

SIX LAKE LEVIATHANS AT THE BOTTOM THE LIFE LOSS WILL RUN INTO HUNDREDS

MORE BOATS THOUGHT LOST LATEST NEWS OF THE STORM FIVE NOT YET HEARD FROM

The Northern King, Manola, Scott, Argus and Hydrus, All Big American Owned Freighters, Have Not Been Seen for Several Days.

TWENTY-EIGHT BODIES WERE FOUND

[Canadian Press.]

Port Huron, Nov. 13.—Reports of more missing vessels came in this forenoon, but great fog banks had settled down over Lake Huron, and the secret of the number and identity of lost ships and men in the recent gale on Lake Huron was far from being revealed. The latest disaster reported was to the effect that the steamer John A. McEan, of the Hutchinson Steamship Company, of Cleveland, had gone down. The report came in this forenoon.

Including the McEan, six ships may be on the bottom of Lake Huron, and a hundred or more sailors are almost certain to have been drowned. The bodies of two men who sailed on the McEan are said to have been picked up today below Sarnia in the St. Clair River. The steamer passed up here at 2:10 a.m. Sunday, and nothing has been heard from her since then, when the reports came in this forenoon. One of the McEan bodies is said to have been identified as that of John Cody.

TWENTY-EIGHT BODIES FOUND.

Up to this forenoon 27 bodies and wreckage of all descriptions has been tossed up on the Canadian shore from Point Edward, opposite here, north to Goderich. Life belts, life boats and water-soaked cargo bore evidence to indicate that the steamers Regina, Charles S. Price, Wexford and James Carruthers were probably at the bottom of the lake. In the meantime, the overturned derelict lies in the lake a few miles northeast of here as mysterious as ever. A diver was ready this morning to make another effort to learn her name, but had to wait until the fog had lifted.

THE MYSTERIOUS WRECK.

Although marine men in this locality were still firm in their belief this forenoon that the overturned steamer is the Regina, the latter's owners, were insistent to the contrary. They claimed their boat had a marked bow as the result of a collision. The bow of the partly submerged vessel was said to be smooth and undamaged. It was certain, however, that the bottoms of two steamers were much alike, and those who believed that the mysterious wreck was that of the Regina would not change their opinion until a diver had gone down and read her name.

Identification of but four of the bodies washed ashore had been made up to this morning. Reports were current to the effect that ghouls had been busy and that the frozen bodies had been robbed of all that their clothes contained. Provincial detectives were today investigating these reports.

The list of recovered bodies this forenoon was as follows:
Three from the steamer Regina, one unknown; seven from steamer Price; two from steamer McEan; seven from steamer Carruthers; nine from steamer Wexford. This is a total of 29. All of these bodies are now distributed at shore towns on the Canadian shore.

FIVE NOT REPORTED.

Alarm was expressed on all sides today when it became generally known that at least five other vessels on Lake Huron have not reported for several days. They are: Northern King, of the Mutual Transportation Company, of Buffalo; Manola, of the Pittsburgh Steamship Company, of Cleveland; L. M. Scott, of Cleveland, and the Argus and Hydrus of the Pickland and Mather Company, also of Cleveland. The Argus was yesterday reported lost, but her fate has not yet been definitely learned.

MEN OF CARRUTHERS TOOK TO THE LIFEBOATS

[Special to The Advertiser.]

Goderich, Nov. 13.—Last hope for Canada's giant freighter, the James Carruthers, was given up this morning, when hundreds of feet of fresh wreckage was washed up on the shores of Lake Huron for ten miles from Point Farm to Black's Point. It all bears the name and stamp of the pride of Canada's merchant lake marine. In addition, there are oars from lifeboats Nos. 1 and 2 of the Carruthers, which might be an indication that the crew attempted to reach the rocky shore in boats.

NO SIGN OF LEAFIELD.

[Canadian Press.]

Fort William, Nov. 13.—No further news has been received regarding the missing steamer Leafield. W. J. Wolvin, manager of the Canadian Towing and Wrecking Company, stated last night that practically the whole length of the north shore had been searched by the company's tugs, and no trace of any wreckage was found. The tug J. T. Horne cleared late yesterday afternoon for the south shore of Lake Superior in search of the Leafield.

LOSS OF JOHN M'EAN CONFIRMED BY OWNERS

[Canadian Press.]

Cleveland, Ohio, Nov. 13.—The loss of the steamer John A. McEan, operated by the Hutchinson Steamship Company here, was confirmed by officials of the company today. The ship sunk in Lake Huron. It is believed that Captain C. R. Ney and all of the crew of 28 men were drowned. The company has received dispatches from Goderich, Ont., saying three bodies were washed ashore there.

