

43RD YEAR NO. 17988

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PUGET SOUND STEAMERS IN COLLISION; 40 PASSENGERS MEET WITH SWIFT DEATH

Two Boats Outward Bound From Seattle Come Together Causing Terrible Loss of Life—Blunder of Signals Said To Be the Cause—Captain of Lost Ship Tells Heartrending Story.

Seattle, Wash., Nov. 19.—The steamer Dix, Captain P. Lermom, bound from Seattle to Port Blakely, with passengers, sank two miles north of Alki Point, shortly after 7 o'clock last night, after having collided with the steamship Jeanie, Captain P. H. Mason, of the Alaska Coast Company. Forty-one passengers and members of the crew of the Dix are missing, and 39 were saved. The Dix is a total wreck. The Jeanie was not injured in the least. The master of the Dix was saved. The collision occurred while the sound was almost as smooth as a mill pond, and after the boats had been steaming within sight of each other for a quarter of an hour.

Struck Amidships

The Jeanie was backing when she collided with the Dix, and the impact was very slight. The Dix was struck about amidships on the starboard side. She listed heavily to port for a brief period, righted herself, then sank stern first. There was hardly time to launch life rafts or boats before she was almost entirely submerged. Passengers jumped from the decks into the water, women screamed, and officers and men called orders that could hardly be heard above the din. The passengers from the Dix who could swim, made their way to the sides of the Jeanie, and were drawn aboard. The Jeanie was not moved until after all who had reached her had been hauled aboard. Then she cruised about, picking up several who managed to stay above water. It was after 10 o'clock before the Jeanie left the scene of the catastrophe and steamed to the Virginia street dock with her 39 survivors.

Paric Follows Crash

The captain of the Jeanie says he signalled for the Dix to pass him and that his whistle was answered. The Dix was within speaking distance of the Jeanie and to the port of her. Suddenly Mate Dennis, who was at the wheel of the Dix, put her hard over to starboard, as if to cross in front of the other vessel. Captain Mason, of the Jeanie, who was on the bridge, saw that an accident was imminent, and calling out a warning to the man at the wheel of the Dix, gave the order to reverse his own engines, and his vessel was slowly backing away when the two came together with only a slight crash. For a moment all was still, then a panic followed. When the Dix began to sink, stern first, some passengers and members of the crew, leapt into the sea. Others passengers huddled in groups on the decks or knelt in prayer. The women, who had little chance for their lives, stayed with the sinking steamer and were drowned as in a trap.

The Captain's Story

"I got away from Smith's Cove a little before 7 o'clock, and laid a course for Tacoma," said Captain Mason. "I had no passengers aboard. I saw the Dix headed for Port Blakely and signalled to her. Soon she came up astern of me, and started directly across my bows.

"I signalled to the engineer for full speed astern, but we could not get out of the way in time. The Jeanie was backing a little when we struck her well aft of midship. The stock did not seem enough to have injured an ordinary launch. The Dix listed heavily to starboard, righted herself and then sank stern first."

Captain P. Lermom, master of the steamer Dix, told the story of the collision after arriving at Seattle. He was shaking with the cold, his eyes still dilated with the horror of his experience.

"I don't know how it happened," he said. "Charles Dennison, mate of the boat, was at the wheel. We were just about two miles due north of Alki Point and running at the usual speed. It was a fine clear night, and the water was like a mill pond. I had seen the lights of a steamer on our starboard quarter some time before, but had not paid any attention to them. I went below to collect the fares. The boat was crowded. There were 70 passengers, and it was quite a task to get all the fares. I had been on the run for thirteen years, and knew almost everybody."

"When I was in the ladies' cabin I heard the bell signal to stop. I knew something must be wrong, and hurried forward. Just as I got on deck I saw the bow of a vessel loom up on the starboard side, and almost instantly she struck us. The jibboom crashed through the Dix just aft of midships, and headed over the top. The way there for a minute or two with the water rushing in and all over. I was thrown against the deck house. For an instant the breath was knocked out of my body, and I was almost paralyzed. The steamer lay on her port, and for a time (it seemed like two minutes) and then heeled back to starboard. There was another rush of water, cries and screams of men, women and children.

(Continued on Page Eight.)

