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FOURTEEN PAGES—FRIDAY MORNING NOVEMBER 14 1913—FOURTEEN PAGES

VOL. XXXIII.—No. 12,157

Survivors Tell of Terrific Gale Which Wrecked Eleven Vessels REGINA AND PRICE COLLIDED AND BOTH 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 SNOW STORM AND BOTH SANK NEAR SARNIA CAPTAIN JORDAN APPEAL SENT TO GOVERNMENT BY CITIZENS OF COLLINGWOOD FOR HELP IN FINDING BODIES

Thirteen Members of Price's Crew Found in Regina Lifeboat All Dead and With Lifebelts on—Inquest on Wexford Victims Opened at Goderich.

By a Staff Reporter.
GODERICH, Nov. 13.—Thirteen bodies of members of the crew of the steamer Price were found in a lifeboat from the freighter Regina, which was washed ashore near Bayfield today. Each body had a life-preserver on and all were frozen. This shows that the Price and the Regina collided 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 Regina 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. Glenn, 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 appearances 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 identified as those of Stone, an Indian from the reservation at Sarnia; Smith 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 wore new clothes bought in Buffalo. The daily patrol of the shores is bringing news of the finding of wrecks, age belonging to the Argus, McGeen, Mills, The Crowe, Holmes, Price and the Carruthers; the latter the fleet and newest boat on the lakes. Where these boats have gone down is a mystery which never will be solved. The upturned hull near Sarnia is still a mystery. An effort was made today by divers of the Reid Wrecking Co., but the sea was too rough.

(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 president of the Baptist and Congregational Churches, the Anglican Bishop of Toronto, and the moderator of the Presbyterian General Assembly have all given assistance, and if not able to be present will be represented. The Salvation Army are co-operating 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 as 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 continues 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 anchor and lower the man down gradually 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 the name will be found on the side of the boat. The name 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 Huron and Tiedford 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 is in a very good position to know, as it

Sudden Lull in Breeze Followed 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 Leafield, still believes that the boat will turn up, altho he says that the chances are against it. Capt. Jordan was master of the Leafield for over six years and states that the boat is one of the best sea-going bottoms on the lakes.

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 Huron. The Leafield had left about four hours ahead of me. I saw her about ten miles out from the Sault. She was on board. The Leafield is a much slower boat than the Franz, being only about 10 miles an hour. I was making 13 on the trip up the lakes. A smart southeast breeze was blowing. We had received warning to expect a gale from the northeast and weather signals to that effect had been hung at all the points. The lake was quite calm for the first few hours and remained so until we were about 100 miles from Whitefish Point and I figured about ten miles out from the Leafield. About half-past eleven there was a sudden lull in the breeze and within three minutes wind was tearing across from the northeast at about 100 miles an hour. We could hear the Leafield, but she must have been there; wheelsman, Wilson Melness, started to pump water into the hold

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(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 probably, however, that the list of dead will be increased when reports are complete.

Steamers lost in Lake Huron, with crews, were: James Carruthers of Toronto, 25 men; Regina of Toronto, 20 men; John A. McGeen, Cleveland, 28 men; Charles S. Price, Cleveland, 28 men; Wexford of Toronto, 20 men.

First of Chiefs to Meet Mishap

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 not similar to the Regina as stated in an evening paper, but is one of five turret boats brought out here a few years ago. For several years they sailed between the Baltic and the east coast of England carrying lumber, but were purchased by a syndicate and sent out on 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-whaleback 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 of a semi-whaleback 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.

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 Leafield 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 Leafield? 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 sailors 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 authorities.

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 wind and gales for last Friday, Saturday and Sunday, and the gale signals were flown 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, southerly, shifting to westerly and northwesterly; rain today; turning colder at night (Saturday night), with some local snowfalls or furies."

Saturday, Nov. 8, 10 a.m. forecast was: "Gales, southerly to northwesterly; rain, turning in many localities to snow. Sunday, strong winds and gales, northwesterly, decreasing by night; local snowfuries, 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 everywhere 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 displayed is running a great risk, as gales are almost certain and blinding snow not improbable. I am, dear Sir, yours truly,

The Editor The World, Toronto. R. F. STUPART, Director.

WHAT THEY HAVE THEY HOLD.



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

Assistant Engineer of Cleveland Steamer Positively Identified 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 approaching 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 Tiedford, 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 Cleveland.

"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 Regina'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 a puzzle to Smith. Then it dawned upon the Port Huron man that the Regina and Price may have collided, and in the excitement sailors of each vessel grabbed 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 position on the shore, some of them even

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