

The Semi-Weekly Telegraph

VOL. XLIII.

ST. JOHN, N. B., WEDNESDAY, NOVEMBER 16, 1904.

NO. 17

POPULAR CAPTAIN TAKES HIS LIFE

Commander Israel of Stmr. Dewey Shot Himself in Chart Room ON VOYAGE TO BOSTON

Steamer Left Port Morant Fourteen Hours--Seemed in Good Spirits--Wrote Letter to Wife Before the Deed, and Another That Can't Be Found.

Boston, Nov. 14--With a self-inflicted pistol shot in his heart and a revolver grasped in his right hand, Capt. Frank S. Israel, commander of the United Fruit Company's steamer Admiral Dewey, was found lying dead on the floor of the chart room of his vessel last Thursday morning, when the Dewey was fourteen hours out of Port Morant on her regular trip from Jamaican ports to Boston.

The steamer sailed up the harbor to her berth at the foot of State street at noon yesterday with her flag at half-mast, and First Officer James C. Clark stood on the bridge above where the body of his dead captain lay. It was a sad story those on board had to tell, and a sadder story for the waiting family of the dead man, who were expecting him to eat dinner with them at his home in Malden.

The suicide of the captain came upon the ship's company like a bolt from a clear sky. At 6:30 o'clock Wednesday morning, when the ship was called, and dressing himself, went on deck and as was his custom took a turn about the ship.

He met several of the passengers and chatted with them, seeming to be in his usual cheerful spirits. "Do you think I need a shave?" he inquired of one of them, rubbing his chin with his hand and smiling.

"Yes, I think you do," replied the passenger. The captain called one of the stewards who usually waited on him and ordered him to bring him some hot water for his shave. He went to his cabin, and there shaved himself. He was not seen alive after this.

WILL CELEBRATE ST. ANDREW'S DAY

Fredericton Scotchmen Have Decided to Hold a Dinner ELECTION OF OFFICERS

O. S. Crockett President--Society's U. N. B. Scholarship Awarded to H. Tully Montgomery -- Skating on the River--Small Lumber Cut Expected on the Upper St. John.

Fredericton, Nov. 14--(Special)--The annual meeting of St. Andrew's Society was held in the Y. M. C. A. rooms this evening and had a large attendance. Satisfactory reports covering the operations of the society for the past year were submitted and adopted.

The election of officers resulted as follows: President, O. S. Crockett, M. P.; first vice-president, A. S. Murray; second vice-president, H. P. McLeod; treasurer, James Tennant; marshal, William McIntyre; assistant, James Pringle; piper, Daniel Hoesack; committees of charity, J. D. McKay, D. McCatherine, Peter McDonald.

It was decided to celebrate St. Andrew's day by holding a dinner and a committee has been appointed to make arrangements. The society's scholarship at the university was awarded to H. Tully Montgomery, son of Rev. H. Montgomery, of Kingsclear.

The ice opposite the city is now from one to two inches thick above the I. C. R. bridge, and yesterday a number of boys indulged in the first skate of the season behind the so-called island opposite the Cathedral. Below the railway bridge the river is still open.

George Masse, of this city, has already been honored at Yale, where he is now pursuing his studies in arts. He has been chosen from ninety applicants for a position in one of the leading churches here.

It is now said that this year's lumber cut on the upper St. John will not be more than one-third that of last season. John Kilburn left this afternoon by the Intercolonial for the head waters of the Upper St. John. The logs get out this year will be through parties which he has made contracts for cuttings, yarding and driving, and the cut by this year will be about half his cut of last year.

Miss Minnie Ryan, daughter of Mr. and Mrs. James Ryan, died last night at the residence of her parents at Forest Hill after a protracted illness from heart disease. Deceased was thirty-three years of age and leaves beside a sorrowing father and mother, three brothers and two sisters, all at home.

Teuro, N. S., Nov. 14--(Special)--While working in the iron mines, at West Mines, Londonderry, this afternoon, a Chinaman, aged twenty, was killed by the fall of a heavy stone. The body was crushed badly.

