

LARGEST CIRCULATION
IN THE CITY AND NORTHERN
BRITISH COLUMBIA

THE DAILY NEWS

GRUNTY GRUNDY SAYS:
The redistribution bill will
create ten times as many new can-
didates as it will constituencies.

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FERRIBLE STORY OF ATLANTIC MARINE DISASTER

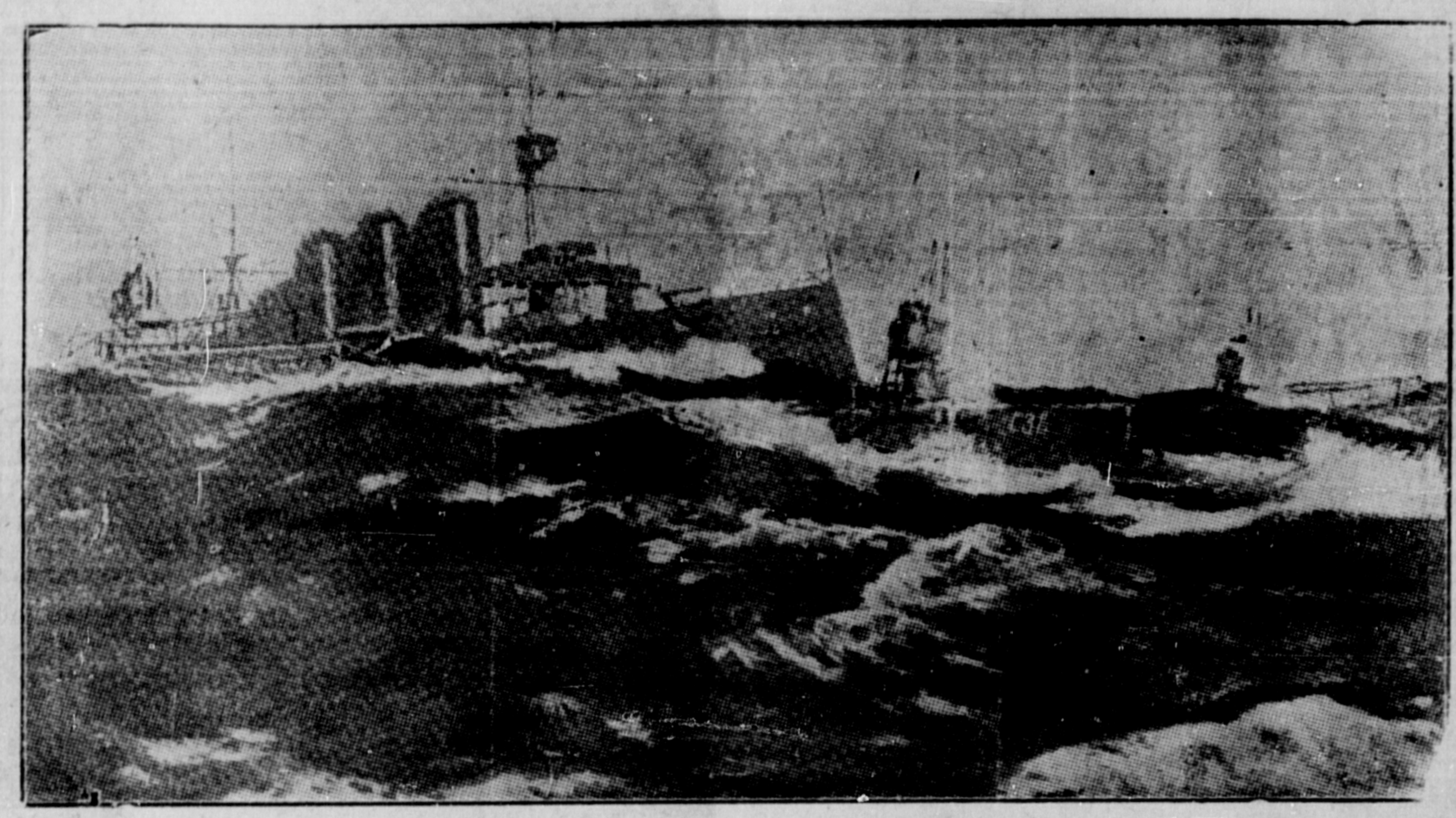
COMPANY WILL PRODUCE BRICKS AT MILE 80 IN NINETY DAYS--DETAILS NEW PARCEL POST

DOMINION LINER MONROE SANK DROWNED FORTY-THREE PERSONS

WAS RAMMED BY STEAMER NANTUCKET--MONROE SANK IN
TEN MINUTES--ALL EFFORTS TO SAVE THE
PASSENGERS FAILED

(Special to The Daily News.)
Norfolk, Va., Jan. 31.—The
story of how 43 persons went
down in the chill waters of the
Atlantic when the liner Nantucket
rammed and sank the
Dominion liner Monroe was early today
brought to this port by eighty-
four survivors who were rescued
and brought ashore by the Nantucket.
The story was awful
and sudden death came sweep-
ing out of the dark fog and tak-
ing unawares the doomed half-
hundred souls with the heaviness
of sleep still upon them. It
was how the stricken Monroe
on her side gored deep by the
fierce steel prow of the Nan-
tucket had filled rapidly and roll-
ed over on her side in a few min-
utes, turned over and plunged to
the bottom, carrying with her
passengers and members of the
crew who failed to get clear of
the wreck. The revised lists
prepared by Capt. Johnson, who
lived the sunken vessel, showed
the loss of passengers
19, and crew 22, a total of
41. The saved passengers are
the crew 60, total 99. Under
a thick bank of fog that hid
the heavily running sea both
ships were making their way
slowly and with difficulty in the
early morning. The Monroe,
under Capt. Johnson on the bridge,
was on a double lookout peering
into the fog ahead, and was edg-
ing under half speed to north-
ward having left Norfolk for New
York last night. The Nantucket
was heavily laden with freight, with
two passengers aboard, was
going her way southward from
Boston to Norfolk. The crash
came at 1.40 without any warn-
ing out of the grey and black
fog, which shut out even the
waves from view. The gleam of
the Nantucket's searchlight was
suddenly noticed by the Monroe
before the high steel prow of the
southward bound vessel cut deep
into the Monroe's side. When
the crash came those aboard the
Monroe were in bed asleep, the
water pouring inside the vessel
awakened the sleeping passen-
gers and sent them clamouring
to the deck. They were warn-
ed by the officers and hurriedly
donned life preservers. Three
lifeboats were unshipped and
sent away from the crippled
vessel filled chiefly with shiver-
ing women in scanty night attire.
A sudden lurch and the ship
rolled over, throwing up the un-
dressed side and submerging the
bins and saloons. With a
horror of shrieks the unfortun-
ates on the sinking vessel tried
to crawl like rats over the super-
structure, through port holes,
windows and companion ways,
until they rested just out of
reach of the waves on the upper
deck of the vessel, but even this
shabby security was not long
available. With a rumbling
