

BATHURST STRANGE- LY DISAPPEARED

Herbert W. Read Last Seen in Montreal On Oct. 28, Is Still Unaccounted For—All Clues To Whereabouts Fail.

MUCH ANXIETY IS FELT AT LAKEVILLE

Special to The Standard. Montreal, Nov. 21.—The friends and family of Herbert W. Read, of Bathurst, N. B., are in a very great state of anxiety regarding his disappearance. Mr. Read came to Montreal on business on October 28th last. He concluded his business within less than a week and on Wednesday morning, the 3rd of this month, left Mr. H. E. Bates, with whom he had been staying while in Montreal, with the intention of boarding the Maritime express to return to Bathurst. That morning he had gone down with Mr. Bates to the latter's office with the Quebec bridge commission, and about 11:30 Mr. Read boarded the train. Mr. Bates had offered to accompany him to the station, but Mr. Read told him not to trouble himself, for he had his things checked and his ticket bought, and would board the train immediately. From that time until now absolutely nothing has been heard of the missing man. He has completely disappeared. He was a B. A. of Mount Allison and graduated with great distinction at McGill as a B.Sc. in 1908.

A Young Man.

The missing engineer is a young man of sober and quiet habits. His correspondence with his home was frequent and regular. This is now the seventeenth day since he has disappeared. The long lapse of time without inquiry is accounted for because his friends here had no communication with Mr. Read's family in Bathurst. In Montreal it is understood he had arrived in Bathurst, and at Bathurst it was thought that his business in Montreal had detained him longer than he had expected. He told his friends here that he was going into the woods to work for the Drummond company in New Brunswick at the Iron Mines in the center. His disappearance was discovered when Mr. Bates addressed a letter to him at Bathurst, and his family then knew that he had left Montreal. The matter was immediately turned into the hands of Chief Carpenter of the detective bureau. The return portion of his ticket home has not been handed in, which leads the authorities to believe that he did not leave Montreal at all. There has never been shown in him any indication of mental unbalance and this only serves to make the mystery much harder to be unravelled. He is described as twenty-three years of age, of dark complexion, and clean shaven. He is about five feet eight inches tall, weighs about 170 pounds. He is thought to have left Mr. Bates' office dressed in a steel grey suit and a coat to his knees of dark material. His hair is dark and wavy. He is quiet and conservative.

At Sackville.

Much anxiety is being felt here concerning the whereabouts of Mr. Herbert Read, the clever son of Mr. Henry Read, of Sackville. Mr. Read, who is with his elder brother Gordon, is the manager of the stone quarries at Stonehaven, near Bathurst, went to Montreal on the business trip of the company, and started on his return trip on November 3rd. Since that time he has not been heard of and grave fears are felt as to his fate. His father is now in Montreal endeavoring to obtain some clue but so far has sought without success. Government detectives are both at Montreal and Bathurst for the same object but so far without results.

As Mr. Read was not in the habit of writing often concerning his movements his relatives felt no fears for his safety until nearly two weeks after his disappearance. His friends in Montreal supposed him to have reached his destination, and his brother at Stonehaven thought that he had remained in Montreal. Those at home believed that he was with a surveying party in Northern New Brunswick, or was visiting friends in St. John or elsewhere. Thus his whereabouts were not a matter of anxiety until inquiries addressed by Mr. Gordon Read to Mr. H. E. Bates, of Montreal, with whom he was last seen, elicited the fact that he had started out the hour before train time to take the Maritime Express to Bathurst, and had checked one of his two valises. This arrived safely at its destination. More letters proved that he was at none of the places he was believed to be. Two pulp-mills here had been taken on the Maritime, with no names attached and neither had been occupied. Many people would see him get on at Montreal, but he was about 3 o'clock in the morning before the train could reach Bathurst station, and there was a lonely walk over the river before he could get to Bathurst town. These facts gradually became known at home and the matter began to look grave. On Tuesday detectives were placed both at Bathurst and Montreal. Mr. Read had gone to Chatham on business. Mrs. Read telegraphed him the particulars and he hastened to Montreal to try and find something more. As far as word has been received nothing can be discovered and it is beginning to be feared that Mr. Read will not be found.

