

nce in the Men's u. All classes of negliges in great ar: English Oxwith two separ-Every shirt in and mail orders Regularly 75c,

pots, stripes and ng quality. On , in a fine weave dresses. underare asking for id range of new colors. On sale 10 yards for 1.00 nb Dress Fabric.

id most fashionrt of this cloth.

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apers for 250 room oom 12 x 12. Paper If required, we will

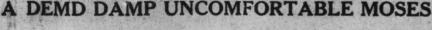
or any room in the dining-rooms, bed-nesday 2.75 and 1.90 om Mouldings. Spe-.

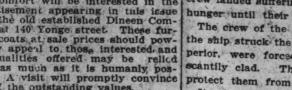
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ffee, in the bean, Wednesday, per

n hours, the boat finally struck of Often the crew was in un-danger of being washed over-When the boat hit the reet d the after house broke they were at the Toronto offices of the Can-

Teweenah Country, and got into com-
munication with civilization. Food
and warm clothing were provided for
their comfort until they could reach
Suffered From Exposure.Men's Handsome Fur Coats.
Men who are imbued with a desire
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and comfort will be interested in the
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for the old established Dineen Com-
pany at 140 Yonge street. These fur-
lined coats at sale prices should pow-
erfully appear to those interested and
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upon as much as it is humanly pos-
sible. A visit will promptly convince
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HUMBER

day when survivors began arriving in various ports with tales of hard-ships and herole rescues setdom equaled on the lakes.

hunger until their rescue today.

The crew of the Turret Chief, when the ship struck the rocks in Laky Su-perior, were forced to go ashow They built a but to protect them from the blizzard.

It was impossible even to estimate the loss to vessels wrecked or damaged by grounding. Shippers in Detroit estimated the loss in Lake Huron

and the Detroit and St. Clair Rivers alone to be several hundred thousand dollars. Three of the wrecked steam-ers increase the loss by \$500,000, while the scores of small craft driven ashore in Labor straight of the score o in Lake Superior and Lake Erie will send the total much higher. Biggest Shipping Disasters. The more important mishaps to

The more important mishaps to ships were: Unidentified 300 foot steel freighter. floating bottom up in Lake Huron, a few miles south of Port Huron. Built in Canada, cargo probably flax; U. S. life-saving crew found vessel in such a position as to have made it impos-sible for any of the grow of 25 to 40 sible for any of the crew of 25 to 40

sible for any of the crew of 25 to 40 to have escaped. Lightship No. 82, in Lake Erie, off Port Albino. 15 miles west of Buffalo. with a crew of six, believed lost; life-boat found floating bottom up, while wreckage of ship floated into Buffalo harbor

harbor. Steamer L. C. Waldo of Bay Trans-portation Co. Detroit, torn to pieces by storm Friday night and pounded against rocks on Gull Rock, Manitou Island. Captain and crew of 25 men aud women rescued after having-been without food for 90 hours; terribly frozen; taken tonight to Houghton. Mich.; vessel, which is loss of \$300,-000 was of 4466 gross tonnage, with a Mich.; vessel, which is loss of \$300,-000 was of 4466 gross tonnage, with a 452 foot keel and was built in 1896. Steamer Turret Chief of the Cana-dian Lake and Ocean Co., went to pieces on the rocks six miles east of Keewaanaw Point in Lake Superior Keeweenaw Point in Lake Superior before daylight Sunday. Crew rescued after having ived for three days in a hut on a reef; loss \$100,000. Unidentified vessel wrecked on rocks at Angus Point, Isle Royale, Lake Su-

Greatest Play of All Time. The general opinion of those who have seen the spectacular production. "Joseph and His Brethren." at the Princess Theatre this, week is that it is the greatest play of all time Ger-tainly nothing like it has ever been

seen in this city before

SIX

Torn From Its Moorings in Five Bodies Washed Ashore Lake Erie, Fifteen Miles From Buffalo, Lightship Was Reduced to Wreckage and Men Aboard Drowned Toronto to Identify the Men steamers.

