

POOR DOCUMENT

MC 2034

SIX

THE STAR, ST. JOHN, N. B. TUESDAY, JULY 16, 1907.

THE BRITISH IMMIGRATION

A Superior Class Coming to Canada This Year

Increase Over Last Year Is Over Fifty Per Cent—Will Stop Libelling of Dominion

OTTAWA, July 15.—J. Bruce Walker, chief Canadian immigration agent in Great Britain, who is at present in Ottawa on departmental business, states that the striking feature of the British immigration to Canada this year is the comparative superiority of the immigrants coming to the Dominion as contrasted with those bound for the United States. The immigration agents in Great Britain, he said, are not endeavoring most to encourage immigration from the cities but are spending most of their energies in getting immigrants from the rural sections. Northern and northwestern England are at present supplying most of the immigrants. Those coming from London and the other large centres of population are mostly sent by the various charitable organizations.

The increase in British immigration to Canada so far this year is over fifty per cent, as compared with last year.

Speaking of the character of the reports sent back from Canada to Great Britain by immigrants, Mr. Walker said that the exaggerated statements of hardship and privation made in letters to the press by lazy immigrants here usually brought by the next mail from Canada refutations from some fellow immigrant.

Mr. Walker intimated letters which appeared last spring stating that immigrants had been chased through the streets of Winnipeg by wolves and that hundreds of Englishmen had been frozen to death on the prairie, and it is probable that legislation will be introduced at the next session of parliament, making it a criminal offence to wilfully slander this country in the press of other lands.

FAITHFUL SERVANT WAS TORTURED BY BURGLARS

BUFFALO, N. Y., July 15.—Because he would not deliver to two burglars the keys of his employer's house, Frank Smith, forty-five years old, a coachman in the employ of John Gehl, a wholesale meat dealer, was horribly tortured Sunday morning and left for dead by his assailants.

Smith slept in a room above the barn at the rear of Gehl's house. He was awakened shortly after midnight by two masked men, who demanded the keys of the house. Smith refused to give them up and the burglars then began a series of revolting tortures. Smith's tongue was slit with a knife and the soles of his feet were slashed in a score of places, until he became unconscious. The men then threw Smith down the stairs, where he was found the next morning. The matter was kept a secret by the police until today, when one of the burglars, a prisoner given his name as Taylor.

CHILDREN IN PLINY'S DAY.

It was not a modern American writer, who, discussing the children, wrote of them thus: "How many are there who will give place to a man out of respect to his age and dignity? They are shrewd men already and know everything. They are in awe of nobody, but take themselves for their own example." These were the words of Pliny the younger used in one of his famous letters during the first Christian century, but they will strongly apply to much of the young America of today.

PERSEVERANCE.

Perseverance is more prevailing than violence, and many things which cannot be overcome when they are together yield themselves up when taken little by little.

YES, INDEED.

"A woman makes a great change in a man's life."

"Yes, and she takes a great deal of change out of it too."

IMPERIAL
CREAM TARTAR
BAKING POWDER
PUREST, STRONGEST, BEST.
E. W. GILLET COMPANY LIMITED
TORONTO, ONT.

ROSALIND'S CAPTAIN DENIES STORY OF CAPTAIN MCKINNON

Says He Did Not Indicate by Signals That His Vessel Was Going to Port

HALIFAX, N. S., July 15.—An inquiry into the Rosalind-Rosamond collision was opened at the dockyard today before J. F. L. Parsons, agent of the marine and fisheries department. Two sessions were held, at which Capt. McKinnon of the Rosalind, and Captain Clarke of the Rosamond, testified. The inquiry was adjourned until this afternoon. On one point there is a direct conflict of evidence.

Captain McKinnon testified that before the Rosalind loomed up through the fog she blew two blasts on her whistle, indicating that she was going to port. This was emphatically denied by Capt. Clarke, who stated that the Rosalind crossed the Rosamond's bows and was cut down.