MALCOLM M'LENNAN BAGG IN HALIFAX

Halifax, N. S., Nov. 21.—Malcolm M'Lenan, the absconding life insurance manager, who was arrested in Dover, N. H., was brought back today by Detective Frank Hanrahan who went there for him. M'Lenan claims he is innocent of the charge and will ask for bail, and will engage counsel to fight his case. He comes up for examination tomorrow morning. Inhabited in McGill, taking high honors in both schools. He is a youth of exceptional fine character and has given promise of a splendid future in his profession. Mr. Read is a cousin of Hon. H. R. Emmerson.

SOURIS SAVED FROM FLAMES BY MIRACLE

Wind Shifts When Prince Edward Island Town Is In Danger Of Destruction By Fire And Disaster Is Averted.

ST. JOHN INSURANCE MEN INTERESTED

Special to The Standard. Halifax, N. S., Nov. 21.—With a high wind blowing and a lack of fire fighting apparatus available, the town of Souris on the extreme eastern coast of Prince Edward Island had a narrow escape from being swept away by flames on Saturday and as it is, part of the business section is completely wiped out. Origin of Fire. Shortly after eight, fire broke out on the second floor of the large store of J. J. Hughes and Co., and burned to the ground the whole structure with warehouse in the rear. The main building was occupied by J. J. Hughes & Co. as a general store. M. A. Paquet and a Mr. Callaghan, tailor. The origin of the fire is unknown unless it was caused by a defective flue. The building was owned by a company of which Matthew & McLean Ltd. were the principal owners and was worth in the neighborhood of \$35,000 on which there was \$2,500 insurance. The stock of J. J. Hughes & Co. was valued at \$25,000 on which there were \$11,000 insurance, and about \$6,000 worth of goods saved. M. A. Paquet had only \$500 insurance and practically all his goods and household furniture were burned.

Before the alarm was given, the fire had gained considerable headway and it was thought the entire town would be swept out as the water tanks gave out and teams were engaged to haul water in pumphons. Shortly after nine o'clock, Mayor Hughes of Charlottetown received a wire for assistance and at 10:12 No. 19 with Driver Hickey and conductor Cox in charge pulled out with the old "Slaby" fire engine and a contingent of firemen and citizens on board. The trip was made in nearly two hours including four stops on the way. When the fire brigade arrived, the glad news was learned that the fire was under control and had been confined to the building in which it started.

Praise For Citizens.

The highest praise may be given the citizens of Souris who put forth such a strenuous fight for their homes and property. The Methodist church caught and was badly gutted, but saved from utter ruin by the men, women and children who worked with might and main, passing water to the firemen. H. H. Acorn's house, though saved, caught many times, the heat being so intense that the windows melted. Mr. Jarvis, St. John, goes to the scene tomorrow to appraise the loss. That Souris escaped is the marvel of the citizens, who say that had not the wind changed, nothing could have saved the entire town which is one of the best known ports to American fishermen and leading seaside resorts in Prince Edward Island.

SATISFACTORY PROGRESS IN PANAMA CANAL

Washington, D. C., Nov. 21.—Satisfactory progress in the construction of the Panama Canal is shown in the annual report of the Isthmian Canal Commission for the fiscal year ending June 30, 1909, made public by the Secretary of War today. The report deals with the organization of the working, construction and engineering problems, which were solved, the civil government of the canal zone, the sanitary conditions which were greatly improved and the estimated cost of the canal.

PATRICK BLAKE DEAD IN CHARLOTTETOWN

Special to The Standard. Charlottetown, P. E. I., Nov. 21.—Patrick Blake passed away Saturday. He was prominent in public and business life in this province, having been elected to the Prince Edward Island Legislature on several occasions. He was born in 1846 in Charlottetown. A widow, one son, Frank Blake, Halifax, N. S., and two daughters, Mrs. John Mahoney, Regina, survive.

