

SCHR. MCKEAN LOST, CAPTAIN DROWNED HEROIC RESCUE OF CREW AT ALBERTON

ANOTHER SCHR. IS A TOTAL WRECK

The St. Barnard Dri'ts Ashore In Beaver Harbor, and Catches Fire—Residents Save her—One Man Badly Injured.

ST. GEORGE, N. B., Nov. 16—(Special)—The schooner St. Barnard drifted on a ledge near the entrance to Beaver Harbor on Tuesday night.

The vessel was discovered by Beaver Harbor residents on the ledge and on fire. About twenty men went down to the scene and extinguished the blaze and succeeded in floating the schooner, bringing her into the inner harbor safely.

Capt. Benjamin and his crew were in St. George today on their way to St. John. The vessel was bound for Parrsboro, and carried a crew of seven. Bismarck Gross, one of the men who assisted in saving the wreck was badly injured, being struck on the head by a falling block and rendered unconscious. He was driven to St. George, where Dr. Alexandra rendered the necessary medical aid.

FOUR DAYS AND NIGHTS IN AN OPEN BOAT

Captain Languedoc Tells a Story of Awful Sufferings. Schooner Torridon Goes Down—Three of the Crew Lost—No Food For Eight Days.

QUEBEC, Nov. 15.—After undergoing terrible sufferings for eight days during which time he did not taste food, Captain J. Languedoc, master of the schooner Torridon which foundered near Gaspe Cape, was brought to port at ten o'clock last Saturday night on board the North Shore line steamer King Edward, and subsequently removed to the Jeffrey Hale Hospital.

One vessel came towards the island but put about to the other side and we did not see her again. On October 15th an east wind sprang up and we availed ourselves of the opportunity to attempt to make for Harrington; with the assistance of our blanket for a sail we drifted to Harrington the same day. A PITIABLE CONDITION. Captain Languedoc then told of the schooner Vegie taking him from Harrington on the same day for Bequimat Point, from which point on November the first the steamer King Edward brought him to this city, arriving here on the third of November.

The schooner which was bound from Sydney to Gaspe laden with coal, is lost, as are also the majority of the crew. She was owned by the Gaspe Lumber Company. The captain and one of the crew at or going through a fearful experience, reached shore after eight days, while three other members of the crew who had made a raft when they were compelled to leave the sinking vessel, doubtless met a watery grave. The captain's feet are both in a state of mortification and amputation will probably be necessary. Though a man of large frame, he is benighted to a skeleton as a result of his awful experience.

When interviewed by a representative of the Telegraph yesterday at the hospital, Captain James Languedoc, who regarded his escape from the very jaws of death as miraculous, gave a clear and graphic account of the dreadful privations which he has passed through.

ABANDONED HOPE

The captain said: On Sunday night, October 7th, we encountered a gale some fifty miles south of Cape Gaspe. We soon saw that the vessel could not withstand the storm and by morning she was leaking badly. She was tossed like an egg upon the crest of the waves and was going into pieces fast. There were five of us aboard and though we had not the slightest hopes of ever seeing land again we did not want to go down on the schooner. Hastily gathering some timber together a raft was made. It was not large enough for us all so George and Frank Falle, and Brand Clements, all residents of Gaspe, took refuge upon it. At seven o'clock on Oct 8th Wm. Randall from Bequimat, and I got into four boat a small twelve foot flat bottomed craft.

It was our intention to keep together and we fastened the boat to the raft by a rope. The rope caught on the jib-boom however, and, as we were in danger of being swamped I cut the rope. Our only hope was that a passing vessel might have to and pick us up if we could sight out of the storm.

We had no time to secure any provisions as they were all in the hold of the vessel, it was all our lives were worth to endeavor to procure them.

IN THE JAWS OF DEATH.

For four days we were tossed about at the mercy of the waves. We had no cover and they would have been of no use to us if we had in such a sea. The boat, of course, was lighter than the raft, and it only took a very short time until we drifted out of sight of each other. At 10 p. m. on Thursday, October 11th, we were cast upon a large rock near Meantins Island. We fastened the boat and lay down to rest for we were both exhausted. Next morning, October 12th, we woke up to find that the boat had gone adrift but it was cast up on another rock some distance off. Randall said he was not strong enough to swim after it so I did and came back with it. We used

a blanket we had as a sail and reached the main land of the island where we found fresh water, after that we were revived. We remained on the island until the 15th subsisting on water only. The gale had blown itself out in the meantime. We had climbed to an elevated portion of the island and put out our flag which we had brought with us in hopes of signalling to some vessel.

One vessel came towards the island but put about to the other side and we did not see her again. On October 15th an east wind sprang up and we availed ourselves of the opportunity to attempt to make for Harrington; with the assistance of our blanket for a sail we drifted to Harrington the same day.