day and Monday had claimed its toil of death. Six, men perished when Lightship No. 82 was torn from her anchorage 15 miles up the lake and with him an employe of the company to aid in identification.

either foundered or was shattered on the break wall under cover of the blinding snowstorm of Monday. At Loraine. Ohio, the steamer G. J. Grammer, under command of Capt. Burns pany do not expect to hear from Capof Buffalo, is hard ashore and in a dangerous position. Life-savers are standing by, but are unable to take off trip. She was last heard from at the crew because of the heavy seas. 12 45 a.m. Saturday when Captain The crew lost with Lightship No. 82 Cameron sent a message from the consisted of six men as follows: Capt. Soo to her owners in Toronto saying Hugh M. Williams of Manistee, Mich.; that a fog hung over the river, and Andrew Leany, mate. Elyra. Ohio: he did not expect to make any pro-Charles Butler, engineer, Buffalo; Cor- gress during the night. nellus Leahy, assistant engineer, Con-Her officers, as recorded on the las ncaut, Ohlo; Peter Mackey, cook, Buf- pay sheet, are as follows.

(Continued on Page & Column 2) (Continued on Page 8, Column 2)

Total Loss of Life May Never, Be Known, But Damage to Lake Shipping Will Amount to Several Hundred Thou-sand Dollars at the Very Least.

The first of the state of the s W. Dudnessh of the steamer L. C. ping on Lake Huron, the Detroit and Waldo navigated by a small, inaccur-ate compass and the aid of a lantern held by a sallor. In this way he guided himself to a reef where the are breaking on the rocks. This section of the alke shore is strewn with all kinds of refuse, some of which is marked with the name of the steamer Charles' Price. Reports say that this may be from the boat turned over off here, but the local marine men say that the Price is too large a boat for the one that turned turtle. It is thought that the boat off a mile from the shore may be the Price. *

SCHOONER IS WATERLOGGED. The three-masted schooner sopnie of Sarnia was reported today to be in a waterlogged condition at Cape Smith, east shore of Manitoniin Island, but will not be a loss. The Sopnie was loaded with 300,000 feet of white pine at Caul's Inlet and sailed from that port on Nov. 6 for Sarnia. Rough weather drove her to shelter, and while riding at anchor she began in take water. The cargo of pine prevented her from sinking past her deck The crew, comprising six men and the woman cook, were able to reach the shore. They are: Captain H. McKinnon, First Mate Captain Murdock, Mr. Fitzgerald, stewardess, and Seamen Gibson, McLean, Johnson and Walde all of Sarnia.

ive Bodies Washed Ashore at St. Joseph Wearing Life Belts From Grain Steamer Which Sank With Heavy Cargo—W. J. Basset Left Toronto to Identify the Men

I oronto to Identify the Men Following the news of the rocovery of five bodies near St. Joseph wearing life belts of the steamer Wexford. Captain W. J. Bassett managing di-rector of the Western Steamship Co. i eft last night for the stillage on the shores of Lake Huron, where the bodies were washed ashore. He took with him an employe of the took this section at least 150 feet long. CANNOT DETERMINE NAME.

to aid in identification. The trip to St. Joseph involves among other difficulties a ten mile drive, and the officers of the com-pany do not expoct to hear from Cap-tain Bassett before noon today. The Wexford was 260 feet long and heavily laden with grain her down

The Sarnia City and the steamer Manistique have been ordered to proto the Acadian, which is aground at Alpens, but the former will not leave until the American government lighthouse steamer Morrell arrives to take up the watch near the overturned boat to warn away approaching ships.

ANOTHER GALE EXPECTED. The lighter Manistique of the Reid Line, along with the tugs Sarnia City and the Michigan, are working on the steamer Matthew Andrews which is hard aground on the Corsica Shoal. It is thought that they will be able to get her off within a day or so, unless another storm come from the north. The weather here at present is good, but a very heavy re is looked for in the near future.

