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FOURTEEN PAGES—WEDNESDAY MORNING NOVEMBER 12 1913—FOURTEEN PAGES

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Wreckage and Dead Bodies Strew Shores of Great Lakes

NORTHERN QUEEN WRECKED—SEVEN DROWNED

Sixty Men Are Dead and Money Loss Nearly a Million

CAPTAIN AND CREW RESCUED AFTER WRECK ON GULL ROCK "WALDO" WAS BROKEN IN TWO

CALUMET, Mich., Nov. 11.—(Can. Press.)—Captain J. W. Duddleson of the steamer L. C. Waldo of the Bay Transportation Company of Detroit, which was broken in two at Gull Rock, Manitow Island, told of the wreck upon his arrival with his crew of 25 men and two women aboard the tug Hebard at Houghton tonight.

The Waldo was bound from Two Harbors for Erie with a cargo of iron ore. The storm struck her at 11.45 a.m. Friday night. The mountainous waves tore off the forward house and pilot house and all structures on the forward part of the ship. The compasses were lost and connections with the electric lighting system were broken. Captain Duddleson's only resort was a small inaccurate compass, with which he was enabled to follow with the aid of a lantern held by a member of the crew.

Tossed for Eighteen Hours. After being tossed about for about eighteen hours, the boat finally struck the reef. Often the crew was in imminent danger of being washed overboard. When the boat hit the reef and the starboard broke they were compelled to seek shelter in the windlass room.

Until the arrival of the tug Hebard, carrying the life-saving crew of the Portage Lake Ship Canal, shortly after 1 o'clock this morning, the Waldo crew were without food.

The Waldo is valued at \$300,000. Captain Duddleson believes the boat is a total loss.

Men's Handsome Fur Coats. Men who are imbued with a desire for the preservation of their health and comfort will be interested in the advertisement appearing in this issue from the old established Dineen Company at 149 Yonge street.

A DEMD DAMP UNCOMFORTABLE MOSES

Advertisement for 'Moses' featuring an illustration of a man in a boat and a list of prices for various items like shirts, dresses, and paper.

SIXTY DROWNED HEAVY LOSSES TO SHIPPING

Summary of Lake Disasters Shows Calamity to Have Been Almost Unprecedented in History of Inland Navigation—Narrow Escapes From Death Were Numerous.

CHICAGO, Nov. 11.—(Can. Press.)—The shores of Lake Superior, Lake Huron and Lake Erie were strewn tonight with the wreckage of a three-days' gale and snowstorm, which cost the lives of probably three score persons, turned bottom up in mid-lake a three-hundred-foot vessel with its crew, wrecked or foundered numerous other craft and caused a property loss as yet unknown, but which will run into the millions.

The details of the storm, which literally swept from the western end of Lake Superior to the eastern shore of Lake Erie, became known only today when survivors began arriving in various ports with tales of hardships and heroic rescues seldom equaled on the lakes.

On land the storm hit hardest at Cleveland, Ohio, where 21 inches of snow fell, five persons were killed and ten others injured, and where \$2,000,000 damage was caused to property, chiefly telegraph and telephone companies, thus keeping the city out of direct communication for two days.

Many Narrow Escapes. The escapes from death were numerous. After the storm about Friday midnight had blown away the forward part of the ship, Captain J. W. Duddleson of the steamer L. C. Waldo navigated by a small, inaccurate compass and the aid of a lantern held by a sailor. In this way he guided himself to a reef where the crew landed suffering intense cold and hunger until their rescue today.

The crew of the Turret Chief, when the ship struck the rocks in Lake Superior, were forced to go ashore scantily clad. They built a hut 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.

Biggest Ship Mishaps. The more important mishaps to ships were: Lightship No. 32, in Lake Erie, off Port Albino, 15 miles west of Buffalo, with a crew of six, believed lost; lifeboat found floating bottom up, while wreckage of ship floated into Buffalo harbor.

Steamer L. C. Waldo of Bay Transportation Co., Detroit, torn to pieces by storm Friday night and pounded against rocks on Gull Rock, Manitow Island. Captain and crew of 25 men and women rescued after having been without food for 30 hours; taken to Houghton, Mich.; vessel, which is loss of \$300,000 was of 445 gross tonnage with a 452 foot keel and was built in 1896.

Steamer Turret Chief of the Canadian Lake and Ocean Navigation Co., went to pieces on the rocks six miles east of Keeweenaw Point in Lake Superior before daylight Sunday. Crew rescued after having crewed three days in a hut on a reef; loss \$100,000.

Unidentified vessel wrecked on rocks at Angus Point, Isle Royale, Lake Superior.

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. Certainly nothing like it has ever been seen in this city before.

NORTHERN QUEEN WRECKED AT KETTLE POINT SEVEN BODIES HAVE BEEN WASHED ASHORE BUT THE CAPTAIN CAN BE SEEN ON WRECK

KNOWN DEATH TOLL OF STORM WHICH SWEEP GREAT LAKES

The death toll of the storm on the great lakes, with many towns reported, is thus told: Twenty-five, perhaps 40, men probably drowned in the overturning of a freighter found floating in Lake Huron. Five bodies washed ashore at St. Joseph, on the Canadian side of Lake Huron (four had belts marked Wexford, and one wore a belt marked "London"). Three bodies washed ashore on the west shore of Lake Huron. Two bodies washed ashore opposite the position of the overturned boat. Six members of a lightship drowned in Lake Erie, near Buffalo, N.Y. Seven hunters out in duck boats perished in Saginaw Bay, Michigan.