sound the big vessel shivered
and shook, then plunged beneath
the waves, leaving its human
weight afloat on the icy waters.
Meanwhile the Nantucket, herself
heavily injured, stood by and one
by one boats slipped away in
search for the passengers of the
Monroe. They found the strug-
gling survivors afloat crying
frantically for help.

Captain Johnson and all the
officers got away from the sink-
ing vessel and were rescued.
Both the officers and crew of the
Monroe and the Nantucket are
held here for investigation.
Eight of the Monroe's passen-
gers reported by wireless to have
been lost turned up.
Norfolk, Va., Jan. 30.—The
first big steamship disaster of
1914 has occurred on the Atlan-
tic coast off this port. Shortly
after midnight last night the
steamer Nantucket struck the
steamer Monroe of the Old Do-
minion line, send the latter to
the bottom with scarcely any
time intervening between the
collision and the disappearance
beneath the waves of the At-
lantic.
As a result of the accident 48
people were sent almost imme-
diately to a watery grave. Strik-
ing head-on, the Nantucket cut
the Monroe so that she went to
the bottom like a plummet,
carrying her human cargo with
her.
When the collision occurred
the Nantucket flashed her
searchlight on the disappearing
victims on the other ship. The
"S.O.S." calls were flashed out
by wireless from the Nantucket,
and being picked up all along
the Atlantic coast, all haste was
made to respond where possible.
From all the life-saving stations
craft was got out, but all too
late, for the sea had claimed its
toll so quickly that there was no
chance outside of the help that
could be given on the spot by the
other vessel.
The captain of the Nantucket
is receiving the praise of all for
his courageous behavior after
the accident happened. Uncer-
tain as to the fate of his own
vessel, the captain of the Nan-
tucket ordered out the lifeboats
to save the victims of the other.
The only guides that there
were to the lifeboats were the
shrieks of the drowning. The
final accounting made it clear
that there had been eighty per-
sons rescued from the water.
Not ten minutes intervened be-
tween the time when the bow of
the Nantucket crashed into the
side of the Monroe until the lat-
ter had slid beneath the waves.
When the vessels struck, the
passengers on the doomed vessel
were fast asleep in their berths.
They had only time to shriek in
their despair before the end
came. There were many who
went down without leaving the
vessel.
With the saloon of the Nan-
tucket full of drenched and suf-
fering men and women, the cap-
tain turned the prow of the
vessel southward and fortun-
ately soon fell in with the Dominion
liner Hamilton, which was mak-
ing for the scene, answering the
cry of distress that had been sent
out.
Convoys by the Hamilton, the
Nantucket slowly made its way
for Norfolk with a heavy canvas
covering over the damaged bow.
The shifting of the cargo had
caused a heavy list to starboard
in the vessel, which berthed here
safely this morning with the sur-
vivors, wrapped in blankets. Two
of the survivors died after the
rescue.



