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Looting of the 'Mulhouse'

STORY OF "RUM ROW" TOLD BY
A VICTIM—HOLD-UP AT SEA.

The looting of the French steamer Mulhouse, which was held up for ten days, twenty miles off Long Island, New York, while armed men from an apparently friendly ship transferred the greater part of her cargo of tens of thousands of cases of liquor to other vessels.

The story is told by Mr. W. J. Kimpton, who acted as supercargo, in a letter to the firm which consigned part of the ship's cargo. Mr. Kimpton is a British subject living in Paris.

As has been stated, the Paris police have arrested a man named Jerome Max Phaff, stated to be an American, who is suspected of being concerned in the looting. Mr. Kimpton's account, which is reproduced in his own words, is as stirring as any of the pirate stories of fiction writers. He states that in April, 1924, he was instructed by his firm that he would be required to act as supercargo in connection with a shipment of 5,510 cases of wines and spirits which was to be taken by the Mulhouse to a position in neutral waters off the coast of New York.

Therefore on April 29, 1924, he proceeded to Antwerp (Belgium) to supervise the loading of the part of the cargo he had to take charge of; thence the Mulhouse sailed to Cherbourg, France, where the shipment was completed.

He further narrates that on May 11, the Mulhouse left Cherbourg bound for Louisbourg, Nova Scotia, for the purpose of obtaining bunkers; on our arrival there on June 1, we were instructed to go to North Sydney, where coaling takes place during the summer months.

We arrived at North Sydney, Nova Scotia, on June 2, and obtained bunkers there, and Mr. Etchevarry, who was awaiting our arrival in that port, came on board to act as supercargo for the 30,000 odd cases belonging to his firm, the Morue Francaise and Secherie de Fecamp, which were carried in the hold of the Mulhouse.

We left North Sydney on June 7, and having cleared for Nassau (Bahamas) we proceeded on our voyage, and about seven days later we anchored in neutral waters off New York, lat. N. 40.24, long. 73.30 W.

Fires having been extinguished and steam shut off, we awaited the arrival of consignees, who had to be provided with delivery orders duly signed and drawn up in a code of which I had the key as far as the cargo of my firm was concerned.

The supercargo of the Morue Francaise had the necessary authority to sell over the rail a certain part of his cargo, and, as usual in such waters, boats from the shore (motor boats and similar craft) were passing the ship, some of these boats coming alongside and getting into communication with Mr. Etchevarry.

A schooner (which Mr. Kimpton says bore the name Patara) was anchored about one mile to the northward of our ship and apparently was also waiting the arrival of clients from the shore to deliver her cargo.

One or two days after the arrival of our ship, at the position indicated by me in the neutral waters of New York, the dory belonging to this schooner and having on board the supercargo and two sailors, put off and hailed us.

After having explained the reason of his visit, the supercargo was allowed on board, and he bought from Mr. Etchevarry (two cases of spirits).

After this friendly deal the supercargo of the schooner repeated his visit and bought other parcels from the Morue Francaise.

Amicable relations having thus been established, no mistrust or suspicion against the schooner occurred to the captain or the supercargo of the Mulhouse.

In this way, the captain and supercargo of the schooner presented to Mr. Etchevarry a client who was desirous of buying 4,000 or 5,000 cases of wines and spirits, cash on delivery. Prices and details of the goods not having been settled on the same day, the buyer said that he would come back later with the schooner to take delivery of these 5,000 cases.

In the meantime the United States revenue cutter Kickapoo, sailed round our ship, as is customary, but did not speak to us.

On June 24, about 7 a.m., I heard the officer on the bridge say, that the schooner was hoisting her sails, and

I came out of the chart room, which was my temporary cabin.

The schooner came alongside and after making fast their lines to our ship, the buyer, his cashier and secretary came on board to settle the purchase.

For this purpose we all went into the dining saloon, being the most commodious compartment on board.

Although this method did not concern me, as I had received special instructions not to deliver any goods without a delivery order from my shore principals, I was invited by Mr. Etchevarry to assist at this conference, owing to the fact that he relied more on my experience concerning the wine trade as exercised in New York, and on my knowledge of the English language than upon the abilities in these respects of his interpreter, who was rather young.

Conversation was going on in a friendly manner, when all of a sudden the pretended buyer and his two acolytes stood up and pulled out each two revolvers, shouting "Hands up!"

Thinking this was some kind of joke, I hesitated, but was promptly told to put my hands up quicker than that, and had a revolver placed to my cheek, while at the same time, a revolver belonging to one of the gang, who burst into the saloon, went off and laid low the so-called cashier next to me.

I found afterwards that while we were discussing the question of goods and prices in the saloon, about 25 men from the schooner came on board, presented revolvers at the crew, who were not armed, and took possession of the ship.

A motor boat also came up on the port side with about 20 armed men and boarded the Mulhouse from that side, so that altogether, there were about 40 to 50 armed men on board our ship.

The captain, Mr. Etchevarry and myself were placed under the guard of armed men, and the crew were ordered at the point of the revolver to start unloading the cargo into the schooner; they were told that if they refused, the captain or one of the two supercargoes, meaning Mr. Etchevarry or myself, would be killed.

