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PRICE TWO CENTS

DIVER HENRION TELLS OF THE WORK OF REPAIRING MINTO'S PROPELLER

Under Great Difficulties He Placed in Position New Blades on the Shaft While She was at Pictou.

For the Past Twenty Years Engaged in Salving in Connection With Some of the Most Important Wrecks Which Have Taken Place in Canadian Waters—He Has Dived in Connection with Broken Bridges and Big Wrecks.

Sixty-four days imprisoned in the ice fields! the record of the S. S. Stanley; thirty-nine days elapsed in icy barriers, the experience of the S. S. Minto!

The endeavour to keep up communication between Prince Edward Island and the mainland during the past winter, has resulted in a dismal failure, and makes a record for interrupted communication.

The Star today is able to give to its readers an account of the strange adventures of these ice breakers, as also an interview with Diver Henrion, who has just succeeded in replacing the broken blades on the steamship Minto in Pictou harbour.

Seldom has such a tale of the sea been recorded in Canadian annals. The Stanley, her captain and men, ice bound, were carried up and down the Northumberland Straits for sixty-four days, idly drifting hither and thither with wind and tide, upon a heavy pan of ice, estimated to be eighteen feet thick.

When the steamship was first approached, and relieved by coal and provisions

from the Minto, she had only eighteen tons of coal left and very few provisions. During all the delay which occurred during her imprisonment, the little ice-boat, under the superintendence of Mr. A. Lord, Marine Officer, at Charlottetown, P. E. Island conveyed the mails and passengers between Cape Traverse and Cape Tormentine.

Many adventures were the result, during the winter, of these hazardous trips.

Diver F. S. Henrion, who under great difficulties, placed in position new blades on the Minto's propeller shaft, is a native of Halifax, N. S. For the past twenty years, he has been engaged in salving in connection with some of the most important wrecks which have taken place in Canadian waters. He has dived in connection with broken bridges, drowning accidents, and big wrecks, from the Straits of Belle Isle, in the east, to the Maine coast in the west.

Captain Henrion, although never previously interviewed, consented to tell of his experiences to the Star. "The suit

