

ON CASQUET ROCKS.

Str. Stella Wrecked With Fearful Loss of Life.

Struck at Full Speed in a Dense Fog; Then Turned Turtle.

Her Boilers Exploded as She Went Down—Thrilling Stories Told By Survivors—Some Saved on a Floating Furniture Van

SOUTHAMPTON, March 31.—The passenger steamer Stella, plying between this port and the Channel Islands, crashed upon the dreaded Casquet rocks, near the island of Alderney, yesterday afternoon, in a dense fog, and foundered in ten minutes, her boiler exploding with a tremendous report as she went down. It is believed that sixty persons were drowned.

The coasting steamer Lox, which brought the news of the steamer here, picked up four boats and forty persons belonging to the Stella.

The second officer of the steamer, who was among those rescued, says that a collapsing boat was launched full of people, but he thinks she struck on the rocks owing to the fog.

Another steamer has picked up a boat containing 55 persons, including 20 women, who escaped from the wrecked steamer. They have been landed here.

The Stella's passengers were going to spend Easter in the Channel Islands.

RAN FULL SPEED IN THE FOG.

SOUTHAMPTON, March 31.—Later accounts say that the Stella had 140 passengers on board and that her crew numbered 42 persons.

Another steamer of the same company, which arrived at the island of Jersey at about noon today, reports having passed many bodies of persons in the disaster about Casquet rocks.

A survivor of the Stella, named Bush, says the speed of the vessel in the fog was not diminished, though the fog whistles were sounded. Bush adds that at 3.30 p. m. the engineer showed him in the engine room a dial registering a speed of 13 1/2 knots, and that the vessel struck within 25 minutes afterwards.

Bush further asserts that two life boats were sunk with the steamer, which, after resting on the rocks for 10 or 15 minutes, split in two and disappeared. When the Stella disappeared forty or fifty persons were clinging to pieces of wreckage or cabin furniture, and crying piteously for help. All the passengers and crew had been provided with life-belts, and there was little panic as the ship sank. I first slipped into the water and then swam to one of the boats, into which I was helped. We rowed helplessly in the direction of Guernsey, but seven hours later we found ourselves near the scene of the wreck, and saw dozens of persons clinging to the rocks. The boat in which Bush was a passenger was afterwards picked up by the Lox.

The passengers all agree that perfect order and discipline prevailed on board the Stella. The crew promptly took up their stations when the steamer struck, saved out the life-belts and lowered the boats.

The scene at the moment of the sinking of the vessel was heart-rending. Women were screaming and praying and people were clinging to spars and other wreckage in other directions.

The voice of Capt. Rocks, from the bridge, was frequently heard, urging the rowers to pull for their lives.

The boats were adrift for fifteen hours, during which time their occupants were without food or water, and, as their clothes were drenched, they suffered greatly.

The disaster is generally attributed to the high speed at which the steamer was travelling in the fog.

TAKEN INTO CHERBOURG.

CHERBOURG, March 31.—The tug Marsouin has arrived here and reports having picked up a boat containing eight passengers of the British steamer Stella, wrecked yesterday afternoon. All the rescued persons were suffering from injuries.

SOUTHAMPTON, March 31.—The steamer Hanford returned this evening after having made the circuit of Casquet rocks. She picked up two boats containing women's clothing, money, jewelry and an opera glass case. The last had evidently been used in balling.

Many most pathetic incidents are reported. In several cases men lifted their wives and children into boats and then perished themselves in their presence. One wife, who was thus preserved, lost her reason.

A large number of survivors arrived here without any clothing, clad only in blankets.

THE STORY OF A SURVIVOR.

LONDON, March 31.—The news of the disaster to the Stella spread slowly through London, in the absence of the usual newspapers, today being Good Friday. As the afternoon advanced, small groups gathered at the Waterloo station, where many painful scenes took place among the inquirers for friends of the railway offices. A large crowd collected to wait the arrival of the train from Southampton at 9 o'clock this evening, which brought three of the survivors, Messrs. David King, a London

SAMOAN QUESTION.

A Joint High Commission Said to Have Been Agreed Upon

By the British, German and United States Governments.

Each Nation is to Have One Representative on the Commission.

