

Crew of John Randall Swam in a Blinding Snow Storm to Shore

Capt. Harry Randall Gives Thrilling Account of the Wreck of Steam Barge on the Main Ducks—Boat Total Loss—Sailors Storm-Bound For Nine Days at Light-House Crew in Belleville Today.

The crew of the steam barge, the John Randall are safe. This was the message flashed across the wires from Prince Edward late yesterday afternoon to Belleville and Kingston. The vessel is a total loss lying broken in two on the rocks of the Main Ducks in Lake Ontario. The cargo of coal for the Downey Company of Belleville, can be salvaged.

The crew composed of Capt. Harry F. Randall, J. Brady, G. Smith and J. Smith arrived in Belleville last night by Spott's motor bus from Pictou and spent the night here at the Queen's Hotel. They were met by Mr. John Downey, Jr., of the Downey Company. They left this morning at 11 o'clock for Kingston.

Captain Randall was seen last night by a reporter of The Ontario and gave a graphic account of the shipwreck. Sheltered Under Main Ducks. "We left Oswego at 11:30 a.m. on Tuesday (Nov. 16.) and were off the Main Ducks when the wind freshened and stormed from the northeast. I did not think I could make the shore and thought I would pull under the Main Ducks. We dropped under the pier (I think it is Coly's pier) and lay there nice and tidy until 1:30 o'clock in the morning (Wednesday). Breaks In Two. "The wind switched to the east and blew a gale. Things began to become very uncomfortable about that time and she dropped between the seas, hit the boom just about under the engine. When she did she broke her main steam pipe from the boiler to the engine. We all went forward for fear we would get scalded to death and we let go the lines of the pier thinking she would drop into the cove and land down on the beach. Instead the back surf carried us out more into the lake and we landed on a shelf of rock. As she struck on the rock she was tilted as a result of the bump she got on the bottom. She landed about midships on the rock, her stern lapping out in the deep water. Her stern sank down with the seas. The "Randall" broke in two, the waves washing her after cabin and life boats off, but in the meantime the sea was rising and coming over so that we could not go back to the lifeboats. All this time we were getting a gale out of the east with snow and rain and it was so dark we could not see anything. This was about three-thirty on Wednesday morning. Swam Ashore in Blinding Storm. "We all stayed in the pilot-house

and when daylight came there was nothing left to go ashore with but the lifeboats. We waited there until 2:30 o'clock in the afternoon, hoping some one would come along to find us in our peril and as no one did we put the lifeboats on and swam about a mile to the shore in a driving snow storm and a big sea. It took us an hour to reach the shore, the back surf washing us back almost as much as we went forward. "The lighthouse keeper's wife did not discover us until we were near the shore. She and her son helped us to the lighthouse about a mile and a half across the land. They gave us warm clothing. Fred Bongard, the keeper, is the best lighthouse keeper I know. He spent three nights and days through snow and rain blowing the horn. "Fred Bongard, lighthouse keeper at the Ducks, was very kind to us. We spent nearly ten days with him and his family. They would not have been kinder to their own children than Mr. and Mrs. Bongard were to us fellows." The crew remained there for nine days, unable to leave for the mainland on account of heavy sea. "It is too bad that the government does not pay such a man an adequate salary, as he is quitting this fall on account of his small pay," said the Captain.

Had Narrow Escape Yesterday. "The weather was so bad that the crew were not able to leave the island until late yesterday morning at eight o'clock. We crossed to South Bay Point and motored to Pictou. "Yesterday when the party left the Main Ducks Capt. Randall and J. Brady started out in a small motor boat. A heavy sea was raging and the men only make the mainland twelve miles in three or four hours just by the skin of their teeth. Had the engine stopped the boat would have been swamped as the bow was almost upright. The Smith brothers followed in a larger boat. Condition of Wreck. The cargo of 350 tons of coal for the Downey Co., of Belleville, can be recovered, but the boat is a total loss. The John Randall was worth \$10,000 and was only protected against fire. Captain Randall said: "I have sailed her for the past fifteen years. I have owned her only about four. My father owned her before me. The boiler is partly under water. If the ice does not come back, it may realize

\$2,000 out of the boiler and of the things on the deck."

