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EN PAGES—TUESDAY MORNING APRIL 11 1911—FOURTEEN PAGES

VOL. XXXI.—No. 11,190

## STEAMER GOES DOWN 20 TO 25 LIVES LOST

### Heavy Cargo Shifted When the Wind Struck Vessel on the Beam and She Could Not R ght Herself—Lifeboat Stove in—Captain, Who Was Saved, Tells the Tale of How It Happened.

VICTORIA, B.C., April 10.—The steamer Iroquois, Capt. Sears, which plies between Sydney and the Gulf Islands, was wrecked shortly after 9 o'clock this morning and a large number of passengers and members of the crew were drowned, estimates varying from 20 to 25. First bulletins had stated it was believed that all those on board had been saved, with the exception of A. G. Munro, purser. At 1 p.m., it was estimated that there were between 20 and 40 passengers aboard, the first estimate being made by Capt. Sears, and the second by the officials of the Victoria and Sydney Railway Company. The crew numbered 12.

The known drowned of the crew are: A. Olsen, Robert Hornbull, Chinese cook, D. N. Davidson, A. G. Munro, purser, and Dryden. One man's body has been recovered. He was wearing a ring bearing the initials P. M.

Eight women are reported missing. Their names are unobtainable.

Captain Sears came ashore with a number of others who were saved on a raft, which was part of the wreck. The accident occurred in the channel near Mary Island, opposite Captain Curtis' house, which has been turned into a morgue and hospital. Captain Curtis put off in his launch and saved a number of lives. George and Clifor Brethour of Sydney also put out launches and did good rescue work. Many Indians also put out in canoes.

**Passengers Struggle for Their Lives.**

When the Iroquois foundered part of the upper works were left above water and people ashore could see the survivors clinging to this portion of the wreck. The swirl of the water soon tore off the housework, the scene being covered with wreckage and people struggling for their lives. Of the bodies which drifted ashore many were equipped with life belts. A number of launches put off for the scene, but were unable to get near the wreck. The first of the survivors to be landed was Captain Sears of the wrecked boat, who with the mate, lobster, and two Indians belonging to the crew, were towed ashore. The boat is believed to have foundered in comparatively shallow water, her boilers blowing up and part of her housework remaining unsubmerged.

Captain Sears said:

"We left dock at Sydney at the regular hour this morning with a heavy load of general freight, including considerable hay, fertilizer and iron.

"The wind was blowing strong from the southeast, but we have gone out in far worse storms than that of this morning. When we were about to make the entrance to Canoe Channel, the wind struck us on the beam, and the ground with the seas which gave the vessel a slight list. The cargo then shifted to lee side, and when an officer informed me of this, I sent the first mate, with deck hands below to try and right her.

**Could Not Right Herself.**

"While they were below I put her to the wind, but soon it was found that she would not right herself. I immediately headed her for Robert's Bay, with the hope that we might reach shore before she went down. We had not gone far, however, before she commenced to settle rapidly. When I saw that it was impossible to make shore, I ordered one of the life-boats launched, and into this I put the three ladies who were aboard, and six of the men passengers. They, however, seemed to be unable to manage the craft, and as she swung into the trough of the sea she swamped.

"Most of those who were aboard of her were able to regain a hold on the boat. As the Iroquois settled her upper deck broke away, and many of the passengers got on this, as well as on other pieces of wreckage which were floating in the immediate vicinity.

"The other lifeboat came to the surface about 25 feet from where I was n the upper deck. We soon secured it but I discovered a considerable portion of it had been stove in. I then called for volunteers to leave the upper deck of the ship, which was almost laden with people, and in response the chief engineer and three Indians came with me in the badly smashed lifeboat.

**Attempt to Make Shore.**

"I did not leave the wreckage until 25 minutes after the vessel sank, and I decided that I would attempt to make shore and seek assistance for those who were imperilled in the icy waters of the gulf. Our small craft was well filled with water and it was necessary to keep balling it out in order to keep it afloat.

