

AFTER THE BATTLE; VICTOR AND VICTIM.

Laurier Will Have Over Fifty of a Majority.

THE FIGURES TELL THE STORY.

Ontario. In Ontario the Government sustained a reverse, especially in the western portions of Province, which heretofore have been almost solidly Liberal. The returns at the time of writing indicate the election of 51 Conservatives and 37 Liberals, leaving the constituencies of Nipissing and Algoma still to be polled. The list of losses, it would seem, totals 22 in this Province and involves the disappearance from Parliament for a time of many well known Ontario members, Mr. James McMullen, Dr. Lanierkin and Mr. William Gibson are the most notable members who have been defeated. Others in the last Liberal contingent from this Province who sought re-election and will not have seats in the next Parliament are Mr. Wood, of Hamilton; Mr. Joseph Featherston, of Peel; Mr. McEligh, of South Victoria; Mr. Duncan Graham, of North Ontario; Mr. Hurley, of East Hastings; Mr. John Fraser, of East Lambton; Mr. Valentine Ritz, of North Middlesex; Mr. Sempie, of Centre Wellington; and Mr. Frank T. Frost, of North Leeds, and Grenville. Mr. Stubbis, Independent, who gave a general support to the Government, was rejected in Cardwell. On the other hand, the Liberals gained nine seats in the Province formerly held by Conservatives. The following are the gains and losses—

Table with columns for Ontario, Conservative Gains, and Liberal Gains. Lists various constituencies and the number of seats gained or lost.

Table titled 'FOR COMPARISON' showing results of each election since Confederation. Columns include Constituency, Conservative, and Liberal seats.

Table titled 'Conservative majority, 28' showing results of the second election on July 20th, 1887. Lists constituencies and seat counts.

Table titled 'Conservative majority, 6' showing results of the third election on Jan. 22nd, 1874. Lists constituencies and seat counts.

Table titled 'Conservative majority, 68' showing results of the fifth election on June 20, 1882. Lists constituencies and seat counts.

Table titled 'Conservative majority, 139' showing results of the sixth election on Feb. 22, 1887. Lists constituencies and seat counts.

Table titled 'GAINS AND LOSSES' showing Liberal Gains and Conservative Gains across various Ontario constituencies.

Table titled 'ONTARIO' showing Liberal Gains and Conservative Gains for various Ontario constituencies.

Table titled 'NOVA SCOTIA—Twenty Members' showing Liberal Gains and Conservative Gains for various Nova Scotia constituencies.

Table titled 'NEW BRUNSWICK—Fourteen Members' showing Liberal Gains and Conservative Gains for various New Brunswick constituencies.

Table titled 'PRINCE EDWARD ISLAND—Five Members' showing Liberal Gains and Conservative Gains for various Prince Edward Island constituencies.

Table titled 'BRITISH COLUMBIA—Six Members' showing Liberal Gains and Conservative Gains for various British Columbia constituencies.

Table titled 'MANITOBA—Seven Members' showing Liberal Gains and Conservative Gains for various Manitoba constituencies.

Table titled 'NORTHWEST TERRITORIES' showing Liberal Gains and Conservative Gains for various Northwest Territories constituencies.

Table titled 'QUEBEC—Sixty-five Members' showing Liberal Gains and Conservative Gains for various Quebec constituencies.

Table titled 'RESPECTIVE LEADERS—A CONFERENCE' showing the names of Liberal and Conservative leaders.

FOUNDERED IN BAY OF FUNDY.

The City of Monticello Goes Down.

Only Four Saved—Statements of Capt. Smith and Third Officer Flemming—Hon. W. S. Fielding's Narrow Escape—Passengers Take to the Boats.

Halifax, N. S., Nov. 11.—During one of the worst storms of the season the Yarmouth Steamship Company's side-wheel steamer City of Monticello, bound for Yarmouth, was wrecked on the rocks of the Bay of Fundy. The vessel was carrying 145 passengers and crew, and was bound for Yarmouth, N. S., on Friday morning, Nov. 10, at 11 o'clock. The vessel was wrecked on the rocks of the Bay of Fundy, and was found to have been driven ashore by the force of the wind and waves. The vessel was found to have been driven ashore by the force of the wind and waves. The vessel was found to have been driven ashore by the force of the wind and waves.

