

PASSENGERS AND CREW RESCUED FROM COBEQUID, SAFE IN YARMOUTH AFTER TERRIBLE ORdeal

STEAMER WESTPORT FIRST TO REACH THE SCENE OF WRECK; TOOK OFF THE FIRST CROWD; TUG JOHN L. CANN LENDS AID

Sighted Disabled Ship About Half Past Four Yesterday Afternoon

RESCUED TELL STORIES OF TERRIBLE SUFFERING FOR FORTY-EIGHT HOURS

First Rescue Boat Takes Off Seventy, and Second Saves Twenty-four—Bravery of Captains of Westport and John L. Cann a Big Factor in Successful Rescue—The Cobequid a Total Wreck—Twelve on Board Still, Expected to Be Taken Off by Other Boats During Night.

Special to The Standard. Yarmouth, N. S., Jan. 14.—The 106 persons on board the steamer Cobequid are safe and 94 of them are now in Yarmouth. The two rescue ships, the steamers Westport and John L. Cann, commanded respectively by two brothers, Captain J. Edgar McKinnon and Adelbert McKinnon, arrived here tonight shortly after eight o'clock, the former with 72 and the latter with 22.

There are twelve men including the captain and the wireless operator still on board. The navigating officers of the ship refuse to talk and the company officials of whom there were three on board, Captain G. M. Hicks, the marine superintendent, and Messrs. J. Allsop and W. Charles Kenny, two of the directors, were too exhausted to give any statement tonight, but will talk tomorrow.

From the junior officers and the members of the crew it is learned that the ship struck during a dense storm at 8:15 yesterday morning and filled in a very few minutes.

The wireless operator was able to get but one call for help before his aerials iced up after which he was helpless. Her furnace fires were put out in a few minutes and the passengers and crew were forced by the rapidly rising waters to the boat deck where they took refuge in the captain's quarters.

For 24 hours in the midst of one of the worst storms we have ever had on this coast with the thermometer hovering around zero and with winter seas sweeping their vessel and breaking it up beneath them, these people had to huddle together. This morning one of the men succeeded in getting a metal bucket in which some holes were punched to make a draft and in which a small fire was started where some warm drinks were prepared for the women and children.

The party arrived here with nothing but what they stood in and ten of them, all men, had to be sent to the hospital with frost bites and minor injuries. Two of the worst were S. Hawkins, a seaman, who was below when the ship struck, and rushed on deck with practically no clothing. Another man, named Daniel Hurley, an oiler, had his right arm broken and his right leg cut badly by being jammed in a door.

The chief engineer, D. H. Douglas, in an interview said that the ship had encountered a series of heavy gales and snow squalls, and they were particularly bad on Monday night. The second engineer was on duty when the ship struck at 4:15 a. m., and a quarter of an hour after she struck, the engine room was flooded, and in less than an hour, the fires were out. After that there was no other fire or light on the ship except that provided by a few candles. In his opinion the ship's bottom is gone, but above water she is still intact, except that her hatches were washed off. The wreckage coming ashore, he says, must be the stuff floating out of the hold through the open hatches. Among the passengers were Sisters Baptista and Emanuela, who were bound from Bermuda for Halifax, neither one cared about giving a story of their experiences, but confined themselves to expressing their gratitude at their delivery. The sisters left the stranded ship in the first boat, and to Sister Baptista we are indebted for the list of passengers, which is as follows:

J. Allsop, W. Bain, Sisters Baptista and Emanuela, W. Gallant, Miss G. Herbert (of Nova), Captain G. M. Hicks, Miss M. James, Miss D. James, W. Charles Menney, Mrs. H. Lucas, Master C. Lucas and Miss M. Lucas.

Story of the Rescue.

Capt. J. Edgar McKinnon of the steamer Westport, says he came out of Weymouth on his regular trip on Tuesday morning and reached Westport about 8:30 in the afternoon. It was blowing the worst gale of the winter in St. Mary's Bay. At Tiverton she heard of the steamer being ashore, but the message was so indefinite that they did not know where to look for the vessel. She left Westport this afternoon on her regular Wednesday trip to Yarmouth and with the intention of looking out for the wreck. She first ran to the southwest ledges, but seeing no signs of a wreck there made for Trinity Ledges where they saw the vessel. They arrived there at 4:15 and blew their whistle as a signal to draw the attention of those on the ship. In a few minutes those on the ship were getting ready to launch their first life boat in which 24, including the passengers, left the wreck. In the heavy sea it was a difficult task to transfer them, but it was done safely. The second boatload was then ready, followed by the third. It took about two hours to transfer these ash, and the steamer left the wreck for Yarmouth at 6:15, making a good run. When he left the wreck the steamers John L. Cann and Lansdowne were standing by.