MALCOLM M'LENNAN BAGG IN HALIFAX

Halifax, N. S., Nov. 21.—Malcolm M'Lenan, the absconding life insurance manager, who was arrested in Dover, N. H., was brought back today by Detective Frank Hanrahan who went there for him. M'Lenan claims he is innocent of the charge and will ask for bail, and will engage counsel to fight his case. He comes up for examination tomorrow morning. Inhabited in McGill, taking high honors in both schools. He is a youth of exceptional fine character and has given promise of a splendid future in his profession. Mr. Read is a cousin of Hon. H. R. Emmerson.

Twenty Miners Taken Alive From Fire Swept Collier After Week's Imprisonment

Death is Cheated of at Least 20 of the 310 Miners Entombed at Cherry, Illinois, Eight Days Ago—Indefatigable Zeal of Rescue Party Rewarded After All Hope Had Gone.

Graphic Account of the Rescue—Men Found in Famished, Semi-demented Condition—Rescue Work Continued But it is Doubtful if More Can Be Reached in Time.

Cherry, Ill., Nov. 21.—The hope aroused yesterday by the rescue alive of twenty entombed men from the St. Paul mine just one week after the fatal fire started was dashed today, or at least deferred in fulfillment for not one more of the 310 men caught by the fire was found today. The day was spent in removing bodies from the mine and in burying the crosses heretofore recovered. Tonight the records showed that of the 310 men left in the mine last Saturday night, 198 are still missing, while 92 bodies have been found and twenty men have been rescued alive.

The fire that broke out afresh last night was smothered today to such an extent that explorers were able to work in the mine, but black damp in one of the galleries defied the men as did the cave-ins and other debris. It was not even discovered whether there are more men alive in the mine galleries, although the explorers, urged by the extreme condition in which the twenty men saved yesterday were found, worked with almost superhuman strength. The finding of 37 bodies and their removal after the morbid crowd about the shaft had thinned, were the only visible results of today's endeavors. Squads relieving each other at frequent intervals worked frantically all night to remove the obstacles obstructing the east workings, for here if anywhere, it is believed survivors may await deliverance.

Early tonight rain began falling for the first time since the fire began, there was no one save newspaper reporters lingering about the mine. Tolling of Bells. All day long the tolling of church bells resounded in Cherry and Spring Valley. Eighteen bodies were buried in a ditch south of Cherry. At the mine a dozen victims in coffins await removal, while a score of coffins were piled nearby for others that might be brought to the surface. Services for the dead were held outside the churches, into which coroner Malm deemed it inadvisable that the bodies should be taken.

From the Roman Catholic graves in which the Roman Catholic dead were placed, the priests hurried to the mine entrance to administer the last rites to any dying man who might be brought up. It was declared that the assertion made yesterday that 150 live men had been discovered was not well founded. Each hour that passes now is looked on as making the chances of escape pitifully less. The rescuers worked with this knowledge. The fire in the second level was

forced back so that early in the afternoon the workers could pass it. But the black damp in the east gallery proved insurmountable for a long time. Through this gallery the bodies of 37 men could be seen. Preparations for taking these bodies out were rushed when the morbid throng about the mine had lessened and the black damp had been overcome. A crowd numbering thousands apparently careless of grief, pressed against the rope barricade around the mine entrance until dusk. Work Went On. In the mine levels the work of the explorers went on unceasingly. Relays of eager miners succeeded those whose strength failed. Those who staggered from the pit mouth were surrounded instantly and a babel of questions hurried at them. "We can see the bodies. There are piles of them. They're dead, boys, all dead," was the reply of the first and those who followed gave no more cheering answers. "But they could be living back there, they could be alive, couldn't they?" asked an anxious relative of a miner who had entombed. "No chance," began the miner and then paused, as he saw the trembling hands of the old man who had pressed to his side. "Why sure," he added hastily. "Didn't the others come out." Among those who still hope for the rescue of living miners is Richard Newsam, president of the Illinois Mine Inspectors. "Scotchmen are the most resourceful miners in the world and there are twenty-two of them down there. I can see no reason why they should not have found some refuge just as did those who were found alive yesterday. Eight days have passed, however, and we must hurry if they are to be saved. I am sure that everything possible to hurry on the work of exploration is doing."

