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WEATHER—FAIR

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CHARLES EVANS HUGHES NEXT UNITED STATES PRESIDENT

MANY LIVES LOST WHEN CAR GOES INTO WATER

From Thirty to Forty Factory Employees Perish in Waters of Fort Point Channel, Near South Station Boston.

DRAW HAD BEEN OPENED TO PERMIT PASSAGE OF TUG AND LIGHTER—MOTORMAN SAW NO SIG NALS AND PONDEROUS TROLLEY CAR CRASHES THROUGH GATES.

Boston, Nov. 7.—The lives of from thirty to forty persons were lost tonight when a crowded passenger car of the Boston Elevated Street Railway plunged through an open drawbridge into Fort Point Channel, just outside the South Station terminal.

Twelve other persons were rescued from the water by fire boats and tugs. One man, Thomas J. Gannon, died after being brought to shore. Two bodies were found with grappling irons, but the recovery of other bodies was delayed and it was believed they were pinned in the car which rested on the bottom of the channel 35 feet deep.

Lights Missing?
Gerald Walsh, motorman of the car, who jumped before it went over the edge of the draw, asserted that the accident was due to the fact that there was no light on the gates protecting the opening. He and Geo. McKeown, the conductor, who also leaped and so saved his life, were arrested on technical charges of manslaughter. The conductor was unconscious and the police were unable to learn exactly the number of his passengers.

Some of the rescued people estimated the number of passengers at upwards of 90. J. Harvey White, publicity agent of the Boston Elevated Railway, in a statement, issued soon after the accident, said his information agreed with that of the police that about forty persons were unaccounted for.

South Boston Victims.
Most of the passengers were employees of the Western Electric Company's factory in South Boston, and were returning to their homes from work. Many women and children were included in the number. The car was of the closed type, with a narrow door at each end, so that escape was impossible, except for those who happened to be standing on the platforms.

The draw tender on the bridge said that he received a signal about 5.25 p. m. from the tug William G. Williams, which was going upstream with a lighter in tow. "I was in the controlling house," he said, "and I took all the usual precautions. There were red lights on the gate. I opened the draw and the tug boat started to come through. Suddenly my attention was attracted by a crash and screams. As I looked around the car went right through the gate of the draw and plunged into the channel. Only the rear trucks remained on the rail, the body of the car breaking away from these trucks and disappearing under the water."

It was more than five hours after the car went down that the divers started the actual removal of the bodies within it. One of them worked inside the car, passing each body, as he came to it, out to another diver, who raised it to the police boat guard-ian at the surface. Ten bodies were taken out thus very quickly, and were transferred to the police boat. All the bodies first recovered were those of men. The bodies of five other men were taken from the vicinity of the sunken car by police grappling irons before the divers began their work, and it is believed that 25 or 30 additional bodies still remain in the wreck.

TWELVE RELIEF SHIPS SUNK BY SUBMARINES

London, Nov. 7, (3.21 p. m.)—Great Britain has addressed a note to the American and Spanish ambassadors regarding the recent sinking of a Greek steamer carrying supplies for the commission for relief in Belgium, Lord Robert Cecil, minister of war trade, told the House of Commons today.

Since the beginning of the commission work, it was stated, twelve of its ships have been sunk, two or three of them being torpedoed, while the rest were the victims of mines.

PASSENGER STEAMER TORPEDOED

Peninsular and Oriental Liner Arabia, Australia for London, Sent to Bottom.

Paris, Nov. 7.—The Peninsular and Oriental liner Arabia has been submerged. She carried 450 passengers. All are believed to have been saved. The steamship Arabia registered 7,933 tons gross. She was last reported bound from Sydney, N. S. W., September 30, for London, sailing from Adelaide on October 5.

SUSSEX MAN GIVES LIFE FOR EMPIRE

Ottawa, Nov. 7.—The night casualty list follows:

Infantry.
Missing, believed killed in action—J. E. Lockery, Malpeque, P. E. I. C. E. McLaughlin, Pleasant Point, St. John, N. B.
Previously reported missing, now wounded and missing—John Bird, Noll's Harbor, N. S. Missing—Neil S. Goodin, Fredericton, N. B. Artillery.
Died of wounds—Gunner Arthur Connelly, Sussex, N. B.
Wounded—Gunner Wm. McCormack, Fredericton, N. B.

GERMAN CHANCELLOR TO TALK TOMORROW

Berlin, Nov. 7, by wireless to Sayville.—Chancellor Von Bethmann-Hollweg, is expected to make an important statement on Thursday, according to the semi-official Overseas News Agency. On that day the main committee of the Reichstag, which has been authorized to meet during the recess, will assemble for the first time, and the chancellor's address will be delivered before that body.