Captain Adelbert McKinnon, of the John L. Cann gave an interesting story. Both the men are very modest, and did not want to talk, but were willing to answer questions. They think their noble acts as part of a day's

CREW OF THE SOUTH AFRICA TRADE UNION LEADERS DEFEY THE POLICE

With Band of Comrades Have Barricaded Themselves in Hall—Police Obligated to Charge Crowd With Bayonets—Bomb Explosion Injures Couple.

Johannesburg, South Africa, Jan. 14.—Secretary Bain, of the Federation of Trades and a band of irascible comrades, have entrenched themselves in the Trades Hall here, where they defy the police to arrest them. Barricades of furniture, boxes, and liquor cases block all the approaches and battle all the attempts of the police to reach the inmates without resorting to warlike measures which the strikers are anxious to avert.

A detachment of thirty policemen and detectives who tried to raid the hall this morning, in order to arrest the Secretary Bain, were driven back by a hail of missiles from behind the barricades. The entire area surrounding the hall has been cleared with the view of preventing supplies from reaching the garrison. Tension is increasing here and an early collision between the strikers and the police appears to be inevitable.

The siege of Trades Hall, where Secretary Bain, of the Federation of Trades, and a band of his supporters are defying the police from behind barricades, constituted the main feature of the strike drama today. After the hall had been raided by police and detectives this morning without avail, great crowds gathered, and the police were compelled to make several bayonet charges owing to the aggressive attitude of the people, many of whom were slightly injured.

With the final bayonet charge, the police cleared the entire neighborhood and a cordon of police with fixed bayonets was thrown around the hall. The position of the besieged Bain and his friends is serious, as they are cut off from water supply.

Bain came out of the hall this evening and strolled nonchalantly about the cleared space in full view of the police and re-entered the hall without any attempt being made to arrest him. The police commander explained he had no intention of again attempting an assault on the hall, for he considered that the three hundred men in the hall were as good as in jail. The besieged have been able to get food supplies from nearby restaurants.

A bomb explosion occurred today at Beaufort slightly injuring three mounted troopers, and several strikers arrested by the police near the same place were subsequently re-arrested by the troops.

MacAdam Junction, Jan. 14.—Premier Flemming and George J. Clarke of St. Stephens, were here today, and in conference for some time. It is known that the premier offered Mr. Clarke the position of Attorney-General and that Mr. Clarke decided to accept the appointment.

Capt. Scott World's Foremost Reporter

Columbia University Professor Holds Up the Antarctic Explorer Before School of Journalists.

Ithaca, N. Y., Jan. 14.—In a lecture on "The Citizen and the Press," at Cornell University today, Franklin Matthews, of the teaching staff of the Columbia University School of Journalism, characterized Captain Robert F. Scott, who lost his life in his Arctic polar expedition, as the "foremost reporter of modern times."

Scott, said the speaker, was born and lived and died a reporter, although Scott and the world never realized it. Scott's memory deserved from England as high a monument as Nelson's, he declared. Mr. Matthews quoted Scott's dying words: "Those rough notes and our dead bodies must tell the tale, as a true epitome of the spirit of modern journalism."

Sir James Whitney Continues to Weaken

New York, Jan. 14.—Six p. m.—Dr. Pyne says there is little change in Sir James Whitney's condition, though if anything he is a little weaker. Later. The following bulletin was issued late this evening: 10 p. m.—Sir James Whitney has taken little food and grows slightly weaker, but has considerable reserve strength. (Signed) R. A. PYNE, M. D.

PARIS FEELS GREECE AND TURKEY TO WAR AGAIN?

Many Deaths Among Poor in French Capital—Police Start Coke Fires in Streets to Keep Homeless Warm.

Paris, Jan. 14.—Several deaths have occurred in Paris, and there is much suffering among the poor owing to the bitter weather. The temperature dropped to twenty degrees Fahrenheit tonight—the lowest of the year. A piercing wind prevails, with occasional furies of snow.

The Prefect of Paris is arranging to place large coke fires in the streets for the homeless, and is distributing food supplies and fuel to the needy. In the south conditions are even more dire than in the north. Snow has fallen for thirty-six hours, and is still falling at Marseilles, causing the suspension of all traffic, with the exception of a few street cars. Work along the waterfront is almost at a standstill. Many towns and villages in the country are cut off.

Berne, Switzerland, Jan. 14.—The assistance of the great powers in the prevention of another war between Greece and Turkey is being sought by Premier Venizelos, of Greece, who, with his government considers such a calamity most probable since the advent to power as Turkish minister of war of Enver Bey.