It is reported tonight that labor leaders who have been making a quiet investigation of the disaster, have called a meeting for tomorrow. Letters written in their underground prison by some of the miners rescued alive yesterday, came to light in various quarters today. One of the most touching was written by John Lorimer to his wife, Lorimer is a young Scotchman. He came to America ten years ago from Ayrshire. "He just laughs and says he will go back to the mine when he is well," said his wife today, "although I'd be willing after what has happened to support him myself, if he would only get safer work." Continued On Page Two.

GOMPERS BY ACCLAMINATION

Samuel Gompers Once More Heads American Federation Of Labor—Expresses Views On Prison Sentences.

Special to The Standard. Toronto, Nov. 20.—The 29th convention of the American Federation of Labor came to a conclusion today with the election of officers for the ensuing year. Samuel Gompers was re-elected president by greatest ovation that the convention has yet seen. The full list of officers is as follows: President, Samuel Gompers; first vice-president, James Dunca; second vice-president, John Mitchell; third vice-president, Jas. O'Connell; fourth vice-president, D. A. Hayes; fifth vice-president, W. D. Huber; sixth vice-president, J. F. Valentine; seventh vice-president, J. R. Alpine; eighth vice-president, H. E. Perham; treasurer, J. B. Lennox; secretary, F. Morrison.

In the course of his speech thanking the members of the convention for the honor conferred on him, President Gompers remarked that the decision of the court of appeals in the District of Columbia affected two million members of the A. F. of L., besides the three named in the indictment. "From time immemorial men had been imprisoned for their conviction, but martyrdom only added to the strength of a rightful cause. The voice of labor would not be stilled, it embodied the plea for justice and the fact of three of them going to jail would not stay progress."

TORONTO GIRL SCORES SCOOP

Change in Plans Of Mrs. Pankhurst Gives Toronto Newspaper Girl Her Opportunity And She Makes Most Of It.

Special to The Standard. Toronto, Ont., Nov. 21.—Local suffragists are in a ferment over the action of one of their prominent members in regard to the arrival of Mrs. Pankhurst the militant suffragette. The latter was billed to arrive here this morning and a reception committee with the president of the local suffrage association at its head had made arrangements to meet her. A Change in Plans. It had been arranged that Mrs. Pankhurst should be the guest here of the society of women of the morning papers. The latter lady received word that Mrs. Pankhurst would reach the city last night instead of this morning. She kept her own counsel, met Mrs. Pankhurst at the station, drove her to her home, interviewed her on behalf of her paper and they saw her to bed. This morning she telephoned the president of the local association that Mrs. Pankhurst was in town. So far she has failed to notify the other newspapers named in the invitation. Informed Mrs. Pankhurst would arrive on Saturday as her guest. The members of the reception committee and other suffragists who had planned a spectacular reception are exceedingly wroth and the enthusiasm for the cause bids fair to evaporate in the quarrel over the benediction.

ENGLAND IS ABSORBED IN POLITICS NOW

Question Of Budget To Come Up In House Of Lords On Thursday And Record Turn-out Is Expected.

London, Nov. 21.—The United Kingdom is more absorbed in politics now than for many years, and the coming week will see the culmination of the fierce warfare which has been carried on over the budget. The House of Lords is expected to vote on Lord Lansdowne's resolution calling for the rejection of the budget on Thursday. Before then most of the big guns in the Upper House will speak on the question. Lord Rosebery's effort for the Conservatives, and that of the Earl of Halsbury with the most interest. Probably the largest number of lords will be mustered for the vote since the rejection of Home Rule. About 450, many of whom practically are strangers to parliament, are likely to be assembled, and not more than one quarter of these will support the budget. The House of Commons is expected to vote on the budget on Thursday. The Liberal leaders declare that the issue is whether the hereditary Conservatives shall rule the country. The Conservatives argue that the House of Commons has no mandate from the people to introduce new forms of taxation, and that the House of Lords is fulfilling its function as a balance to the Commons by forcing resort to a referendum. Conservative gains will be acclaimed as victories for protection.

