

NINE DEAD BODIES OF BESSEMER SAILORS PICKED UP IN BOAT OF THE ILL-FATED FERRY

Died From Exposure in an Attempt to Reach Safety.

FOUND CLOSE TO U. S. SHORE

Remains Identified and Removed to Conneaut—Adolf Weiss, Erie Financier, Among the Lost.

H. THOMAS, second cook, Port Stanley, Ont.
WILLIAM RAY, Conneaut, J. W. SQUARS, water, Conneaut.
G. R. SMITH, steward, Conneaut.
F. STEEL, fireman, Conneaut.
J. SHENK, fireman, Conneaut.
J. HART, oiler, Conneaut.
O'Hagen, Conneaut.
CHARLES ALLEN, Conneaut.

Erie, Pa., Dec. 12.—With her flag at half-mast, the state pilot boat, the Commodore Perry, Capt. Jerry Driscoll commanding, brought to this port late today the dead and frozen bodies of nine of the crew of the ill-fated Bessemer ferry, No. 2, which left Conneaut, Ohio, Tuesday morning, carrying 32 men, and which foundered in the middle of Lake Erie.

The last 32 hours, the Commodore Perry has been scouring the waters of eastern Lake Erie for traces of the car ferry but until a tiny ten-man yawl was sighted in the offing at 11 o'clock today, the men on the little state fish craft had almost given up hope of being able to ever tell a portion of the story of the fate of the ferry.

Lookout in Death.
As the lookout on the Perry sighted the yawl, orders were given to steam down on the object. The use of glasses discovered the boat to be loaded with nine men. As the Perry came up the men saw they had arrived too late. The nine occupants of the boat, which was marked "Bessemer & Marquette, No. 1," were frozen stiff in death. Taking the yawl in tow, the Perry made all steam for this port, arriving here late today.

Capt. Johnson of the life-saving station of this port, had already sighted the fish boat and tow and making out the contents of the yawl, had notified the Erie chief of police from Presque Isle (Pennsylvania) and the latter had the coroner. The police reserves were called out and ambulances lined the wharves as the Perry docked.

The Bodies Identified.
News of the finding of the bodies had reached the city and thousands of persons swarmed to the wharves. As soon as the fish boat made fast a force of men with tackle set to work raising the dead bodies of the men to the dock, where they were laid out in waiting. The procession of dead passed through the principal streets of the city with hundreds of people following.

Conneaut, where most of the men lived, was notified by telephone of the gruesome find and a hundred residents of that city arrived here within two hours. They were taken directly to the coroner's mortuary, where the following identifications were made:

H. Thomas, second cook, Port Stanley, Ont.
William Ray, Conneaut.
J. W. Squars, water, Conneaut.
G. R. Smith, steward, Conneaut.
F. Steel, fireman, Conneaut.
J. Shenk, fireman, Conneaut.
J. Hart, oiler, Conneaut.
O'Hagen, Conneaut.
Charles Allen, Conneaut.

The cook of the car ferry was the only man to wear an overcoat. The eight other men were dressed in overalls and jumpers, indicating that the departure from the car ferry had been hurried. In the box of the boat was found complete clothing for one man and it is the belief that the yawl originally contained ten men and that one becoming cold had discarded his clothing and jumped into the icy waters of the lake.

Albert Weiss Perished.
Albert J. Weiss, of this city, treasurer of the Keystone Fish Company, and the Ray State Iron Works, was a passenger on the ill-fated ferry. His relatives and friends had not yet given up hope until the yawl containing the nine men was towed into this port. As yet his body had not been found. The officers of the car ferry company gave up all hope Saturday and since Thursday every available tug between Buffalo, Cleveland, and other lake ports has been searching the lake for some news of the wrecked craft. Driscoll said tonight:

"There was a heavy sea running at the time we sighted the yawl and we had some difficulty in reaching it. As we made her out with our glasses, eight of the men were sitting up in the boat, their long greybeards strapped about their shoulders. The ninth man lay at the bottom of the boat, frozen to the flat flooring. Their clothing was heavy with ice. We did not attempt to take the nine dead men on board as we feared that the yawl would capsize if my men attempted to board it."

CONNEAUT HONORS BESSEMER'S CREW

Solemn Public Funeral Will Be Held For Lake Erie Victims.