Capt. Ryan Disappears. Victoria, B. C., Nov. 14--Captain Ryan, of the Orient in September, from studying the war, has mysteriously disappeared.

STORM WRECKS NEW HOSPITAL BUILDING ON THE ISLAND

Nearly All Wires Down, the City Cut Off from Outside World

Not So Complete Tie-up of Telegraphic Lines in 25 Years--Gale Lifts Partridge Island Building from Foundations and Demolishes It--Raging Storm on St. John River; Boat Blown from Waring's Deck, and Rudder Crippled.

For disastrous results in the tie-up of business which depends on the telegraph and telephone wires, the storm of Sunday and Monday has not been equalled here in years. Locally one of its worst features was the demolition of the new immigration hospital on Partridge Island. This was blown from its foundation and wrecked.

"I have not seen the tie-up so bad in twenty-five years," said a telegraph manager Monday. How hard it was may be imagined when it is stated that not a message passed between St. John and any western points since New Brunswick--in Canada or the United States--during yesterday. Last night some commercial messages were put through to Upper Canada after wires had been repaired, but the tie-up had caused a congestion of business and news items had to lay to one side in favor of the commercial messages. Some messages were sent by one company by train Monday to Montreal, to be handled from the telegraph company's offices there.

The lines to Moncton and into Nova Scotia were all right. Along the C. P. R. the best that could be done through the day was Frederick Junction, later repairs were made as far as Vanceboro and the C. P. R. were sending their repair crew along into Maine on the Maine Central to help cut in the emergency.

The telephone service suffered quite a bit in New Brunswick, but not in the city. No reports from along the coast were to hand last night, but it is to be feared that the storm as others before it, has sent vessels ashore, and the reopening of the telegraphic communication, which is hoped for today, may be delayed. The despatches from this section were held in the Atlantic coast trade.

On Sunday morning "old salts" and others who know the working of a barometer watched the drop and knew St. John was to be visited by a heavy storm. It did not surprise them when at noon No. 3 storm signal, indicating a heavy gale, at first from the east, was ordered up, and noticed swinging from the yard arm of the signal tower of the custom house.

The sky was overcast, there was hardly any wind, and the weather seemed to warn the citizens to beware of something that might prove disastrous in the shape of a storm. The clouds thickened, the city was soon darkened, and by 5:30 the rain began to sprinkle, the wind increased somewhat, and by 8 o'clock the rain was falling quite freely.

Hours before the storm was noticed to any extent in the city it was raging through Maine and the New England States. St. John and other portions of New Brunswick, although swept, were not so badly drenched.

Telegraph and telephone companies suffered greatly, and as a result yesterday St. John was practically cut clear of connection with the outside world, except to the eastward. It was the most disastrous storm here in twenty-five years as far as telegraphic service is concerned. The repair work of the Western Union, and communication by telegraph was almost at a standstill, despite the fact that every endeavor was put forward by the companies to have the wires again placed in order.

Poles were uprooted, and when wires sagged all night from the eastward and out of order by the fury of the gale. While the commercial world suffered as a result of the storm, there had to be great care taken by the train dispatcher and other officials in the handling of trains to and from the city, for without a wire there is no mode of communication. Frederick Junction could be reached, but beyond that point matters were a blank.

Buildings Blown Down. The gale accompanied by sheets of rain, raged all night from the eastward and as the wind decreased the wind varied to the northeast and blew very strong. There was little or no damage about the city, but on Partridge Island the gale found the new government hospital building an easy mark for its frolic. It stood on an exposed spit where the full force of wind was felt, and the destruction of the building was complete. The new building from the foundations and landed about fifteen feet clear of where it formerly stood and with a crash lay a demolished wreck of wood work.