The uncertainty of the country's financial policy is paralyzing the stock exchange, and the possibility that the Government will have to raise a large loan to meet current expenses makes the money market too uncertain for extensive private enterprises.

WHOLESALE POISONING OF OFFICERS ATTEMPTED

Vienna, Nov. 21.—An extraordinary attempt at wholesale poisoning of military officers here has caused a sensation. A large number of officers, just promoted to be captains in the general staff have received through the mails sample boxes of pills. These were accompanied by a circular recommending them for nervous debility. One of the officers, Capt. Mader, took some of the pills and died almost immediately. An autopsy revealed the presence of cyanide of potassium and that his death was caused by that poison. A further investigation showed that the pills contained cyanide of potassium in large quantities and that many of the first lieutenants attached to the staff, but not promoted did not receive pills. The circulars were signed "Charles Francis" and bore a false address. All attempts so far to unravel the mystery have failed and it is suggested that the poison may have been sent out by some disappointed officer or that the poisoning is an anarchist outrage.

ASTOR'S YACHT IS REPORTED SAFE

Willemstad, Curacao, Nov. 21.—John Jacob Astor's steam yacht Nourmahal was safe in the harbor of San Juan, Porto Rico, on November 18, according to the report brought here by the D. L. L. Curacao today. The Caracas reports that the Nourmahal arrived at San Juan on Nov. 14 and that she was still there on the 18th, safely anchored inside the harbor.

BELCOURT MAY NOW RUN FOR OTTAWA

Ottawa, Nov. 21.—An effort is being made to induce Sir N. A. Belcourt former Speaker of the Commons, to run in the Liberal interest at the by-election in Ottawa. Some difficulty is being experienced by the Liberals in finding a good candidate. Meanwhile Sir Wilfrid Laurier has not resigned the seat.

CANADA FOUND WANTING IN IMPERIAL ARMY

Laurier Government Threw Down Admiralty's Scheme Of An All Red Line Of Defence.

Special to The Standard. Ottawa, Nov. 21.—Information regarding the proposals which the British Admiralty made to Canada and the answer which the Canadian representatives gave are beginning to leak out in spite of ministerial care. In the plan to gird the world with a defence line, "An All Red Line of Defence," Canada was asked to play a part of simply completing this line. Canada refused to do so in so far as a want of accordance with the wishes of the Admiralty may be termed a refusal and there will be a gap in the line. The gap will be Canada. To Guard Pacific. The British Admiralty idea, after consulting with the Dominions beyond the seas was this: Great Britain herself would guard the Atlantic and the Mediterranean. In short she would be the line of defence between Canada and India via Gibraltar. Canada would place a naval unit on the Pacific coast and connect with the Australian unit. The Pacific, Australia would connect with New Zealand and New Zealand with India, thus completing the circle. Turning more particularly to the Canadian portion of the scheme, the Atlantic coast of Canada would be looked after by the Mother Country, Canada laying down dockyards and repairing the use of the fleet which would also be used of course, by merchant vessels. Real Patriotism. But (and this is where the question of real patriotism can be discussed) it was felt by the Canadian Government that the Maritime Provinces and Quebec would never stand for a Canadian fleet on the Pacific. The major portion of it, whatever the consideration, must be on the St. Lawrence. And so despite the British Admiralty's statement that less than a fleet unit would be of little or no practical use, Canada decided that she would have less, and cast aside this world girding defence scheme. The Canadian navy, therefore, will be a small disconnected force, a mere flea bite in an emergency regarded by the British Admiralty, who are the greatest naval experts in the world, as of no account in a scheme of defence. Since the papers were tabled a few days ago the situation has come to be regarded as exceedingly serious and will occasion a momentous debate which it is hoped will not lead to serious disruption of national harmony. There is this to be said, however, in defence of the Canadian Government's proposal that it will have a great value in developing and training a Canadian militia which must always be an early consideration in any scheme of naval defence. The Canadian Government's present proposal may lead to the development of the Imperial plan, though the debate will hinge on the question of immediate necessity. It is expected that the Government will lay its proposal definitely before the House on Wednesday.

