

SCHOONER LOST; FIVE DROWNED

The Lady Antrim of Boothbay Battered to Pieces Off Marblehead

TWO BODIES FOUND

Were Washed Up on the Beach Along With Wreckage—Some Apparel Belonging to a Woman Also Picked Up—Vessel Was Laden With Sand and Was Very Old.

Marblehead, Mass., March 20.—Small fragments of the little Boothbay schooner Lady Antrim were found today strewn along the outside of Marblehead Neck, off which she was wrecked in last night's storm, with the probable loss of all hands, and among the broken pieces of the vessel were recovered the bodies of two of her crew.

The vessel was so completely smashed up that it was some hours after the wreckage had been discovered that her identity was learned from a portion of one of her sideboards.

The first body was found high up on the beach about noon, while the other was hauled out of the surf about 5 o'clock this afternoon.

The Lady Antrim was one of the oldest coasters in the service, having been built in 1857. She was owned and commanded by J. H. McClintock, of Boothbay Harbor (Me.), and it was believed here tonight that she was one of the victims of the wreck.

Two Bodies Recovered.

The first body to be recovered was that of a man about five feet nine inches in height, weighing 180 pounds, with dark hair on the side of his head, the upper part being quite bald. His moustache was red, and a notable feature was the two front teeth of the upper jaw, which were spread so as to leave a triangular space with the apex at the gum. There was a signet ring on one of the fingers, and on it was engraved in old English the letter "M." The body was clothed only in a shirt.

The second body was that of a man apparently about forty years old, five feet eight inches in height, weighing about 180 pounds. On the third finger of the left hand was a plain gold band ring. The hair and moustache were dark, the nose was still and decidedly turned up. The body was clothed in two undershirts, a pair of overalls and an oilskin.

From the distribution of wreckage along the Neck, it was thought tonight that the Lady Antrim struck either on Tom Moore's rocks or Tucker's Island late last night, but that she did not go to pieces until early today. The heavier portions of the vessel were found inside of Tucker's Island, high up on the beach on the south side of the neck where they would naturally have been carried by this morning's flood tide. The lighter portions were strewn along the rocky beaches and ledges from Hurl's Napanahmet to the rocky shore on the western side of the neck, where they would have been blown when the wind shifted to the southwest, just before dawn.

Woman's Apparel Found on Beach.

The body was discovered by two boys, William Prescott, and Edward Snowplow up on the beach on the south side of the neck. The boys were walking along the beach about noon and came upon a portion of the vessel's hull. Going on further, they found the body lying at the foot of the morning's tide on the beach. The boys immediately ran back to town and notified the first policeman whom they met of their discovery.

Search was at once begun for other bodies. At 5 o'clock, while several men were standing on one of the rocky cliffs opposite Hotel Napanahmet, an object was seen floating in the surf. It was some distance from the shore, but was close enough so that it could be recovered. It was then drawn ashore and taken to a dry stable. About the same time a portion of the vessel's stern, which bore the word "Boothbay," was discovered a few hundred yards further along the beach. This was the first indication of the hulling part of the vessel. Just before dark one of the searchers picked up a sideboard, on which were the words "Lady Antrim," which at last established the identity of the coaster.

A portion of her mainmast, which had been repaired, as well as an empty dry glove and a portion of the after-horn, were among the principal objects which were found on the shore, but as a rule the vessel had been broken up so completely by the waves and rocks that the pieces were of small dimensions. Late this afternoon what appeared to be a bed quilt was found fastened to a spar in a manner which seemed to indicate that those on board had tried to use it as a signal.

The searchers also picked up a quantity of clothing, and among it was a lady's glove. There were also portions of a woman's apparel found on the beach. Arrangements were made to have the beach patrolled this evening in the hope that other bodies might be recovered at high water.

The scene of the wreck was very near that of the steamer Nonamoon some years ago.

The Lady Antrim sailed from Provincetown yesterday morning with a cargo of sand for Rockland (Me.). She was manned by five men.

Portland, Me., March 20.—Captain Lewis, of the schooner C. M. Gilmer, of Boothbay Harbor, Me., said tonight that the Lady Antrim was commanded by Captain Campbell, of Boothbay, and that his brother was with him in the schooner. He did not know their full names or anything of their families.

A PAINLESS CURE FOR CANCER

Send 6 cents stamp and learn all about the marvelous cure that is doing so much for others.

Stott & Jury, Bostonville, Ont.

FAY AMENDING INDEMNITY BILL

Liberal Caucus Willing to Pension ex-Cabinet Ministers When They Are in Need

NO OTHER CHANGES

Sir Wilfrid Laurier Tells Parliament of G. T. P. Surveys and of the Lengths of the Two Routes Through New Brunswick, But They Are Under Consideration Yet.

Ottawa, March 21.—(Special)—The first Liberal caucus of the session was held today, Archie Campbell presiding. The principal question discussed was the indemnity to members and the salary bills of last session. There was a general expression of feeling that the indemnity should stand as it is, but several spoke against the pension to retiring ministers in their present form.

It was decided that the pension bill should be modified to the British system. That is to say that the time of service, age limit, may be changed and also that it will be a question of need before the party will be entitled to receive a pension.

The Lord's day observance bill was also passed.

After routine business in the house today Hon. William Templeman was introduced by the premier and Ralph Smith.

Sir Wilfrid Laurier said that the approximate total distance of the National Transcontinental Railway surveyed between Winnipeg and Quebec was 1,360 miles, of which 395 miles have been located and tenders asked for and 149 miles have been submitted to the commissioners as first location.

The distance located between Quebec and Moncton by the centre route is 514 miles, all surveyed, of which 428 miles have been submitted to the commissioners as first location and the revision of this location is proceeding.