The Main Ducks. The Main Ducks are two islands out in Lake Ontario, south of Prince Edward County mainland. The crew landed on the 100 acre island, the other island (known as York-shire) contains 250 acres. Nine miles to the northwest are the False Ducks (25 or 30 acres). The Main Ducks belong to C. W. Cole, of Cape Vincent. There are 15 fishing huts on the island but they were vacated for the season. "Under the Ducks, it is safe for any boat. There is a good anchorage in any gale from the west, but boats seem afraid to go in," said the captain. "The new tangled life preservers were," Captain Randall thought, "a danger. They were lashed on to us and we could not get rid of them. Before leaving Oswego the barge had been held up for ten days by winds. Mr. John Randall, father of Capt. Randall, did not give up hope of his son's safety and was yesterday in South Bay searching. Mr. John Downey, Sr., a few days ago said he would not give up hope. "The safety of the men was the cause of rejoicing among friends of the crew in Belleville, Kingston and Seely's Bay.

SHIPMENT OF MANTLES. Messrs. Tickle & Sons' Company shipped today a consignment of mantles to Mr. A. K. Mills, of Ottawa. These mantles are the product of their local factory.

HEADQUARTERS MOVED TO CORNWALL. The headquarters of the supervision of track, fifth district, Grand Trunk Railway, comprising the territory between the Montreal terminals and Brockville, will, it is understood, shortly be moved from Brockville to Cornwall, where the supervisor of track W. Bibby, resides. This office has been in existence in Brockville for a number of years and is being moved to Cornwall in order that more direct supervision may be given it by Mr. Bibby.

BRIDGES AND CULVERTS ARE NEARING COMPLETION. With a few more days good weather Pillsworth & Daly expect to complete their contract on twenty-two concrete bridges and culverts on the provincial highway between Brighton and Coburne. The Hyland Construction Co., of Toronto, which have the construction of bridges between Cobourg and Coburne, will hardly finish their contract until spring.

GETTING RID OF TOLL ROADS EXPENSIVE. Getting rid of the toll roads that hemmed in Cobourg on three sides has been an expensive piece of business for that town, though no one can but admit that the expense is well merited. On the purchase of the Cobourg and Port Hope toll road both towns paid 10 per cent. of the purchase price of the road, or \$720, and on the purchase price of the Cobourg and Baltimore toll road Cobourg paid \$742.50. The purchase price of the Cobourg and Granton toll road will be in the neighborhood of \$20,000, and of this Cobourg will likely pay at least \$2,000.

TOLL ROAD CO. APPEALS EXPROPRIATION PRICE. Before the appellate division at Osgoode Hall, Toronto, last Thursday, the Cobourg and Granton Toll Road Co. appealed from the award of the Ontario Railway and Municipal Board, which in July last awarded the company \$18,454.22 and costs of the arbitration and award as compensation for the road expropriated by the province as part of the provincial highway. Judgement was reserved by Chief Justice Meredith and Justices Magee, Hodgins and Ferguson. The expropriation price will effect the town of Cobourg, the townships of Hamilton and Haldimand, which will pay 40 per cent., and the province 60 per cent. On the purchase of the Cobourg and Port Hope toll road the town paid 10 per cent. of the price paid by the government.

DEER CLOSE TO CITY OF KINGSTON. On Friday afternoon five deer started residents in Cataract district by passing south of the village at a fast rate, headed eastwards. The animals were making good time over the fences and through the fields, and were later reported as having passed north of Kingston Mills. At Seely's Bay they were sighted and the chase was taken up there by a spaniel, which gave tongue and alarmed a hunter just north of the village, who succeeded in getting one of the animals a splendid specimen. The other four got safely away. It is thought that the animals had been driven out of the north woods by the hunters, who were plentiful this fall.

WOOLEN MILLS WORKING TO CAPACITY. The Bancroft Woollen Mills is at present working to its full capacity, and expects to continue to do so right to the end of the year. This year has been a record one for the Bancroft factory and the management are looking forward to an even better one next year.

ON SUSPENDED SENTENCE. Orville Thompson, the seventeen-year-old Arden lad, who was charged

A \$6 BOTTLE OF WHISKEY BROUGHT A \$200 FINE. In police court Cobourg, Tuesday, Albert Dewey, of Belleville, was fined \$200 and costs by Justices of the Peace W. R. Coyle of Rosemeath and W. H. Floyd, of Cobourg, for breach of the O.T.A. He was charged with having a bottle in his possession in Alnwick township over a month ago, the charge being laid by Constable Brisbin of Rosemeath. The fine goes to the government, however, as Brisbin had not been appointed by the township as an officer to enforce the O.T.A. Dewey admitted paying \$4 for the bottle, which he purchased in Cobourg, and it was suggested that the charge be dropped against him if he would tell from whom he purchased the bottle. Albert Dewey, who was Tuesday given the option of a \$200 fine and costs or three months in gaol for breach of the O.T.A., was unable to get the money, and had to take the time.

