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# The Toronto World

FOURTEEN PAGES—FRIDAY MORNING NOVEMBER 14 1913—FOURTEEN PAGES

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VOL. XXXIII.—No. 12,157

## Survivors Tell of Terrific Gale Which Wrecked Eleven Vessels REGINA AND PRICE COLLIDED AND BOTH SOON SANK IN DEEP WATER

### Wind Tore Across Lake Huron About 100 Miles an Hour, With Waves Mountains High

## REGINA AND PRICE COLLIDED IN THE BLINDING SNOWSTORM AND BOTH SANK NEAR SARNIA

**Thirteen Members of Price's  
Crew Found in Regina Life-  
boat All Dead and With Life-  
belts on—Inquest on Wex-  
ford Victims Opened at  
Goderich.**

By a Staff Reporter.  
GODERICH, Nov. 13.—Thirteen bod-  
ies of members of the crew of the  
steamer Price were found in a life-  
boat from the freighter Regina, which  
was washed ashore near Bayfield to-  
day. Each body had a life-preserver  
on and all were frozen. This shows  
that the Price and the Regina col-  
lided and that the Price sank after the  
collision. A lifeboat was sent from  
the Regina to rescue the crew of the  
Price, and as the men were making  
their way thru the storm to the Re-  
gina that vessel also sank and left the  
men stranded.

**Sixty Bodies Found.**  
The loss of life in Sunday's storm  
is appalling and as yet no definite idea  
can be given as to what the number  
will be; but up to the present time  
upwards of sixty bodies have been found  
on the shore from Goderich to Sarnia,  
with only about a dozen identified.  
Four bodies of the Wexford were found  
on Tuesday near St. Joseph and were  
identified as Murdoch McDonald, Jas.  
Glen, both of Goderich; Archibald  
Brook and Chief Engineer Scott of  
Collingwood.

**Dead Two Days.**  
Yesterday a life raft of the steamer  
McGeen washed ashore, with three  
bodies lashed to it. By all appear-  
ances they had taken to the raft, but  
were unable to keep upright and were  
washed off. A watch on one of the  
men had stopped at 1:30 a.m. and Dr.  
Hunter says they probably were dead  
two days; it is likely that the four  
found on Sunday night some distance  
south of here. The bodies were iden-  
tified as those of Stone, an Indian  
from the reservation at Sarnia; and  
Owen, from letters found on the  
bodies by Coroner Hunter of Goderich,  
but their addresses could not be made  
out.

They were evidently bound up, as  
they were new clothes bought in Buffalo.  
The daily patrol of the shores is  
bringing news of the finding of wrecks  
and bodies belonging to the Argus, McGeen,  
Mills, The Crowe, Holmes, Price and  
the Caruthers; the latter the latest  
and newest boat on the lakes. Where  
these boats have gone down is a mys-  
tery which never will be solved.  
The upturned hull near Sarnia is  
still a mystery. An effort was to have  
been made today by divers of the Reid  
Wrecking Co., but the sea was too

(Continued on Page 7, Column 1.)

### Church Heads Are United For Big Memorial Service

Arrangements are going forward for the memorial service for the  
sailors in Massey Hall next Sunday afternoon. The general superintendent  
of the Methodist Church, the presidents of the Baptist and Congregational  
Churches, the Anglican Bishop of Toronto, and the moderator of the Pres-  
byterian General Assembly have all given assistance, and if not able to  
make this gathering fully representative. Among those taking part will  
be Rev. Canon Greene, Rev. Prof. Gilmour, Rev. F. J. Day, Rev. Dr. Gilray  
and Rev. Dr. Hincks.

### DIVERS WILL GO DOWN TODAY TO GET NAME OF FREIGHTER LYING BOTTOM-UP IN LAKE

Theory is Advanced That the Regina is on Top of the Price  
as Both Vessels Sank After a Collision—Eleven Bodies  
Identified.

By a Staff Reporter.  
SARNIA, Nov. 13.—The capsized  
steamer lying in Lake Huron has not  
yet been identified and it is reported  
that there is no chance to find out  
her name until a diver can be secured  
to go down into the water. This may  
mean a descent of 60 feet before he  
could obtain the name. The lake is  
very muddy and a good swell contin-  
ues to run. There is nothing on the  
hull of the boat to which any craft  
could tie, so that a diver might be  
sent down. When a diver is secured  
it will be necessary for the tug to an-  
chor and lower the man down gradu-  
ally until he can locate the words on  
the side of the boat. If the name is  
put on in raised letters he will be able  
to spell them out with his fingers,  
but it is not likely that he will be able  
to get the name plate on that part. These  
plates are fastened on with stove  
bolts and could be easily removed if a  
diver could reach it.