It was learned here today in authoritative circles that this was the chief object of the visit of the Greek statesman to the various European capitals. It was said that Greek fears the result of such a conflict as Turkey is indisputably stronger on the sea since her purchase of the Brazilian Dreadnought Rio de Janeiro. In the course of his conferences with European statesmen Premier Venizelos is also endeavoring to secure a postponement of the evacuation by the Greek troops of that portion of Epirus awarded to Albania, a rectification of the Albanian frontier and the permanent acquisition by Greece of most of the Aegean Islands.

ST. JOHN CAPTAIN AND CREW OF SCHOONER GRETA ARE RESCUED

Taken Off Dismasted Vessel By Tug Nemasket and Landed at Vineyard Haven—Were on Their Way to This Port.

Vineyard Haven, Mass., Jan. 14.—by for St. John, N. B., left this port Monday morning. When east of Cross Rips her fore-rigging was blown away in a heavy squall, the foremast breaking off twenty feet from the deck. About four p. m., that day, the tug Nemasket, which took them off their dismantled vessel. The Greta is supposed to have sunk.

Besides the captain, the rescued are Fred Churgood, of Cape Breton, and Seaman John Olson, Albert Johansen, Frank Soderstrom, and Charles Hensen. The Greta, bound from Perth Am-

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Naval Bill Not Likely At Present Session

MINISTER OF MILITIA BETS A SILK HAT

Makes Bet With Military Secretary to Gov. General on Relative Efficiency of Service and Bull's Eye Targets.

Special to The Standard. Ottawa, Jan. 14.—The attempt being made to revolutionize the conditions governing the king's prize and other leading competitions at Bliley has excited much discussion in official military circles here and today a bet was entered into between Col. the Honorable Sam Hughes and Lieut. Col. F. D. Farquhar, military secretary to H. R. H. the Governor General. To test the efficacy of the so-called active service targets and the bull's-eye target, three matches will be arranged early next summer between thirty men picked from the Ottawa garrison and thirty men chosen from the first and second battalions of the Coldstream Guards. The Ottawa soldiers will shoot off their match at the Dominion Rifle Association range while the Coldstream will shoot off at Petribright. The first match will be at ordinary bull's-eye targets at 200, 500 and 600 yards, the second match will be at the same range at field service target, and third match will be shot off at a disappearing target. The winner in each case, either Col. Hughes or Col. Farquhar will receive a silk hat.

Government Will Give Senate No Chance to Kill It. WILL WAIT FOR CHANGE IN SENATE COMPLEXION. Highway Bill Also Rejected Last Session by Partizan Grits Will Also Await More Opportune Time.

Special to The Standard. Ottawa, Jan. 14.—The speech from the throne at the opening of parliament will finally remove all doubts as to the government's decision not to introduce the naval aid bill this session. As already intimated the government does not propose to place it within the power of the opposition to re-enact the shameful performance of last session.

The defeat of the bill last year through the action of the Senate was undoubtedly most harmful and prejudicial to the interests of the Dominion and of the Empire. A second rejection of the bill in the Senate upon partisan considerations would, it is felt, strengthen and deepen the profoundly unfortunate impression created by their action last year.

Under the circumstances it is not considered desirable either in the interests of the Empire or of Canada that the bill should be sent to the Senate for a second rejection. Therefore it will not be introduced until in the course of events the majority in the Senate is in accord with the popular vote. The responsibility for this result rests upon those who brought about the defeat of the bill. The government, nevertheless, is firm in its resolve that these ships shall be provided, when in the course of events the Senate majority in considering this question will have regard to considerations other than those influenced it last year. Thus the intention and determination of the government that that effect is expressed in the words of the Prime Minister on the day of the past session still holds good.

The situation with regard to the Highway Bill is on all fours with that of the Naval Aid Bill. The government has made two unsuccessful attempts to enact a measure providing for assistance to the provinces in the construction and maintenance of highways. That bill absolutely safeguarded the autonomy of the provinces in every respect, yet a determined debate was made upon the measure and last session every member of the opposition, in consideration of the government's autonomy against it on the third reading, and at their instigation it was defeated in the Senate by the incorporation of amendments which the government had rejected the year before and which the opposition knew the government could not accept. Under the circumstances the government will not re-introduce the bill until the Senate majority in the course of events is in accord with the popular will which was plainly expressed on this question.

The speech from the throne will, it is anticipated, contain an expression of gratitude from His Majesty for the sympathy of the Canadian people during the illness of the Duchess of Connaught.

Congratulations upon the remarkable expansion in Canada's trade and reference to the bountiful crops of the past year and to the efficiency and expedition with which they were transported to the seaboard will be expressed.

In connection with the slight restriction of business accompanying the world-wide financial stringency, it is expressed that allusion will be made to the boundless resources of the Dominion and to their world-wide recognition.

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