Capt. McKinnon of the Rosalind was the first witness. He told of leaving the Plant wharf on the night of July 1st. When off Georges Island he heard an approaching steamer's whistle several times. He heard three distinct blasts. Then the Rosalind blew a short blast, but the Rosamond afterwards blew two short blasts, signifying that she was going to port. Capt. McKinnon then gave two short blasts, short blasts on his whistle. A collision was inevitable. He threw the Rosalind's stern away from the Rosamond's bow and the Rosamond struck her about amidships. The captain then told of his crew and passengers boarding the Rosamond, and of the subsequent movements until the Rosalind was beached.

Capt. Clarke then went on the stand. He swore that while entering harbor on July 1st he heard the steamer blowing coming out. Just as he loomed in sight she blew two blasts, indicating that she was going to port. The approaching steamer, which was the Rosalind, was running very fast, and was making about two or three knots. From the time the Rosalind loomed up, crossing the Rosamond's bow until the Rosamond struck her, was so short that nothing could be done on the Rosalind to avert a collision.

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EXPLOSION IN WARSHIP BRINGS DEATH TO MANY

Eight Dead and a Score Terribly Injured, Some Fatally

Two Bags of Powder on United States Battleship Georgia Exploded During Target Practice in Cape Cod Bay—None of Turret Crew Escaped.

BOSTON, July 15.—With eight of her officers and crew dead and fifteen others either dying or suffering from terrible burns received in an explosion of powder in the after superimposed turret, the battleship Georgia, steamed slowly to Boston harbor from the practice grounds in Cape Cod Bay late today, and landed her human freight of dead and injured men at the Charlestown Navy Yard.

With the arrival of the Georgia there became known the details of the most terrible naval catastrophe that has ever taken place along the coast of New England.

The accident occurred shortly before noon today, while the Georgia's crew were at target practice off Barnstable in Cape Cod Bay. In some manner as yet unexplained, two bags of powder became ignited, and in the terrific flash that followed, the entire turret crew, consisting of three officers and eighteen men, were enveloped and receiving horrible burns, one officer and five men dying before the ship reached port.

The victims of the accident are:—Goodrich, Lieut. Caspar, Brooklyn, N. Y., two-thirds of body burned; Goldthwaite, Faulkner, midshipman; Burk, Charles, ordinary seaman; Quincey, William, J., chief turret captain; Wilmington, Del. Burk, Charles, ordinary seaman; Quincey, William, J., chief turret captain; Wilmington, Del.

Hamilton, George G., ordinary seaman; South Framingham, Mass. Miller, George E., ordinary seaman; Brooklyn, N. Y. Thomas, William M., seaman; Newport, R. I. Pair, William F., seaman; Brooklyn; whole body burned.

The seriously injured:—Cruse, John T., midshipman, Nebraska, hands and face burned very seriously; Schlapp, Fran, boatswain's mate, second class, North Adams, Mass., back, chest, arms and face burned. Hansell, Charles, gunner's mate, first class, New York, face and hands burned.

Taglund, Orly, chief yeoman, Richmond, Minn., arms, back and face burned. Walsh, Edward J., seaman, Lynn, Mass., chest and face burned. Tally, York, John A., ordinary seaman, New York, face, arms and chest burned, probably fatally.

Elch, Charles, ordinary seaman, Frankfurt, Ind., face, arms and hands burned. Fone, John A., ordinary seaman, Trenton, N. J., arms, back, neck and face burned.

Thomas, James P., ordinary seaman, Brooklyn, N. Y., face, arms, chest and back burned, fatally. Four other men received minor injuries whose names were not given out and who were not taken off the ship.

The explosion occurred in the after superimposed turret, where the men, under command of Lieutenant Caspar Goodrich, on duty at the New York Navy yard, and Midshipman Faulkner Goldthwaite and John T. Cruse were operating the eight-inch guns.

The guns in the forward turrets had just finished eight rounds of practice, and the guns of the after turret had fired one round. The cases, as the 100 pound bags of powder are called, had just been sent up through the turret.

The loader stood at the breach of one of the eight inch guns, all ready to insert the charge. At this instant the turret was seen to be smoky and two men who stood near the loader saw a black spot on the bag, indicating that the charge had ignited and was smouldering.