HUMAN BANK'S STUNT

A New York dispatch of Sunday says:

"Policeman John J. O'Brien, of the West Forty-seventh street station, captured a human bank this evening. O'Brien was standing on the corner of Fifty-sixth street and Seventh avenue when he was approached by a very short and broad young man, who looked him over with much interest.

"Move on!" he commanded. "Move on!"

"Instead of moving on, the stranger pulled out a knife and began to carve up O'Brien's uniform. After a long struggle, O'Brien got his man to the station house.

"The surprise came when he was searched. There was a roll of bills in every pocket and several pounds of change distributed among the lot. When the count was over, there was \$567 10 on the desk in front of the seagant.

"The human bank said that he was Charles Douglas, of London, Ont., and that, after working all his life on a farm, he had come to see New York. He was locked up on a charge of assaulting an officer."

EX-LONDONER ON ADVISORY BOARD

John W. Plewes, Second in the Running, Graduate of Collegiate Institute Here.

Mr. John W. Plewes, of Chatham, who has been elected a member of the advisory board to the Minister of Education, is a former Londoner, being a son of Mr. Wm. Plewes, who for many years owned the Meadow Lily mills. He is also a London Collegiate Institute boy, and spent a term at the London Model School, when it was conducted by Principal Graham at Simcoe street school. He is about 30 years of age, and left London ten years ago.

Local teachers are greatly disappointed at the result of the candidature of Principal Althouse, of Rectory street school, whose election seemed for a time to be assured.

It is understood, however, that Miss Harriett Johnston, of Toronto, heads the poll, securing close to 2,348 ballots. Mr. Plewes was second, with a slight lead over Mr. Thomas Agnew Reid, of Owen Sound. Mr. Alexander Austin Jordan, of Port Hope, was a close third. These positions, however, are not official.

Close upon the heels of the successful candidates came Mr. Joseph Whyte Rogers, of Toronto, who was scarce a little behind him. He in turn, followed by Mr. Samuel J. Keys, of Cornwall, and Mr. Thomas Janet, of Ottawa, while Mr. Wm. Wilson, of Toronto Junction, and Mr. John Burchill, of Cobourg, were right in the running. In fact, all the candidates polled a splendid and representative vote. One candidate, who resigned before the ballots were printed, came within an ace of election.

Mr. John J. Rogers, of Lindsay, and Mr. James E. McDonald, of Cornwall, had a close and interesting contest for separate school representative.

C. G. L. SPENCER DEAD.

Paris, Nov. 19.—Charles G. Lorillard Spencer, of New York, brother of Princess Cenci-Bolognietti, is dead.

INTERESTING MATTERS ON SLATE FOR COUNCIL MEETING TONIGHT

Exemption Question Likely to Cause Warm Debate—Farewell to Ald. Garratt.

Tonight's meeting of the city council should prove interesting. In the first place, the mayor and aldermen will say good-bye to their old-time colleague—Ald. Garratt—the man who is always there with a joke. According to hearsay, Ald. Garratt is not to be allowed to depart with a simple handshake. His colleagues intend to treat him right royally, and will give him something to remember them by.

Quite a number of important matters are scheduled to come up.

Ald. Greenlee is going to move that J. W. Smith, the Maple street carriage maker, be granted a fixed assessment from 30 to 50 hands, and he promises to explain why he is making the motion, his colleagues of No. 1 committee having expressed the opinion that an exemption cannot be granted to Mr. Smith without treating the Campbell, Abbott, Thompson, Gray and other carriage factories similarly.

Ald. Gillean also has a number of important moves to make on the civic checker-board.

In the first place, he will ask that the city intend to do in regard to the renewal of the Bell Telephone's exclusive charter in London.

The agreement expires with the end of this year, and then it will be up to

HAMILTON FACES A LONG STRUGGLE

Govt. Railway Board Abandons Attempt to Bring About a Settlement.

Hamilton, Nov. 19.—The Ontario railway and municipal board has exerted all its power to bring about a settlement of the street railway strike, and has failed—failed so badly that it withdrew from the task, this evening, and gave it up as hopeless.

That means that Hamilton has been plunged into a long period of strife and turmoil. The company and the men are further apart now than when the trouble started, and there is absolutely no hope of a speedy settlement. In spite of all discouragement, Mayor Biggar is still sticking to the task, and is working night and day for a settlement.