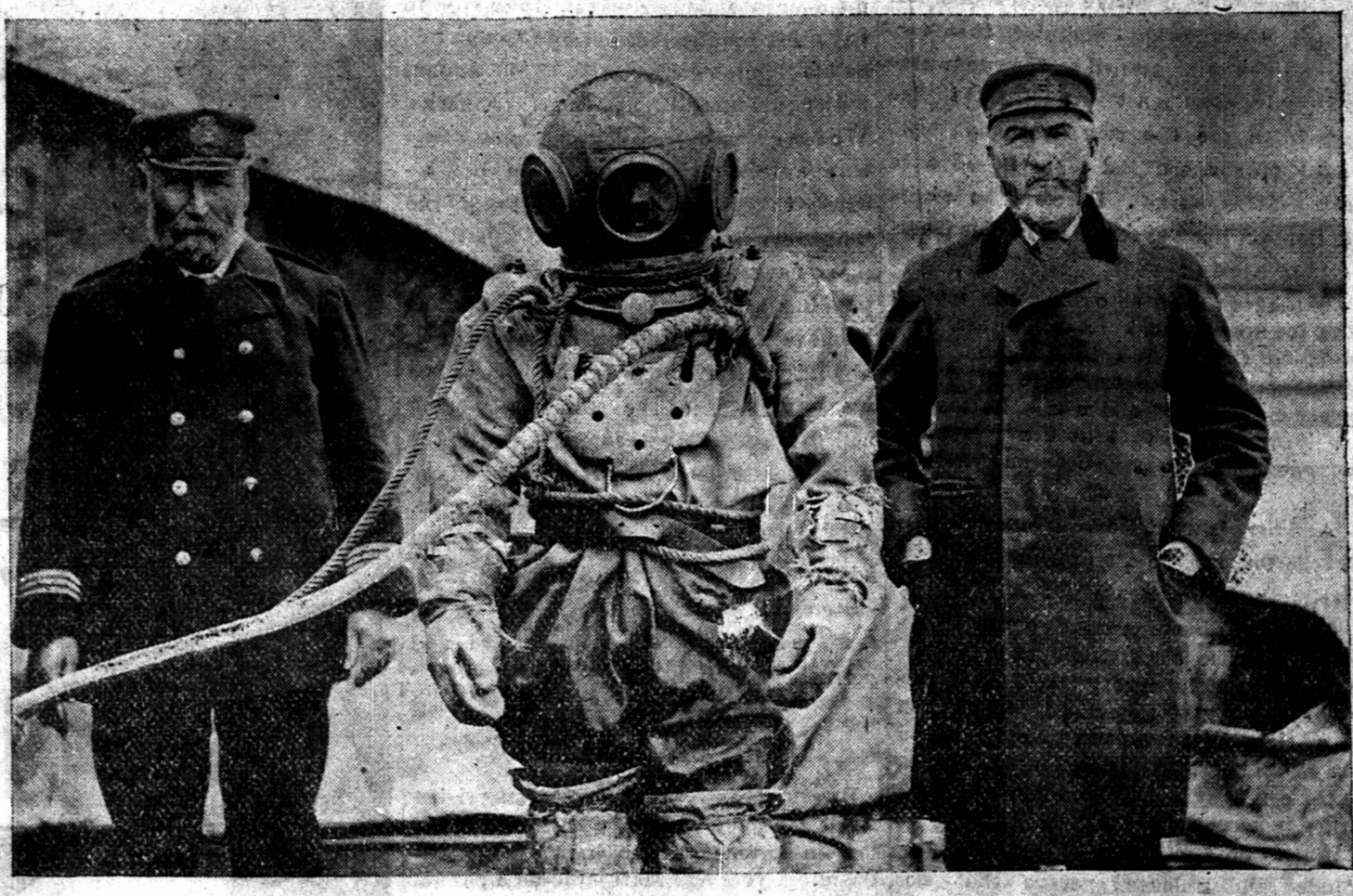


PHOTO BY W. S. LOUSON

The accompanying photographs are excellent pictures of Captain Finlayson, of the S. S. Minto on the right; Capt. Brown, of the S. S. Stanley, on the left, and Capt. Henrion, diver, of Halifax.

The experiences of the three Captains; their hardships during the past winter, would fill a large book.

Capt. Finlayson, the tall man on the right, has seen over twenty-five years of winter service between Prince Edward Island and the mainland. He is 61 years of age, a native of Prince Edward Island, modest and retiring, and a careful navigator.

He was first master of the Northern Light; afterwards the S. S. Stanley.

Three years ago, when the S. S. Minto came out from England, Capt. Finlayson was transferred to this steamer.

The S. S. Minto is 225 feet long, 32½ feet beam, 20½ feet deep hold, triple expansion engines, 1,000 tons. She has a normal horse power of 350, and develops 2,900 indicated horse power.