FARMERS REGISTERED IN DENMARK. In Denmark the farmers are registered, and required to number and initial each egg sent to market. If one or two eggs are bad, the farmer is fined; if three are bad, he is boycotted.

\$1,100 WAS SUBSCRIBED. Upwards of \$1,100 was subscribed in Brockville graduates of McGill University in the centennial endowment campaign of the university which was brought to a close on Saturday. Considering the limited number of graduates residing here, the subscription of this sum towards the university's funds reflects their loyalty to Alma Mater in a marked degree and bestows much credit upon Dr. R. A. Bowie, who was in charge of returns from graduates here, some 15 in number.

WAS SEVERELY INJURED. When a small building that he was moving at Thousand Island Park, on Friday, slid from the skids, Charles Cuppernall was struck on the head and shoulders by the brick chimney which toppled off the building. He received scalp wounds, a broken nose, a fracture of the upper jaw, with four teeth missing, his chin was nearly torn from his face and his right shoulder blade broken. It is likely that he will recover.

BATTERIES RE-ORGANIZE. Questions of organization were dealt with at a meeting of the officers of the re-organized First and Second Batteries, held at the Royal Ottawa Golf Club, Ottawa. If plans materialize, training will be carried on within a few weeks. Quarters for the batteries have been secured in the O.A.A.C. building at the corner of Laurier avenue and Elgin street, and a mess will be started as soon as possible. Ottawa district has been divided into two areas for recruiting n.e.o.s, men and horses. Brigadier-General C. H. MacLaren, C.M.G., D.S.O., presided over the gathering. Other officers present included Col. MacParland of Toronto; Major A. B. Gillis; Capt. G. H. Davidson; Lieut. McMahon, Bate, Morphy and Williams. Major F. Alderson, an officer of the R.C.H.A., Kingston, has been placed permanently in charge of the organization of the batteries, and is making arrangements for equipment etc.

SEVEN CARS LEFT TRACK. A broken tie-plate is supposed to have caused the wreck of the Haliburton train on Saturday afternoon. The accident occurred three miles north of Geisler at 3:50 p.m. The engine, six freight cars and an express car were thrown from the track. The passenger coach, the last on the train, alone remained on the track. The box-cars, loaded with logs, pulpwood, etc., were badly smashed up. No one was seriously hurt. The auxiliary lifted the cars into the ditch where they will lay until reloaded. The track was not cleared for traffic for several hours.

WELL-KNOWN MINISTER DEAD. Word has reached Brockville of the death at Victoria, B.C., on November 11, of Rev. William Sheridan who was half a century minister of the Wesleyan Methodist churches at Spencerville, Merrickville, and elsewhere in that district. Mr. Sheridan was superannuated at Kingston in 1884 and had spent the last 20 years in British Columbia. The late Rev. Mr. Sheridan was received on trial at Prince Albert, Ont., in 1858 and prior to being ordained was stationed at Cartwright, Bowmanville and Merrickville. Ordained in 1862, he took charge at Minden and thereafter was stationed as follows: Fensel Falls, Lakefield, Boscorgeon, Spencerville (1869-71), Merrickville (1874-74), Pittsburg, Bath, Oshawa, Amprior and Kingston. After superannuation he lived from 1885 to 1894 at Beamsville, in the Niagara conference, and from 1895 to 1903 at Hamilton. Since then he had been in British Columbia. The funeral was held at Victoria.

There are 1850 miles of pro-

OUTLINED GOVERNMENT POLICY ON HIGHWAYS

Hon. F. C. Biggs, Minister of Highways, Addressed Associated Boards at Banquet at Hotel Quinte Last Night.

Belleville Chamber of Commerce were the hosts at a banquet to the Associated Boards of Trade at Hotel Quinte last evening.

The spacious dining hall of the Quinte was crowded with delegates to the convention and members of the Belleville Board of Trade. The main speakers were the Hon. F. C. Biggs, who spoke on good roads, and Mr. W. F. Cockshutt, M. P. of Brantford.