"When I left in the boat there was a large number of passengers on the upper deck, but most of them had on life belts, and I did not think that they were in any immediate danger. I told them they would be as safe on the wreckage as we would be, and that is the reason that I called for volunteers to man the boat and go ashore for assistance. I did not know at that time whether the news of our foundering had been received in Sydney, and was, therefore, very anxious to get help. When I was nearing the shore, however, I noticed that preparations had been made and that they were despatching a vessel to our assistance."

**Saw Her Disappear.**

G. Neeves, of Sydney, a witness of the disaster has arrived here, but is unable to tell how many lives were saved.

"A squally southeast wind was blowing," said Neeves, "and the sea, while choppy, was not rough. About twelve minutes after leaving Sydney, as I was standing at the railway station waiting to catch the train to Victoria, I noticed the vessel keel over on her port side. Those with me cried out. We watched her for several minutes when she suddenly disappeared. The distance was so great and the mist so heavy that we could not see what

Continued on Page 7, Column 7.

### WHERE DOES CANADIAN FARMER GET OFF AT?

One hundred and thirty-nine clipped lambs were brought from Buffalo yesterday and sold on the Toronto market at $7 per cwt. This is only one incident, as similar sales have been made for several weeks past.

When Americans can afford to send lambs into our market, paying a duty of 75 cents per head, and compete with our own farmers even without reciprocity in their favor, where does the Canadian farmer come in if the proposed agreement goes into force?

## Sam Hughes Takes Up Marriage Question

### Will Ask if Government Will Pass Dominion Marriage Law or Punish Interference.

OTTAWA, April 10.—(Special.)—Col. Sam Hughes has given notice that he will ask of the government on Wednesday:

"Is the government or any member thereof aware that the hierarchy of the Roman Catholic Church and the courts of Quebec Province are said to decline to recognize as valid a marriage between a Roman Catholic man and a Roman Catholic woman if solemnized by other than an ecclesiastic of the Roman Catholic Church? Is the government or any member thereof aware that an alleged ecclesiastic of the Roman Catholic Church declared invalid marriages solemnized between a Roman Catholic and one of another faith thruout the Dominion of Canada unless the ceremony be performed by an ecclesiastic of the Roman Catholic Church? Under the B. N. A. Act does not marriage come under the jurisdiction of the parliament of Canada?

"Is it the intention of the government to enact legislation which thruout Canada will make a marriage legal in any and every province if performed between persons of the same creed or faith or of different creeds or faith in any province by any official or officials recognized for such purpose in any other province, in short to enact a Dominion of Canada marriage law which will accept for every part of Canada and make lawful in every province a marriage consummated under the law or form of any province?

**Make it Criminal Offense.**

"Is it the intention of the government to make it a criminal offence and to prescribe punishment for any person, ecclesiastic or other who intrudes or promulgates or publishes or declares any rule or dogma of any ecclesiastical organization casting doubt upon or declaring invalid or in any sense restricting on the legality of a marriage performed by any official entitled to perform a marriage ceremony, or setting up any such ecclesiastical dogma or rule as over-riding the law of Canada?

"Is it the intention of the government of Canada to declare valid a marriage solemnized in Quebec or in any province of Canada between two persons of the Roman Catholic faith, providing the officiating clergyman be a Protestant, and for the removal of doubt to make the law retroactive? Is it the intention of the government of Canada to permit any ecclesiastical dogma rule to override the laws of the people of Canada?

"Is it the intention of the government of Canada to restore the legitimacy of every woman who supposed her marriage legally consummated and also the children born of such marriage?

"Will the government enact legislation compelling alimony to the woman where the man has left her under the ecclesiastical dogma of any church?"

### MURDER TRIAL ON AT COBOURG.

COBOURG, April 10.—(Special.)—The spring assizes, which opened here to-day before Justice Clute, adjourned this afternoon at 2.30 almost immediately after the grand jury was sworn in and their duties explained. Three criminal cases are on the docket, interest centring in the Brimacombe murder case, which, it is expected, may come on to-morrow. Peter White, K. C., of Pembroke, will act as crown prosecutor, with W. F. Kerr, county crown attorney.

Matthews' defence will be conducted by F. M. Field, K.C., of Cobourg; W. L. Payne, K.C., Colborne, and E. Guss Poster, K.C., M.P., of Belleville.