The company operated its cars again Saturday. Although great crowds had to tramp up to the cricket grounds, a complete boycott on the cars was maintained. The company was afraid to run the cars after the crowds dispersed from the football match. There was nothing in the way of disorders or disturbances, and the police kept in reserve at the city hall were never called out.

DR. CRAPSEY SUSPENDED

Punished by the Episcopal Church for Heretical Teaching.

Buffalo, N. Y., Nov. 19.—Rev. Algonzo S. Crapsey, D.D., of St. Andrew's Episcopal Church, Rochester, is condemned to suspension from the church as a result of the decision of the Protestant Episcopal court of review, just made public here. The court of review sustains the decision of the lower court, and the decision of the lower court was that Dr. Crapsey be suspended for alleged heretical teachings.

THE WEATHER.

TOMORROW—FAIR AND COLD.

An area of high pressure, which is moving into the Western Provinces, is now the dominant feature, and decidedly cold conditions prevail from the Rockies to Lake Superior. The weather has been mild today from the great lakes to the Atlantic, with scattered showers.

Minimum and maximum temperatures: Dawson, 10 below—6; Victoria, 36—40; Vancouver, 26—46; Qu'Appelle, 4—10; Port Arthur, 22—34; Parry Sound, 36—54; Toronto, 42—53; Ottawa, 32—42; Montreal, 34—40; Quebec, 24—34; Halifax, 36—52.

FORECASTS.

Monday, Nov. 19—8 a.m. Today—Fresh westerly winds; fair and colder; a few local snow flurries. Tuesday—Fair and cold.

TEMPERATURES.

Stations.	8 a.m.	Min.	Weather.
Calgary	16	2	Rain
Winnipeg	16	16	Rain
Parry Sound	36	34	Fair
Toronto	36	36	Cloudy
Ottawa	36	36	Fair
Montreal	40	38	Fair
Quebec	36	32	Fair
Father Point	40	32	Clear

WEATHER NOTES.

The weather is generally fair and mild from the lower lake region to the Maritime Provinces, while a pronounced cold wave covers the western portion of the continent, attended by temperatures much below zero in many localities.

LOCAL TEMPERATURES.

The highest registration at the London weather bureau on Saturday was 49°; lowest, 26°. Sunday—Highest, 39°; lowest, 40°.

AUSTRALIA SHAKEN

Earthquake Along the Entire West Coast of the Continent.

Perth, West Australia, Nov. 19.—An earthquake occurred at 8:30 o'clock this afternoon along the whole coast from Albany to Shark's Bay. The disturbance was very severe at Perth, Busselton, Geraldton and Marble Bar.

AFTER LONDON TEACHERS

Toronto Would Like To Get Some for Collegiate Staff.

It was stated today that the Toronto board of education has been looking for teachers in London for the Collegiate Institutes of the Queen City, and that one of the men who had been approached was Mr. McLean, a recently-appointed teacher in the local Collegiate.

As is known to the Toronto people have not been successful heretofore. A dispatch from Hamilton says that the Collegiate there may lose two of its best teachers, W. J. Loughheed and W. A. Jennings having received appointments from the Toronto board of education to the Jarvis Street Collegiate, and it is likely that the two teachers will ask for their release from their year's contract with the board of education, to take effect at the end of this year. They are now being paid \$1,100 and \$900 respectively, and the Toronto salaries start them off at \$1,200, with increases to \$1,600 in view.

The teachers have contracts with the Hamilton board of education for a year, and if the board will release them they will probably accept the Toronto appointments.

It was also stated today that Hamilton has an eye on certain London teachers to fill the places of the men mentioned above, if they should choose to go to Hamilton.

THE BARAVIAN FLOATED

A Canadian Master Succeeds While Outsiders Failed.

Quebec, Que., Nov. 19.—The Allan R. M. S. Bavarian, which ran ashore on Wharf on the night of Friday, Nov. 4, 1905, while on a voyage from Montreal to Liverpool, was successfully floated off at 7 o'clock yesterday evening, and left for this port this morning. Last fall a large sum of money was spent in an endeavor to float the vessel without success, although experts from Europe and America were engaged in the work. During the past spring experts were brought from Scotland, who, after a thorough examination of the position of the vessel, said the vessel might possibly be floated, but at great expense of the work would be too great to buy for the result. Mr. Leslie, the well-known wrecking expert, Kingston, Ont., then undertook the contract, and after repeated efforts, succeeded in releasing the vessel. When the Bavarian reaches Quebec she will be placed on the beach at Wolfe for the winter.