TWO IMPORTANT VILLAGES CAPTURED BY THE FRENCH

Ablaincourt and Pressoria Taken and More Than Five Hundred Prisoners Gathered In—Brisk Attack South of the Somme.

ROUMANIAN FORCES IN DOBRUDJA AND ON THE TRANSYLVANIAN FRONT AGAIN SUCCESSFUL—BRITISH FRONT IN LESBOEUF'S AREA SEVERELY SHELLED.

BULLETIN—Paris, Nov. 7.—The French took German positions on a front of four kilometres (2½ miles) extending from Chaules Wood to southeast of Ablaincourt refinery, says the official communication issued by the war office tonight. The villages of Ablaincourt and Pressoria and Ablaincourt cemetery were captured. More than 500 prisoners were taken. The statement reads:

"North of the Somme we progressed between Lesboeufs and Sallily-Sallilieu.

"South of the Somme we launched a brisk attack in the morning, which, despite the heavy rain, brought us important gains. On a four kilometre front we carried enemy positions from Chaules Wood to the southeast of the Ablaincourt sugar refinery. The villages of Ablaincourt and Pressoria were brilliantly conquered by our infantry.

"Pushing our lines eastward of Ablaincourt we captured also the Ablaincourt cemetery, which was strongly fortified by the enemy, and carried our positions to south of the sugar refinery, as far as the outskirts of Genecourt.

"We have taken during the day more than 500 prisoners, including several officers.

"On the Verdun front there was intermittent cannonading. Elsewhere the day was quiet."

Roumanians Winning.

Bucharest, Nov. 7.—The Roumanian forces in Dobruja, which recently assumed the offensive against Field Marshal von Mackensen's army, are continuing their successes, the war office announced today. Progress for the Roumanians along the entire Dobruja front is reported.

On the Transylvanian front the Roumanians advanced slightly in the Buziu Valley.

Heavy fighting is under way in the region of the River Ait.

Heavy German Fire.

London, Nov. 7.—The British front in the Lesboeufs area was severely shelled, and the German support and communication trenches in the neighborhood of Armentieres and Wytschaete were bombed, according to the official statement from British headquarters in France issued tonight. Rain prevailed all day.

Asiatic Victory.

London, Nov. 7.—Entente Allied forces have occupied the arsenal and island of Lerou, one of the Sporades, off the coast of Asia Minor, according to a Reuter despatch from Athens.

Russian Statement.

Petrograd, via London, Nov. 7.—In the region east of Kirilibaba on the Transylvanian front, says the Russian statement from general headquarters a Russian attack resulted in the dismounting of two enemy guns and the capture of trenches, with over a hundred prisoners and two machine guns. South of Dorna Watra, says the statement, "we continue our successful operations in the valleys of the Dorsek and Poutina rivers. We captured here, within two days, seven machine guns, 15 officers and 800 men."

"On the Caucasus front we repulsed the Turks and occupied the village of Aymur, southeast of Kalku. We have arrested the Turkish offensive in the direction of Bostan.

"No change has occurred on the Roumanian-Transylvanian or Danube fronts."

Italians Still Strong.

Rome, via London, Nov. 7.—A surprise attack on Italian positions in the Adige Valley, between Loppio and Mori, was undertaken by the Austrians on Sunday night. The war office announced today that the attempt was completely unsuccessful.

"In the Transvolga Valley the Austrians continued, without success, to attack Italian positions.

"No changes of importance are recorded in the region between Gorizia and the Adriatic, where the Italian offensive movement has been under way. The statement says that there was reciprocal artillery fighting yesterday on the Julian front. The Italians dispersed hostile columns and continued to strengthen their line and to clear the battlefield. The weather is unfavorable."

PRESIDENT WILSON IS OVERWHELMED

Republican Candidate Carries New York, New England, Pennsylvania, Indiana, Michigan, Wisconsin, Minnesota, California and Other States—Hughes' Electoral Vote Estimated at 301 Against 149 for Wilson, with Several States in Doubt.

BRITISH HIT TWO GERMAN DREADNOUGHTS

Submarine Encounters Big Ships in North Sea and Damages Them—Names of Craft Unknown.

London, Nov. 7.—A statement that two dreadnoughts were hit by a British submarine which yesterday was reported launching a torpedo at and striking a German dreadnought in the North Sea, is contained in a further report received from the commanding officer of the submarine. This was officially announced today. The two dreadnoughts were battleships of the Kaiser class.