Conneaut, O., Dec. 13.—Preparations for a solemn public funeral in remembrance of the crew of the Marquette & Bessemer ferry, No. 2, believed to have turned turtle in Lake Erie, were begun Saturday by the people of Conneaut. The boat left here Tuesday morning, through three days and nights, wives and mothers of the crew

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ERIE SENDS OUT MANY CRAFT TO SEEK BESSEMER SURVIVORS

Expected That Further Bodies Will Be Picked Up in Few Hours and It Is Hoped Some of Crew May Be Alive.

Erie, Pa., Dec. 12.—When the sun came up today every available craft of any size put out of the breakwater here to aid in the search for possible survivors of the ill-fated Marquette and Bessemer car ferry probably foundered in the middle of Lake Erie. Nine of the crew of the vessel were brought here last night frozen to death in a small ten-man yawl in tow of the state fisheries boat "Commodore Perry."

It is believed that further boats will be picked up within the next few hours. Captain Driscoll, commanding the Perry, said: "I expect to find other boats with the members of the crew."

Officers of the car ferry company have spared no efforts to locate their missing ship and shipwrecked crew. It is reported that the bodies of the nine bodies recovered by the county and some instances falls heavy upon the sailors' families.

The bodies of the nine sailors were shipped to Conneaut today accompanied by over a hundred mourners with the members of the crew.

KING HAD A PRESENTIMENT FELT TROUBLE WAS COMING

Coal Passer Who Lost His Life on the Bessemer Told London Friend He Was Fearful of the Voyages on Lake Erie—The Last Man Who Spoke to Him in London.

Mr. Fred Forth, a coachman in the employ of Mr. F. G. Rumball, was the last person in London to see John King of the ill-fated Bessemer, No. 2. Mr. Forth was one of the greatest friends of King, and when the latter was in the city a week ago Saturday the two men were together for some time.

King had been on the Bessemer all last fall and had seen some pretty rough weather, and he seemed to have a presentiment of coming trouble. He confided to his friend that he didn't like the idea of going back to work on the boat. They had been having some unusually rough weather, and on one occasion he had been thrown overboard. It had taken twenty-eight hours to make the trip, and it seemed to him that the work was very big risks. Otherwise he was very well satisfied with the work. Though not of a very large build, he was enormously powerful for his size, and found the work of a coal-passer, which is not of the easiest, a mere child's play.

Was Very Popular.
According to Mr. Forth, who has known King ever since he came to this

country some time ago, the man was very popular among his companions. "I don't think he had an enemy of any kind in the city," said Mr. Forth. "He was a quiet, gentlemanly fellow, and never quarrelsome."

Though Mr. Forth had come from a different part of London, and had not known King there, the latter had lived with his mother and sister at 44 Ash street, New Kent road, London, S. E., while Mr. Forth lived in the north of the city when he arrived in the city a couple of years ago, the fact that they both came from Old London soon drew them together. King had been something of a boxer in the old country, and never failed to exercise every morning.

Worked in This City.
He was on the Bessemer last season, but during the summer was in the city, working first as a boiler and later for the Bell Telephone Company, and it was only about five weeks ago that he again joined the Bessemer. But though he seemed to have had some persistence of character, he never thought of leaving the ship, and Mr. Forth heard no further word of him after parting from him a little over a week ago.

BESSEMER WRECK OFF LONG POINT?

Unconfirmed Report Says the Big Ferry Has Been Located.

[Special to The Advertiser.]
St. Thomas, Ont., Dec. 13.—It is rumored here that the wreck of the car ferry, Bessemer, No. 2, has been located off Long Point. This has not been confirmed.

APPLICATIONS FROM THE KINDERGARTEN STAFF

Will Be Considered at a Meeting of Board of Education Committee Today.

At a meeting of No. 1 committee this afternoon, the applications for positions on the kindergarten staff will be considered. Secretary McElheran has twenty-nine applications on hand, Miss Jean R. Laidlaw, the supervisor, and Miss Maud Hudson, who holds a post-graduate certificate from the Chicago kindergarten schools, have not as yet applied.

Of the number applying, twenty-two teachers will be retained. It is not known who will be dropped, but it is likely that a confidential report from Miss Laidlaw and Inspector Edwards will be received on the ability of the applicants.