BERLIN, March 31.—The German press have strongly indicated that Mr. White and the American government showed bad faith when they recently assured Germany that conciliatory instructions had been cabled to Admiral Kautz, Mr. White has deemed it advisable to denounce this as a libel and as untrue, adding that neither the Washington authorities nor he knew anything of the Samoan bombardment sooner than the German government.

WASHINGTON, March 31.—A joint high commission to settle the entire Samoan question has been practically agreed upon by the United States, British and German governments. Lord Salisbury's absence from London alone delays the formal acceptance by Great Britain, though in his absence Mr. Thomas Anderson and Mr. Villiers, who are understood to be specially familiar with the Samoan question, have approved the plan for a commission. The United States has formally expressed its approval and the formal acceptance, it is learned from the highest quarter, will follow speedily. As the proposition emanates from Germany, her approval of course is assured. The high joint commission it is felt affords a pacific solution to the whole trouble at the moment when Samoan affairs began to look the most threatening.

The new plan has been fully gone over by Secretary Hay and the British and German ambassadors here, and its essential details worked out. Each nation is to be represented by one member on the commission. It is to have practical, unlimited authority without the necessity of referring its decisions back to the several governments for approval. It is felt that by conferring such complete and final authority on the high commission, the danger will be obviated of any further deadlocks and delays. Still another important provision under consideration is that the King of Norway and Sweden shall be the umpire in case the three high commissioners should fail to reach a determination. The plan of inviting King Oscar to referee a disagreement meets the approval of the British and German authorities, and doubtless will be approved also by the United States as a means of securing finality of decision, though it is not known just how far this has been considered by the Washington authorities. King Oscar was agreed upon between the United States and Great Britain as a final arbitrator in connection with the proposed Anglo-American arbitration treaty, as well as in the Venezuela matter. He is also mentioned in the treaty of Berlin as the one to name a chief justice of Samoa in case the three signatory powers fail to agree on a chief justice. It was this that led to the suggestion of his name at the present time to act as final arbitrator.

The expectation is that the sittings of the commission will be in Samoa, where for the time being they will have complete authority over the whole range of Samoan affairs, so far as the high commission may see fit to act in order to fully restore order and will require no stable basis, and will require no treaty to bring the commission into existence, as the acceptance of the United States and Great Britain will complete the arrangement.

It is understood that the men selected for the mission will be of high standing and will require no special dignity to their findings, such as, for example, as the consul general of Germany, whose jurisdiction covers the whole range of Pacific affairs. He is a man of complete information on Samoan and other Pacific island subjects, as well as a man of political influence. The United States and British commissioners, it is understood, will be drawn from the same high rank, with a view, however, to their information on international matters of this character rather than their political standing.

As showing the acute phase of the Samoan question, is past Baron Speck Von Sternberg, first secretary of Germany, left here tonight for New York, whence he sails on the 6th for London and Berlin. He has been a most active factor throughout the Samoan controversy, having made that question a special study, such that being able to render the ambassador admirable assistance. His influence at all times has been toward maintaining the friendly relations between the two countries and overcoming the causes of irritation. His coming to London and Berlin has no significance whatever in connection with Samoan affairs, but is entirely personal.

WASHINGTON, April 2.—The opinion is expressed in official circles here that the outlook for a satisfactory and peaceful final adjustment of Samoan affairs is decidedly hopeful. The statement was made today in a well informed quarter that it is altogether likely that the joint high commission, by virtue of the plenary powers vested in its individual members, will be able to conclude a settlement of the Samoan question satisfactory to all the powers concerned, and that there is such an understanding between the three powers as will almost certainly prevent any disagreement, such as would make it necessary to ask King Oscar of Norway and Sweden to act as umpire. The peaceful solution of this delicate question, full of possibilities of serious trouble, is regarded as a triumph of diplomacy and as furnishing the strongest kind of evidence of a desire on the part of Germany as well as of the other two powers to maintain the most amicable relations one with the other.

LETTERS FROM THE PEOPLE.

WOODSTOCK, N. B., March 28.