WHEN THE BRITISH SUBMARINE A1, WITH 13 MEN ABOARD WENT TO THEIR DEATH
Twenty vessels of the British navy scoured the British Channel with divers and diving appara-
tus in an effort to locate the British submarine which sank on January 15th. The
picture shows a British submarine (in front) of the type of A2, and a torpedo destroyer.

REDISTRIBUTION BILL PROBABLY NEXT WEEK

New High Commissioner Will
Get Larger Salary Than
Lord Strathcona

(Special to The Daily News.)
Ottawa, Jan. 31.—Sir Wilfrid
Laurier asked the government
when the Redistribution Bill
would be brought down. "Next
week," said the premier, but
added, "I am not sure."
Frank Oliver drew attention to
the fact that owing to his great
wealth Lord Strathcona had been
able to serve the Dominion well.
In connection with his successor
the question of increased remu-
neration might well be consid-
ered. Mr. Borden agreed that
the question was a proper one.
The idea had been in the minds
of the ministers that when nam-
ing the new high commissioner
it would be necessary to increase
the salary.

SUFFRAGETTE USED YELLOW JOURNAL TALK

Caused Sensation Which Bishop
of London Investigated and
Found Untrue

(Special to the Daily News.)
London, Jan. 31.—There is no
truth in the allegations made by
militant suffragettes that three
of their comrades imprisoned in
Holloway jail were subjected to
excruciating torture while being
forcibly fed, according to the
Bishop of London. The bishop,
with other clergymen, visited
the jail at the request of a de-
putation of the militants. While
there he spoke to Miss Rachel
Peace, one of the prisoners,
about the statement made by
Miss Florence Ansell, who after
her release told a suffragette
meeting that while incarcerated
she heard shrieks and moans
twice daily from Miss Peace's
cell. The bishop said he found
Miss Peace in a remand hospital
300 yards from where Miss An-
sell was. She was comfortably
lying on her bed, fully dressed,
in a warm cell. Her face was
fully rounded and showed no
signs of emaciation or distress.

Southbound

The Prince Rupert sailed at 6
last evening after waiting for the
train, which did not arrive. The
passengers were:
A. Jones, R. C. Gorse, Wm.
Donald, A. W. Agnew, Mr. Rit-
chie, O. T. Crosby, O. C. Savers,
G. O. Scott, Harold Wright, A.
Schmidt, G. H. Haun, H. Wright,
Capt. Babington, S. C. Ruck, Miss
Mary Jennie, E. Holbrook, Mr.
Dodson, Mr. Partridge, A. Peters,
L. P. Stiles, H. M. Keefer, J. Jor-
dan, S. Biltingham, J. Love, Jas.
Andrews, F. Nash, C. W. Cornell.

COMPANY WILL MAKE BRICK IN NINETY DAYS

Strong Financial Organization
Has Machinery en Route to
Clay Deposits at Mile 80—
Local Men Interested

Ald. Thomas McGlymont has
just succeeded in floating the
Northern Brick and Tile Com-
pany. This company has been
in process of formation for
about a year, but just recently
sufficient capital has been se-
cured to make it a grand success.
The machinery, which has cost
about \$67,000 is purchased and
paid for and is now in Vancouver
and will be sent up here at once
to be installed. Besides having
enough capital to pay for machi-
nery and installation, the com-
pany is sufficiently well backed
to assure financial assistance
to any who may desire such in-
connection with their buildings.
The company owns vast clay
deposits on the Skeena River,
about Mile 80, and it is there that
the plant will be installed.
The capacity of the plant will
be about 40,000 brick per day.
The quality of the brick will be
what is known as the sand-lime
pressed. They are manufactur-
ed by a special process and are
becoming very popular through-
out the country. They are used
exclusively by such large con-
cerns as the Hudson's Bay Com-
pany.
The chief stockholders in the
company are A. E. Robinson of
England, I. Jordan of Vancouver,
F. G. De Mussy and T. McCly-
mont of Prince Rupert. They
expect to be turning out brick
within ninety days and will fill a
long felt want.

