

NO CLUE YET AS TO THE IDENTITY OF THE
BIG STEEL FREIGHTER FOUND CAPSIZEDFOUND OVERTURNED CLOSE TO SARNIA
CREW OF FORTY PROBABLY DROWNED

*Tug Sarnia City Stands By the Wrecked
Craft All Night and Life Savers Are
Ready To Go To the Rescue.*

MAY HAVE BEEN ABANDONED
BUT BOATS COULD NOT LAST

[Canadian Press.]

Port Huron, Mich., Nov. 11.—When the tug Sarnia City returned this forenoon after an all-night watch over the big steel freighter, which lies upside down in Lake Huron, she brought no additional information as to the identity of the unfortunate vessel. The name of the derelict remains far beneath the water, and the waves are still rolling high.

Opinions differ to some extent as to the length of the vessel. The bow is out at the twenty-foot water line. About 100 feet of the bow's length are visible above water, and inasmuch as there is a depth of about 60 feet at this point in the channel, a few persons believe that the boat is in the neighborhood of 275 feet long. The entire bottom of the ship is freshly painted.

[Canadian Press.]

Port Huron, Nov. 11.—Early yesterday afternoon no clue had yet been obtained as to the identity of the 600-foot steel freighter which overturned with the probable loss of from 25 to 40 lives during the terrific storm which swept Lake Huron during the last two days. The fact that the huge vessel is lying bottom up, eight miles out in the storm-swept lake, has convinced local mariners that the ship's crew had practically no chance to escape.

The tug Sarnia City stood by the wreck all night, and her captain promised to return here as soon as he could make a hasty examination by daylight. Life-savers also prepared to go to the scene of the disaster.

TWENTY VESSELS OVERDUE
AT FORT WILLIAM BY THE
WORST STORM IN YEARS

[Canadian Press.]

Fort William, Nov. 11.—Twenty vessels have met disaster, but several days have elapsed before all the damage done can be learned. Among them are the Frank H. Pavey, barge Tyrone, Joseph Wood, G. R. Crowe, Dundee, Turret Chief, Winona, Palpoigne, Midland King, F. B. Wells, Sultana, L. C. Smith, Newona, Fairmount, J. A. McKee, Athabasca and Alberta.

The last-mentioned steamer is reported at Whitefish Point. Local mariners say the storm was the worst for many years on Lake Superior. The probability is that many more vessels have met disaster, but several days have elapsed before all the damage done can be learned.

SHIP THAT TURNED TURTLE
MAY BE BUFFALO OWNED

Owner of Several Freighters in City En Route to Sarnia—Fears Capsized Boat May Be One of His, All of Which Were in the Great Storm.

Hurrying from Buffalo to Sarnia, anxiety as to the outcome, having because of the reported finding of a steel freighter, turned turtle, a prominent Buffalo seaman missed the Sarnia train at 1:30 this afternoon. Coming to the Advertiser office for the latest reports from the lake, he was informed that the upturned boat had not yet been identified. He expressed

LIFE SAVING STATION WAS
WRECKED BY THE STORM

Port Huron, Nov. 10.—The Port Huron life-saving station under command of Captain Plough, was put practically out of commission. The constant pounding of the waves undermined the boathouse, and it went down with a crash, covering the lifeboats with wreckage, and making it impossible to launch any of them. Captain Kimball and his faithful wife worked like beavers to keep the storm signals going at the Fort Gratiot lighthouse. Mrs. Kimball was exhausted today as a result of her effort.

Rapid Railway Car Burned.
A Rapid Railway car which passed through St. Clair at 6 o'clock this morning after being stalled all night, caught fire and was practically destroyed. All of the passengers escaped. At Harbor Beach, the steamer Rhoda Emily and consort, Pendall and Buckley, are ashore inside the harbor. Alfred and George Roberts, lake port for miles northward. (Continued on Page Eleven.)

Survived Battles
But Falls Victim
to Dread Cancer

Photo by Henry, Quartermaster-Sergeant A. W. Black, who died Monday night.

LONDONERS ON
BOATS HARRIED
BY GREAT STORM

Anxiety Felt as to the Safety of
Frank Kent, Aboard
Freighter.