While in conversation with the representative of the Telegraph, Captain Languedoc stated that the physicians said that they would have to operate on both of his feet, but that he was thankful to be alive after being at the very door of death so long. His countenance bore him out in the latter statement for not withstanding the awful agony which he had gone through and the suffering which he was still enduring there was a happy peaceful expression upon his face.

DRIFTED ACROSS THE GULF.

Being some fifty miles from Gaspe Cape when the storm was encountered, and as they were compelled to leave the vessel the following morning, the two survivors of the foundered vessel drifted right across the Gulf during the four days and nights they were in the frail wooden craft, which withstood the terrors of the sea when the larger vessel foundered.

CRAZED FOR FOOD.

Captain James Languedoc said that after reaching Harrington on the Labrador coast, Wm. Randall, who had also suffered terribly, was almost crazed for something to eat. It seemed as if he could not get enough to satisfy himself. He left him at Harrington apparently all right when he took the steamer for Bequimat Point.

LOST HIS APPETITE.

Captain Languedoc also stated that he was unable to eat on reaching Harrington. He was weak and sick and had no desire for food but could hardly get enough fresh water. Cap. Languedoc and his schooner are both well known in this Province. The above account was sent to Capt. Clarence Myers now of this city, formerly of Victoria. Capt. Myers was for some time mate on board the Torridon.

A Gallant Deed Promptly Performed Saves Lives of Three Men—Capt Champion of Alberton And His Crew of Heroes—The Pitiable Fate of Capt DesRoches of the A. J. McKean

ALBERTON, November 16—(Special).—The storm king has not yet completed taking his toll of ships and lives upon the coast of this island.

Yesterday morning witnessed the wrecking of another vessel, and the loss of the Captain's life, notwithstanding the fact that one of the most gallant rescues ever recorded has to be related in connection with this event.

In the gale that sprang up with renewed fury during the night of Thursday the schooner A. J. McKean a vessel of 60 tons register, which left Alberton, commanded by Captain DesRoches, with whom were the following crew—William Mallet, J. Richards and Joseph Lavellet, was caught in the pitiless grasp of the storm and went to pieces in Alberton Harbor, through striking on the bar, which had shifted during the recent storms.

The schooner struck at 12 o'clock, midnight. Although the sea was running high there, the wind was not blowing hard. The Captain hoping for a fortunate outcome to his predicament, decided to stick to his vessel, trusting eventually to get her off.

But at four a. m., the wind had gained in violence and at that hour a furious squall struck the helpless schooner. The boat was broken into pieces, making it impossible for her crew to reach the shore. The situation of those on board quickly became one of extreme danger. In a short time the sea was breaking on board, and the schooner began to pound hard upon

the bar. The crew took to the rigging, lashed themselves, and clung there, waiting through the night, drenched with the sea and suffering from the buffeting and cold, for dawn to break and help to come to them.

At daybreak the schooner was sighted from the shore. The peril of the unfortunate crew appealed to those noble instincts of manhood which it is gratifying to know exist among the people of this Province, only awaiting the occasion to call them into activity.

There was no delay among the people of Alberton. Action was prompt. A number of men commanded by Captain John Champion, manned the latter's motor boat and rowed to the wreck. The names of these gallant men, who faced death for their fellow-men are as follows:—

- CAPTAIN JOHN CHAMPION, CAPTAIN DAN FRASER, JOHN McCABE, WILLIAM SMITH, GEORGE McBERTH, WILLIAM LEAVITTEE, FRANK SHERRY, CHARLES McNEILL, CHARLES PERRY, JAMES CAHILL, JAMES TUPPIN.

After three hours hard work the volunteer life-savers rescued the crew—all save the Captain. Him they were unable to bring back with them. He was so exhausted, and so numbed by the cold that he could do nothing for him-

self. In great danger of their lives from the swaying of the spars as the vessel was tossed to and fro by the surging waves; and in momentary danger of being overwhelmed by the heavy seas, and fighting the undertow, these brave men made effort after effort to save the poor Captain.

Finally the vessel parted amidships and Captain DesRoches was drowned. He sank before the eyes of those who were eager to help him, and within ten yards of safety the sea claimed him for a victim.

The sight is said to have been a most pitiful one, and one that tried the nerves of those who beheld it. But they had done all that could be done, and they left the schooner.

Rescuers and rescued reached the shore in safety, their arrival bringing relief to the hearts of those who had seen them go forth upon their errand of mercy. The community, while saddened by the death of Captain DesRoches, who leaves a family, is thrilled with admiration of the work of the brave men who went to his aid.

Captain Champion has the record of saving previous to this occasion the following:—

- The Lady Franklin's crew. James White and son. Robert Jennings. Robert Oulton.