It is not known as yet what will be done with the material, but it is expected that work will be commenced in an attempt to save as much of it as possible. The Western Union. Manager George Robertson, speaking for the Western Union Telegraph Company, says that the line was in quite good condition between St. John and Vanceboro. In the Portland and Bangor district 600 poles are reported down. A large crew of men have been hard at work getting the line into shape again. Direct communication with United States offices was not had up to last night and the majority of the despatches from this section were received via two circuits--from States to Montreal, thence via the North Shore route, or via New York and submarine cable to Cape (N.S.). In this manner the Western Union in St. John were enabled, in a way to keep in touch with outside places.

ALL PORT ARTHUR FLEET DAMAGED

Japanese Guns Sink Three Russian Hospital Ships Also SUPPLIES FOR STOESSEL

Vessels Run the Blockade and Land Ammunition and Goods--Nogi Reported to Have Refused a Truce --Czar's Guards to the Front.

Tokio, Nov. 13--A refugee who left Port Arthur on Monday reports that the Japanese fire is increasing. All the Russian warships in the harbor have received severe damage. On October 30 two hospital ships and on Nov. 1 a third was struck by the indirect fire of the Japanese and sank immediately. All on board the three vessels were lost. An official report says the Russians are burning ammunition and exploding magazines.

Supply Ships Reach Port Arthur. Tsingtau, Nov. 12--The British steamer Thales of the Douglas line has been purchased by German residents of Tsingtau and has been given a German register. She is now loading here for Port Arthur. Local shipping houses have received information that two steamers which recently left here with supplies for Vladivostok have arrived there in safety. It is also known here definitely that several supply ships have reached Port Arthur within the last fortnight.

Stoessel Gets Ammunition. Paris, Nov. 13--The Echo de Paris states that the Russian naval general staff confirms a report that an English steamship, carrying 3,000 tons of ammunition, has run the blockade of Port Arthur.

Nogi Refused a Truce? London, Nov. 13--There is no authentic news from Port Arthur. A report from the Foo to the effect that General Nogi refused to grant the armistice asked for by General Stoessel is an uncorroborated rumor. There is nothing to indicate that General Stoessel is weakening in his determination to hold out until the blockade of Port Arthur.

33,350 Russian Casualties at Shako. St. Petersburg, Nov. 12--A corrected casualty list of the ten-day battle of the Shakou River, issued by the War Office, places the total killed or wounded at 33,350, of whom 600 were officers. The first returns, it is explained, contained duplications, and some of the men were so slightly wounded that they returned to the ranks in a few days.

Czar Will Not Punish Baltic Officers. St. Petersburg, Nov. 13--In order that the true situation be fully appreciated, it should be known that the Russian government, under no circumstances contemplates the punishment of the naval officers connected in the Dogra Bank incident. Consequently, the speeches of Lord Lansdowne and Mr. Broderick, giving the British the contrary impression, are warmly resented here.

Russia admits the right of the commission to place the responsibility of the Russian officers, should the absence of strange torpedo boats be proved.

Five Inches of Snow at Chatham. Chatham, N. B., Nov. 14--(Special)--About five inches of snow fell early this morning, making excellent sleighing. Between the strong easterly gale and weight of snow on the wires, twenty-five electric light and telephone poles were blown down between here and Bushville. Telephone service between here and Tracadie also cut off. The tide is unusually high.

Others, who were being loaded into carts, were certainly dead. They had died for their country, as the phrase goes, but with their wretched clothes covered with mud they did not, as they were lifted into carts as if they had been so many dead horses, prevent the appearance of heroes. They were, to be sure, handled with reverence by their comrades, but even the funeral of a Pope would fail to be impressive if the body were a shroud like that worn by these poor soldiers. Owing to the nakedness and to the little socks that had to be removed them--offices only rendered, as a rule, to the mortally sick or to little infants at the breast, the men who were merely wounded cut a still less heroic figure. But the scene is one which does not admit of a detailed description, so I shall leave it.

About 6 o'clock in the evening the Japanese delivered their grand attack, and proceeded in by the hottest artillery fire I ever witnessed, this fire being concentrated on Shushan and the low hills in the vicinity. (Continued on page 8 fourth column.)