**Sank in Deep Water.**  
The latest reports from Port Frank  
and Goderich would indicate that the  
steamers Regina and Price collided  
during the heavy storm of Sunday  
night and that they both went down  
in deep water. So far not a live man  
of either of these crews has been  
found, and no signs of the wrecks  
have been found with the exception of  
the wreckage and lifeboats which have  
come ashore for the past few days.  
Today Milton Smith of Port Huron  
identified four of the bodies of the  
men in the morgue as members of the crew  
of the steamer Price. The man in a  
very good position to know, as it

was on Nov. 9 he resigned his position  
as second engineer on that ill-fated  
boat. The men that he identified are  
Chief Engineer John Groundwater of  
Cleveland; Steward Herbert Jones of  
Superior, Wis.; Wilson McIntosh and  
Christopher Van Valkenburg.

**Names of the Crew.**  
Mr. Smith gives the names of the  
crew as follows: Captain, W. M.  
Black, Cleveland; first mate, Charles  
Harman, St. Clair; second mate,  
Howard McKelvey, St. Clair; chief en-  
gineer, John Groundwater, Cleve-  
land; first assistant engineer, Rey-  
nolds, Cleveland; second engineer, H.  
S. Brakeman; others—Henry, Her-  
man and Fred, from Baltimore; Cleve-  
line Sellers, Baltimore; Ives W. Morey,  
Detroit; mother recently moved from  
Baltimore; Steward Herbert Jones  
and wife, Superior, Wis.; second cook  
Patton, Escanaba; father runs saloon  
there; wheelman, Wilson McIntosh,  
Jenison post office, near Owen

(Continued on Page 3, Column 2.)

### LIFEBELT OF REGINA ON BODY OF CHIEF ENGINEER OF "PRICE" INDICATED COLLISION IN LAKE

Assistant Engineer of Cleveland Steamer Positively Identi-  
fied Body of Chief Engineer Groundwater—Belief is  
Strengthened That Vessel Lies Under Mysterious  
Freighter in Lake Huron.

PORT HURON, Nov. 13.—(Can.  
Press.)—Does another vessel lie beneath  
the wreck of the overturned boat in  
Lake Huron, thirteen miles from here?  
This is the theory advanced by Milton  
Smith, assistant engineer of the ill-  
fated steamer Charles S. Price. Mr.  
Smith had a premonition of the ap-  
proaching danger and left his ship at  
Cleveland the day before it rode into  
the teeth of Lake Huron's gale and  
foundered with all hands on board.  
Mr. Smith returned to Port Huron  
tonight from Goderich, Ont., where he  
went to help establish the identity of  
the men whose bodies were in the  
morgue there.

The first body he identified was that  
of John Groundwater, chief engineer of  
the Price, whose home was in Cleve-  
land.

"Are you sure?" asked the coroner.  
"As sure as I know my own name  
is Smith," he replied.  
"Well, this man had one of the Re-  
gina's life-preservers strapped about his  
body," said the coroner.

**Theory of Collision.** How the  
chief engineer of the steamer Price  
happened to be found in one of the life-  
preservers of the Regina was more than  
Smith could explain. Then it dawned upon  
the Port Huron man that the Regina  
and Price may have collided, and in the  
excitement sailors of each vessel grab-  
bed the life-preservers that happened to  
be nearest.

His theory is further strengthened by  
the fact that the bodies of the men who  
went down on the Regina and the Price  
were found in precisely the same posi-  
tion on the shore, some of them even

Sudden Lull in Breeze Follow-  
ed by Wind Tearing Across  
the Lake at a Hundred Miles  
an Hour With Mountainous  
Seas Washing Over the  
Decks.

By a Staff Reporter.  
COLLINGWOOD, Nov. 13.—Capt. W.  
C. Jordan of the W. C. Franz, which  
belongs to the same company and calls  
the same points as the missing Lea-  
field, still believes that the boat will  
turn up, altho he says that the chances  
evidently are against it. Capt. Jordan  
was master of the Leaflet for over six  
years and states that the boat is one  
of the best sea-going bottoms on the  
lakes.

Capt. Jordan arrived in Port Mc-  
Nair late this afternoon with his  
boat from Port William and passed  
right thru the storm that sent so many  
ships to the bottom of the lake. He  
was on his way to Collingwood where  
he will spend a few days with his fam-  
ily and will assist in the search for  
the body of his brother-in-law, Fred  
Begley, a mate of the Leaflet.