The official statement reads: "With reference to yesterday's communication, a further report has now been received from the commanding officer of the submarine. He now claims to have hit two dreadnought battleships of the Kaiser class."

The naval registers show five dreadnought battleships of the Kaiser class, all completed between October, 1912, and August, 1913.

Besides the name ship of the class they are Friedrich Der Grosse, Kaiserin, Prinz Regent Luitpold and Koenig Albert.

The displacement of each is 24,700 tons, length 564 feet, beam 95 feet, and draft 27 feet. Their armament consist of ten 12-inch guns, fourteen 6-inch guns, twelve 24-pounders and four anti-aircraft guns.

They are equipped with five torpedo tubes, submerged. The Kaiser's best speed record is given at 23.8 knots.

Reports from British sources that the Kaiser was sunk in the Jutland sea fight last May were semi-officially denied in Berlin. It was stated that the Kaiser was only twice lightly hit by gunfire, one man being killed.

SUNKEN STEAMER LANAO, AMERICAN?

Possibly She May Have Been Sold to Norwegians, but Captain Unaware of it.

Cardiff, Nov. 7.—The steamer Lanao, which was sunk by a submarine on October 28, was under Philippine registry and was flying the American ensign when destroyed, according to statements made here by Captain Henry Mainland, the only American on board. Captain Mainland, the officers and the crew of the Lanao were landed here by the Norwegian steamer Tromp.

The Lanao was owned by the Finley Miller Steamship Company of Manila, and was carrying a cargo of rice from Saigon to Havre.

He said that the Lanao sailed from Hong Kong under the American flag, which flew day and night, and was flying when sunk. He heard rumors of sale but nothing certain. The submarine captain gave a receipt for the ship's papers, as from an American ship. The legal status of the vessel was Philippine registry, under American protection, which gave the right to fly the American flag.

WILSON SURE ONLY OF SOLID SOUTH AND UTAH, WITH COLORADO OKLAHOMA, MONTANA AND NEW MEXICO—CONGRESS IN DOUBT, BUT PROBABLY WILL BE CONTROLLED BY FE-PUBLICANS.



CHARLES EVANS HUGHES.
Born Glens Falls, N. Y., April 11, 1862, the son of Rev. David C. Hughes. Student at Colgate University, 1878-78. Graduated from Brown University in the class of '81. Graduated from the Columbia Law School in 1884 and admitted to the Bar. Practised law in New York city, 1884-91. Professor in law school of Cornell University, 1891-93. Special lecturer at Cornell University, 1893-95. Counsel for Stevens Gas Commission of New York Legislature, 1905. Counsel for Armstrong Insurance Commission of New York Legislature, 1905-6. Elected Governor of New York on the Republican ticket in 1906. Re-elected to the governorship of New York in 1908. Became associate justice of the Supreme Court of the United States in 1910. Resigned from the Bench to accept Republican presidential nomination in 1916.

New York, Nov. 8.—Charles Evans Hughes will be the next president of the United States. Early this morning it appeared certain that Mr. Hughes had carried at least 25 states, with an electoral vote of 301, and that Mr. Wilson had carried 15 states, with an electoral vote of 149. Eight states, with an electoral vote of 81, were in doubt, including Ohio, with 24; Missouri, with 18, and Kentucky with 13. Almost without exception the Republican candidate swept the states that have a big vote in the electoral college. He carried New York, Pennsylvania, Illinois, Massachusetts, Indiana, Michigan, Wisconsin, Minnesota, and California. He won New England easily, carried the Pacific coast states without an exception, and skimmed the cream of middle west states that had practically been conceded to him are such that these can only be regarded as doubtful. They include Missouri, Kentucky, Ohio, and Maryland. At midnight the Republicans were claiming Ohio by 25,000, while the Democratic state chairman was sure of 75,000.

Missouri Close.
Missouri was very close, with the indications favoring Mr. Hughes and the Republican ticket. Kentucky surprised the prognosticators, turning in such an evenly balanced vote that a positive prediction had to wait for a late hour.
Mr. Wilson seems to have gained considerably over the Bryan vote of 1908. His victory in Utah occasioned great surprise. The vote in Kansas was remarkably close. Montana gives indications of going Democratic. Mr. Wilson's vote in the electoral college will probably exceed Mr. Bryan's. But with the single exception of Ohio, he fared no better than Mr. Bryan in the states with big electoral votes. The result was practically certain as early as 7.30 p. m. when New York and Illinois were observed to be sure in the Republican column. It appears from a general survey of the result that the president won about twenty per cent. of the Progressive vote.
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