Victoria Won at Hockey

(Special to The Daily News.)
Victoria, Jan. 31.—The hockey
match between Victoria and New
Westminster resulted in a win
for Victoria with a score of 7-6.
The following is the league
standing:
W. L. For Agst
Vancouver . . . 6 4 58 50
Victoria . . . 6 5 60 58
Westminster . . 4 7 59 49

Beatrice Had Rough Trip

The Princess Beatrice came in
at 4 o'clock yesterday afternoon
with mail, passengers and
freight from the south. Captain
Sainty is in command while Cap-
tain Robertson is on leave. The
Beatrice had a rough trip down
last week, having run into a
heavy snow storm which com-
pelled her to tie up over night
at Alert Bay.
Mr. Geo. Tite returned yester-
day from his trip south.

ONE STOLE A WATCH ANOTHER SOLD IT

One Man Got Drunk Instead of
Getting Work and Then
Got 60 Days

Jack Frost is in the cooler. He
is awaiting trial for stealing a
watch from a fellow drunk in the
Knox Hotel. Jack has pleaded
guilty. He took the watch and
then Micky Donahue took it from
him and sold it at a secondhand
store. The complainant was too
drunk to give evidence, so the
case was remanded until Mon-
day. Frost and Donahue are
both in jail.
A. Miller was accused of being
a vag. "I tried to get out of
town," said he to the P. M.
"The only thing you tried to
do was get drunk," said an offi-
cer, "and you succeeded."
He got ten months.
Geo. Knight, also a vag., com-
plained of a sprained ankle. The
police say he spends his time
bumming drinks and keeps fat
on it. He also got 60 days.

FOUR REMEMBERED PACT OF 10 YEARS AGO

Comrades Met After Ten Years
of Wandering and One Is
Millionaire

San Francisco, Jan. 30.—In
fulfilment of a pact made ten
years ago, four of eight former
members of the crew of the old
U. S. S. Albatross, met recently
and recounted experiences that
have befallen one another since
the night of January 25, 1904.
One, Murray S. Johnson of
San Diego, is rated as a million-
aire, while the other three are
wage-earners. Patrick J. Mc-
Ginnis is a cement worker, his
brother Edward is a bridge
builder, and John Nevicott is a
bridge worker, all of whom live
here.

When the hands of the clock
in the tower of the Ferry build-
ing touched the hour of 7, the
quartette scanned the street in
all directions for the remaining
four. The minutes crept by, and
when it was apparent that they
would not appear, Johnson took
his companions to an uptown
hotel where he officiated as host
at a banquet.

When the eight men went
back to their ship ten years ago
each carried with him a segment
from the division of two pennies,
which were to be pieced together
at the reunion. Johnson alone
had kept his segment. The oth-
ers had been lost in the wander-
ings of the men to the four cor-
ners of the globe. One other of
the original eight is wealthy, it
was learned. He is Cecil Sherar,
a well-to-do rancher in Ne-
braska.

MEAT, EGGS AND GARDEN TRUCK MAY BE SENT BY PARCEL POST

PARCELS MAY BE THIRTY INCHES LONG, BUT LIMITED TO
ELEVEN POUNDS IN WEIGHT--RAILWAYS WILL
GET ONE MILLION MORE

(Special to The Daily News.)
Ottawa, Jan. 31.—The parcels
post regulations have been is-
sued in booklet form for handy
reference by postmasters and the
general public. The rates of lo-
cal zones are already made pub-
lic. The provincial rates on the
first pound is ten cents, and
each additional pound four
cents. A rate card is issued for
each province. British Columbia
rates are: Any office beyond 20
miles, one pound ten cents; two
pounds, 18 cents; four pounds,
22 cents; five pounds, 26 cents,
with four cents additional for
each pound. For adjacent prov-
inces the rate is ten cents for
the first pound. Each additional
pound has an extra charge of
two cents imposed, making the
rate ten cents for the first
pound and six cents for each
subsequent pound. Beyond the
province adjoining the one in
which the parcel is mailed an
additional two cents a pound is
charged for each province which
has been crossed to destination
of the parcel up to the maxi-
mum charge of twelve cents per
pound. Thus one pound mailed
in British Columbia to Alberta,
rate 10 cents, Saskatchewan 12
cents, Manitoba and east 12
cents.

tion period covering the months
of February, March and April an
additional fee of five cents to
be prepaid in postage stamps
will be charged on each parcel
mailed for local delivery in the
places places where the letter
carrier system is in operation.
This same plan was followed in
the United States at the inaugu-
ration of the system there in
order to prevent the department
being swamped.