To the Editor of The Sun:
Sir—I do not often meddle with that which is none of my business, but after reading your items on the Campbellton ad. that appeared in your paper, I saw the one I now enclose in the Saturday edition of Montreal Star. Taking the initial signed, box number and address, I concluded this to originate from the same source and possibly might interest you.
Very truly,
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A GIANT ENTERPRISE.

What the Grand Falls Water Power and Boom Co. Want to Do.

GRAND FALLS, N.B., March 28.

To the Editor of The Sun:
Sir—I enclose copy of letter from chief engineer of the Grand Falls Water Power & Boom Co. I ask you to give it space in your valuable paper. In view of the fact that a bill asking for the legislation referred to (which, however, will not interfere with any other interest in the province), is now before the legislature, it is important that the public through the press, would have some idea of the magnitude of the proposed enterprise. The capacity will be an output of 400 tons a day, and the stock required to produce this amount, about one hundred million feet per year. Consider that it will cost an equal amount of labor and capital to lay down the stock at the mill as to manufacture the same, you will be able to see at a glance the large increase of the consumption of farm produce and the consequent benefit to our local market.
Yours,
P. G. FRASER.

DAYTON, Ohio, March 28, 1899.

Dear Sir—I have yours of the 26th. I have seen Sir William Van Hornes twice recently, and he assures me that the only thing in the way of the Grand Falls water power is the largest and best mill in the world, and that I will have instructions to start the mill at once after the 1st of April, and that the New Brunswick legislature will pass the bill on the 15th of April, and that the first expenditure will be over \$500,000 (five million dollars).
When the mills are in operation there will be 1,800 men employed, and the mill will pay \$88,750 per month, or about \$35,000 per year.
So you can readily see that to bring 1,800 skilled workmen would mean a population of fifty thousand people, and is clear evidence why all New Brunswick should support the enterprise. I understand from Sir William that the New Brunswick legislature will pass the bill on the 15th of April, and that the first expenditure will be over \$500,000 (five million dollars).
Yours truly,
(Signed) A. C. RIOR.

MILITARY DISTRICT NO. 5.

District Orders.

FREDERICTON, N. B., 28th March, 1899.

D. O. 5. Annual Drill—Authority has been granted for the corps named below to commence annual drill in April and be inspected by the inspector of artillery, eastern division, on the 15th July.

3rd Regiment Canadian Artillery—Attention is directed to para. 9 (1) sec. 1, part VII. R. C. O., 1888. (A. G. O. 7992).

D. O. 6. Martini Henry Rifles—Requests for the return into district stores of all M. H. rifles loaned to units of active militia and rifle associations will be forwarded without delay in accordance with militia order 40 (1) of the 20th instant.

D. O. 7. Board on Barrack Stores, etc.—The usual semi-annual board of survey on barrack stores, etc., No. 4 Regt. Depot, R. C. I., will assemble in the drill hall, Fredericton, at 11 a. m. on Monday, 3rd April prox.; president, the district staff officer; members, Major Armstrong, Capt. Adams, and one officer of the Royal Regiment of Canadian Infantry to be detailed by the C. O. No. 4 Regt. Depot, R. C. I. The proceedings will be forwarded to the D. O. C.

D. O. 8. Clothing—Requests for clothing of corps entitled to new issues will be submitted not later than the 15th prox.

D. O. 9. Bands—With reference to militia order 32, 12 (a) officers commanding units will be good enough to submit the name of the air chosen as their regimental march not later than the 24th April prox.

By order,
T. D. R. HEMMING, Major,
Acting District Staff Officer,
Military Dist. No. 8.

A Calgary paper publishes an incident at the whereabouts of John A. McCormick of New Brunswick. Last winter he stayed in South Edmonton and left on the 8th of May for the Liard river by water.

GOOD ROADS.

Annual Meeting of the Association at Fredericton.

A Motion Adopted Endorsing the Purchase of a Road Plant.

