

FOR SALE
CHOICE BUILDING LOT—80 x 100—
on King street East, opposite
King Edward Hotel.
H. N. Williams & Co., 26 Victoria St.

TWENTY-SIXTH YEAR

EIGHT PAGES—MONDAY MORNING OCTOBER 23 1905—EIGHT PAGES

ONE CENT

CREW OF THE MINNESOTA KNOWING WORST, CUT THE TOW ROPE

GO TO SEA IN SALES OF CARGO

Big Grain Carrier Vanished Beneath the Waters Almost in a Moment—Officers of Westmount Tell Thrilling Tale—Says Lives Were Sacrificed for an Overload Cargo—Fate of Other Vessels in Friday's Big Storm.

Detroit, Mich., Oct. 22.—(Special.)—For a paltry few hundred dollars, the price of an increase in cargo, nine lives were sacrificed out in the gate off Harbor Beach early Friday morning, when the schooner Minnesota went to the bottom with her 75,000 bushels of wheat.

The story is told by Capt. Alex. Milligan of the steamer Westmount and Capt. E. A. Davy of the schooner Melrose, as their boats passed here today.

All the way from Fort William, where the Westmount, with its crew of 20, was taken out of the water, the boats carried last Monday, the boats moved into the harbor, where they were met by the heavy waves.

In that final battle, eight miles off Harbor Beach, just after midnight Friday morning, each crew was helping, praying, working for the safety of its own vessel.

When the Minnesota, struggling with an overload, leaning in a dozen places, plunged to the bottom, where twenty thousand bushels of wheat lay, she went down with a splash, and was seen no more.

Back of her, the Melrose was scarcely discernible in the darkness. She had been cut loose from the schooner ahead and was fighting it alone.

As in a moment.

The mate turned to look to Capt. Milligan. Again he looked.

"My God, captain, where is the Minnesota?" he yelled above the storm.

Further away, the Melrose still tossed about, describable only as a white light that bobbed again and again above the waves.

When the steamer's steel cable that held the Minnesota in place was pulled in, the tow post of the schooner was rooted from the rail of the steamer. The tow-line had not broken.

For the long haul, the captain of the Westmount tried to pick up the Melrose. Battered and buffeted, the Melrose was blown to and fro, and at last she would last till daylight.

Finally, at daybreak, the Westmount succeeded in her rescue attempt. She towed her to Harbor Beach wharf.

On the Melrose were: Capt. Davy, accompanied by wife, daughter and son, George; George, a young boy, and Arthur; Fred Dunlop, James To, James Bolster, William Stewart and Dennis Murray. On the schooner Melrose were: Captain, a sailor from England, who has spent this season on the lake.

Those who went down with the Minnesota were: Capt. John Phillips, Kingsport, Ont.; Mrs. J. A. King, Ontario; Arthur Waller, mate, Nova Scotia; George McDermott, Belleville, Ont.; James Allen, Nova Scotia; a steward, and three sailors, names unknown to the captain of either the Westmount or Melrose, and whose homes are believed to be at Kingston.

WAS OVERLOADED.

Port Arthur, Oct. 22.—Marine men at this place state why schooner Minnesota sank because she was so heavily laden.

When the vessel cleared from the Canadian Northern elevator, she had a cargo of 75,000 bushels. This is the largest cargo which has ever taken out, being loaded to her capacity, and when the storm struck her she soon became the victim of the waves, being loaded too close to the water line.

The steamer Monarch arrived in from a to-day several hours late. The waves washed clear over the steamer.

WATERSPOUTS IN ERIE.

Ashabula, Ohio, Oct. 22.—The schooner Zillah, of the cargo, Ontario and Redington, cleared from this port this morning for the upper lakes. Three waterspouts were reported to have passed down the lake not over five miles out this morning. A large steamer appeared to be directly in the path of the spouts, but passed by safely.

PROGRESS IS SAFE.

Cleveland, Ohio, Oct. 22.—A telegram was received here today that the steamer Progress, missing four days, arrived at the Soo late Saturday night.

The steamer B. W. Parker, one of the Gilchrist fleet, was run into by a Canadian tug at Limekiln Crossing, near here, today, and was damaged.

The body of one of the wheelmen of the steamer Sheldon, which was lost off Lorain Friday, was picked up by a fishing tug ten miles west of Lorain today. It had been caught in the fish net. Fox and another wheelman jumped overboard when the storm was at its height.

SINKING OF TASMANIA.

Cleveland, O., Oct. 21.—The steamer Bulgaria came into port this afternoon, bringing news of the loss of the battleship Tasmania of Pelee Island, in Lake Erie, during Friday's storm. The Tasmania sank at 5 a. m., Friday, with her entire crew of eight men. Those lost were:

Captain William Radford, Courtwright, Mate George Whitsett, Courtwright, Engineer Austin Mayhew, Seaman Mike Boyle, August J. B. King, Trip Harry Lapack, J. R. Brough.