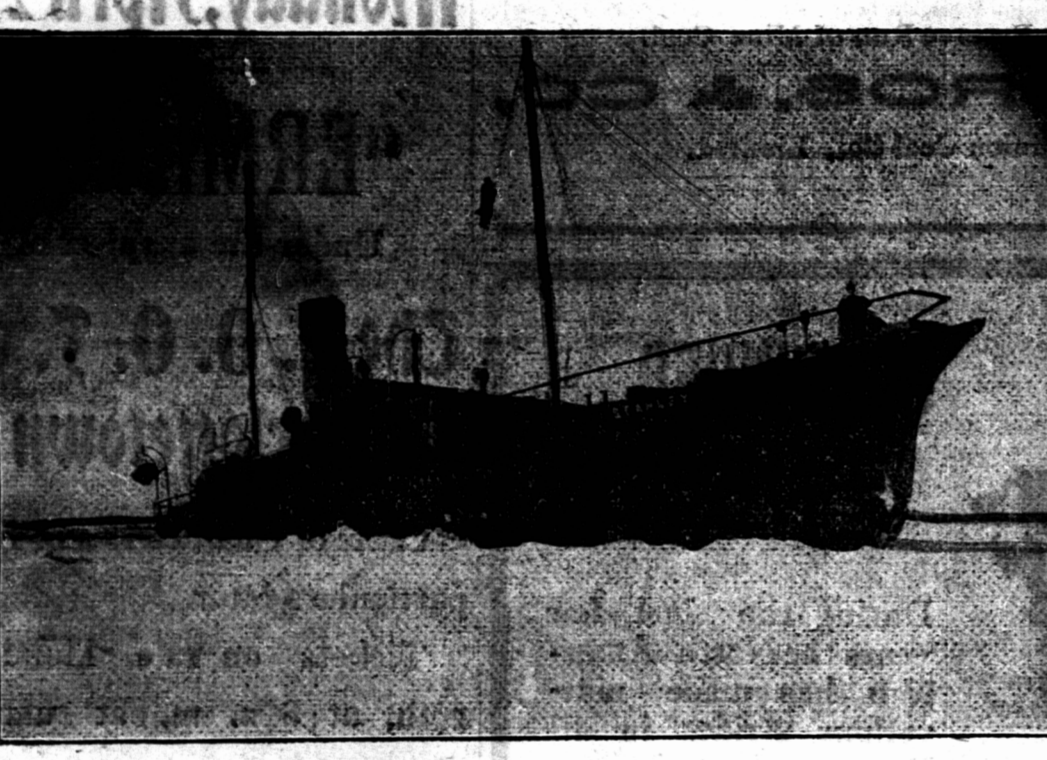
The Captain and crew number 42 all told.

These pictures were taken at Pictou, N. S., immediately after the diver, Henrion, had succeeded in placing new blades on

the Minto's shaft.

Capt. Brown, on the left of the diver, the commander of the S. S. Stanley and her crew of 37 men, is a man of about 60 years of age, also a native of Prince Edward Island.

The Stanley is a smaller boat than the Minto, having less horse power and tonnage. For many years Capt. Brown was a master of foreign-going ships. Retiring from this service he became mate under Capt. Finlayson several years ago, upon the Stanley. Upon the appointment of Capt. Finlayson to the new steamer Minto, Capt. Brown became master of the Stanley and her crew.



THE STANLEY IN THE PAN PHOTO BY W. S. LOUSON

which I was in repairing the Minto weighs over two hundred pounds," said the Captain. "Eighty pounds of lead are carried on the shoulders to keep me down in the buoyant salt water. My boots weigh thirty pounds. The large hose tube, shown in the picture, conveys the air to my helmet, and is pumped down by two men above the surface, through means of a special air pump.

"It is extremely hard to pump the air down farther than a hundred feet, but I have frequently worked at a much greater depth. The safety rope acts both as a signal and life preserver. The men on the surface frequently pull the rope once. If no answer comes, after repeating the signal three times, they draw me to the surface, knowing well that something has gone wrong at the bottom. I have, on one occasion, worked six hours below the surface, without once coming up to take a rest.

"In repairing and placing in position the new propelling blades on the S. S. Minto, I was not more than two hours submerged at any one time, and I completed my task in about a week. The task of placing the Minto's blades in position was a fairly hard one. I broke

several chisels, and I found the nuts and cement very difficult to get off.

"As a result of the steamship's hard work in the ice, I found only the stumps of the blades left on the shaft. Sometimes I had to necessary, after examining the bottom of a ship, to come to the surface, and make a sketch of the work which must be done. This must be accomplished, of course, from memory.

"One of the saddest duties which I have ever had to perform was in bringing to the surface the Davidson family, of Halifax. As a result of a yachting accident in that harbor eight of the family were drowned.

"Last year there was a very interesting wreck near Canso, N. S. It was a large German steamship which went ashore at that point and I worked there for three or four weeks, salving \$100,000 worth of cargo which was afterwards sold in New York. While the steamer proved a total wreck, a considerable part of the cargo, consisting of crockery ware, tinware, etc., was safely brought to the surface.

"I had a very narrow escape for my life some three years ago, when working off the coast of Yarmouth, N. S. It was in connection with the beautiful new Al-

lan Haer Castilian, which went ashore on the ledges, at that point. I was in the hold of the ship, under water, when a number of the barrels of apples, forming part of the cargo, suddenly shifted rolling me to the top of the underdeck ceiling, and pinning me there for upwards of an hour until rescued by another diver.