The loader discovered the spot at the same instant and threw himself forward on his face, at the same time shouting a warning to his turret mates. The other men who had seen the spot were Elch and Hansell, and they threw themselves prostrate on the floor of the turret. Before the other men in miniature and motion pictures in connection pleasing everybody to the extent of prolonged applause. The main portion of the long programme presented still another novelty in moving pictures—a historically truthful and sumptuous illustration of the tragic story of Salome, the dancing maid who excited as her reward for pleasing the impressionable king the devoted head of John the Baptist. A horrible experience deals with dramatic incidents of a circus clown, whose liberty was taken upon purely circumstantial evidence. The tramp and the dog is a hilarious "Chase" film, but for gorgeousness and rare trickery in the photographic art. The Betrothed's Nightmare is exceptional—a truly delightful spectacle breathing the spirit of Rhine-land magic and witchery.

Inasmuch as the powder was not confined there there was no deafening report, nor did the vessel suffer any injury, but every nook and cranny of the turret was filled with flame.

The loader who was nearest the powder, was terribly burned, as was every other man in the turret with the exception of Elch and Hansell, who escaped with injuries much less severe than the others.

Blinded by the smoke, the flame, choked by the acrid permeating gaseous flames and maddened with pain, the men screamed in agony. Some staggered blindly up the ladder to the hatchway in the top of the turret, while others crept along the turret floor, breathing pitifully for assistance.

Lieutenant Goodrich and seaman Malock became crazed, staggered up the iron ladder to the top of the turret and threw themselves headlong into

the sea, in a despairing effort to choose a death by drowning in preference to a lingering death by fire.

Before the smoke of the burning powder had cleared away, the shipmates of the unfortunate men rushed to their assistance and tenderly the suffering sailors were lifted out of the fire-blackened turret and quickly conveyed to the ship's hospitals, where their burns were dressed by the surgeons.

In the meantime Lieutenant Goodrich and Seaman Malock had been rescued by the launch that was returning from an inspection of the target.

The surgical staff of the Georgia was soon reinforced by the surgeons of the other vessels in the fleet who had been informed of the accident and summoned to the scene by the combined use of wireless telegraphy, signal flags and the wig-wag system.

A wireless message telling the details of the accident was sent to the government wireless station on the highlands of Cape Cod and through overland to the Navy Department at Washington. Another message was sent to the Charlestown navy yard telling of the disaster and requesting that twenty stretchers be provided to remove the injured men to the naval hospital at Chelsea when the Georgia arrived at Boston whither her prow pointed.

An investigation of the after superimposed turret, after the accident, failed to show that any serious damage had resulted to the ship.

Immediately upon receipt of the details of the occurrence, Capt. Henry McGraw, commander of the Georgia, notified Rear Admiral Charles M. Thomas, commander of the Second Division of the Atlantic fleet, of what had occurred. Rear Admiral Thomas ordered an investigating board to examine into the causes of the accident.

Until this board makes its report the exact cause of the explosion will be in doubt, and it is doubtful if the board will be able to determine definitely what ignited the cases of powder.

Two theories are entertained. One belief is that a spark from a previous discharge of the after turret guns floated back into the turret through a gun port and settled on to the powder. Another theory is that the spark that caused the trouble came from the smokestacks of the ship and floated through the gun ports.

Immediately upon receipt of the news of the disaster, Rear Admiral Albert Snow, commander of the Charlestown navy yard, made complete arrangements for the reception of the injured. The naval hospital at Chelsea made preparations for the care of the sufferers and ambulances were furnished by the naval hospital, the Soldiers' Home, and the cities of Boston and Chelsea.

Not until a half hour before the Georgia came up to her dock at the Charlestown navy yard that there had been any fatalities. On the way across Massachusetts Bay Midshipman Goldthwaite succumbed to his tortures and a little later died under the sufferings of Turret Captain Thatcher and Seaman Burke, Thomas and Miller.

Seaman Hamilton died while the ship was approaching the navy yard.