The musical program was unique. Prof. Hunt was accompanist, quartette, Messrs. Moorman, Burrows, LaVoie, Mouck and Wrightmyer sang some of their festival rhymes. Mrs. Whitmot, Miss Anna Ponton, Mr. John McIntosh and Mr. W. H. Wrightmyer sang a number of songs.

Mr. R. J. Graham occupied the chair and was in his happiest mood. He expressed the pleasure Belleville had in having as its guests the delegates to the seventh annual convention of the Ontario Associated Boards of Trade and Chambers of Commerce. He paid particular reference to the presence of the ladies.

The toast of "The King" was honored in royal fashion, the National Anthem being sung by the assembly. "Canada in the Empire" was the toast proposed by Mr. E. Guss Porter, K.C., M.P. for West Hastings. He referred to Canada's unique position in the world today. We have a loyal people, Mr. Porter drew a picture of what Canada might be with its great seacoast—with its more than one-third of the fresh water of the globe—its mines—in the hand of an intelligent and patriotic people. But none of these resources are inexhaustible and it behooves every one to conserve and foster our natural heritage.

In his response Mr. W. F. Cockshutt, M.P., for Brantford, said Canada in the Empire was just as free as any part of the earth that the sun shines on. He was against the cutting of any aid of the remaining ties binding Canada to the Empire. Not one part of the Empire wished the cords broken. Britain with all her faults, we love her still. The war called for great sacrifice, we gladly gave it. Those heroes who gave their lives "are in the place where loyal hearts and true stand ever in the light." The British Empire is built with three objects—to be a place for emigration, a place for trade and to carry the Christian religion to the benighted. In the latter alone, we have not done the noblest. This is a certain weakness—that we have failed to live up to our spiritual advantages. This is no time to rock the boat. The old political parties have had their faults but have been true to the Empire. The benighted and the native tribes testify to Britain's fair play. It is too much for us to ring true to British principles?

Mr. John Elliott, proposing the toast of the Province of Ontario, declared that Belleville was desirous of having the Associated Boards return here. Mr. Elliott referred to the Bay of Quinte cheese of which over \$4,000,000 worth is exported annually overseas. He asked the delegates to the Associated Boards to help introduce Belleville old cheese in the Ontario cities and towns.

"We have in the province of Ontario still the banner province of Canada as far as agriculture is concerned," stated the Hon. F. C. Biggs, Minister of Highways in his reply. He thought that it was the old political parties who were rocking the boat as Mr. Cockshutt had said. (Laughter.)

More Labor for Farmers. Hon. Mr. Biggs launched into the matter of good roads. The Associated Boards can assist in the solution of unrest. There will be unrest until there is enough labor to produce on the farm. This demands better rural conditions. We want good roads. They are not an expenditure but an investment.

"We want Hydro energy in the rural districts. The government of Ontario is solidly behind Sir Adam Beck in the matter of water development. There are hundreds of available power sites. These with the St. Lawrence scheme will lessen the flow of money to the United States for coal. We want better rural education." He favored, if necessary, a direct tax to support rural education and prevent the influx of the young into the city from the country.

1850 Miles of Highways. "There are 1850 miles of pro-

vincial highways in Ontario. Every foot is now under inspection. The province takes over the entire mileage and brings it up to a standard of maintenance until the road can be rebuilt.

"We want the cures and grades safe, a wide roadbed and sub-grade properly drained and built for many years to come. Seventy-five per cent. of the work has to be done before the surface is put on.

Next week we hope to advertise over 100 miles of top surface to be laid next year. These pavements will be built in the area around the urban centres, which contribute in motor licenses largely to the upkeep of the road. This will mean pavements in the cities and the area of their surrounding market."

Mr. Biggs said good roads will increase efficiency. This will more than pay for the cost of the new roads. Good roads increase the value of the abutting property. The portion paid by municipal councils is more than made up by taxes on property due to increased assessment.

Under the highway system, the government paying 80%, the county councils can designate more county roads. The townships have now less roads to look after.

If the Associated Boards of Trade can solve the difficulty of getting out of the control of the cement merger, it will be a good piece of work, he said.

This Year's Expenditure. The work of this year cost the province of Ontario about \$4,500,000, but there are refunds from Ottawa and from the county councils. Up to date the county councils spent nearly \$17,000,000 on county roads, receiving back about \$6,500,000, leaving about \$10,000,000 that has been paid by the rural sections in the past. The highways will serve every organized municipality and every county town. The counties this year built 68 miles of permanent roads. Mr. Biggs referred to the work on township roads. He hoped one more road should be built—from Severn to Manitoba.