There is one civil case and two other criminal cases on the docket.

### DEATH FROM NATURAL CAUSES.

The inquest into the death of Mrs. Watts, who was found dead in her bed at her home in West Toronto, resulted in a verdict last night, at the morgue, of death from natural causes, in accordance with the result of the autopsy. Dr. Gilmour conducted the inquest.

**Beauty and Talent Combined.**

A talented actress, who is also beautiful, is a rarity, but there are some, nevertheless, and Miss Billie Burke, who opened a week's engagement in "Suzanne," at the Princess Theatre last night, is one. This young lady is beautiful indeed, and is decidedly clever.

## TOM JOHNSON PASSES AWAY

### Cleveland's Famous ex-Mayor and Champion of Public Ownership is Dead—His Fight for 3c Fares.

CLEVELAND, April 10.—Tom L. Johnson, twice congressman from 21st Ohio district, four times mayor of Cleveland, champion of three cent street railway fare, and prominent advocate of the single tax theories of the late Henry George, died in his apartments in the White Hall, East 107th street, at 8.45 o'clock to-night, after a long illness. Death was caused by cirrhosis of the liver. He was 57 years old.

**A Worker From the Start.**

Thomas Loftin Johnson was born in Georgetown, Ky., July 18, 1854. At the age of fifteen, he took a position with the Louisville Street Railway Co., where he applied himself so well that after six years' service, he had thoroly mastered every detail. He invented and patented numerous improvements, the sale of which formed the nucleus of a fortune later estimated at more than $1,000,000. In 1876 he bought a badly managed traction line in the City of Indianapolis, rejuvenated and placed it on a paying basis. Later he acquired large street railway interests in Cleveland, Detroit and Brooklyn, which he afterwards sold and centered in Cleveland, his adopted city. There, too, he operated an iron manufacturing establishment.

Tom Johnson first came into the public eye in 1891, when he was elected to congress by the Ohio Democrats thru his advocacy of the "single tax" theories of the late Henry George. As

TOM JOHNSON.

an exponent of the municipal ownership of public utilities, with stress on street railway lines, he became even more famous. So firm a believer was he in its principles, that he spent most of his fortune fighting its opponents in Cleveland.

**Strong on Municipal Ownership.**

He carried the idea of municipal ownership even further. He argued that there was no more reason why passengers should be carried by elevators free of charge to the top of high buildings than that they should be carried from one building to another, or from their residences uptown to their offices downtown. He declared that a free ferry was just as sensible as a free bridge, and often said he hoped to live to see the day when vehicles would be provided for the public free of cost, both on land and water.

In 1901, convinced that Cleveland's council and mayor were corporation-owned, he announced his candidacy for the mayoralty. He was elected. As soon as he had taken his oath, Johnson opened the first broadside for 3-cent fare and for prevention of extensions of franchises on various streets, excepting upon that basis. Fourteen injunction suits, three of which went to the United States supreme court, were brought during the early stages of the duel. The most exciting incident of the fight in its earlier stage, however, came in 1902, when a franchise prepared by Mayor Johnson providing for a 3-cent fare and the right of the city to buy the lines at any time was introduced and passed.

Then the lawyers for the railway went into court and contended that the charter of the City of Cleveland was null and void, being class or spe-

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### DEATH OF E. D. FRASER

#### Young Nova Scotian Held in High Regard—Stock Exchange Pays Tribute.

One of the group of bright young Nova Scotians who have risen to prominence in Toronto's financial circles has been removed by death from ptomaine poisoning of E. D. Fraser, for the past 10 years a member of the firm of A. E. Ames and Company, stock and bond brokers.

On the local stock exchange yesterday his passing was commented upon with deepest regret, for Mr. Fraser's attractive personality had made him many friends. The exchange will be closed this afternoon as a tribute of respect.

The son of Thomas E. Fraser of 534 Huron-street, E. D. Fraser was born in New Glasgow just 33 years ago. Ten years ago he entered Mr. Ames' office and his rise was rapid. He was a firm believer in manly sport and strongly supported Y. M. C. A. He was a member of Bloor-street Presbyterian Church, and belonged to Toronto, National and Lambton Golf clubs.