**Story of the Storm.**  
When he was interviewed by The  
World he gave the following graphic  
description of the storm and of the  
missing boat: "On Friday night I  
cleared from the Sault on my way up  
to Port William. The Leaflet had left  
about four hours ahead of me. I saw  
her about ten miles from the Sault and  
she was well on board. The Leaflet is a  
much slower boat than the Franz, be-  
ing capable of making only about ten  
miles an hour, loaded, while I was  
making 13 on the trip up the lakes. A  
smart southeast breeze was blowing,  
and the sea was running high. We had  
received warning to expect a  
gale from the northeast and weather  
signals to that effect had been hung  
across from the north coast and re-  
mained so until we were about 100  
miles from Whitefish Point and I fig-  
ured that the gale was upon us. Within  
three minutes wind was tearing  
across from the north coast at about  
100 miles an hour. We could not see  
the Leaflet, but she must have been  
there. We went thru the  
usual preliminaries and immediately  
started to pump water into the hold

(Continued on Page 7, Column 4.)

### ESTIMATED DEAD 197

Eleven vessels were lost and at  
least 197 men drowned in the great  
lakes storm, according to the  
latest estimate. It is probable,  
however, that the list of dead will  
be increased when reports are  
complete.

Steamers lost in Lake Huron,  
with crews, were: James Car-  
uthers of Toronto, 25 men; Regina  
of Toronto, 20 men; John A. Mc-  
Geen, Cleveland, 23 men; Charles  
S. Price, Cleveland, 28 men; Wex-  
ford of Toronto, 20 men.

Lost on Lake Superior: Leaflet,  
Soo, Ont., 15 men; William Not-  
tingham, Cleveland, 25 men; M.  
P. Butters, Milwaukee, 15 men;  
Henry B. Smith, Cleveland, 30  
men.

Lake Michigan: Plymouth, Me-  
nonsee, Mich., 7 men; Scott and  
Lake Erie: Lightship, 6 men.  
Lake Huron exacted greatest toll.  
Money losses will be about \$2-  
000,000.

Twenty-one vessels were whol-  
ly or partially wrecked, but crews  
saved.

Large vessels unaccounted for  
are: Hydrex and Argus of the  
Pickands & Mather Co., Cleve-  
land, and the Isaac M. Scott of M.  
A. Hanna & Co., Cleveland.

The E. F. Holmes, American  
freighter, on which were George  
Hedley, steward, Toronto, and his  
wife, is reported safe at the Soo.

Freighters Isaac M. Scott and  
Midland Queen are still missing,  
but may be safe.

An unidentified steamer was  
seen near Port Austin, Lake Huron.  
She is believed to be a total  
loss.

(Continued on Page 3, Column 2.)

### FIRST OF CHIEFS TO MEET WISHAP

Semi-Whaleback Fleet of  
Freighters Have Been  
an Entire Success on  
the Lakes.

By a Staff Reporter.  
COLLINGWOOD, Nov. 13.—The  
Turret Chief, which is wrecked, is  
similar to the Regina as stated in an  
evening paper, but is one of five tur-  
ret boats brought out here a few  
years ago. For several years they  
sailed between the Baltic and the  
east coast of England carrying lum-  
ber, but were purchased by a syndi-  
cate and sent out for the lake grain  
trade. The Turret Chief is the first  
of the boats to meet with a mishap,  
and they have been an entire success  
on the lakes, being of a semi-whale-  
back build. The other boats are the  
Turret Cape, the Turret Court, the  
Turret Crown and the Scottish Bell,  
the latter now running in the Gulf  
of Mexico.

**LAKES ARE STILL  
GIVING UP DEAD**

Bodies From at Least Five  
Vessels Found on Huron's  
Shores—Two More  
Missing Freighters.

PORT HURON, Nov. 13.—(Can.  
Press.)—Each hour today added to the  
toll of disasters which occurred on  
Lake Huron during last Sunday's  
storm, and tonight the end was not  
in sight. Bodies of five, and  
perhaps six, vessels were found on  
the shore of the lakes, wreckage from  
two other boats still missing was cast  
up by the sea, and no trace had been  
secured of two vessels or their crews,  
totaling more than 40 men.

Never in the history of Michigan's  
maritime existence has Lake Huron  
been the scene of such a succession  
of catastrophes.

Conservative estimates of the loss  
of life fix the total at 200 at least.  
The damage to vessels and cargo will be  
several million dollars.

Lying in various morgues along the  
Canadian shore are bodies of sailors  
of the steamers James Caruthers, Re-  
gina, John A. McGeen, Wexford and  
Charles S. Price.

More Than Forty Men From the Town Are Known to Be  
Dead—Flags at Half Mast, Stores and Houses Closed  
and Residents Talk in Hushed Whispers—Nearly Every  
Family Affected.

