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RY FREES PRINCE RUPERT FROM BLAME FOR COLLISION.

Says All Precautions Were Taken—Finds Princess Louise Was in the Channel Contrary to Law—Coroner Wished Matter of Precedence Recorded.

At the police court Friday night, the inquiry into the circumstances surrounding the death of Captain Ingalls, of the schooner Princess Louise, which was struck by the Prince Rupert on Wednesday morning, and told of receiving telegraphic communication in the engine room from the captain on deck at the time of the collision. The Rupert's engine and official engine room logs were produced in the court room. The steamer was going at ordinary speed down the harbor, when he got the message "full speed ahead," shortly followed by "slow speed ahead." He could have gone slower than the order required. Knew that a boat was launched from the Rupert. Did not believe that routine boat drill was held on board. Came on deck shortly after collision. At a dead slow rate of speed the revolution of the Rupert's wheel would be from six to 10 per minute, and speed made three knots per hour. Believed the tide to be running three or four knots. Was easier to stop a wheel steamer quickly than a screw steamer.

Lloyd Zwickler, the survivor of the disaster to the schooner, was re-called and swore that he did not hear the fog horn on the island, and that he was told he was picked up west of Partridge Island. The schooner's conch shell would sound half mile, and it was kept blowing regularly. At the time of the collision the captain was standing by the chain box and he behind him. He was struck by the mast. Could not state compass of the schooner. Joseph Doherty, pilot of St. John, gave his testimony to the effect that he believed the Rupert's general speed to be about 18 knots. The schooner was about one mile and two cables. It was recognized that small vessels anchored in the channel. Considered a conch shell adequate in a very thick mist. It would take five minutes to lower a boat from the Rupert under the circumstances of Wednesday morning. Believed Captain Porter was justified in sailing for Digby. Larz Colgren, second officer of the Rupert, testified that he heard no horn or sound from any vessel. The first he knew of the Louise's proximity was when her jib stay came against the bows of the Rupert, where he was on watch. He saw a dark-haired man, in shirt sleeves and hatless, standing in the companionway of the Louise. Then immediately came the collision. Got into the boat about 10 minutes afterward, rowed around the vicinity of the wreck and also went to the island. Saw there a man who might have been the man in the companionway of the Louise. The fog had somewhat cleared. The boat was away from the wreck about an hour. As the time of the collision Captain Porter was in the pilot house with the window down.

Third Officer Lawson said he was on the bridge at the moment of the collision. Could not see Colgren in the howl. The shock of collision and shortly afterwards heard the cry of a man in the Rupert's wake. Gave orders to launch a boat, which got into the water in seven or eight minutes. Believed the ship to be then going at about four knots. Believed his judgment in this respect to be superior to Engineer Waring's. The length of the boat launched was 90 feet. Following Officer Lawson's evidence came further testimony from Captain Porter, in which he said he had used the best judgment he could in London says "The transport Victorian with the second section of the third Canadian Mounted Rifles on board arrived at Cape Town yesterday afternoon. Washington, Feb. 25—An enthusiastic

THE DAY AND THE PEOPLE FOR MR. KING AT HAMPTON NOMINATION.

Ora P. King the Government Candidate; F. M. Sproul the Opposition's Effort—Proceedings Interesting—Speeches by the Candidates, Attorney General and J. D. Hazen, M. P. P.

Nomination proceedings at Hampton on Saturday were marked by forceful speeches on the political issues of the day, enthusiastic electors, and agreeable weather. The attendance of those interested in the outcome of the polls on Saturday next was large and the methods employed in reaching headquarters more or less divided between trains, teams and pedestrianism. There were fully 500 voters in the court house by 2 o'clock, when the assembly was formally called to order by Sheriff Hatfield and the usual preliminary statements, announcing that Messrs. Sproul and King were duly nominated as representing the Conservative and Liberal parties in the local house. The qualifications of each were not questioned and in recognition of the demand that a poll be granted it was formally announced that such would be opened between the hours of 8 o'clock a. m. and 4 o'clock p. m. on Saturday, March 1st.