"The air, during all that time, was pumped faithfully to me from the surface, and it was a lucky thing for me that the rubber hose tube was not severed in the accident.

The two captains, Messrs. Brown and Finlayson, are very modest in speaking of their strange experience in the ice.

It is stated that the local Legislature of Prince Edward Island will pass a resolution in favor of a larger and stronger steamer to supplement the present winter service. An influential delegation from the Board of Trade on the Island will go to Ottawa shortly to lay the case before Parliament.

The Minto and Stanley, so fortunately released from their long and record breaking imprisonment in the ice fields, are now both at work, rapidly reducing the congestion of freight at Pictou, and the situation will soon be reduced to the normal.

A BIG COLONY OF NESTORIANS

To Be Brought to the Northwest by Dr. Adams.

Land Selected West of Battleford—Twelve Thousand Expected—Solicitor General McKeown Re-elected in St. John.

A COLONY FOR THE NORTHWEST.

WINNIPEG, April 7.—(Special)—Dr. Isaac Adams leader of the Nestorians, has returned from his trip through the country west of Battleford where he selected land for a big colony adjoining that taken for the Barr Colony.

TEN TO TWELVE THOUSAND.

Dr. Adams will proceed to Russia and Persia to arrange for the exodus to Canada of from ten thousand to twelve thousand Nestorians.

SOLICITOR GENERAL ACCLAIMED.

ST. JOHN, April 7.—(Special)—Hon. H. A. McKeown was elected to the Legislature today by acclamation.

He had resigned his seat on accepting the portfolio of Solicitor General.



DIVER HENRION PHOTO BY W. S. LOUSON

PRESIDENT ROOSEVELT.

SIoux CITY, April 5.—President Roosevelt is the guest of Sioux Falls and will remain so until 9.10 o'clock tomorrow morning. His special train arrived here about 8 o'clock this morning. The president was escorted to the cataraught house by detachments of two local militia companies and enjoyed a day of comparative rest, the first he has had since his trip began. He attended church, both in the morning and evening, and in the afternoon went for a horseback ride.

PLEASANT CURE FOR WEAK LUNGS.

The best remedy for sore, weak lungs, is the soothing vapor of Catarrhose which traverses every air cell and passage of the breathing organs. It creates remote parts that cough, mixtures and spews can't approach, and kills thousands of germs at every breath. Catarrhose drives away pain, congestion and inflammation; it makes breathing easy and regular, and exerts a marvellous influence on Coughs, Colds, Sore Throat, Bronchitis, Catarrh, deafness, and Lung Trouble. Catarrhose cures at once. Price \$1.00; small size 50c. Druggists, or Polson & Co., Kingston, Ont.

DR. HAMILTON'S PINK CURE CONSTIPATION.

New Chinaware per S. S. Stanley

We have just opened up a very choice assortment of FINE CHINA in

Salad Bowls, Celery Dishes, Spoon Dishes, Sugar and Cream Sets.

Something entirely new, drop in and see the pretty designs.

Haszard & Moore.

WIFE MURDERER ON THE GALLOWES

Found Guilty of Killing Three Women in London

Protested Innocence Till the Last—Alarming Conditions of Strike in Holland—Spreading to Other Lands.

TRIPLE MURDERER HANGED.

LONDON, April 7.—(Special)—Kisnowski, alias Chapman, a Southwark saloon-keeper, found guilty of the murder by poison of three women who lived with him in different parts of London, was this morning hanged in Wandsworth Jail.

DIED PROTESTING INNOCENCE.

He had to be supported by the wardens on the way to the scaffold.

He protested his innocence, declared that his real name was Chapman and said he was an American by birth.

WIDEBREAD STRIKE IN HOLLAND.

THE HAGUE, April 7.—(Special)—The Government are conferring with the Committee of Defense concerning the demands of the strikers.

If the Government decide to reject their demands the men intend to extend the strike to foreign railways and labor organizations with which their union is connected.