The distance by St. John and the river route is 531 miles, of which 407 miles have been submitted to the commissioners as first location and the revision of this location is proceeding.

Mr. Oliver, in answer to Mr. Lake, said that the Saskatchewan Valley Land Company carried the right to acquire 150,000 acres under their agreement with the government at 81 per acre. The company have not selected all the lands they are entitled to purchase. Patents are issued for 142,808 acres.

WILL PLACE BRITISH AND FOREIGN SHIPS ON SAME FOOTING

Bill Introduced Into Parliament Concerning Overloading and Other Evils Extensively Practiced.

London, March 20.—The long promised bill amending the merchant shipping act so as to place British and foreign ships on the same footing, was introduced in the house of commons today by David Lloyd-George, president of the board of trade.

The bill, which undoubtedly will pass, makes the British regulations governing the overloading, undermanning and unseaworthiness of vessels, the storage of grain on board ships, the furnishing of life saving apparatus and the control of emigration and passenger traffic which heretofore have only applied to British ships applicable to all foreign vessels using British ports.

Commenting on the measure Mr. Lloyd-George referred to the demands for the exclusion of foreign seamen from British ships and said he found that in 1914 there were 30,000 foreigners employed against 176,000 British subjects. He feared that the exclusion of foreigners would ruin the mercantile marine, but under the new bill foreigners hereafter must know sufficient English to understand words of command.

Continuing Mr. Lloyd-George explained that the government only proposed to impose on foreign ships the obligations imposed on British vessels for years and where the government were satisfied that the regulations of any particular country were substantially equal to the British regulations the ships of that country would be exempt as a whole from the British rules in regard to the loading.

Mr. Lloyd-George said that he was not in favor of the exclusion of foreigners from the mercantile marine, but under the new bill foreigners hereafter must know sufficient English to understand words of command.

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LUMBERMEN WILL CONFER GIVES BOARD OF

New Liquor License Commissioners in Some North Shore Places—Ralph E. White Business in St. John to Be Acquired by a Company—St. John Members Leave for Home.

Believed Agreement With the Grand Falls Power Company Will Be Worked Out.

Within a few weeks it is expected that there will be held in St. John a conference between representatives of the St. John River Lumbermen and the Grand Falls Power Company in an effort to reach an agreement upon features of the company's plans to which the lumbermen have taken objection.

The fact that the lumbermen have filed at Ottawa objections to certain parts of the works which the company proposes to build in its developments at Grand Falls, was published. The Telegraph some days ago, and details of the lumbermen's protest given. At that time A. P. Barnhill, representing the company, was quoted as saying he believed the matters could be arranged and engineers representing the two interests could confer on the points at issue.

B. Carvell, M. P. of Woodstock, who has been representing the lumbermen in this connection, was at the Royal yesterday and said that the matter had not advanced any but a conference would be held here soon. The lumbermen, he said, had no desire to hinder the company in its work but merely wanted their interests safeguarded. Mr. Carvell said he believed an arrangement would be made but if it did not then be a matter for the local and federal governments.

Mr. Carvell, who came here from Ottawa on legal business, left again for the dominion capital last evening.

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STEEL TRUST IN CANADA Will Erect a Plant and Will Manufacture Here

Company is Understood to Have Acquired Undeveloped Coal Fields, Which Will Supply Coke for the Canadian Plant.

That the United States Steel Trust is going to be a competitive factor in the Canadian market is announced by Hardware and Metal, which makes the following statement:

"We are able to make two important and exclusive announcements this week. The United States Steel Corporation has definitely decided to come into the Canadian market. They will not acquire an interest in or secure control of any existing Canadian steel company. They will erect their own plant, and the land for this purpose has now been actually bought. Some time ago they acquired this week the late owners of the site are not aware for what purpose they have been acquired. Many reports of this nature have appeared during the last four years. This, however, is the first authentic information that has yet been published.

"Full details will not be made public for some time, but they are not completely worked out. Our New York correspondent informs us that it may be some time before building operations begin, and the entire plant will not be finished in two or three years or longer. This will depend on the industrial development of the country.

"It was stated at a meeting of directors of the company recently that about \$75,000,000 would be spent on the plant eventually. It is intended, however, to complete certain parts and put them in operation as soon as possible. This will entail an expenditure of \$10,000,000.

"In addition to the above authentic facts, there are stories, which are no doubt based on facts, that the United States Steel Corporation has acquired extensive areas in Ontario. One of these areas which has been carefully examined is reported to be the most extensive in the world. The steel company is said to have some undeveloped coal fields not far distant from Lake Erie, which will be used to supply the coke for the Canadian plant.

"Another development that is spoken of is the eventual absorption of the International Nickel company and the manufacturing of steel in Canada. This is a possibility, but it is not likely to develop for some time. As only the preliminaries have been agreed to, it is not likely to give the names of those interested, but can say they are all substantial men who will take an active part in the direction of the work themselves. These men are not among them, and it is not likely they will be any stock holders. They are simply practical men who studied the matter from a business standpoint and came to the conclusion that such an investment under their direction could be made a profitable one."

Fredericton, N. B., March 21.—(Special)—The following provincial appointments are gazetted:

Restigouche—Wm. Noble to be a member of the board of liquor license commissioners, vice Ljore Nadeau, removed from office.

Madawaska—F. Douglas, jr., to be a member of the board of liquor license commissioners, vice Ljore Nadeau, removed from office.

St. John's—J. B. Kincaid, Walter H. Freeman, St. John, and Albert O. White, St. John's, are applying for incorporation as the R. E. White Co., Ltd., with a capital stock of \$9,500. The object is to acquire and carry on the business of Ralph E. White, late of St. John's, who died last night, aged 55 years.

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