Only last November Mr. Fraser was married in Birmingham, Alabama, to Miss Eva Cowen, the youngest daughter of Governor Cowen of that state.

John Fraser of F. H. Deacon and Company, stock brokers, is a brother.

### STILL AFTER THE FARMER.

First Promoter: Think we can work him with this Reciprocity Get-Rich-Quick scheme?
Second Promoter: Not if he remembers how we worked him with the Farmers' Bank fake.

## RECIPROCITY DEBATE WITH BUT A BARE QUORUM

### Conservative Speakers Deny Insinuations of Disloyalty in Past Where Tariff is Concerned.

OTTAWA, April 10.—(Special)—The debate on the reciprocity agreement to-day was listened to by a bare quorum most of the members having departed for their homes. There was, however, some good debating and some clever repartee and rejoinder. One of the most striking replies was by A. S. Goodeve, of Kootenay, to E. B. Devlin, of Wright. The latter had made the statement that when the Conservatives were in power they had discriminated against the imports from Great Britain. Mr. Goodeve asked him this embarrassing question: "Does the honorable gentleman know that to-day the average duty on dutiable goods is 24.78 from Great Britain, and only 18.68 from the United States? On the basis of total imports, free and dutiable, the comparison is 18.64 on British, and 13.04 on American."

Laughter greeted the reply of Mr. Devlin: "Oh, that must depend on the quality of the goods."

**An After Thought.**

Then T. W. Crothers knocked the bottom out of the argument that has been advanced with frequency by Liberal orators of late that the Conservatives have never been loyal to Great Britain where the tariff is concerned, and that Liberals showed their loyalty by giving the preference to the mother country. He quoted from the statutes of 1897 the act originating the preference. It did not mention Great Britain at all. The preference was granted to any nation in the world which would give Canada similar treatment in her markets. He pointed out that it was only when the government got into trouble with Germany and Belgium that they had, as an afterthought, confined the preference to the Empire.

F. D. Monk enquired as to the investigation at the Sorel shipyard. He was informed by Hon. L. P. Brodeur that the departmental investigation now going on was not in public, that it was being conducted by C. Doutre, purchasing agent, A. Boyle, chief accountant, R. A. Fiallard, agent of the department at Montreal, with J. L. Perron as counsel. One of the charges is that government buoys have been converted for private uses. Enquiry has been in progress since September last. Three employes have been proceeded against in the courts. Of these two have been convicted, and the other committed for trial.

**Amendment to Indian Act.**

Sir Wilfrid Laurier introduced a bill to amend the Indian Act. Its chief provisions are that where a railway is run thru an Indian reserve the governor in council shall have power to authorize the building of the railway, also when an Indian reserve is within ten miles of a city of over 10,000 people, application may be made to the exchequer court by the superintendent-general of Indian affairs, for enquiry and report as to whether it is expedient in the interests of the white population, that the reserve should be removed.

Richard Blain of Peel read an advertisement in The Elora Express which called a meeting of the Liberal Association of the Township of Pilkington for the purpose of naming census enumerators. He asked whether

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### Will Fight to a Finish.

OTTAWA, April 10.—(Special.)—There is considerable indignation in Conservative circles over the statement that the opposition would make no objections to holding over the question of reciprocity until next session. R. L. Borden, the Conservative leader, when asked what truth there was in the statement, replied that there was none. "We shall fight this thing to a finish, even if it takes all summer," he said.

Wm. Price of Quebec West, who, it is understood, has undertaken the organization of the Conservative party in the Province of Quebec, was very emphatic: "Such a statement is absolutely unauthorized," he said. "There will be no let up in the fight against the reciprocity agreement."

## THROWN FROM WHEEL MAN MAY NOT RECOVER

### Unidentified, He Has Been Lying Unconscious in Hospital Many Hours.

Injured early yesterday, but still unconscious and unidentified at St. Michael's Hospital, lies a man about 45 years of age, 5 feet 9 inches tall. He is well built, has iron-grey hair and mustache, and is partly bald. He wore a dark rough overcoat and dark clothes.