The last toll gate in the province of Ontario is about to disappear on the bay bridge, (cheers.) Next year we hope to have the Pictou road improved up to a standard. He referred to the taking over of the Belleville-Poxboro road next spring.

Col. Ponton proposed the toast of the guests in a brilliant speech, replies being made by a number of the delegates, Mr. Dunstan, of Toronto, Mr. Oppley, of Hamilton, Mr. A. J. Young, of North Bay, Mayor Newman, of Pictou, Mr. Byrne, of Collingwood, Mr. McCullough, Hamilton and Wm. Wm. Taylor, of Owen Sound. The toast to the local Chamber of Commerce was responded to by President Aid. Bone and Aid. Ponton. Mr. J. D. Allen, Toronto, proposed the health of the chairman. The assembly broke up shortly after midnight.

WALLBRIDGE. Mrs. C. F. Chisholm has gone on an extended visit to her son, Sam, of Winnipeg, and other friends in Alberta and Saskatchewan.

Col. W. Ketchum is having his house, barn and other out buildings wired for electric lights.

Mrs. Jno. Hinchliffe has returned home after spending a week visiting Mrs. Jno Kemp and other friends at Springbrook.

Mr. T. Mills is laying a hardwood floor in Sidney town hall over the cement floor.

Well Mr. Editor, the hunters have all returned home after the hairbreadth escapes, some in the right place to kill and others got sight of the flag of truce but were able to put up the cash. Mr. Jas. Hinchliffe, Sidney and Mr. A. Wilson of River Valley returned on Saturday with two fine deers. Some of the hunters had to leave their autos on account of the heavy snow storm and take the old reliable train for home.

BACK FROM A HUNT. John M. Theobald, Kingston returned on Friday evening from a two weeks deer hunt. He brought home his allotment as did each member of the party. He had a fine time. The weather last week was very cold and there was over a foot of snow. On Friday morning the camp equipment was drawn on a sleigh to the railway station. The camp was located near Barryvale.



A WHITE ROBIN. This newcomer to the Riverdale Zoo, Toronto, is looked upon as rather an outcast by the redbreast family, which refuse to fraternize with it in any form. This photo was taken a few days ago.

TUARY

UNNAUGHTY. of the late Alexander took place yesterday. McKell and Sons, funeral home, Belleville Cemetery, on Swayne officiating.

BAROLD

Cotton has returned after a two weeks visit in She was accompanied by Mrs. Walker.

Spent Sunday with the family.

Spent a day with Mrs. Carl Clancy, death and Miss Flossie morning for a three o'clock, Wash.

Spent at the home of the fore going to New

13. Rawdon, intends statement at the town

Spent a few days at his brother's, Mr.

Factory closed for the month 18th.

AMELIASBURG

Wm. Alyea, Col. and Mrs. J. K. Van Saturday evening at

Smith Brown motor on Saturday.

S. A. Rathbun spent with Wilson Stone-

and mother spent Harry Oscar and family ending moving to To-

H. Rathbun spent with Mr. Bert Hall's

RENTON

to report Mrs. Thos. has been on the sick bed.

Alstine has a very bad great deal of sickness present time.

has moved into our Crothers.

is confined to the bed.

will soon be here and will hear the jingle winds of it.

are beginning to carry west, already, one carried five cars of on Tuesday last, and

is spending a few own visiting relatives. is in preparing for

esses Ethel and Lois have been very ill are

of North Trenton held at the church on Sat- last, a good number we hope our number

of Mt. Zion, was in ay last.

Clifford Dafeo, of pending a short time on relatives. Dafeo spent Sunday in her brother Clifford

led the pulpit at King on Sunday evening. y eloquent sermon.

FROM TROUSER'S

et was at work in on Saturday morning. rance to the home of 236 Earl street, but y much for his trou-

Mr. O'Connor's s. There was evidence ad made quick thor- the house.

ere notified about the making an investiga-

GO UNARMED.

ainty of Minden it is on the roads unarmed bears are roaming numbers. At Iron-

ancock shot three and y one, several more seen.

HOUSE OPENED.

en public school with been erected at S. S. n township, and the school, which has eted, was made the ublic gathering. Rev. on presided, and Lt. ll, Public School In- george Anderson, Co- rdecastle, Baltimore; presenting the trust- was a good musi-

ard, of Landseer St., is visiting at the w, Mrs. J. W. Barlow