The A. J. McKean was lostred with Hyndman & Co., Charlottetown.

COAL AND STEEL COMPANIES NOW

Apart Again and Steel Company Will Appeal to the Courts.

MONTREAL, Nov. 16—(Special).—The only fresh step in connection with the dispute between the Dominion Iron and Steel Co. is the receipt by the Steel people of a letter from the other concern acknowledging the receipt of a communication in which the Steel Company announces its determination to secure coal in the open market pending the submission of the matter to the Courts.

Hon. L. J. Forget, Vice President of the Steel Co. in a statement today announced that the Coal Company will be held liable for damages and for the difference in price of coal paid in the meantime over and above the contract price. He claims the case is by no means settled.

KING EDWARD WAS LATE AT CHURCH

LONDON, Nov. 15—King Edward who observes the strictest punctuality in all his appointments, arrived at church late on Sunday, owing to miscalculating the time it would take to walk across Sandringham Park to the church.

His Majesty's usual entry until the prayers for the King have been said. When these are done the bell rings five times and the King enters. Approaching the church this morning he discovered that the bell had stopped ringing five minutes before. His said in an annoyed tone to an attendant.

"Dear me, I have never been so late before."

STOP LIMPING, CUR E THE CORN.

Quickly done by Putnam's Painless Corn Extractor. Acts in one day, causes no pain, removes every trace of soreness. Fifty years of success prove Putnam's is the best. Refuse substitutes.

GREAT USERS OF ELECTRICITY

The Demand Rapidly Increasing Among Montrealeers. RESULTS IN BIG CONTRACT

With The Canadian Westinghouse Company—More Power From The Soulanges Canal

Montreal, October 20—(Special).—To provide for the extraordinary increase in the sale of electricity, The Montreal Light, Heat & Power Company have found it necessary to largely augment their power equipment, and they have recently contracted with The Canadian Westinghouse Company for apparatus to use in their new power station on the Soulanges Canal, about forty miles west of Montreal, on the St. Lawrence. The Montreal Light, Heat and Power Company are determined to meet every coming demand, and the magnitude of their new contract bids fair to fully satisfy the growing popularity of electric power in the island city for some time to come.

The equipment consists of three 3,700 kilowatt revolving-field alternating current two-bearing generators, connected with water turbines. These generators are 7,200 alternations, 4,000 volts, three-phase, operating at 225 revolutions per minute. There are also two 150-kilowatt direct current 125-volt exciter units. An important part of the apparatus are thirteen 2,000 kilowatt oil-insulated, water-cooled transformers. Seven of these transformers will be used for raising the voltage at their generating station from 4,000 to 44,000 volts, the remaining six being used at the lowering end of the transmission line, stepping down the voltage from 44,000 to 12,000.

Generators and exciters will be controlled by motor-operated rheostats, and the complete switchboard apparatus, which The Canadian Westinghouse Company is furnishing, for both main and sub-stations, embody the latest type of electrical control, representing the highest development of switchboard apparatus.

The fact that this—one of the largest contracts ever placed in the Canadian field—was awarded The Canadian Westinghouse Company, after the sharpest competition, speaks well for the estimation in which Westinghouse apparatus is held by large power users.

S.S. ROOSEVELT OFF TO SYDNEY

Was Detained at Chateau Bay, Labrador, by Heavy Fog and Wind.

CHATEAU BAY, Labrador, Nov. 16—(Special).—The Arctic steamer Roosevelt with the Peary expedition on board, which was detained here by fog and head winds, sailed today for Sydney.

Minard's Liniment Relieves Neuralgia

UNITED STATES CENSUS BUREAU

WASHINGTON, Nov. 15.—The U. S. census bureau today estimated the total wealth of the country in 1904 to \$106,881,415,000. This shows an increase in wealth over the estimates for 1900 of nearly 21 per cent, and is 64 per cent over the estimate for 1890, when the total wealth was \$65,087,000,000.

In 1904 the value of the real property taxed was \$35,007,710,435; real property not taxed, \$6,249,037,174; live stock, \$4,078,791,799; railroads and their equipment, \$11,244,732,000; materials and products of manufacture, \$7,400,285,000; furniture, carriages, etc., \$5,700,000,000; manufacturing machinery, etc., \$3,207,754,180; gold and silver coin and bullion, \$2,002,330,272; clothing, \$2,500,000,000. Converted into one dollar bills placed end to end, the string would be long enough to reach from the earth to the moon and back again thirty times.

WHEN ILLNESS COMES.

Have you near at hand a remedy that will alleviate pain and help till the doctor comes? A wise thing is to have right in your home a bottle of "Sausage" which gives instant relief and prevents disease from spreading. Nothing known for the stomach and bowels that compares with "Sausage." For cramps, indigestion, heartburn and headache, it's indispensable. For fifty years "Sausage" has been a family stand-by. Get it today.