W. F. Burdett Reads a Paper on Drainage—The Officers for the Year.

FREDERICTON, March 30.—The annual meeting of the Provincial Good Roads Association convened in the old supreme court room this evening at 8 o'clock, the president, Hon. Mr. Hill, in the chair. The honorable chief commissioner being present, was invited to address the meeting. In response to the invitation he remarked that the formation of the association was encouraged to draw together those people in the province who took an interest in roads for the purpose of exchanging views and consultation. Perhaps that had been fairly successful. We had not reached a point where practical work must be pushed to the front. It was somewhat unfortunate that the attendance at this meeting was not larger. It was to be hoped that more interest would be shown next year. He thought we had reached a period when we should take advantage of the machinery now manufactured for the purpose of making successful road building, both possible and fairly within the reach of our people. He thought we could not do better than re-elect the officials now in office for the current year. He had much pleasure, therefore, in moving such a resolution.

Mr. Hornbrook seconded the motion, which, on being submitted to the meeting, was carried. President Hill asked that the meeting would kindly accept his resignation, which, however, at the instance of the premier and on the unanimous wish of those present, was withdrawn.

The officers re-elected are: President, Hon. G. E. Hill, St. Stephen; vice president, Howard Trueman, Pointe du Lac; secretary and treasurer, J. B. Armstrong, St. John; vice presidents for counties: St. John, W. F. Burdett, St. John; Charlotte, F. M. Furchie, St. Stephen; Kings, James Hornbrook, Studholm; Westmorland, Willard D. Wilbur, Dorchester; Queens, S. L. Peters, Queenstown; Sunbury, Henry Wilmet, Oromocto; York, W. S. Tompkins, Southampton; Carleton, C. L. Smith, Woodstock; Victoria, A. J. Beveridge, Andover; Macawaska, A. Bertrand, Edmonston; Albert, W. A. West, Kent; L. Guilford, Northumberland, William Wise; Gloucester, E. Bourgeois, Tracadie; Restigouche, N. Shaw, Dalhousie.

Directors, W. W. Hubbard, Sussex; J. J. McGaffigan, J. M. Barnes, St. John; Hon. H. R. Emmerson, Dorchester; Dr. A. A. Stockton, St. John; Hon. L. P. Farris, White's Cove.

W. F. Burdett of St. John on invitation, read a valuable paper on drainage, illustrated by diagrams.

Mr. Burdett, in the absence of Henry Wilmet, presented his report as vice-president for the county of Sunbury, asking that an appropriation be made for grading up the great road over the Oromocto flats in accordance with suggestions made in the report. The report was received and placed on file.

J. L. McCormick of Charlotte submitted quite a lengthy paper on roads and road making.

The thanks of the association were tendered to the gentlemen who had prepared papers for the occasion.

Secretary Armstrong spoke at some length, giving his views as to the requirements necessary to secure permanent and smooth roads.

A question by Mr. Peters as to the probable cost of a complete plant of road machinery brought out the fact that the city of Fredericton had recently secured a road making machine, engine, roller and crusher for the sum of \$4,800.

The following gentlemen enrolled their names as members of the Provincial Good Roads association: Chas. P. Ball, Northampton, Carleton Co.; S. L. Peters, Queenstown, Queens Co.; Charles Mahan, Botsford, Port-au-Ferme, Kings Co.; W. S. Tompkins, Middle Southampton; S. C. Dook, Battersford, Hodge, New Brunswick; E. O. McIntyre, Sussex; W. G. Clarke, Fredericton; W. A. West, Hopewell; Hon. H. R. Emmerson, Dorchester; W. H. Cormick, Moore's Mills; Gideon Johnson, St. Martins; S. Sharplin, St. Martins; Donald Innes, Tobique River; J. L. McCormick, Oak Bay; David Johnston, St. Croix; F. C. Robinson, Moncton; John Brighton, Carleton Co.; C. J. Osman, M. P. F., Albert.

A number of gentlemen then gave their plans and explained the system they had adopted in the construction of roads. Hon. chief commissioner remarked that he would like to have an expression of opinion from the meeting as to the desirability of securing a road plant for crushing the stone and filling the road bed so as to test their adaptability for our purposes and the cost of constructing roads with the advantages of such machinery.

Mr. Burdett moved the following resolution:
Resolved, that in the opinion of this meeting the proposed purchase of a complete set of machinery by the government for the purpose of making a practical test of different parts of the province of road making according to the best methods practical would be a judicious investment and in the best interests of the country.
The meeting then adjourned.

CHILDREN ORY FOR CASTORIA.

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