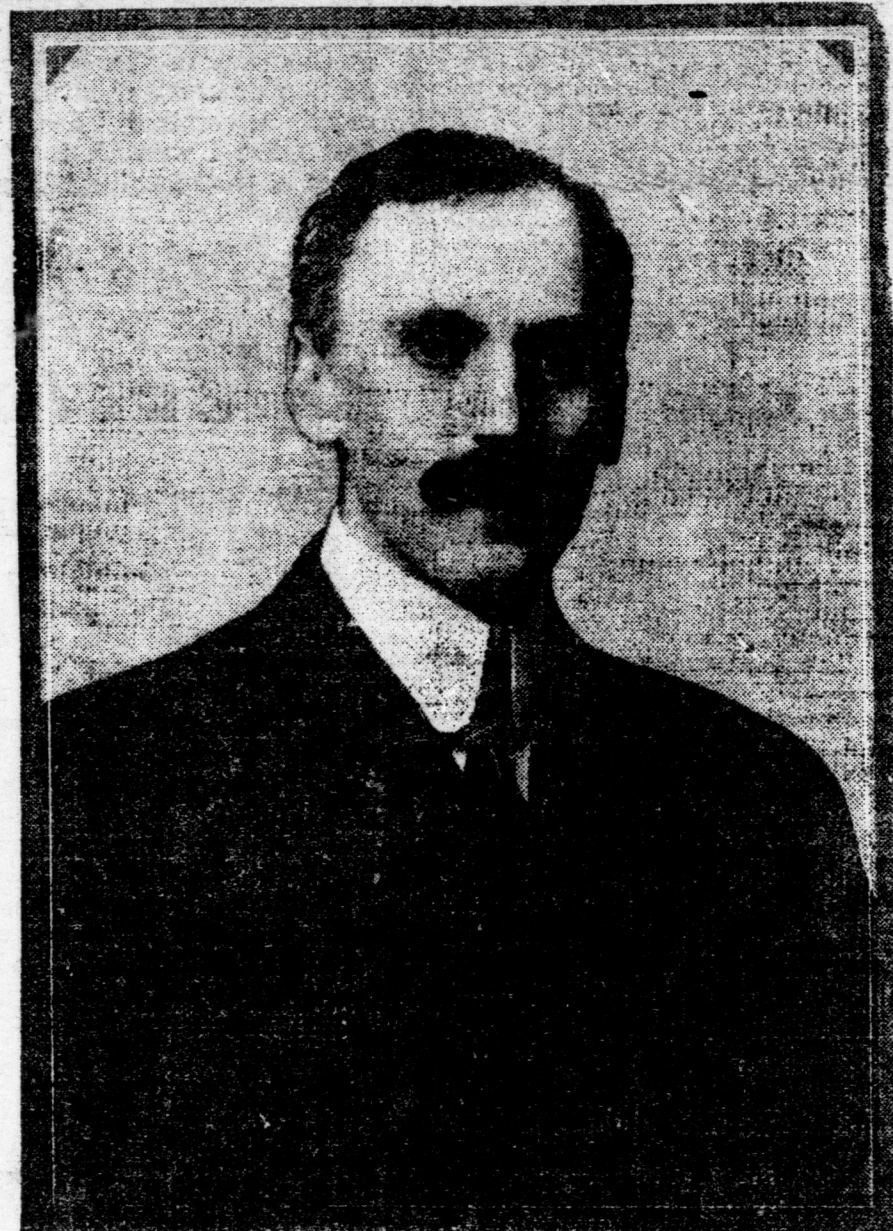
The company received a dispatch from Coroner A. C. Hunter at Goderich, which stated that the bodies of three men, which, lashed to a life raft, had been picked up there, had been identified. They were Seamen Thomas Stone, John Owen and Thomas L. Smith, all identified as on the company's payroll.

Port Huron, Mich., Nov. 13.—It is reported today that the steamer John A. McEan, of Cleveland, one of the largest on the Great Lakes, was lost in the storm of Sunday. The McEan passed here upbound at 2:10 Sunday morning, and this was the last heard of her. The bodies of two men who sailed on the McEan are reported washed ashore near Sarnia.

TWENTY PERSONS KILLED IN SOUTHERN WRECK

[Canadian Press.]

Montgomery, Ala., Nov. 13.—Twenty persons were killed outright and 250 injured at an early hour today, when Central of Georgia passenger train No. 18 fell through a trestle four miles east of Clayton, Ala.



NEWTON W. ROWELL, K. C.

ALL LIBERALS SHOULD ATTEND CONVENTION ON SATURDAY NEXT

Newton W. Rowell, K. C., the Provincial Liberal Leader, Will Make an Important Address—"A Winning Fight" the Slogan.