WAS ON THE "KENORA"
Possibility That His Ship Was
the One Found Overturned
Near Port Huron.

Great anxiety was felt in this city regarding the crew of the big freighter which was found bottom side up near Sarnia Monday night. Mr. George W. Kent is anxiously awaiting word from his son Frank, whom he believes may have been a member of the crew. "Lookout" on a big steel freighter plying between Fort William and Montreal, and in the absence of any news as to the name of the wrecked ship he thought it possible that it was the ship on which his son sailed.

Mrs. Kent is quite confident that her son is safe. "I have seen the ship," she said, "and I am sure from the descriptions given of the upturned freighter that it is not the one," she said. The name of their son's ship they believed it to be the Kenora. As far as could be learned no other Londoners are involved in the disaster, but it is possible.

BEILISS RELEASED

Threat of Authorities Prevents Disturbance in Streets of Kiev.

[Canadian Press.]
Kiev, Russia, Nov. 11.—Mendel Beiliss, after his acquittal by the jury last night on the charge of murdering the boy, Andrew Yushinsky in March, 1911, was quietly released at a late hour and taken to the Zaitseff brick works, where he was formerly employed. There he met his wife with some members of his family and several friends, and on the invitation of the manager they all passed the night in the superintendent's house. No disturbances occurred in the streets of Kiev, thanks to the announced intention of the authorities to suppress with an iron hand any disorders which might be instigated by the numerous anti-Semitic agitators in the city. Today Cossacks still patrolled the streets and also the surrounding districts.

THE WEATHER.

TOMORROW—FINE AND COLD.

Today—Fresh to strong northwest to west winds, decreasing tonight; local snow flurries, but generally fair and cold.

Wednesday—Fine and cold.

Temperatures.

Stations.	High.	Low.	Weather.
LONDON	35	25	Snow
Toronto	35	25	Snow
Victoria	45	35	Clear
Calgary	44	30	Cloudy
Winnipeg	36	20	Cloudy
Port Arthur	28	8	Cloudy
Port Sound	24	20	Cloudy
Toronto	27	23	Cloudy
Pattawa	34	30	Cloudy
Montreal	44	32	Cloudy
Quebec	55	30	Cloudy
Father Point	65	35	Cloudy

Weather Notes.

The severe storm which was situated over Lake Ontario yesterday morning has dispersed.

DROP CROSS-PETITION
IN MACDONALD CASE

Not a Bit of Evidence of Corruption on Liberal Side.

Winnipeg, Man., Nov. 11.—Following the voiding of the Macdonald election through the admission by Mr. Morrison, the Conservative member of parliament, of corrupt practices by his agents, a cross-petition against Mr. R. L. Richardson has been formally dropped. A. J. Andrews, K.C., made the following statement to the court: "In the matter of the cross-petition filed by Mr. Morrison against R. L. Richardson, the unsuccessful candidate in Macdonald, I am instructed that the same will not be prosecuted. I am pleased to state that a canvass of the situation failed to elicit any evidence of personal corruption on the part of Mr. Richardson, nor is there any evidence of any acts whatever of Mr. Richardson of any dishonorable character. The cross-petition asking for the disqualification of Mr. Richardson is therefore dropped."

"I HEAR THEIR CRIES YET," SAYS
BRAKEMAN WHO ESCAPED DEATH

William Ryckman Describes Scenes at Wanstead After Collision of Trains—Willing Trainmates Were Unable to Give Help to Doomed Railwaymen.

ENGINEER HALL SAYS "IT WAS AWFUL"

Brakeman William Ryckman, of 113 William street, one of the London men injured in the wreck at Wanstead early Monday morning, was recovered sufficiently this morning to talk to an Advertiser reporter.

He owes his being alive, he says, to the fact that a short time before the collision he left the rear caboose, which was overcrowded, and went into the regular caboose of the train. "I don't know how I got out," he told The Advertiser. "I was asleep at the time of the crash, and when the engine struck the caboose my head was jammed back against the wall, and I was pinned there. A second later I felt another crash, as if the freight which collided with the train had struck me a second time, and then I felt myself falling down through space.