SCHOONER SUNK BY HUGE WHALE

Leviathan Charged Vessel and Broke in Planking HAD TO ABANDON SHIP

Crew Took to Lifeboat and Were Subsequently Rescued After Several Efforts by Steamer--Force of Collision Killed Whale.

London, Nov. 12--A graphic account has reached Liverpool of an encounter in the North Atlantic ocean with a huge sperm whale, as a result of which the Danish schooner Anna was wrecked and had to be abandoned by the crew, who were rescued in an exhausted condition.

The Anna was making the voyage from Iceland to New Brunswick, and was about 20 days out, when on the afternoon of Sept. 28 a whale was seen spouting some distance in the offing. Shortly afterwards more spouts were shot upwards within a few hundred feet of the vessel, and the whale seemed to be angrily moving in a circle.

As the Anna sailed slowly past at a speed of about four and a half knots, her crew could easily discern the manoeuvres of the monster, which lashed the water furiously with its tail. Suddenly it made a dash for the ship.

It came full tilt at tremendous speed and struck the vessel amidships with its head. There was a tremendous crash, and some of the crew were thrown off their feet. A hole was stove in the side of the vessel below the water line, and the stem and one of its masts were blood-poured. The vessel was broken. The whale, however, had received its coup de grace. Its colossal carcass rose slowly to the surface, revealing two big gashes in its head and side, and from its wounds blood poured profusely, dyeing the water all around.

The vessel was abandoned, and the crew were placed at the pumps, but as the weather grew worse the ship commenced to sink. After 30 hours of continuous exertion, it was decided to attempt to reach the Anna. A lifeboat was provisioned and manned, and was on the point of being launched, when it was noticed by the Johnston line's "Queen" that the vessel was blowing, but after several gallant attempts on the part of the crew of the liner's lifeboat, the "Queen" was transferred to the Queenmore.

New York Woman Awarded \$85,000 for Loss of Husband in New York Tunnel Disaster.

New York, Nov. 13--What is said to have been the largest verdict ever awarded under similar conditions was returned in the Supreme Court yesterday, when a jury awarded Mrs. Mary C. Gellan \$85,000 for the loss of her husband, who died as a result of injuries sustained in the Grand Central Tunnel on January 8, 1902. Nearly eighteen months after the accident, Gellan fell seriously ill, and four days later died. Physicians who performed an autopsy testified that death was due to a rupture of the heart, which was directly due to the shock and injuries received by him in the collision.

Five Inches of Snow at Chatham. Chatham, N. B., Nov. 14--(Special)--About five inches of snow fell early this morning, making excellent sleighing. Between the strong easterly gale and weight of snow on the wires, twenty-five electric light and telephone poles were blown down between here and Bushville. Telephone service between here and Tracadie also cut off. The tide is unusually high.

CRUSHED TO DEATH IN LONDONDERRY MINE

Teuro, N. S., Nov. 14--(Special)--While working in the iron mines, at West Mines, Londonderry, this afternoon, a Chinaman, aged twenty, was killed by the fall of a heavy stone. The body was crushed badly.

Capt. Ryan Disappears. Victoria, B. C., Nov. 14--Captain Ryan, of the Orient in September, from studying the war, has mysteriously disappeared.

EYEWITNESS ON FIRING LINE DESCRIBES BATTLE OF LIAO-YANG

"And then hell is let loose, and people are deafened for miles around, and the window-frames rattle in Liao-Yang, and cattle run mad, and the Chinese dig holes for themselves in the ground, and babies are awakened by the uproar as far off as Mukden. When the enormous pounding is over, white-faced men breathe once more, and their first breath is an ejaculatory prayer--'O, God!'"

From Francis McCullagh's story of the great battle.

attack on the east and the loss of Anping compelled the Russians to withdraw their southern army from Andushan to the vicinity of Liao Yang.