An address will be delivered by Mr. Newton W. Rowell, K.C., leader of the Ontario Opposition, at the Liberal convention of East Middlesex at Hyman Hall at 1:30 o'clock Saturday afternoon. His presence will add zest to the interest already being taken in the East Middlesex by-election, and one of the biggest meetings of the Liberal Association is expected. Every Liberal and every elector of the riding is invited and urged to be present when Leader Rowell will address the convention.

A vigorous campaign will be conducted through the length and breadth of the constituency, and Liberals are confident that their nominee, who will in all likelihood be John W. Laidlaw, already nominated by the temperance party, will be placed in the Ontario Legislature by one of the biggest majorities ever rolled up in East Middlesex.

MEN OF WEXFORD DIED BRAVELY DID NOT EVEN LAUNCH THE BOATS

Believed by Captain Bassett and Others That They Perished From Cold and Were Not Drowned—Ship Likely Disabled and the Crew Could Do Nothing To Save Her.

[Special to The Advertiser.]

Tumbull's Farm, Five Miles South of St. Joseph's, Nov. 13.—Lake Huron is yielding up her dead, but so far has kept locked up in her cold breast the secret of what really happened to the steamer Wexford. Seven seamen, their lips sealed by death, have floated ashore since Tuesday morning, each buoyed up with a Wexford lifebelt. A lifeboat, positively identified by Captain Bassett, managing director of the company that owned the missing vessel, has drifted on to the beach, right side up, two miles north of this point. A lifebelt stamped with the steamer's name, has been washed ashore at Grand Beach. What really happened to her is still a matter of conjecture.

Met Death Bravely.

And knowing this they met death bravely, as worthy mariners, sons of the seamen who have made Britannia ruler of the waves. Many theories are advanced concerning the steamer's fate. Collision, leak, shifting cargo, have all been mentioned. One, however, has gained ground since one of the bodies here was established as that of James A. Scott, chief engineer. It is that the wreck was caused by a serious breakdown in the machinery in the height of the storm. It is pointed out that if the engines broke down beyond repair, or the rudder was washed away, the men would have been at the mercy of the storm.

One thing, however, is clearly pointed out by the way in which the bodies are dressed. They knew the vessel was foundering and had time to prepare. Each body is wearing a lifebelt, so securely fastened that the only way to get them off was to cut them. Chief Engineer James Scott had time to think of putting on his overcoat, the only one to do so. Collision, leak or disabled machinery, no matter what the cause of the disaster was, the men knew the end had come, and calmly prepared for it. Captain Bassett has stated positively that the lifeboat washed ashore at Taylor's Grove was washed from its davits in the storm.

Five Bodies Identified.

Five of the seven bodies here were identified yesterday. They were: James A. Scott, chief engineer; Col. Lingwood; Archie Brooks, second mate; (Continued on Page Eleven.)

LETTERS FROM MOTHERS AND SWEETHEARTS FOUND IN POCKETS OF VICTIMS

Scotch Woman, Longing For Her Absent Sons, Writes a Prophetic Epistle—"Think of God Holding You and Saying 'Well Done'" Her Loving Counsel to Her Son.

[Special to The Advertiser.]

St. Joseph's, Ont., Nov. 13.—Among the seven bodies that have floated ashore from the Wexford between here and Grand Bend is that of Alan Dadson, thought to be of Collingwood. He was a young fellow of about 25 to 30 years of age, and his features differed from those of his ill-fated shipmates, in that a peaceful smile rested upon them, as if he had seen his fate, but had been thoroughly prepared to meet his Maker.

Two persons seemed to have had strange forebodings of evil to come, according to letters almost indecipherable owing to the action of the water upon them. One was his mother in the old country, and the other was "Hattie" of Collingwood, his sweetheart, or his wife.

A Letter From Mother.

The letter from his mother is a heart-throbbing, human epistle, breathing out in every word a mother's love for her boy. It was dated from Glen Raj, 4 St. George's Place, Brighton, June 23, 1913. This was probably a holiday address, as the note-paper is embossed, Howick, Leasbury, Northumberland. The handwriting and general composition of the communication is that of a well-educated, refined lady. It reads as follows:

"Dearest Alan,—I wonder when I am to hear from you! You have no idea how sad it makes me. You see I have lost so much. Put yourself in my place, Alan. Think how much you boys are to me. I am separated from you all. Life alone is only endurance. It makes me so anxious about you. I imagine all the different horrors that may be going on with you. If only you would write regularly. It makes all the difference in the world to my life. I would write to Hattie, but she does not bring her address. How I wish you were not on a boat. You must miss so many of the beautiful things of life. I went to a very beautiful service, yesterday. The sermon was 'Be Ye Perfect as Your Father in Heaven is Perfect.' The preacher said God would do it all. We just had to be like the Virgin Mary and say: 'Be it unto me according to thy word, and He would give us the power—and then God will say of us—you and I, Alan—'Well done! This is my best son.' Remember—but you have to be a mother to understand—you are always in my thoughts; you are part of me, my child. I suppose God wants you to do work for Him out there. 'It will perhaps be your birthday before you get this. I have learned that each day should be a fresh beginning. Let your birthday be one of thankful new beginning. Nearer to God, Think of Him, holding you and saying, 'Well done.' 'God's blessing on my boy. Fondlest love from your loving mother, C. DADSON.'"

