. After the latter had passed entire vicinity of the works and will over the bridge the excitement sub- forbid any assembling on the part of sided and the men dispersed, most of the strikers.

AN AWFUL DEATH.

er communicated with Yarmouth and Archie Craig's Head Crushed by Flying Deal.

> He Was Employed in Murray & Gregory's Mill-Death Was

Instantaneous.

A fatal accident occurred in Murray & Gregory's mill on Saturday afternoon about a quarter past three with the cablegram which American o'clock. Archie Craig, aged 17, who lives with his mother and four brothers on Merritt street, near the Strait Isphahan, Persia, July 2, signed by Ar- | Shore, while standing on the bed near menian bishops in Persia, saying that the western end of the mill, was struck on the head by a deal end hurled with terrific violence from the edger and killed instantly.

Craig, who has been in the employ of Messrs. Murray & Gregory for some one of the joint and stave machines and was making staves for nail kegs. His machine is not in the mill proper, for some reason had left his machine and had gone over to the end of the ing the logs as they came up on the chain and were placed in the bed. The logs are here squared by a rotary saw and then passed straight along to the stock gang, where a set of saws working on each log cut it up into as many deal as its width will yield. These deals are still rough and covered with bark on their two thinner sides to a third machine called the edger. This consists of three or four large toothed rotary saws, all fastened on one axis and revolving at the rate of some 2,700 times per minute. The momentum engendered by such a machine is therefore tremendous. The days past has been going about the particular deal or rather deal end, for city seeking alms, and who is known it was between three and four feet to be a hard drinker. He is a frequenit was between three and four feet long, with the other dimensions usual ter of wharves and some assert that in deals, whose action proved so fatal, they saw him last evening near the

hurled with all the force of that swiftly moving piece of mechanism almost straight back on its former course. It passed the stock gang and the men working there to the mill bed and before a shout could be raised or even the thought of one could have time to flash through the minds of those who happened to witness the terrible tra-gedy, the deal crashed with its awful speed into young Craig as he stood watching the logs, striking him under the left ear. He dropped like a stone and the deal without the slightest change in direction or speed struck against a post at the end of the mill and rebounded for a distance of 45 or 20 feet. The spot where Craig stood was between 60 and 60 feet away from the edger. The deal in its flight had passed very close to two other men who however had hardly noticed it, so quickly did it shoot by them. At once the mill was stopped and help summoned, but before Dr. Roberts, who had been telephoned for, could arrive it was plainly seen that there was no hope of saving Craig's life. The body: was very soon after removed to where the boy lived with his mother on Merrit street, and the sad news broken to

PROBABLE DROWNING.

Believed an Old Man Fell Off the Wharf at Fredericton.

FREDERICTON, N. B., July 4.-Fredericton is somewhat excited over the supposed drowning accident or suicide. Shortly before midnight last night some of the str. Victoria's deck hands were startled by groans. Lanthe lower than the mill floor. Craig terns were procured and search gave for some reason had left his machine every suspicion that someone had fallen in the river, between the steamer mill nearest the river and stood watch- and wharf. Water was splashed as would be the case with the falling in. Persons living in the vicinity of the wharf say they distinctly heard the splash and groans. Further investigation produced a hat with initials "A-H. M." inscribed. Grappling parties were formed and have been at work continuously. The scene of the accident has been crowded all day, but up and in order to trim them into market to a late hour this evening no body size and shape they are passed along had been found. This afternoon the Victoria moved from her landing to give the grappling parties a better opportunity, but the wind interferred much with the work.

Many believe that the unfortunate is an old man named King who for some