While riding a bicycle down the Avenue-road hill at 7.30 yesterday morning, he was coasting, when the chain of the wheel broke and he lost control. He was thrown about 20 feet and hit on his head near the curb.

At the hospital late last night it was said that he was suffering from a severe concussion and possibly with a fracture of the skull. His chance for recovery is slight.

### MR. WILLIAM DINEEN RETURNS.

Mr. William Dineen, Toronto's veteran furrier, was at his Yonge-street store yesterday after two months' absence in the fur and fashion markets of Europe. He visited London, Paris, Leipsic and Berlin, and made his usual heavy purchase of furs and selections of the latest models for high-class fur garments.

Mr. Dineen reports an unusual depression in the fur markets of Europe on account of the shrinkage in a great number of the principal articles that are used in the manufacture of garments. As a consequence he was enabled to make very favorable terms for the purchases of the raw materials.

### CAR CUT HIS FOOT OFF.

Peter Gee, 35 years, 585 East King-street, a track layer for the street railway company, was attempting to board an east-bound King-street car at King and George-streets, at 6.45 last night. He slipped and the wheels of the trailer went over his right foot. It was amputated at the ankle at St. Michael's Hospital, where he was taken in the police ambulance. The man is a widower.

## CHANCE TO RISE IN NAVY DECLARES BRITISH TAR

### But Toronto Young Men Look Shy at 7 Year Contract and Midship Aristocracy.

Richard Crane, A.B., of H.M.C.S. Niobe, and lightweight boxer, is in the city on furlough getting ready for the big boxing tournament this week. He is one of the instructors on the cruiser, and is an old hand at the game, having sailed the eastern seas in the British navy thruout the Russian-Japanese war. A seasoned tar, wiry and muscle to the bone, he is typical of the men who ride the great, fighting leviathans.

Enthusiastic was he of the life on the rolling wave, and a little also on the idea of a Canadian navy. "'Twill make Canada a bit independent," said he.

What The World man wanted to know was, How do the lads like the life, and what chances have they for advancement? In speaking to Postmaster Rogers earlier in the day, the fact had come out that the boys of Toronto had not taken with any great avidity to the prospects of a rolling existence, believing perhaps that the sailor, always rolling, might not gather either moss or polish. Also democratic Toronto boys apparently object to working all their lives, or even a seven-year term, as an A.B., with middies from the Cadet College overhead. To settle these vexed questions Richard Crane's very valuable opinion was sought.

"Have the young fellows that go from here to Halifax any chance to advance themselves?" he was asked.

**Climbing Ladder.**

"Yes, indeed," replied Mr. Crane, very positively, and he proceeded to outline their chances. Reduced to cold figures, then, the boys go up like the following, depending entirely upon their adaptability and education. Seaman boy, at 15 or 16; ordinary seaman of 18, after 15 months' training able seaman at 70 cents per day, when they must sign up for seven whole years; leading seaman, at 90 cents; seaman gunner, 95 cents; torpedoman, $1.02; captain of the gun, $1.10; and leading torpedo man, or L.T.L., at $1.10 per day. After passing thru this list, the

Continued on Page 7, Column 7.

### WILL CARRY CENTRE TORONTO

#### W. J. O'Reilly Has Sanguine Disposition—Ward 4 Liberal Officers.

Reciprocity was the burning question dealt with by W. J. O'Reilly, secretary of the Toronto Reform Association, at the annual meeting of Ward Four Liberals, held in Forum Hall last evening. In his opinion the question had gained such ground in the understanding of the electors that he felt satisfied they could carry Centre Toronto.

Thomas Vance and R. J. Stevenson dealt at some length with the subject. A. E. Hacker, R. S. Muir, C. W. Kerr and G. C. Allen also spoke.

The following officers were elected: President, George Harris; vice-presidents, R. S. Muir and Dr. Andrew Rose; secretary, R. J. Stevenson; treasurer, P. J. Kelly; executive: North Toronto, E. F. Stoll, P. Curry, H. K. Smith and Hugh Ferguson; Centre Toronto, Fred Harris, W. M. Sutherland and W. J. Moore; South Toronto, M. Madden and J. H. Kennedy.