Coughs, colds, hoarseness, and other throat ailments are quickly relieved by Greenham's tablets, ten cents per box. All druggists.

MERCHANT MARINE HOLD MEETING

And Discuss Transportation Taxes and Fees.

Want Tonnage Dues and Canal Tolls Abolished—Condemned Murderer's Plea of Temporary Insanity.

MERCHANT MARINE MEETING.

OTTAWA, April 7.—(Special)—A meeting of the Canadian merchant marine was held this morning. The Boards of Trade of Kingston, Ottawa and Montreal are co-operating.

The object is to take steps to have the taxes, fees and tolls levied under the Canadian laws upon Canadian transportation companies and carriers removed.

WHAT THE DELEGATES ASK FOR.

The delegation will wait on the Government and ask that the views of the meeting be carried out.

They want tonnage dues, inspection fees and canal tolls abolished.

TEMPORARY INSANITY.

QUEBEC, April 7.—(Special)—Joseph Mathurin, condemned to be executed April 14 for murder, expects to have his sentence commuted on the ground of temporary insanity as his family record of insanity is a bad one.

AMENDMENTS TO THE ROADS' ACT

Are Still Under Discussion in Legislature

Enquiries Made Regarding the Disposal of the Stock Farm Cattle—Return Laid on Table of the House.

TUESDAY, APRIL 7.

House met at 11.55 a. m.

Mr. McLENNAN presented a petition from the residents of Souris asking for incorporation.

Mr. McLENNAN presented a counter petition asking that a full set of incorporation be not passed.

A bill in accordance with Mr. McLENNAN's petition was introduced, read a first time, and referred to the Private Bills committee.

MR. MORSON asked the Commissioner of Agriculture if any disposal has been made of any fat cattle from the Government Farm during the present year and if so to table a statement showing how many animals were sold, to whom were they sold, the date of the sale or sales and the price or prices obtained for each animal.

In answer Hon. Mr. Rogers submitted a statement published in another column.

MR. MATHEWS asked the Commissioner of Public Works whether during the current year his Department has let any contract for the repair of Lewelly's Bridge at St. John's, Kings County, if so, to whom was such contract let, was the same let by tender in pursuance of a notice calling for tenders? How many

tenders were received and what was the amount of each? Did such notice or the specification for such repairs fix a time limit for completion of the work? If so, what was the time limit and has such time limit been extended and if so, why? Are there other parties tendering notified of such extension of time before their tenders were rejected or the present contract made?

The Commissioner answered that the contract was let to John Handrahan by tender. Seven were received as follows:—\$225, \$245, \$261.50, \$297, \$297, \$475, \$480 and it was awarded to the lowest. The time limit was fixed for April 1st, but before the bonds were completed it was March 27. The time was then extended till April 15.

MR. McLENNAN asked the Attorney General to lay on the table of the House itemized accounts of the following expenditures:—

Maintenance of Prince County; Jail..... \$1,416.00

CROWN PROSECUTIONS IN MAGISTRATE'S COURTS.

Supreme Courts..... 8,736.43

THE ATTORNEY GENERAL replied that the Public Accounts would give the first item. The other two reports would be prepared.

MR. McLENNAN asked the Hon. Attorney General to lay on the table of the House the reports of the Stipendiary Magistrates of King's, Queen's and Prince Counties for the years 1901 and 1902.

THE ATTORNEY GENERAL said the reports will be tabled.

HON. MR. McLENNAN reported that the

COBNS BETWEEN THE TOES.

Or the soles of the feet can be cured by a few applications of Putman's Corn Excelsior, which has been successfully used for 30 years. Putman's is sure, safe and painless, and much better than any substitute.

DRUMMOND COAL

IS BEST

For steam and house purposes.

INTERCOLONIAL COAL MINING CO., Ltd.,

Mines at Westville, N. S.

New loading pier, opposite Pictou Town, now under construction.

For prices and orders for cargoes apply to

HYNDMAN & CO.,

AGENTS FOR P. E. I.

Office 33 Queen St.

Apr 2, 1903.

UNION BLEND TEA.

Brings a large volume of business to the retailer, indicating its high standing with consumers everywhere.