### NO PUBLIC FUNERALS WILL BE ALLOWED BECAUSE OF THE SMALLPOX QUARANTINE

By a Staff Reporter.  
COLLINGWOOD, Ont., Nov. 13.—Not since the calamity  
to the steamer Asia, in 1883, when over two hundred men were  
lost, all of Collingwood, has this town been thrown into such  
utter gloom as tonight, when the last ray of hope for the safety  
of the Leaflet is fast falling away.

A telegram this afternoon from the Algoma Steamship  
Company told relatives and friends not to give up hope until the  
return of search tugs of the company, which have gone out along  
the shore. Sanford H. Lindsay, president of the Collingwood  
Shipbuilding Company, late last night sent the following rush  
appeal to Hon. J. D. Hazen, minister of marine and fisheries:

"Can the government do anything to patrol Lake  
Superior to look for the crew of the steamer Leaflet?  
Immediate action and numbers of boats are necessary.  
I understand American Government have taken similar  
action."

Over forty brave residents of this town are now known to  
be dead, and it is quite probable that the number will reach  
forty-five, or perhaps fifty.

Flags are flying at half-mast, stores and houses have drawn  
blinds, and everybody is talking in hushed whispers. Old sail-  
ors and captains can hardly believe it true that so many well-  
known faces will never turn up again. Nearly every family in  
town has been affected by the calamity, as the missing men are  
related to almost everybody thru marriage or blood.

To make matters worse, the whole town has been closed up,  
and is in quarantine on account of an outbreak of smallpox, and  
even church services have been prohibited by the health authori-  
ties.

The exact number of Collingwood men who have gone down  
may not be known for weeks, as many of the deckhands stay  
for only a short time on one boat.

**Only Four Bodies Found.**  
The bodies of only four Collingwood men have been found  
(Continued on Page 3, Column 3.)

### CAPTAINS OF LOST VESSELS IGNORED THE STORM SIGNALS DISPLAYED IN ALL HARBORS

Warning of Approaching Gales Was Sent Out From the  
Toronto Weather Bureau Friday and Saturday, and  
Signals Were Flying at All Lake Ports.

That the captains of the vessels lost in Lake Huron and Lake Superior  
during the recent terrible gales disregarded the "heavy gale warnings"  
given by the meteorological office in Toronto and ignored the heavy gale  
signals which were flying everywhere on the lakes, is shown by the weather  
forecasts of the days preceding the storm. As set forth in his letter to The  
World, R. F. Stupart, director of the weather bureau, forecasted strong  
winds and gales for last Friday, Saturday and Sunday, and the gale signals  
were down in the harbors of all lake ports. His letter follows:

Meteorological Office, Toronto, Nov. 13, 1913.  
Dear Sir: In view of the appalling disasters on the great lakes during  
Saturday and Sunday, it may be of interest to the public to know what  
warning the meteorological service gave of the storm.

At 11 a.m. of Friday, Nov. 7, heavy gale signals were hoisted at all  
stations on the great lakes.

The 10 p.m. forecast of that day read: "Strong winds and gales, south-  
erly, shifting to westerly and northwesterly; rain today; turning colder at  
night (Saturday night), with some local snowfalls or flurries."

Saturday, Nov. 8, 10 a.m. forecast was: "Gales, southerly to north-  
westerly; rain, turning in many localities to snow. Sunday, strong winds  
and gales, northwesterly, decreasing by night; local snowflurries, but  
mostly fair and cold."

How many vessels heeded the heavy gale warning and remained in  
port will never be ascertained, but it is certain that many of the vessels  
lost must have seen and ignored the heavy gale signals which were every-  
where flying.

That the service does not cry "wolf" too often, is indicated by the  
fact that so far this year the "heavy gale signals" have only been displayed  
six times on Lake Superior, and but three times on Lakes Huron, Erie and  
Ontario, including this last great storm, and in almost every instance the  
display was amply warranted.

Terrific gales, such as that of Saturday last, only occur perhaps once in  
a long term of years, and the service has no signal to indicate that a storm  
is to be very exceptional, but I submit that an intelligent study of the  
meteorological storm warnings would show most positively that the master  
of a vessel who leaves port in November with the heavy gale signals dis-  
played is running a great risk, as gales are almost certain and blinding  
snow not improbable. I am, dear Sir, yours truly,  
R. F. STUPART, Director.

The Editor The World, Toronto.

### WHAT THEY HAVE THEY HOLD.



## READ THE IMPORTANT ANNOUNCEMENT ON PAGE TWELVE