While the Mulhouse was occupied by this gang of thieves, several boats, whose names are well known in Nova Scotia, but which, according to information received, are chartered by a New York consortium, came alongside and took delivery of the cargo, so that on July 3, when the thieves decided to abandon our ship, only a thousand odd cases were left on board, and the reason why this balance was not taken was to prevent us from entering New York and lodging a complaint.

We, therefore, made for Halifax, where we reported to the proper authorities, including the French Consul, M. Gaboury, the ship's agents, Messrs. James Fraser, and the commander of a French warship, who held an official court of inquiry.

My opinion, which is founded on conversations gleaned here and there, is that the attack was planned by a consortium in New York who feared competition, and who, to overcome this, hired and paid a gang of robbers to plunder the cargo of the Mulhouse.

So as to give a better chance of success, all the gang were armed with pistols, but I surmise that they were instructed to avoid killing as far as possible.

(Sgd.) W. J. KIMPTON.

Kills Partner at Church Service

LOS ANGELES CONGREGATION WITNESSES BRUTAL MURDER IN JEWISH SYNAGOGUE.

LOS ANGELES, Calif., Sept. 30.—(Associated Press).—While nearly 100 horrified worshippers looked on, Solomon Ostrow, 35, walked into the Zion Synagogue during Jewish festival services and shot and killed his business enemy, Harry Denny, 55, and wounded a man and woman in the struggle that followed with the members of the congregation for possession of the gun.

Escaping the throng of angry worshippers who badly beat him and threatened to lynch him, Ostrow was later arrested by the police.

In jail, he said that the slaying was the result of business trouble between him and Denny, but refused to divulge its nature.

C.L.B. Band Promenade Concert, Prince of Wales Rink, Thursday night. Don't miss it. Oct 8, 11

Duchess Now Homeless

Duke of Westminster's Wife Returns to England.

LONDON, Sept. 30.—"Although I am a Duchess, I am homeless," said the Duchess of Westminster on her arrival on the liner Homeric at Southampton. "I don't suppose there is another passenger in the same plight in the ship. I have no plans and all I can say is I intend to consult my solicitor."

The Duchess who, has begun divorce proceedings has been refused permission to occupy the Duke's town residence, Bourdon House against his will. He has offered her a suite in a fashionable hotel, and \$8,000 alimony pending the court action.

Lad Gives Own Life to Save Babe

BROTHER DYING AFTER RESCUING SISTER FROM QUEBEC FIRE.

BAIE ST. PAUL, Que.—An eleven-year-old boy is dead, another is dying and a baby is seriously injured as the result of the dead lad having poured coal oil into a stove, causing an explosion.

While Joseph Laperle, son of A. Laperle attempted to light the fire in the stove by using kerosene, fire caught in the can containing the oil and spread in a few seconds throughout the one-room camp. Sleeping in one corner with a six-months-old baby was the six-year-old brother of Joseph.

Attempting to save the baby the two boys failed to make their escape before the flames reached them and while they succeeded in protecting the baby, they were so badly burned that Joseph died after horrible sufferings and the other boy at noon to-day was reported in a very serious condition at the hospital.

H. B. Thomson, Optometrist and Optician, will be at his office for the next ten days before leaving for Grand Falls and Corner Brook. Make your appointment to-day. Phone 4-8-3 office 216 Water St., over T. J. Duley's Jewellery Store. Hours 10 to 5:30; 7 to 8. Entrance through T. J. Duley & Co's. Store.

Three Things Come not Back

Remember three things come not back:
The arrow sent upon its track—
It will not swerve, it will not stay
Its speed; it flies to wound or slay.
The spoken word so soon forgot
By thee, but it has perished not;
In other hearts 'tis living still
And doing work for good or ill.
And the lost opportunity
That cometh back no more to thee,
In vain thou weepest, in vain dost yearn.
Those three will never more return.
—From the Arabic.

Sir Wm. Price Killed

WAS PRESIDENT OF PRICE BROS. LIMITED, COMPANY.

QUEBEC, Oct. 2.—Sir William Price, President of Price Brothers Company, was killed this morning at Kenogami.

Sir William Price, who was 57 years of age, was in France as Captain of the Fourth Canadian Railway Troops. He was Honorary President of the Union Bank of Canada.

Sir William and two engineers were inspecting the work at Kenogami when a landslide occurred. Sir William is said to have been buried under the debris, while the engineers escaped with their lives.

The Bible Beyond Fashion

The little pleasant about the Gideon Bibles placed in hotels for the spiritual comfort and guidance of the guests always remaining in good condition because never used, evidently has an element of fiction in it, if the story of the experience of a fashionable hotel in Chicago is true, remarks the Houston Post-Dispatch. As The Post-Dispatch tells the story:

"The management of the establishment refused to accept the Bibles from the Gideons for its guest-rooms on the ground that the patronage would be of such a high type that they would not be needed. But soon the patrons of such high type made so many complaints about the absence of Bibles in the rooms, that the

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John Maunders
TAILOR & CLOTHIER
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management found it necessary to supply them. The Bible has long had the reputation of being the 'best seller' among books, and even to-day when literature is poured from the presses by the ton, it retains its place as the leader. Perhaps one reason is that people do not get either too high or too low in the social scale to find comfort and inspiration within its pages."

Seedless raisins give a delightfully fruity flavor to chocolate fudge. Select a clean, dry place for storing root vegetables for winter use.

By CY HUNGERFORD

SNOODLES



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