The Tasmania, carrying with her the huge Ashland, also carrying a crew of eight men, was in tow of the tug Gura.

The boats were overladen. The tug Gura led, behind her was the Ashland, and next the Tasmania. The storm came up so suddenly as to find the crew unprepared. The darkness

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He challenged Mr. Wile to carry out a plebiscite in his colony, on the one side the Liberal party and freedom to trade with the empire, and on the other the Tory party and Chinese labor. In conclusion, he repeated his advice to the Liberal party to cultivate the colonies.

He hoped it would apply itself when it again resumed power with earnestness to that particular branch of its duties.

"There is no reason," he said, "why the Liberal party in Great Britain should not represent the Liberal communities throughout the empire, and as truly as it does the Liberal community at home. The empire had been by the Liberal party only, and by Liberalism only could it be maintained."

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D. W. Bole, M.P., Confirms It—He May Resign His Seat.

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"I cannot, however," he said, "give you much information at present."

"Yes, I think it will, but matters are in such a state that to make any declaration would be useless."

"It is true that you will resign your seat in the house of commons and take the seat of the anti-trust interests."

"I cannot say. A statement to that effect has been made, but it is without my knowledge or consent."

"But you believe the merger will soon be an accomplished fact?"

"When will you be able to make a definite statement?" concluded Mr. Bole.

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Rescue of British Officers Not Yet Effectuated by Scotsmen.

Tangier, Oct. 21.—The negotiations for the liberation of the British officers, Captain Crowther and Lieut. Hatton, who are held by Moroccan bandits, are being broken off. The scout ship Pathfinder, which sailed on Friday night, in order to exchange the British officers, has returned from Tetuan Bay. The bandit's brother is still on the ground.

It is stated that, on the arrival of the Pathfinder, Valiente made fresh demands, which were refused. The crew of the vessel was unable to concede without authority.

The nature of the fresh demands is withheld by the authorities here.

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ALEXANDER—At 331 Shaw-street, Toronto, Oct. 21st, to the wife of Alex. Alexander, a son.

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Funeral from the residence of his son, Alex. W. Burgess, 37 Maple-avenue, Toronto, Monday, Oct. 23rd, at 2:30 p. m., to Mount Pleasant Cemetery.

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Funeral Monday, 22nd inst., at 8 o'clock, from Holy Trinity Church.

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LALLY—On Saturday evening, Oct. 21st, Mary Lally.

Funeral Tuesday, 24th, from her late residence, 749 Queen-street West, at 9 a. m., to St. Mary's Church, then to St. Michael's Cemetery.

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FAIR AND MILD.

Meteorological Office, Toronto, Oct. 22.—(8 p. m.) The weather has been generally fair and mild during the past few days, but has become more unsettled since yesterday. This is the weather when one might catch a cold that will stay all winter.

Nowhere else can be found such excellent fur garment opportunities as Dineen's. The finest quality of skins, most skillful workmanship, and the lowest prices are the features which have made Dineen's fur famous throughout the land.

WHEAT CORN AND IMPORT DUTIES WILL BE REMOVED.

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INQUIRY MAY YET GO BACK TO TIME OF GAS CONTRACT

If Counsel's Hints are Realized

Mr. Paterson Allows the Inference to Pass—Examination of Puddy Co. Books—Why Did Elliot get Cash?

The civic inquiry will enter upon another day to-day. On Saturday afternoon Judge Winchester and Crown Attorney Drayton began an examination of the Puddy firm's books, and the inspection is being done on this morning.

Mr. Drayton thinks it probable that the task will be finished in time to allow a resumption of the examination of Henry and George Puddy. Bookkeeper Bowman of the firm will also likely figure on the stand to be questioned regarding the modes of doing business, with particular reference to the system upon which the firm has made payments.

Mr. Bowman was asked by Mr. Paterson on Saturday as having said that all payments were made by check, and that the fact of the firm's practice of the Puddys might appear to show the intent of Mr. Puddy, who was unable to attend on Saturday, sending a medical certificate to the effect that he was unable to appear to-day, if he was in fact acting for the firm.

"I have absolutely no idea as to how long the inquiry may go on," Mr. Drayton last night, remarking that all depended upon the way in which the witnesses gave their evidence. In some cases the testimony might be received in an hour, or, again, it might be a whole day, or might be taken up.

Assets Already Cleared.

Henry enters upon his second week, with these leading points made clear: That money was paid, that the money was not in the hands of a lobbyist, and that a conversation took place between Henry and Elliott, in which the latter retained the services of the Puddys and with Hogue is admitted, and Alderman Lynd's connection with the case is also clear. It is shown that while practically all the aldermen were lobbied, Ald. Lynd was the only one to visit Hogue's office. To bring it to a point, the connection of Elliott and Alderman Lynd with the case should be clear.

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Millionaires Face Trial

Charges Many and Grave

Result of Insurance Exposures

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