During these first three
months also for the same reason
no packet will be accepted for
transmission by parcels post
weighing more than six pounds.
After that date the maximum
will be eleven pounds. The regu-
lations issued today give de-
tailed information of methods of
packing all kinds of articles for
transmission through the mails.

Particular instructions are
given in regard to the packing of
eggs and other foodstuffs with
a view to encouraging direct
trade between consumers and
producers.

The limit of size of a parcel is
30 inches in length by one foot
in width or depth, but parcels
will be accepted up to three foot
six inches in length provided that
combined length and girth do
not exceed six feet.

A parcels post packet may be
insured within Canada up to an
amount of \$25 or the actual value
of the contents when less than
that amount upon a prepayment
of five cents in postage stamps
and up to \$50 on a payment of
ten cents. Franking of parcels
post packets is expressly forbid-
den. Parcels containing eggs,
fish, meat, fruit, vegetables or
articles of an exceptionally fragi-
le nature cannot be insured.
Parcels must be prepared for
mailing in such a way that the
contents can be easily examined.

OLD MAN MUST PAY \$13,500 FOR A HUG

Woman Breaks Leg Trying to
Escape His Embrace

Boston, Jan. 30.—Because
Charles P. Webber, 64, of Brook-
line, hugged Mrs. Harriett E.
Lamberton, 62, he will have to
pay \$13,500.
Mrs. Francis E. Crumb, of
Lansing, Mich., acting as admin-
istratrix of the estate of Mrs.
Lamberton, her mother, has
gained a verdict for that amount
in the Norfolk superior court at
Dedham in her suit against
Webber.

Mrs. Lamberton brought suit
to recover for injuries sustained
while at the Webber home in
Brookline, alleging that on Jan.
18, 1913, she was embraced by
Webber, and in trying to elude
him fell downstairs and broke
her leg.

Train 33 Hours Late

The G. T. P. train from the
interior, due on Thursday even-
ing, did not arrive until 2 o'clock
this morning. She was expected
in yesterday afternoon, but the
snow proved to be heavier than
anticipated. There were quite a
number of passengers aboard,
including 20 for the south. The
Canada Railway News Co. had
plenty of grub aboard and the
crowd accepted the blockade with
good nature. There were sever-
al jovial spirits aboard and the
delay was made into a happy oc-
casion.
Special Sunday dinner 6 to 8
p.m. at the Bay View. tf

MADE COOK'S BADGE DAUGHTER'S DOWRY

Illinois Man Says Domestic Arts
Diplomas Go With Brides

Geneva, Ill., Jan. 30.—A cer-
tificate of proficiency in the do-
mestic arts should be given away
with each and every bride, ac-
cording to H. L. Jones, a wealthy
farmer of Geneva, and that is
why he threw in a certificate for
good measure when he gave his
daughter, Miss Millicent Jones,
in marriage to Merton Armagast,
member of the school board of
Joliet.

When Armagast asked the
father's consent Jones replied:
"You can have my daughter,
but not until she learns to cook."
Whereupon Miss Jones fore-
saw social life and went away
to a school of domestic science.

Women of the Portuguese
province of Mozambique in Af-
rica make a white cosmetic by
grinding a certain kind of wood
in water and claim it removes
wrinkles and prevents eruptive
blemishes.

F. O. E.
Masquerade Ball
Four Beautiful Prizes
Thursday Evening, Feb. 12
at 9 p.m.
Tickets \$2.00 Ladies Free

Social Dance
In Sons of England Hall, 819
Second Avenue, Saturday even-
ing, commencing at 8:30. Con-
ducted by Mr. M. M. Cooper.
Good band in attendance. 23-25
Pantorium Pioneer Cleaners.
Phone 4.

Ladies' Tailoring
Reduced prices for a few days only
for advance Spring Suits. Get
your suits made to fit you at the
LADIES' TAILORING
825 Third Avenue