STOPPED THE COURT

Mr. Justice Meredith's Departure to Catch Train for London.

By a curious error on the part of Mr. Justice Meredith on Friday afternoon the court of appeal at Osgoode Hall was placed in a rather unusual position. The error was made in the case of the Ontario Electric divisional court the law requires that no less than five judges hear the argument. One such case had been safely concluded, and Mr. Justice Meredith, apparently thinking that ended the day's business, quietly left for his home in the afternoon. The other four judges took up another case, but were taken for granted that their learned confrere would resume his seat in a few moments, but he did not return as the argument proceeded, and a messenger, who was sent out to investigate, brought back the news that Mr. Justice Meredith was on his way to London. Consequently the proceedings were brought to a rather sudden termination, since argument before only four judges is not legal.

THE WEATHER.

TOMORROW—FAIR AND COLD.

Toronto, Nov. 18—3 p.m. An area of high pressure, which is moving into the Western Provinces, is now the dominant feature, and decidedly cold conditions prevail from the Rockies to Lake Superior. The weather has been mild today from the great lakes to the Atlantic, with scattered showers.

Minimum and maximum temperatures: Dawson, 10 below—6; Victoria, 36—40; Vancouver, 26—46; Qu'Appelle, 4—10; Port Arthur, 22—34; Parry Sound, 36—54; Toronto, 42—53; Ottawa, 32—42; Montreal, 34—40; Quebec, 24—34; Halifax, 36—52.

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No Reduction in Rates; Charge Against Gas Co.

Complaint Made at City Hall But Company Says Nothing in It.

The City Gas Company and its agreement with the city of London is likely to figure in the deliberations of the city council tonight, as the result of the alleged failure of the company to keep to the terms of the agreement made with the city some time ago.

In brief, the charge is that though the company agreed to give the people gas at 5 cents per thousand feet, dating from the first day of July last, it has in reality been charging the people of London the old rate of \$1 per thousand feet.

Certain citizens have laid complaints to the city hall, and now the matter is to be investigated.

It will be remembered that last May or June the City Gas Company gave notice of an application to the Legislature to increase its capitalization from \$300,000 to \$1,250,000.

The city of London opposed the measure, and after much clucking the city agreed to allow the bill to pass the Legislature unopposed, placing the capital-

ization at \$750,000, provided the company reduced its rates from \$1 to 5 cents per thousand feet, and at the expiration of five years out another 5 cents per thousand, giving the people 10-cent gas.

Meter rates were also to be reduced one-half.

According to the statements made at the city hall the company has been charging the old rates.

It was stated at the office of the City Gas Company today that there must be a mistake, as the company has been charging only the reduced rates since the 1st of July. It was explained that the gas bills read as usual, \$120 per 1,000 feet, but that, instead of allowing a 20 per cent discount, as formerly, 25 per cent discount is being allowed, making the net rate 95 cents per 1,000 feet.

Questioned as to the slot meters, it was admitted that some of these are charging the old rate of \$1 per 1,000 feet, as the company has not yet been able to make the change in the machine which will give the consumer the benefit of the reduced rate. However, Mr. Kidner stated that the company is keeping track of the money received from such meters, and overcharges will be made up to the consumers.

NEW FENDERS ON STREET CARS ARE FAIR TYPE, SAYS EXPERT

Railway Board's Engineer, However, Deals in Drastic Manner With Local Concern.

City Clerk Baker today received a copy of the report of Engineer Royce, who was authorized by the railway commission to examine the roadbed, wires and rolling stock of the London Street Railway Company.

The report will be presented to the council tonight. It deals in a drastic manner with the company, and orders many changes and improvements to be made within a period of one year from the date of the service of the order.

All the recommendations made by the engineer have been adopted by the commission, and the company is compelled to make them.

Among other things, Mr. Royce says that:

Richmond street north track is in poor condition.

All switches and frogs more or less badly worn. All must be repaired at once.

Guard rails and tie rods must be placed at bridges.

Rail joints on Springbank line must be put in proper condition.