Ora P. King's nomination was filed with the sheriff by R. Morrison, and J. M. Sproul's nomination by John March. The location of the different polling booths was then read by Sheriff Hatfield, who had with him on the platform Clerk L. Allison, of Sussex. Others occupying the seats were Ora P. King, Fred M. Sproul (the government and opposition candidates), George G. Scovill, Attorney General Pugsley, Hon. A. S. White, J. D. Hazen, leader of the opposition; Judas Wedderburn and John March. Following is a list of those nominating the candidates:

- Ora P. King—Murray Hussell, Sussex; H. P. Robinson, Sussex; Thos. Burgess, St. John; Jas. H. McLean, Sussex; Geo. Goodholm, St. John; Chas. S. Mitchell, Sussex; W. R. Parley, Sussex; W. H. Fairweather, Sussex; A. Keefe, Sussex; E. W. White, Sussex; Geo. Ryan, St. John; Edw. Arnold, Hamam, Sussex; Geo. J. Vaughan, Sussex; D. McKinnon, Sussex; W. H. Jones, Apohaqui; Thos. Moore, Mechanic, Jos. Beckler, Apohaqui; W. H. Helms, Norway; H. Pollock, St. John; W. C. Stockton, Sussex; J. R. Macfarland, Kingston; Jos. Lopp, B. Parley, Sussex; J. J. McFarlane, Kingston; L. B. Hayes, Greenwich; Chas. McNair, Gardiner; W. H. Parley, Sussex; J. P. Hammond, Norway; Springfield, Robt. McAfee, Sussex; H. G. Powrie, Apohaqui; W. Dickson, Rothsay; S. F. Lamb, Kingston.

Fred E. Sharp, Chairman. When the sheriff adjourned his court at 2 o'clock, Hon. A. S. White in a few well chosen words told that Fred E. Sharp be appointed chairman. He spoke of Mr. Sharp as a gentleman who would preside with impartiality and firmness. The motion was seconded by Mr. Sproul and carried.

THE GOVERNMENT CANDIDATE.

Practical Reasons Given Why Kings Should Elect Ora P. King.

Mr. Ora P. King, the government candidate, was the first speaker, and although he did not occupy more than half the time taken by Mr. Sproul, he made a decidedly better impression. He spoke with great force, and was cheered time and again as he made point after point in favor of the policy of the government and its vigorous and progressive administration of affairs. He dwelt at considerable length on what the government had done for the advancement of agriculture, contrasting the condition of affairs a few years ago, when New Brunswick was importing large quantities of both cheese and butter, with what it is today, when the province is exporting considerably over a million pounds of cheese, and also large quantities of butter. He showed that the creameries in the province last year produced 542,600 pounds of butter. These, he claimed, were gratifying figures, and the steadily and rapidly increasing production of butter and cheese since the government inaugurated its dairying policy, proved the wisdom of its action. The policy of giving aid to cheese factories had been opposed and ridiculed by the opposition, when it was introduced, but today they have no criticism to offer. All that they now say is, that if they should get into power they will follow out the lines laid down by the present government.

KAISER'S BROTHER A WELCOME GUEST OF UNCLE SAM IN Gotham.

Admiral Prince Henry of Prussia Given a Hearty Reception at New York—A First Favorite and a Good Fellow on the Voyage.

New York, Feb. 25—Prince Henry, of Prussia, representative of his brother, the Emperor of Germany, at the launching of the latter's American-built yacht, reached New York today and was cordially welcomed as the guest of the nation. The land batteries sounded the first greeting in a salute of 21 guns, the rifles of a special naval squadron re-echoed the sentiment. There were verbal greetings from the representatives of President Roosevelt, the army, the navy and the city of New York and a great crowd lined the way into the city to see and cheer the sailor Prince of Germany. The genius of Marconi, reaching out from the storm swept coast, had definitely located the beated liner and made certain the hour that she would reach Sandy Hook.

THE ATTORNEY-GENERAL.