LAKE WATERS GROW CALMER CASTING THEIR DEAD ASHORE

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

DETROIT, Mich., Nov. 11.—(Can. Press.)—The worst blizzard of the season which raged over the great lakes for 48 hours, started to subside today, and as the waters washing eastern Michigan grew calmer, they began to cast ashore their dead. No one, perhaps, will ever know how many sailors lost their lives, and vessel owners said today that while it may take a month definitely to total the damage, it was certain that shipping on Lake Huron, the Detroit and St. Clair rivers, suffered a loss of several hundred thousand dollars.

LIGHTSHIP LOST; CREW OF SIX PERISHED FIVE CANADIANS PERISHED ON WEXFORD

Torn From Its Moorings in Lake Erie, Fifteen Miles From Buffalo, Lightship Was Reduced to Wreckage and Men Aboard Drowned—Lifeboat Picked Up.

Following the news of the recovery of five bodies near St. Joseph wearing life belts of the steamer Wexford, Captain W. J. Bassett (managing director of the Western Steamship Co.) left last night for the wreckage on the shores of Lake Huron, where the bodies were washed ashore. He took with him an employe of the company to aid in identification.

The trip to St. Joseph involves among other difficulties, a ten mile drive, and the officers of the company do not expect to hear from Captain Bassett before noon today.

The Wexford was 260 feet long and heavily laden with grain her down trip. She was last heard from at 12.45 a.m. Saturday when Captain Cameron sent a message from the Soo to her owners in Toronto saying that a fog hung over the river, and he did not expect to make any progress during the night. Her officers, as recorded on the last pay sheet, are as follows.

Seas Are Increasing and Breaking Over the Entire Length of the Steamer and Little Hope is Entertained for Officers—Schooner Sophie Waterlogged on Manitowlin Island, But Officers and Crew Are Safe—Tug Go to Rescue of Acadian and Steamer Andrews May Be Released.

PORT HURON, Mich., Nov. 11.—(Can. Press.)—According to The Port Huron Times Herald, the capsized steamer, the identity of which has been hidden by the waters of Lake Huron since she was discovered late Monday afternoon, is the Regina, of Toronto. The vessel is owned by the Canadian Inter-Lake Line Limited, of Toronto. She is 249 feet long and has a beam of 43 feet.

SARNIA, Ont., Nov. 11.—Reports reached Sarnia this afternoon from Port Rowan and other places about 35 miles up the Canadian shore of Lake Huron that a boat supposed to be one of the Queens went on the shore there on Sunday night. This morning seven dead bodies of sailors have already been washed ashore. The captain and five other men are still seen on the wrecked vessel, and efforts are now being made to rescue them from the ship. It is not known so far what the name of the boat is on account of the condition of the telephones, but it is thought that it is either the Northern Queen or the Queen City. The Northern Queen is owned by the Mutual Transit Co. of Buffalo. The steamer Queen City is owned by the Steel Trust and hauls from Duluth. The latter boat is equipped with a full wireless system, and so it is thought that it cannot be far, as that boat is only 30 miles from the Point Edward wireless station, where the operators are always on duty. Only the general particulars of the wreck have reached Sarnia, the most of the reports being obtained from a farmer who came to Sarnia on the G. T. E. train from Forest. It is expected that the telephone connections may be made with that section of the lake shore tonight, when it will be possible to get more complete details.

SEVEN BODIES WASHED ASHORE. A late despatch this evening, brought in by a conductor of a freight train from Forest, is to the effect that the boat on Kettle Point is known to be the steamer Northern Queen of the Inland Lines. The seas are increasing under the effect of the 25-mile gale from the northwest and are breaking over the entire length of the steamer. So far seven bodies are reported to have been washed ashore, while the captain and several more of the hands can be seen clinging to the sides of the boat. None of the drowned men whose bodies were recovered have been identified. A mile beyond the Northern Queen is another freighter, partly turned on her side. The members of the crew can be distinguished on several parts of the boat. There is no possible means of identifying the boat or the line that she belongs to. Sturdy fishermen made several valiant attempts to launch their boats, but were driven back on the shore by the tremendous waves which are breaking on the rocks. This section of the lake 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 Sophie of Sarnia, was reported today to be in a waterlogged condition at Cape Smith, east shore of Manitowlin Island, but will not be a loss. The Sophie was loaded with 300,000 feet of white pine at Sarnia and sailed from that port on Nov. 6 for Sarnia. Rough weather drove her to shore, and while riding at anchor she began to 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 Murdoch, Mrs. Fitzgerald, stewardess, and Seaman Gibson, McLean, Johnson and Walden, all of Sarnia.

RETURNED FROM LONG WATCH. The tug Sarnia City of the Reid Wrecking Co. returned to port at dawn this morning from her lonely vigil on Lake Huron, where she was sent to warn ships of the large freighter which turned turtle near the lower end of the lake some time on Sunday night. Captain Barney of the tug reports that the incoming vessels passed on both sides of the wreck during the night and that it was very necessary that the obstruction be properly marked until such a time as it could be placed out of the track of the steamers.

This afternoon the tug was again to the lake with a party of marine men aboard, among whom was Manager Duggan of the Regina, who came here to see if it was that boat. Mr. Duggan is sure that the overturned vessel is not his boat, as it is painted green, while the capsized steamer is a dull black on the sides. The bottom is not painted.

Cannot Determine Name. When the boat returned to port Captain Reid called up President Livingston of the Lake Carriers and reported to him as follows: "The heavy seas now on make it impossible to determine what the name of the boat may be." Captain Reid is of the opinion that the boat is one of the Canadian fleet and of canal size, being, in his estimation, over 300 feet. In his opinion the boat is loaded with a full cargo of fax which is responsible for the buoyancy. At the present time the boat's front end is just awash of the 15-foot mark, which is two feet lower than when first found.

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 comes up from the north. The weather here at present is good, but a very heavy gale is looked for in the near future.