Decayed timbers over culvert at Woodland Cemetery must be replaced.

Guard rails must be placed along curves near Woodland and Wonderland.

Track allowances are not in any worse condition than the other portions of the streets, but it is directed that they be put in repair in accordance with the terms of bylaw 916.

Track on Wellington street, between St. James and Grosvenor, to be raised to the grade of the street.

Use of girder groove rails on bridges is not good practice, but it is not imperative that they should be replaced by "T" rails, provided sound ties and guard timbers be put in.

Speed of Cars on Bridges.

Speed of cars on bridges is limited to five miles an hour, owing to the manner in which all the bridges have been constructed.

All repairs to be made by March 1, 1907.

Overhead wires in fair condition.

Wooden poles which have been pulled over must be put in proper shape.

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LAKE GALE WRECKS THREE STEAMERS

SS. Theano Strikes and Sinks Near Thunder Cape—Crews of All Get Safely Ashore.

Port William, Ont., Nov. 19.—In the terrific gale which has raged on Lake Superior during the past two days, the Canadian steamer Theano, Capt. George Pearson, struck a rock four miles east of Thunder Cape and was totally wrecked. The American steamer Philip Minch, and the Canadian steamer Strathcona were also blown ashore in the storm and the former may be a total loss. The crews of both boats are safe.

When the Theano struck, the wind was blowing 50 miles an hour, and the blinding snowstorm caused the ship to run north of the entrance to Thunder Bay. The steamer struck bow-on and the stern swung around against the rocks, crushing in the steel sides of the ship like paper.

The crew, numbering 20, remained on the vessel for two hours after it was wrecked, but were then compelled to take to the lifeboats for safety. But a few moments after they had abandoned the wreck, the boilers exploded with a roar and the shattered hull slid off the rock into deep water and vanished from sight.

Almost overcome by exposure, ten of the crew succeeded in reaching Port Arthur, after being buffeted about by the storm a half-day in an open boat. The lifeboat in which the remaining half of the crew had sought safety was picked up by the steamer Iroquois, which brought the men here.

The Theano was a fine steel steamer of the salt water type, built at Rotterdam in 1890. It registered 1,646 tons, and was valued at \$80,000. It was owned by the Algoma Central Railway.

It was bound for Port William with a full cargo of steel rails when wrecked. The Theano was a sister ship to the Monkshead, which was wrecked in the great gale of last November on Angus Island.

The Philip Minch is a steel ship and was built in Lorain, Ohio, in 1905. She is 480 feet in length, beam 52, depth 30. She is owned in Cleveland, Ohio.

The Strathcona was built in 1890 and is owned by the Hamilton and Port William Navigation Company. She is 255 feet in length by 43 feet beam.

THE SHAH VERY ILL.

London, Nov. 18.—Official advisers received here confirm the recent report of the serious illness of the Shah of Persia.

It is said that his death may occur any day or that he may linger for months.

He is suffering from kidney trouble.

FOUND DEAD IN BED IN A HOTEL

John T. Hurley, London Insurance Man, Expired While on Trip to Quebec.

John T. Hurley, district manager for the Empire Accident Insurance Company, the head offices of which are in this city, was found dead in bed in the St. Louis Hotel, Quebec City, yesterday morning at 10 o'clock.

Mr. Hurley was one of the best-known insurance men in Canada, and had been connected with the Empire Company for some years. When in London he boarded at the Dominion House. Several weeks ago he left on a trip east, and had been in Quebec a couple of weeks.

So far as known he has no relatives in London. His home was in Peterboro, where a sister resides, and where the interment will likely take place. He was about 42 years of age.

The Quebec authorities have ordered an inquest, and it is being held this morning in that city.

SNOW TIES UP WESTERN LINES MANITOBA GRIPPED BY BLIZZARD

Freight Ditched, Limited Trains Stalled and Edmonton Express Lost.

Winnipeg, Nov. 19.—Traffic on the railways of Western Canada was very badly demoralized by the great storm which raged Friday and Saturday. It was one of the worst of recent years, and the soft, wet snow, which fell incessantly, not only blocked the train service, but played havoc with the telegraph lines. Several wrecks and mishaps of a minor character are reported on the C. P. R. At Beaujour, Man., thirteen cars of freight are in the ditch, but no casualties occurred. At Melbourne, Man., where the westbound transcontinental was stalled Saturday night, the express car was burned, together with all its contents. The blaze was caused by some goods being thrown on the stove by a heavy jar during shunting operations. The east-bound express was snowbound at Carberry all night. The C. N. R. service was equally badly demoralized, and the wires are all down as far east as Fort Frances.