Hon. Mr. Pugsley Made Reference to Campaign Issues. Attorney General Pugsley next spoke and had a splendid reception. He said that he had hoped to be able to make an arrangement so that a reasonable time would be given to the candidates and also to Mr. Hazen and himself, but as Mr. Sproul had been unwilling to accede to his request, and the hour was late, and many of the electors having come from a long distance, were desirous of leaving, he would only be able to deal with some of the subjects which had been alluded to during the campaign, when he would give way to Mr. Hazen, and if there was time he might speak a few minutes in reply.

Mr. King then took up the pretended claim for the supposed settling of what that could not be made an issue in the campaign. No one had ventured to charge him or any other member of the government or Mr. King with being in any way connected with it. Everybody condemned the forged greater secrecy, there was less improper influences than under the present arrangement. In conclusion Mr. King referred to what had been done for roads, bridges and wharves, and promised, if elected, to give every cent of the Dominion Government to the people in these particulars.

F. M. Sproul Satisfied to Abuse.

Fred M. Sproul followed in a speech of two hours. In opening he said that he refused to be dictated to by the attorney general, a non-resident of the country, and that the length of time which he would speak. The issues were so important that he wanted to take all the time necessary to completely cover the ground.

What Mr. Sproul Had Done.

Referring to Mr. Sproul's address, he said that he had done nothing but what was still more remarkable was, that he could talk so long and say so little. He had slandered himself and other public men; he had charged the government with squandering the public moneys, but had failed to give a single instance in support of his charges. It was impossible to do so. Every dollar of the public moneys had been properly expended for the public service and in the public interest. The legislative committee on public accounts, at the last session had gone carefully over every item of expenditure, and had found no instance of public moneys being expended for anything but the public service. The attorney general, being hurried for time, pointed out briefly, but forcibly, the marvellous results which had been achieved in the line of dairying, as the result of the policy of the government in granting assistance to cheese factories and creameries, which were rapidly bringing New Brunswick into the foremost rank among the provinces of Canada in the line of agricultural development.

SCHALK-BURGER IN CAPTURED LAAGER.

Acting President Was Almost in Hands of British--Pro-Boer Meeting Passes Resolutions to United States President.

PRETORIA, Feb. 21—General DeWet, with 400 followers, broke back northward through the blockhouse line the night of the 19th inst., 10 miles west of Lindley, Orange River colony. The blockhouses opened fire on the Boers, two of whom were killed. The remainder got clear away to their old ground near Rietz. Antwerp, Feb. 21—Dr. Albrecht, who has just returned from the Transvaal, will proceed tomorrow to Utrecht to see Mr. Kruger, to whom he is said to bring an important secret communication from the Boer leaders in South Africa. Dr. Albrecht predicts the long continuance of the war. He says the blockhouse system will not affect the final result. It may cost the Boers a few more men, but they will never surrender, and the British will never possess the Transvaal. Toronto, Feb. 21—(Special)—The Telegram's special cable from London says "The transport Victorian with the second section of the third Canadian Mounted Rifles on board arrived at Cape Town yesterday afternoon. Washington, Feb. 22—An enthusiastic

RECOVERING FROM STORM EFFECTS.

Scores of Horses Killed by Brooklyn Wires—Four Human Lives Taken in Philadelphia—Complete Wreckage of Wire Service.

New York, Feb. 22—The sleet storm which prevailed in New York yesterday and today proves to be the most severe which has been experienced for several years. Telegraphic communication everywhere was almost completely suspended until this evening, when it was very generally restored. Throughout the day the streets were rendered almost impassable by slush, many of them presenting almost the appearance of creeks, the sewers being incapable of carrying off the overflow. Owing to its being a holiday street car traffic was at a minimum. The greatest damage was sustained in Brooklyn where scores of horses were killed by contact with live wires, which were scattered in all directions in Prospect Park and in many of the avenues, hundreds of trees were denuded of ice-laden branches. The Brooklyn Bridge presented a brilliant spectacle, being completely encased in a glittering coating of ice. On Staten Island hardly a wire was left standing and traffic was everywhere suspended. Mail advices from Philadelphia say that the city is as completely shut off from electrical communication with the outside world as though such a thing as a tele-