## FAVORED NATION CLAUSE DOES NOT APPLY

### Decision in Customs Court at Washington in Parallel Case Dealing With Treaty Between United States and France—Bearing on Canadian Agreement.

(Canadian Press Dispatch.)

WASHINGTON, April 10.—The customs court, in a decision to-day, held in effect that the so-called "favored nation" clause in the existing commercial treaties with England, France and Germany does not restrict the United States in effecting the proposed reciprocity agreement with Canada.

The court's decision was brought out by a comparatively unimportant contest over the rate of duty which should be imposed on whiskey imported from England and France. The point involved is the same raised in opposition to the proposed Canadian reciprocity agreement by those who claimed it was practically forbidden by the "favored nations clause."

A. Shaw & Co., a firm of New York importers, protested payment of duty on whiskey from England at the rate of $2.25 per gallon, holding they were entitled to a rate of $1.75, which is imposed on whiskey and other spirits, from France. The essence of their claim was that under the most favored nation clause with Great Britain importations from England are entitled to be entered at the same rate of duty levied upon special merchandise when imported from France and the other countries with which similar treaties have been executed.

**The Basis of Importer's Claim.**

The treaty with England was negotiated in 1815, and indefinitely extended in 1827. The treaties with France, Italy and Germany, forming the basis of the importer's claim, were put into effect by the president under the tariff act of 1897. Under the last named treaty "in view of reciprocal and equivalent concessions," the rate on whiskey from France was fixed at $1.75 a gallon. The court holds that by its terms the treaty is one of mutual consideration and concession.

The importer's claim was that the concession of the lower rate of duty to France was a special favor within the purview of the treaty with England.

Citing several germane decisions by the supreme court, the court held that the portion of the tariff act of 1897, which gave the present authority to negotiate commercial reciprocity agreements with other nations was not in conflict with the "favored nation" clause with England.

The importance of the decision which was unanimous is interpreted as removing one of the greatest obstacles yet raised against the proposed agreement with Canada. It says:

**Open to England as Well as France.**

Section three of the tariff act of 1897 was a general law, its attitude toward every nation was uniform. It offered no special favor to France, Germany, Italy or any other country. It was equally within the opportunity of England to negotiate a reciprocity treaty as it was within the opportunity of France.

"The extension of the $1.75 rate upon spirituous liquors in this case to England without any mutual concession therefrom would, be conceding, not what was conceded France, but something more than was conceded France, and therefore cannot be within the purview of the most favored nation clause of the treaty with his Britannic Majesty without consideration which has not been given."

The principle really involved was whether the favored nation clause in the treaty with England, automatically gave to that nation the same advantages as were extended to France by the reciprocity agreement of 1897. The court decides that it did not. The same principle is held to cover the situation which exists with regard to the proposed reciprocity agreement with Canada.

### HEALTH BROKEN, ENDS LIFE

#### Theodore Ypma Lost Job, Puts Bullet Thru Brain.

Worried by ill-health thru which he lost his position as elevator boy, Theodore Ypma, a young Hollander, shot himself thru the brain by placing a 32-calibre revolver in his mouth in his room at 380 West King-street yesterday noon. The body was found by a fellow roomer at 1 o'clock, and the man had been dead about an hour.

A strange thing about the shooting was that nobody appears to have heard the shot, but it is thought that it must have been fired while a car was passing, which confused the sound. The young man had only been in the country a few months. The body was removed to the morgue, and the chief coroner is investigating.

### DIED FROM FALL DOWNSTAIRS.

George Ovens, who fell down stairs at his home on Anne-street, and was taken to St. Michael's Hospital at 9 o'clock Saturday night, died there yesterday afternoon, and the body was removed to the morgue, where Coroner McCollum will open an inquest at 2.30 this afternoon. He was suffering from a fractured skull and did not regain consciousness.

**Easter Hats for Men.**

This is the big week for men's hats. The Dineen Company is your good Easter Hatter, because the designs are something exclusive and can only be purchased from Dineen. Dineen is some Canadian agent for Henry Heath of London, England, and Dunlap of New York. Ask to see the new Easter silk made by Heath, and which His Majesty will wear for coronation functions.