TO THE WOMEN OF LONDON

On Oct. 7, 1909, over our signatures, we addressed an open letter to the women of London, asking for their help and co-operation for the furnishing of linen for the Tuberculosis Sanatorium, which is now well on its way to completion.

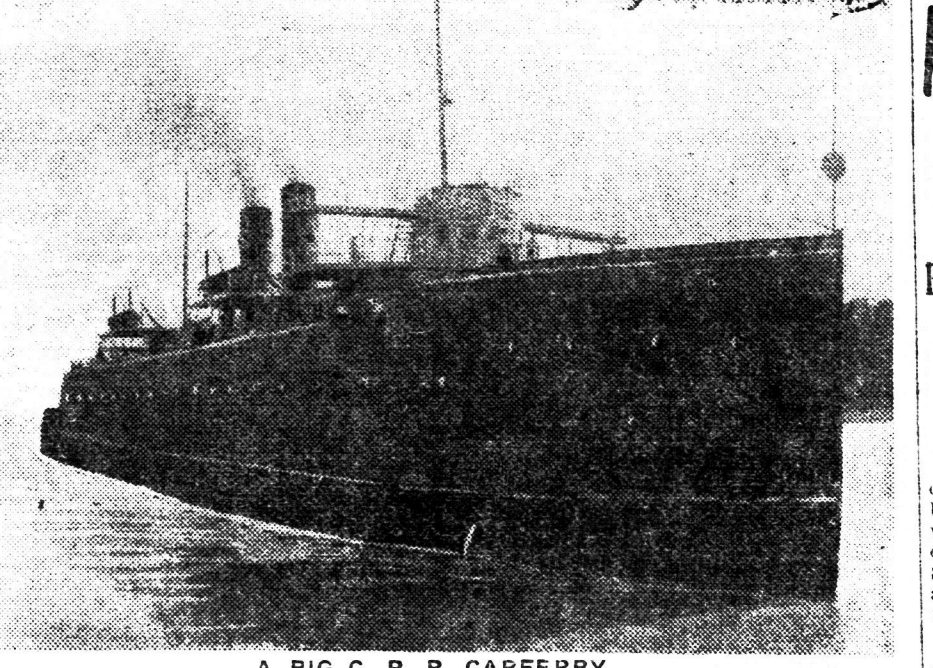
No season could be found more appropriate than this happy Christmas time for us to extend our gratitude to the women of London for their generous and noble response to our appeal. In the good result to the charitable cause we feel deeply grateful, and for the credit of our city we feel justly proud that the women of London made such a prompt, generous and hearty response to our call for aid.

During three weeks of steady sewing an industrious band of workers did their part in transforming bales of material into finished articles, added to which special donations made it possible for us to say that the supply available is nearly adequate to the immediate needs of the institution when it is opened.

Nearly £50, in sum of \$1 upward, was contributed, in addition to which the Lord Elgin Chapter, Daughters of the Empire, generously donated \$200. We desire also to extend our gratitude to the Public Library board for allowing us the use of the room, Mr. W. O. Carson, for his courtesy and assistance in many ways; Mr. J. B. Smallman, for the loan of the sewing machines, and also our local papers, for their liberal space in which the cause was so well placed before the citizens.

We also furnish a complete list of the articles that are now stored and ready for use. The list will be found on page 10. We are sure that all who have so nobly responded to our appeal will be glad to receive it. To all who have responded so willingly we beg to subscribe ourselves most sincerely and gratefully,

MRS. GEORGE ROBINSON,
MRS. ADAM BECK,
SELINA O. GRAYDON.



A BIG C. P. R. CAR FERRY.

The steamer Ashabula, aground outside the Port Burwell harbor, runs from Ashabula, Ohio, to Port Burwell. She is a ferry of the dimensions of the Bessemer. Capt. Higginson, one of the most experienced navigators on the Great Lakes, is in charge of her, and is directing operations now in getting the vessel off the bar. Her capacity is 35 cars of coal. The C. P. R. got their coal from this boat.

DESPONDENT THROUGH ILLNESS JOHN HANNON TOOK HIS LIFE

Tragic End of a Cigar Maker Who Was Formerly Employed By the Osborne Cigar Company of Wellington St., London—Left Here to Work in Hamilton

[G. N. W. Dispatch.]
Hamilton, Ont., Dec. 12.—John Hannon, a 24-year-old cigarmaker, committed suicide at his boarding-house, 265 York street, some time during the night. His body was found by a friend early this morning in his room, with the head almost severed.