Did He Not Think of Him? And who shall say that Alan Dadson, when face to face with the last enemy in its cruellest form on that black Sunday, did not think of Him? The letter to Dadson from Collingwood had been written in copying ink, and was rendered practically unreadable, but for one or two words here and there. The letter bore the date of Oct. 23, 1913.

"We got your three letters this afternoon," it says in one part. "Sweetheart, I enjoyed them so much. Just think of not hearing from you for three weeks except your cards. But I don't blame you, Alan. But you know how glad I am to get your letters. They were just fine. I did not like to hear you were so downhearted. Cheer up! It is near the end of October, and you will soon be home." Captain Bassett did not know Dadson, and thought he must have been a new hand on the Wexford.

Several Said To Have Helped Themselves to Merchandise From Wrecks. CARRIED AWAY GOODS Officers On Trail of Persons Who Robbed Remains of the Dead Sailors.

GOVT. DETECTIVES TO MAKE ARRESTS AT PORT FRANKS

Several Said To Have Helped Themselves to Merchandise From Wrecks.

CARRIED AWAY GOODS

Officers On Trail of Persons Who Robbed Remains of the Dead Sailors.

[Special to The Advertiser.] Forest, Nov. 13.—Government detectives arrived in Port Franks this morning, and will likely arrest a number of persons in connection with the stealing of canned goods and other stuff washed ashore from wrecked freighters.

It is said that wholesale arrests will follow the investigation of the detectives. It was also rumored that they have learned the identity of the people who robbed the dead sailors washed ashore Monday night.

Many farmers in the vicinity of Port Franks are said to have picked up cases of canned goods and carried them to their barns, thinking they were doing nothing wrong. They will likely be arrested, and will be charged by the Government with stealing wreckage.

[Special to The Advertiser.] Bayfield, Nov. 13.—Relatives taking home the bodies of their dear ones lost in the awful destruction of lake leviathans passed through Bayfield for Goderich this morning.

In the party were Captain Bassett, managing director of the company owning the Wexford; J. B. Reynolds, Captain Murdoch Macdonald and Dan Macdonald, and Undertaker Brophy.

The bodies on the train were those of Malcolm Macdonald, of Goderich; James Scott, of Collingwood, chief engineer of the Wexford; Archie Brooks, chief mate of the Wexford; and Allan Dobson, of Collingwood. The body of young Glen, who has relatives at Clinton, was taken to that town.

ORGANIZED GANG STEALING FREIGHT

Extensive pilfering from Grand Trunk freight cars in this city has been going on for some time, according to a rumor circulated this morning, and Grand Trunk detectives, who are in the city, expect to make a raid some time this week.

It is said they have considerable evidence that an organized gang is working in this district, and know where to find some goods that have been stolen from the cars.

Prayed For Sailors

"O hear us when we cry to thee, for those in peril on the sea." So sang the congregation of Cronyn Memorial Church on Sunday evening, all unconscious that almost at their own doors the raging elements were taking a terrible toll on the great lakes. Prayers for those at sea were offered, for certain members of the congregation, then on the Atlantic.

THE WEATHER TOMORROW—COOLER.

Forecasts.

Toronto, Nov. 13—8 a.m. Moderate to fresh southwest to west winds; clearing; fair and somewhat cooler tonight and on Friday.

Temperatures:

The following were the highest and lowest temperatures during the 24 hours previous to 8 a.m. today:

Place	High	Low	Weather
Toronto	44	40	Cloudy
Windsor	38	22	Clear
Port Arthur	40	28	Cloudy
Parry Sound	38	32	Cloudy
Ottawa	42	32	Rain
Montreal	40	34	Cloudy
Quebec	32	26	Cloudy
Halifax	26	30	Cloudy

Weather Notes.

Pressure is comparatively low over the Great Lakes. Elsewhere it is generally high. Showers are occurring in the Peninsula of Ontario, while light snow is reported from Winnipeg.

Local Temperatures.

Following were the highest and lowest temperatures in London for the 12 hours preceding 8 a.m.: Highest, 44; lowest, 38.