IMPERIAL PROJECTS TREATED POLITICALLY

Special to The Standard. Ottawa, Nov. 21.—Information regarding the proposals which the British Admiralty made to Canada and the answer which the Canadian representatives gave are beginning to leak out in spite of ministerial care. In the plan to gird the world with a defence line, "An All Red Line of Defence," Canada was asked to play a part of simply completing this line. Canada refused to do so in so far as a want of accordance with the wishes of the Admiralty may be termed a refusal and there will be a gap in the line. The gap will be Canada. To Guard Pacific. The British Admiralty idea, after consulting with the Dominions beyond the seas was this: Great Britain herself would guard the Atlantic and the Mediterranean. In short she would be the line of defence between Canada and India via Gibraltar. Canada would place a naval unit on the Pacific coast and connect with the Australian unit. The Pacific, Australia would connect with New Zealand and New Zealand with India, thus completing the circle. Turning more particularly to the Canadian portion of the scheme, the Atlantic coast of Canada would be looked after by the Mother Country, Canada laying down dockyards and repairing the use of the fleet which would also be used of course, by merchant vessels. Real Patriotism. But (and this is where the question of real patriotism can be discussed) it was felt by the Canadian Government that the Maritime Provinces and Quebec would never stand for a Canadian fleet on the Pacific. The major portion of it, whatever the consideration, must be on the St. Lawrence. And so despite the British Admiralty's statement that less than a fleet unit would be of little or no practical use, Canada decided that she would have less, and cast aside this world girding defence scheme. The Canadian navy, therefore, will be a small disconnected force, a mere flea bite in an emergency regarded by the British Admiralty, who are the greatest naval experts in the world, as of no account in a scheme of defence. Since the papers were tabled a few days ago the situation has come to be regarded as exceedingly serious and will occasion a momentous debate which it is hoped will not lead to serious disruption of national harmony. There is this to be said, however, in defence of the Canadian Government's proposal that it will have a great value in developing and training a Canadian militia which must always be an early consideration in any scheme of naval defence. The Canadian Government's present proposal may lead to the development of the Imperial plan, though the debate will hinge on the question of immediate necessity. It is expected that the Government will lay its proposal definitely before the House on Wednesday.

CHARLES J. BURPEE IS DEAD AT SHEFFIELD

Fredericton, Nov. 21.—The death occurred today at Sheffield of Charles J. Burpee, one of the best known residents of Sunbury County. He was 77 years of age, and was formerly a school teacher, being connected for some time with the Sheffield academy. Besides the widow, who was formerly Miss Barker of this city, two brothers, T. W. Burpee, contractor of Glenora and F. N. Burpee of the late Hon. Charles Burpee and a first cousin of the late Hon. Isaac Burpee. In Dominion politics he was a Liberal but during the last two provincial campaigns had supported the Hazen party. The funeral will take place on Tuesday morning.

NEW GAMBLING BILL TO BE INTRODUCED

Special to The Standard. Toronto, Nov. 20.—The bill to suppress gambling introduced by Mr. Miller in the House of Commons last week, it is understood, will be withdrawn and a more comprehensive measure presented to the House for consideration. The new bill is to have a clause dealing with the recent decision by the courts and in this respect it is different from the bill placed before the Government. The Presbyterian and Methodist churches are sending down petitions to members of the Commons and will put up a fight to get the measure through. Some opposition is expected from the senate, but it is not anticipated that the bill will be slaughtered through.

S.S. ST. CROIX BURNS AT SEA; ALL ARE SAVED

Steamer Well Known Here Goes Down In Pacific After Burning To Water's Edge—183 Souls Taken Off.