Mrs. Elington, a sister of the dead man, lives in London. She had come to Hamilton to look after her brother, who had been in the city a couple of years ago, the fact that they both came from Old London soon drew them together. King had been something of a boxer in the old country, and never failed to exercise every morning.

Born in Ireland.
Mrs. John Elington, sister of the deceased, when seen at her home by The Advertiser this afternoon, had only been informed by the local detectives of the news, and was completely prostrated.

She stated that her brother had written to her about three weeks ago, and told her he was coming up to see her at Christmas, and she was looking forward to the visit, as she had not seen him for two years. He came to this country from Dublin, Ireland, about ten years ago, and for some time worked with the Osborne Cigar Company of Sarnia.

Came to London.
When the firm came to London, he came with them, but about two years ago left to work in Hamilton, where he had been ever since. He was the only son of Mr. and Mrs. John Hannon, of Ireland.

Both parents died some years ago. Mrs. Elington is the only sister. Her brother, she said, was a good, hard-working young man, but had not enjoyed very good health, and of late had seemed somewhat despondent.

The remains will be brought to this city at once, and the funeral will be held here. The arrangements have not yet been completed.

DELIRIOUS MAN MEETS DEATH CROSSING THE NORTH BRANCH

Daniel Campbell Coming Home to Spend Christmas Was Taken Ill on the Train—Wandered Away and Body Is Found in the Thames—A Weird Story.

After a journey across the continent, Daniel Campbell, a former Lehigh Valley, arrived home only to find death in the River Thames, near the Adelaide street bridge. The body of the unfortunate man was taken from the river yesterday morning about 10 o'clock by High Constable Hughes and County Constables Corbett and Shaver.

On Saturday afternoon, Mr. Ross, who lives in that neighborhood, happened to be going along the river when he discovered on the edge of the ice an overcoat, underneath neck scarf and pair of trousers. In a few minutes he was joined by Mr. Fred Price and his son Chester, of Adelaide street, who were out rabbit hunting.

They made a hurried search of the river, but no trace of the man could be found.

Police Notified.
Mr. Ross notified Detective Down, who called High Constable Hughes, with Constables Corbett and Shaver, they hastily went to the bridge, but it became dark, and it was impossible to do an exhaustive search.

High Constable Hughes took charge of the clothing, and immediately began a search for the man's identity. There was nothing in the clothing by which he could be identified, save a baggage check on the Grand Trunk (Continued on Page Eight.)

CHEAPER FARES FOR CHILDREN TO PARK AT SPRINGBANK

Matter Is To Be Brought Up at the Next Meeting of the Water Commissioners With the London Street Railway—Niagara and the Company.

There is likely to be a lively discussion at the next meeting of the water commissioners on Wednesday, when the agreement with the London street railway is taken up. It is expected there will be a battle over half-fare for children, and the use of Niagara power for the amusements.

It was stated today that some years ago it was the opinion that there was a strong demand for the city meeting competition in this matter, and that the company will be take from the city. If it cannot do that, the commissioners think the company should be allowed to purchase in the cheapest market.

Mr. Darch's Position.
Commissioner Darch is still in favor of the reduction of fares for the children. "I brought it up at the last meeting," he said, "I think it is of sufficient importance to be brought up again, and I will do so at the next meeting."

Mayor Stoevel's Opinion.
Mayor Stoevel, in an interview, was not optimistic that the company would grant the request.

The Mayor's Opinion.
"You see, it was mentioned at the last meeting, but the company opposed it strongly," said his worship. "It would be a decided advantage to some of course. However, the company have assured me that as soon as they are convinced that it would pay to have reduced children's fares, they would grant it. Half-fare was never given so far as I know. There is nothing in the agreements to that effect."

The mayor admits, however, that the city holds the high card, and can refuse to make a new agreement with the company.

KING LEOPOLD SUFFERS GREATLY

Brussels, Dec. 13.—King Leopold is suffering terribly. His physicians fear the result of an operation and should they decide to operate the patient will first receive extreme unction, administered by Cardinal Mercier, administrator of Mechelin.

ASHTABULA IS HARD AGROUND IN HARBOR OF PORT BURWELL

Big C. P. R. Freighter Ran on a Bar While Trying to Make the Port—Is Now in Less Than Eight Feet of Water—Her Fate Depends on the Winds.