EXPLOSION IN ST. PETER'S, ROME

Bomb Bursts Beneath Altar During Mass.

CONGREGATION IN A MAD PANIC

His Holiness Greatly Shocked by Attempt to Wreck the Famous Edifice.

Rome, Nov. 18.—A bomb was exploded in St. Peter's today. The edifice was crowded, and an indescribable scene of confusion followed. There were no fatalities.

As soon as the echoes of the tremendous roar had ceased a canon sought by reassuring words to quiet the people, but in vain; they fled in all directions, and a number of women fainted. Women and children screamed and men tried to protect their families in the crush. The church is so large, however, that there was ample room for the crowd to scatter, and no one was injured.

No trace of the perpetrator of the deed has been found. Since St. Anacleto, who was ordained by Peter himself, erected an oratory in 90 A. D., on the site of the present basilica, to mark the spot where the remains of St. Peter are buried, no such dastardly occurrence is noted in the annals of the church.

Today was the anniversary of the dedication of the basilica to St. Peter, and it was beautifully decorated for the occasion. Holy relics were exposed and a large number of the faithful attended the services. Cardinal Rampolla, formerly papal secretary of state, was among those present. He took part in the service in the choir chapel.

The last mass had just been concluded when the explosion occurred, and only one canon, who had not quite finished, remained at the altar of St. Petronilla.

This altar is at the end of the right aisle, and it was near here that the bomb had been placed. As the canon turned to bless the communicants, there was a tremendous roar, which echoed through the lofty arches of the immense dome like a thunderclap.

At the same time a dense smoke spread throughout this portion of the basilica, and a strong odor of gunpowder filled the air. Confusion and panic at once seized the people. The canon at the altar tried to stem the tide of fear. He shouted out: "Do not be afraid; it is nothing; merely the noonday gun."

His words, however, had little effect. They were refuted by the smoke and the pungent smell of powder, and the people continued their headlong flight.

Chairs were overturned, making the confusion more serious. Men and women fled, stumbling in all directions, and the screams of children and cries of anguish were heard on all sides, and for a few moments it seemed as if nothing could obliterate a grave disaster of the immense scale.

The vast size of the church, however, gave room for the crowd to scatter, and at the end of a few moments the people were surging toward the doors, excited and nervous, but orderly. Soon as the smoke cleared away, a hastily examination showed that nobody had been hurt in the crush, and furthermore that no one had been wounded by the explosion.

Continued on Page Two.

THE WATER SUPPLY

Commissioners To Be Asked to Explain Scheme to the Council.

It is altogether likely that a special meeting of the members of No. 1 committee, or perhaps the entire council, will be called for some night this week, when the water commissioners will be asked to be present and explain the scheme put forth by the commission for the increasing of the water supply.

It is likely such a meeting will be called for Tuesday or Wednesday night. Ald. Gillean made the suggestion to the mayor today, and his worship thought the storm was a bad omen for the scheme.

All citizens who care to attend will be invited to be present.

BAVARIAN FLOATED.

Quebec, Nov. 18.—A dispatch from Grosse Ile this evening reports that the Allan steamer Bavarian, which has been on Wye-rook for about a year, was floated off about 7 o'clock tonight.

DELORAINES STORM STAYED HERE.

Deloraine, Nov. 18.—The grain commission are storm stayed here. No train since Friday.

Winnipeg, Nov. 18.—The C. N. R. system seems to be entirely demoralized. Wires are so badly damaged that at present the whereabouts of the Edmonton express is unknown. Vice-President Whyte, of the C. P. R., said tonight that from Moosejaw to Swift Current the storm was the worst the old settlers had ever experienced, and it down on the Soo road the snow is already deeper than it has been for years.

Fort William, Nov. 18.—A storm of cyclonic fury struck Fort William and Port Arthur on Friday night, and wrought great havoc. Telegraph and telephone wires are down all over the district, and during the night darkness prevailed. There was no light or power. The car service stopped between the two towns.