Try the Delicious "Sausage" Sausages at Saunders & Newsom

S.S. VIRGINIAN REACHES PORT

The Allan Turbiner Has Stormy Passage, Arrives Off Halifax in Record Time but Was Delayed There—Her Saloon Passenger List—Will Sail Today Week.

HALIFAX, Nov. 16—(Special).—After a fierce battle with gales and overwhelming seas the Allan turbiner Virginian, the first of the winter mail steamers, came into port this afternoon six days and twenty-three hours from Liverpool with five hundred passengers including thirty saloon, ninety-one cabin and 570 steerage.

The best daily run was 400 miles. The saloon passengers were: Lieut W. B. Almon, J. Edgely, Mrs. Edgely, Dr. Fraser, Mr. Fraser, P. H. French, Capt. R. Gibson, F. Harrison, Mr. Hoeg, J. Hutchison, Mrs. Hutchison, Jas. Johnson, D. Kile, W. Lejeune, Mrs. Lejeune, J. H. May, Mrs. C. E. Millidge, J. J. Murphy, Mrs. Plummer, C. H. F. Plummer, Miss Joyce Plummer, W. P. Robert, Miss A. Saxe, W. A. Thorburn, Henry Thp., H. P. Warren.

Capt. Vipond being unwilling to venture coming in without a pilot, turned ship and ran to sea until the tempest abated and came to port at 3 o'clock this afternoon.

But for this interruption by stress of weather the passage was completed in six days, eleven hours which would have broken the record, although the Virginian was not driven to make a record trip.

The Virginian was delayed off Cape Race by fog and entering Halifax harbor at one o'clock this morning into the teeth of a terrific southwester.

The wind was blowing a gale. It reached its height between two and three o'clock when it registered 32 miles velocity. The gale kicked up a tremendous sea, making it impossible for a pilot to board the steamer.

The Virginian brought one thousand tons of cargo. She will load at Halifax and sail on Saturday of next week Liverpool.

FIFTEEN WERE BADLY INJURED

In Railway Accident in Woodstock, Ont., Some May Die. Broken Rail Caused Cars to Leave the Track. Injured Removed to Hospitals.

WOODSTOCK, Ont., Nov. 16—(Special).—Fifteen persons were injured early this morning in a wreck on the Grand Trunk just inside the city limits. It is feared some of the injured will die. The cause of the accident was a broken rail.

One of the coaches rolled down an embankment while the others were torn from their trucks and thrown across the tracks. Physicians were on the scene shortly after the accident and the injured were removed to the hospital.

MRS. HETTY GREEN'S AN ISLANDER GRAVE PROPHECY ON HIS WAY HOME

Boston, Mass., Nov. 15.—Mrs. Hetty Green, the wealthiest woman in the United States, so seldom permits herself to be interviewed that unusual attention has been attracted to her prophecy of coming evil as trouble for the big trusts.

MONCTON, Nov. 16—M. J. McLeod assistant provincial treasurer of Alberta, arrived in Moncton on the maritime express from Edmonton yesterday and was registered at the Brunswick. He left in the afternoon for Charlottetown, his former home, and on Tuesday next will be married at Blifield to Miss Williams, a popular young lady of that place, and a sister of A. F. Williams, manager of the Bank of New Brunswick in this city.

"There is going to be a revolution in this country," said Mrs. Green. "The people are going to revolt against the oppression of the trusts. There will be a deluge and these streets will run with blood when the people are aroused."

Mr. MacLeod has been in the West for a number of years and for the past year has been a resident of Edmonton, the seat of government in the Province of Alberta. After his marriage on Tuesday next Mr. McLeod will return with his bride to the west.

Minard's Liniment Cures Dandruff

PRINCE OF WALES ON DREADNOUGHT

LONDON, November 15.—Though not yet officially announced it is a subject of talk in naval circles that the Prince of Wales, who is a vice-admiral in the British fleet, intends to hoist his flag early next year for a special cruise. His Royal Highness is looking forward to a cruise of this nature, and if the Dreadnaught, the world's greatest battleship, is then still in reserve, as she is likely to be, the Prince will hoist the vice-admiral's flag on her.

The Prince of Wales' last cruise was in command of the cruiser Crescent on a cruise in the summer of 1898, and he has constantly wished to go to sea again. A cruise in the Dreadnaught would fittingly inaugurate the service of this great vessel.

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Condensed Advertisements Too late for Classification. REMEMBER—That everybody reads a morning paper as the news is then fresh and up-to-date, and that at some time during the day everybody is likely to buy the goods advertised while their mind is still bright and active.