[Special to The Advertiser.]
Port Burwell, Dec. 12, 5 p.m.—The coal ferry Ashabula still lies on the bottom off the harbor. The tugs worked all morning trying to pull her off, but have been unable to budge her. She has shifted a little closer to shore, and from reports is lying in about 7 1/2 feet of water still.

A message has been sent to Ashabula, Ohio, for a heavier tug, with lighters. The local tugs have ceased working, as it is impossible for them to do anything whatever.

The wind continues to blow from the southeast, but there is little sea running. So long as the wind continues from that quarter there will be no danger. Fears are entertained that if a southwest blow follows the vessel may pound to pieces.

2,000 Tons of Water.
On the way across she took in 2,000 tons of water and her hold to bilge the vessel. The water is now out, and tugs are endeavoring to pull her off. Fears are expressed that the vessel is so hard aground that the tugs will not be able to get her off before the wind shifts.

The vessel is in charge of Captain Higginson, and carried a crew of 30 men. The cargo is in no danger. She is loaded with thirty cars of soft coal. The Ashabula is one of the modern car ferries, and is 250 feet long. She has been making trips regularly across the lake for some years, and had loaded all sorts of gales.

THREE CHILDREN MEET DEATH PLAY WITH A KITCHEN FIRE

Entire Family of a Farmer Near Ottawa Wiped Out While the Parents Stand By Unable to Help Little Ones.

Ottawa, Dec. 12.—At a farm on Ing, thinking his whole family was in the Opeongo road, at Darcy, near side, but could not enter.

Equivalently, early Saturday morning, a valuable house was destroyed and three children burned to death. The ones, but could only watch their home three were the entire family of Joseph Brader, and aged from one month to six years.

The farmer was absent at work and the wife went out to milk, leaving the three little ones alone. On his return, two hours later, the man saw the children playing with the kitchen house on fire. He rushed to the building.

BESSEMER SUNK IN DEEP WATER

Opinion Is That Ill-Fated Ferry Went Down in Middle of Lake.

NO HOPE FOR THE CREW

Not Likely That Any But One Boat Was Lowered—Port Stanley Is in Gloom, Awaiting Arrival of Thomas' Body.

[Special to The Advertiser.]
Port Stanley, Dec. 12.—While the entire community that the Bessemer has been lost in Lake Erie, speculation is being made as to the possibility of the location of the wreck, and the exact location of the crew.

The opinion of opinion is that the vessel has been driven ashore near Long Point.

Others, however, hold that in all probability the vessel is lying off Port Stanley, perhaps 10 or 15 miles out. Another opinion is that the vessel is lying off the shore of the lake, and the opinion that the Bessemer is in deep water.

A Southwest Gale.
The Bessemer carried out in the morning about 10 a.m. Shortly afterwards the wind became a gale from the southwest.

This would blow the ship out of her course, almost directly in line with Long Point.

It is thought that Capt. McLeod, when the storm became furious, turned the nose of his vessel to the north.

When he tried to turn her about, it is thought the vessel shifted off her course, and she was driven ashore near the machinery, and then she would be at the mercy of the storm.

A sudden shift would cause her to strike turtle. It all happened so suddenly, so sudden, that there was no time in which to lower all the boats. One lifeboat was launched in a great hurry, apparently, but it is thought though possible, that some of the crew was lowered.

In Middle of Lake.
That the vessel happened in the middle of the lake, and near Port Stanley, is borne out by the fact that the yawl was found at Erie. If the accident had occurred on the Port, with a stiff southwest blow, the yawl would have been driven ashore near Port Burwell, probably on coast of the shore.

Instead, it was driven towards Erie, Pa., almost opposite Port Huron. This is exactly the point shifted off Long Point some days ago by a vessel. The wind shifted on Friday last, and on Saturday the northeast blow would force the yawl to the American side.

With the thorough combing the lake has received, there is no doubt the yawl is all that remains of the ill-fated Bessemer.

One Passenger Aboard.
As was announced in The Advertiser, there was at least one passenger on the vessel. Albert Weiss, an agent of the Keystone Fish Company, of Erie, Pa., was aboard her. He was in Port Stanley on Saturday last, having on the Bessemer, expecting to come back on Tuesday. He left his home at Erie to go to Conneaut, and according to advices went aboard the vessel.

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