Hears Their Cries Yet.
"I landed beside a window and crawled out into the snow. Everything was dark and the snow was blinding. A short time after I got out I heard 'Bill Moffatt calling for help,' and I could see his hand sticking out over the top of a beam which was pinning his arm. The rest of his body was out of sight. I also saw Hall pinned by one leg and clinging to one of the handrails. How long he was there before being liberated I cannot say, because I was carried to the engine a short time after I got out. I can hear those fellows that were pinned in the wreckage and burning, crying for help yet. It was awful. The men could do nothing for them. I think Moffatt was suffering the most, but probably I could hear his cries more than those of the other fellows. Some time later I was carried back to the caboose, but I did not hear the men crying then; they must have been dead.

Last Sight of Victims.
"I saw Holloran a short time before I went to sleep. He came into the caboose to get some fuses to place along the tracks in front of the engine, and then he went into the engine. I saw him go in. Conductor Smith, in charge of the train, asked Conductor Moffatt to look after things while he accompanied the engine to Wyoming.

BROTHER AND SISTER
FAIL TO BREAK WILL

Mrs. Jessie L. Smuck Is Sustained as Beneficiary of Mrs. Henderson.

The will of Elmitra Henderson, of Belmont, is allowed to stand, according to the decision rendered at the non-jury sittings of the supreme court Monday afternoon by chief justice of the Common Pleas, Mr. R. M. Meredith. The plaintiffs in the case were Mrs. Anna Craner and William C. Henderson, sister and brother, respectively, of the deceased. They alleged that Mrs. Jessie L. Smuck, who was made the chief beneficiary in the will, the amount of which was about \$2,000, used undue influence in having the money willed to her. Their contention was not sustained, however, the decision being given in favor of the defendant.

BOOKING OFFICE SUED

Charged With Blacklisting Performers in Two Circuits.

[Canadian Press.]
New York, Nov. 11.—The United Booking offices of America, promoters of theatrical enterprises, were made defendants today in a Sherman law anti-trust suit for \$5,000,000 damages filed in the federal court by H. B. Marshall, Limited, of New York, London and Paris. The Central Vaudeville Promotion Company, Benj. F. Keith, A. Paul Keith, Frederick F. Proctor, Ed. F. Albee, John J. Murdock, Morris Meyerfield, Jun., and Martin Beck are also named as defendants. The Marshall Contract Company, which is engaged in hiring vaudeville performers, alleges that its business has been destroyed by the defendants, who are charged with controlling the vaudeville business in this country and with blacklisting performers and theatres in the Keith and Orpheum circuits.

CLEVELAND IS PARALYZED;
AT MERCY OF ELEMENTS

Business Is at a Standstill and Transportation Is Completely Crippled by Two Days' Storm of Sleet, Snow and Rain—Communication Cut Off.

[Canadian Press.]

Cleveland, Ohio, Nov. 11.—Cleveland today is still practically paralyzed by the worst storm in its history, and the 48 hours of snow, preceded by rain and sleet. Traffic is still crippled as to be almost nil; business is at a standstill, and there is almost no hope of a recovery for many hours, and perhaps for days.

Half of the street car systems are out of commission. Half of the homes of the city are without electric lights. The local telephone systems are only partially in operation. There is no telegraph or telephone wire connection with the outside world.

A few trains are struggling into the city and a few have made an effort to leave, but after the latter have left the outskirts of the city nothing has been heard from them.

Outbreak of Fire.
There has been a \$75,000 fire, and if there should be another outbreak of flames the fire department would find it almost impossible to battle with suffering will be great.

LIGHTSHIP GOES DOWN
WITH A CREW OF SIX

[Canadian Press.]

Buffalo, N. Y., Nov. 11.—Lightship No. 82, carrying a crew of six persons, and stationed in Lake Erie off Point Abino, 15 miles west of this city, is reported lost by incoming vesselmen, and is believed to have foundered during the recent storm.