Los Angeles, Cal., Nov. 21.—Famished, nearly exhausted and clad in borrowed clothes the 105 men, women and children passengers on the steamer St. Croix, which was burned and sank last night off Point Duma, arrived here today. With them came the 78 members of the crew, likewise exhausted and destitute. All were brought from Santa Monica by trolley car after the police department and residents of that city had furnished food that broke a fast which for some, had lasted 36 hours. The survivors had walked, ridden and made their way to Santa Monica as best they could from the isolated landing place. Mrs. L. A. Wallace remained at the Beach City Hospital with her sixteen-month-old baby. She was severely injured when a davit rope broke and the boat she was in plunged bow first into the sea. Burned to Water's Edge. The passenger steamer St. Croix of the North Pacific S. S. Company, burned to the water's edge last night at a point three miles off Point Duma and eighteen miles north of Santa Monica. The lives of 105 passengers and the crew of 78 were saved by vigorous action by the officers and the crew aided by a calm sea. All on board escaped in life-boats and rafts and were landed at Point Duma on the beach. They camped last night in the Zuni Canyon back of the point. The fire started in the second cabin when a dinner was being served and had made such headway before it was discovered that the greatest difficulty was experienced in launching boats and life rafts and placing the passengers who were most women, safely aboard them. A panic among the passengers was prevented by the officers and crew, who gave passengers no chance to save their personal belongings. First Officer N. E. Hill, immediately after the landing of the passengers made his way over-land to Malibu beach and there obtained an automobile and came to Santa Monica, arriving at 11 o'clock last night, bringing the first authentic information of the landing. At six o'clock while the hull of the St. Croix was burning fiercely, the steamship City of Topeka passed within a short distance of her, but being unable to discover any signs of life aboard, proceeded on her course to Redondo and gave the first report of the disaster. It is believed an explosion in the boiler-room below the second cabin caused the fire. The vessel carried no freight. The Burning Described. Captain Frederick Warner came into Santa Monica among the last of the shipwrecked though. He described the burning of the vessel and the rescue as follows: "I was in my cabin when someone ran to my door and shouted 'Captain the ship is afire below the second cabin.' I shouted to the first officer, Mr. Miller in the next cabin, to take charge of the watch below and went on the bridge and ordered full speed astern to stop the ship's headway, so as not to fan the flames, which I saw drifting out of the open ports. An alarm was sounded. Each man of the crew promptly went to his station. Mr. Miller had five lines of hose rigged. "The ship came to a full stop and the passengers were placed in the boats. Then the first officer reported that the ammonia pipes of the refrigerating plant had burst and that the vapour was overwhelming his men. The fire was gaining shaft the second cabin. Apparently it started somewhere in the second cabin and the powerful draft was drawing it through the shaft alley to the boiler room. Realizing that the fight was hopeless, I ordered the men up from below and the fire room was cleared. "No Confusion. "At no time was there any serious confusion. The passengers provided themselves with life-preservers. Mrs. Wallace, afterwards said that it was a life-preserver that enabled her to keep herself and her baby up after they had fallen overboard. "Boat No. 1 was the first to be filled and I ordered it cast loose. An eye bolt in the stempost drew out and the boat dropped bow first, throwing some five passengers violently and slightly injuring a few. "It was then that Mrs. Wallace and little Vielbaum went overboard. I saw several of the men jump to the rescue. Immediately I shouted to let the other davits rope go and the boat righted itself immediately. "In a few minutes those who had fallen or had jumped into the sea were back on board and the boat was on its way, outside the line of danger. A few lifeboats were manned but these were abandoned and those in them were taken into the boats."

ST. CROIX FORMERLY OWNED BY INTERNATIONAL S. S. COMPANY

St. Croix was formerly owned by the International S. S. Company and ran between Boston and St. John, N. B., by way of Portland and Eastport, Maine. She was sold when the Calvin Austin was built.

DANISH PAINTER KROEGER DIED YESTERDAY AT SKAGEN, DENMARK

The Danish painter Kroeger died yesterday at Skagen, Denmark.