When the Georgia arrived at the Charlestown navy yard, a great crowd was awaiting her. All of the unengaged sailors and marines in the yard, as well as the officers of the yard and the various ships that are in port for repairs, several hundred workmen from the marine yard and other departments of the yard had gathered, as well as a large corps of newspaper men and three priests, the latter to administer the consolations of the Roman Catholic church to dying sufferers of that faith.

With the exception of the officers and the sailors, however, no one was allowed upon the dock. A detachment of marines, armed with bayonets, kept the crowd at a respectful distance, and no one was allowed to pass down the pier. As soon as the ship was made fast to the dock five ambulances drove up to receive the injured men.

Tenderly the sufferers were borne down the gang plank in stretchers and placed aboard the waiting ambulances, which carried them to the naval hospital, but a short distance away. Nearly all of the ambulances made their trips, as only two of the injured men were able to sit upright on the stretcher.

Rev. E. J. Brennan, chaplain of the navy yard, was untiring in his efforts to give spiritual aid to those in a serious condition and assisted W. H. Bucher of the naval hospital, in getting messages to families of those who were dying. Chaplain Charles L. Charlton, of Cambridge, was the first to reach the turret after the disaster, and took statements from the men who died on shipboard and listened to the stories told by the injured.

On the harrowing trip to Boston Guards were placed at the entrance of the hospital grounds with orders to keep the public out. Two wards were set aside upstairs for the injured and Lieutenant Goodrich was cared for in a separate ward. A message from Rear Admiral Goodrich in the afternoon requested hourly bulletins on the condition of his son and they were sent to various points along the line to be delivered to him on the train as he hurried from New York.

The relatives of the dead will be

A TESTIMONIAL TO REV. DR. FALCONER

Mailbox Citizens Arranging for a Farewell and Presentation—Prominent Men Interested

HALIFAX, N. S., July 15.—Halifax citizens will present a testimonial to Rev. R. A. Falconer, president of Toronto University, before his permanent departure from this city. He arrives tomorrow to address the Canadian Club on Thursday. He will remain in Halifax about a month. A meeting was held today at Government House, the lieutenant governor presiding, and attended by a large number of representative citizens. Committees were appointed to arrange details. It has been suggested that the presentation be in the form of a citizens' farewell and presentation, and it is felt that all will cooperate to that end. The general committee will include Governor Fraser, Archbishop McCarthy, Bishop Worrell, Premier Murray, Mayor Macell, Col. Drury, Wm. Roche, M. P., and the presidents of the various benevolent and other societies in Halifax.

HALIFAX, N. S., July 15.—Two sons of Councillor Anderson of Glace Bay were drowned by the overturning of a sail boat off Catalone, C. B., about one o'clock today, while their comrade, Jos. McDonald, came within an ace of sharing their fate. The two drowned lads, Crawford and Alexander, were 21 and 19 years of age, respectively. The young men were on their way from Catalone Gut to Glace Bay, and when about four hundred feet from the shore a squall struck the boat and upset it. All three were thrown into the water. They clung to the boat for a while and shouted for help. Alexander Anderson said he would try to swim for shore, and in fact he did so, but he was not strong enough to keep afloat. He was rescued by a fisherman, who took him to his home and set him out without it. His brother Crawford followed him. Both young men went down before reaching land. McDonald was rescued half an hour later. The bodies have been recovered.

Eldridge, the 14 year old son of Robert Burgoyne, chief of the American Yacht Dodge at Mahone, lost his life while bathing in Ernest's mill pond. Arthur Daughines, a companion pluckily rushed to his chum's assistance but was dragged under and in order to save his life had to break away from the drowning lad. The body was recovered in a short time.

HOPEWELL HILL, N. B., July 15.—The residence of Edward Lynde, a well known Cape, was totally destroyed by fire this afternoon. The fire started about two o'clock from a defective fuse and in an hour's time the building was burned to the ground. The house was situated right in the centre of the village, and the fact that it was dry and plenty of help around, a large part of the village might have been destroyed.

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