Wreckage of the lightship floated into Buffalo harbor this morning, and was picked up on the beach at the foot of Michigan street. The float consisted of a boat railing, two or three doors, apparently off a boat, and several life preservers, marked "United States L. V. 82." The ship carried a crew of six men: Hugh M. Williams, captain, Manitowish, Mich.; Cornelius Leahy, assistant engineer, Elyria, Ohio; Andrew Leahy, mate, Elyria, Ohio; William Jensen, seaman, Muskegon, Mich.; Peter Mackey, cook, Buffalo; Charles Butler, engineer, residence not known. Roscoe House, lighthouse inspector, left aboard the lightship under contract for the light vessel's station, as soon as its disappearance was reported to him. The vessel was a new steel craft, 150 feet long with a 30-foot beam.

LIKELY TO NOMINATE
MR. JOHN W. LAIDLAW

The Temperance Delegates Will Likely Place Candidate in Field.

Fifty temperance delegates from East Middlesex met in session at the Y.M.C.A. this afternoon to select a candidate for the East Middlesex Provincial election. John W. Laidlaw, of Westminster Township, will likely be the nominee of the convention. Prof. J. H. Bowman, of London, was selected chairman of the meeting.

Rev. Ben Spence, Toronto, secretary of the Dominion Alliance, addressed the delegates, before the meeting, on the "Aims and Object of the Alliance Work in Fighting the Liquor Traffic."

"DONE" THE BLUE JACKETS

Uncle Sam's Tars in Europe Rebbed of \$12,000.

[Canadian Press.]
Rome, Nov. 11.—The bluejackets of the United States battleships Utah, Delaware now at Villefranche and of the Vermont and Ohio at Marseilles, are greatly mortified, for review of the United States navy, which they had entrusted to the care of Camerazzo, a former bandman on the Utah, for the purpose of arranging a Roman excursion for them during their stay. Camerazzo had been recommended to the sailors by Chaplain Wm. H. L. Reaney, of the Utah, who is now in Rome. About 1,000 bluejackets, who wished to pay him a visit to Rome, handed over their money to the former musician with instructions to engage a special train for them. This he promised to do, but when the men had obtained shore leave, Camerazzo had absconded with the cash and they had to abandon their trip.

JAP NAVAL REVIEW.

Tokio, Japan, Nov. 11.—Emperor Yoshihito today witnessed a review of 55 Japanese warships at the naval station at Yokosuka. The vessels then carried out a series of exercises in the presence of His Majesty. The Emperor afterwards announced his intention of making a personal review of the entire Japanese fleet every year.

\$10,000 STEAL.

Chicago, Ill., Nov. 11.—Thief of money and jewelry valued at \$10,000 from a mail sack was disclosed today by Col. James Stuart, postoffice inspector here. The crime is alleged by Col. Stuart to have been committed by Albert Tardy, a mail wagon driver.

LACK OF MONEY
WILL END HUERTA

Wilson Thinks Refusal of Financial Aid by the Powers Would Gratify U. S. Government.

PLEASED WITH ASQUITH
Premier's Speech Disclosed Passive Attitude of Non-Interference.

[Canadian Press.]
Washington, D. C., Nov. 11.—The cabinet met again today with all members present except Secretary of Labor Wilson. The Mexican topic was foremost. The raising of the embargo on arms, which has been urged upon the President and practically all the secretaries, was discussed at length.

Washington, D. C., Nov. 11.—Indications were today that the American policy toward Mexico, which it was hoped the nations of the world generally would follow, still was "hands off."

The general interpretation of the situation was that the United States, by giving foreign powers detailed information of its own determination to refuse to recognize the acts of the new Mexican Congress had indicated a desire that the powers, generally, refrain from financial dealings with the Huerta Government.

So far as could be learned, there has been no specific request for support by the powers, but there has been a plain intimation that the Washington Government believes the collapse of the Huerta regime inevitable. The foreign aid will be withheld. With the intention to regard any illegal loans or concessions the new Congress may undertake, there has been distinct intimation that a policy of acquiescence by foreign governments would be gratifying to Washington. Without financial aid and with its machinery of government pronounced illegal, officials here expected to see a state of affairs that may force Huerta to eliminate himself and show the way to a solution of the problem from the American viewpoint.

Premier Asquith's speech in London was regarded by high officials here as disclosing a passive attitude of non-interference by Great Britain in the attempts of the United States to solve the situation.