Owing to the bad condition of the roads, they had to leave behind them in the end at the village of Shahe, just south of Shushan, eight guns. It was on this occasion that General Rodkoffsky, of the first division, lost his life.

Before 6 o'clock on Wednesday morning I was awakened by a loud cannonading and the explosion of shells all around me; at least I fancied that they were bursting within a radius of a few yards around the house, but none of them came nearer than 100 yards. This soon roused everybody in our house, and I was among the first to go out into the yard to see what was afoot.

way, and I felt so alarmed at the flashes and the noise that I determined to get out of this dangerous neighborhood as soon as possible, and accordingly ordered my maid-servant to get everything ready at once.

I afterwards changed my mind, however, and determined to climb Shushan Hill and see what the battlefield looked like from that elevated point. The scene was one of rare beauty. The plains to the north and south of Shushan were covered with white mist which, touched by the rays of the sun, had the appearance of a silvery sea, out of which rose on the north the famous old pagoda of Liao Yang.

In an hour or so this great white carpet had been rolled up for the day and a rich sunlit plain stretched toward the hills of Ching and northward to Mukden and Kharbin. The plain to the southward naturally had the most attraction for me, for it was, I knew, swarming with Japanese.

ever, there was a hard fight going on. The Russians still lay in their trenches, not out of them apparently having changed his position since the day before, and in the fields in front of them a single khaki clad Japanese could be from time to time observed advancing or going back to get ammunition. So infrequent and so fleeting were the appearances of the enemy that one might gaze for hours at a time through a good glass before seeing a Japanese even once.

Real Battle Begins. At 8:30 a. m. I thought that a Russian column was advancing on the right flank, but, though I could see it on a certain point, it did not charge.

At 11 a. m. the Japanese batteries had worked round to the southwest of Shushan and the inhabitants of that mountain had cut other than they were going to have a hot time of it directly. The Japanese did not keep them waiting, for shortly after 11 shells began to burst in rapid succession on the north side of the rock which had hitherto sheltered myself and my companions. There soon remained there Colonel Walters, a British attaché; Captain Reichman, an American

of the mountain was accomplished in an unprecedentedly short space of time. This bombardment of Shushan was coincident with quite as hot a bombardment of the mountains northeast of and close to Shushan, and preceded a desperate attack on the part of the Japanese. Their infantry continued to advance over the mountains for the next two or three hours in spite of the responsibility of the hillsides with their dead, but finally they had to fall back.

Their artillery inflicted, however, a good deal of loss on the Russians, and I shall never forget the awful sight presented by the field hospital at the foot of Shushan. It consisted of a number of large mats spread on the ground and covered with half-naked men, whose wounds were being dressed by doctors and "fielders." The place was littered with boots that had been cut off wounded legs and with strips of dirty and blood-stained shirts and "trousers."

The mate were so splashed with blood as to remind one of a butcher's slaughter-house. On the ground alongside the matting lay two or three men whose wounds were so terrible that they had lost consciousness and had only a few minutes to live. Their faces were covered with pieces

of muddy bag that had evidently contained wheat, and I noticed that the naked breast of one of them rose and fell. He was certainly alive.

Others, who were being loaded into carts, were certainly dead. They had died for their country, as the phrase goes, but with their wretched clothes covered with mud they did not, as they were lifted into carts as if they had been so many dead horses, prevent the appearance of heroes. They were, to be sure, handled with reverence by their comrades, but even the funeral of a Pope would fail to be impressive if the body were a shroud like that worn by these poor soldiers. Owing to the nakedness and to the little socks that had to be removed them--offices only rendered, as a rule, to the mortally sick or to little infants at the breast, the men who were merely wounded cut a still less heroic figure. But the scene is one which does not admit of a detailed description, so I shall leave it.

About 6 o'clock in the evening the Japanese delivered their grand attack, and proceeded in by the hottest artillery fire I ever witnessed, this fire being concentrated on Shushan and the low hills in the vicinity. (Continued on page 8 fourth column.)