Statements of Capt. Smith and Third Officer Flemming. Capt. Smith made the following statement to-night: "We left St. John at 11 o'clock on Friday morning. The weather was not at all bad. The sea in fact was very smooth to Petite Passage. I saw Capt. Harding, who said he was thinking of putting into Yarmouth before reaching Petite Passage, but about half an hour before reaching Petite Passage the weather looked dark with indications of the wind blowing to the northwest, and he concluded to try to reach Yarmouth. At the time we reached Petite Passage, the wind was blowing from the north, but the ship made fairly good weather, although the wind was about five miles from Cape Breton light. After falling his position, Capt. Harding decided to run for the harbor, but found it impossible to get the ship before the wind, although he used every endeavor to do so. The ship was low making water and we began to jettison cargo.

After emptying several casks of kerosene oil to smooth the waters and as the water continued to gain we decided to take to the boats. This was about 11 o'clock this morning. After getting two boats out on the port side we placed all the women, three in number, in the first boat, and in five minutes after the boats had cleared the steamer she gradually settled down on the port side and disappeared. I saw steam escaping from the boiler if there was an explosion of boilers I was so engrossed with my boat that I did not notice it. The fires in one boiler had been out for two hours, having been put out by rising water in the hold.

There were no signs of confusion, everything was orderly, and there was no excitement whatever. Capt. Harding and all the officers did their duty to the last. The captain assisted us in getting our boat away, and the last I saw of him he was scrambling on the fall attempting to put her into the water. Capt. Harding's conduct was seamanship throughout.

After the steamer foundered we were driven to the land by the terrific gale, and landed at Petite Passage, about four miles away, in a very heavy surf, our boat being broken to atoms in landing. Murphy, the second mate, and two lady passengers were drowned. We never saw or heard them after the sea receded. Those who were saved were thrown upon the beach, and it was only by a miracle that we escaped the fate of the other three. It was after a severe struggle that we gained a place of safety. The cook and the stewardess received slight injuries in landing. The last we saw of the other boat she had apparently filled with water and we fear there is no hope of her occupants being saved. Several of those remaining in the steamer had life belts on, but I fear there is no possibility of any of them being saved. They could not have lived long enough in the raging sea to get to land. After reaching a house we were furnished with dry clothing, and all, except the stewardess, were brought to Yarmouth.

Third Officer's Story. James E. Flemming, the City of Monticello's third officer, made the following statement: "After leaving St. John yesterday morning the wind was blowing quite strong, but the boat made good time. After passing through Petite Passage it looked as if the wind would head to the northwest, but about 9 o'clock it breezed up from the south. About 10 o'clock on Friday night one sea boarded us and carried away the starboard part of the forward section, apparently doing small damage. The ship was then laboring heavily, but was making good weather. In the night she began to leak. This morning at about 8 o'clock she became unmanageable. Everything possible for the safety of the ship and crew was done, but to no purpose. The port fire went out about 10 o'clock and shortly afterwards Capt. Harding ordered the boats to be manned. The second officer, the quartermaster, Capt. Smith, the stewardess and two women, one colored, and myself left in her. Very little difficulty was experienced in getting the boat away from the ship. The port forward boat was also lowered, but filled before it was got away from the ship. I saw men struggling in the water with life belts on, but it was impossible to render them any assistance. I cannot say whether any other boats were lowered. In about three minutes after we left the ship she keeled over on her port side, broke in two and went down, bow first. Just before she sank I saw people clinging to the windward rail.

Capt. Harding's Fine Conduct. The last I saw of Capt. Harding he was getting on the port quarter-boat. He was perfectly cool throughout and gave his orders in that mild tone with which we were so familiar. He did his utmost to save the passengers and crew when it became evident that the ship could live no longer. No possible blame can be attached to the captain. He was caught under conditions which could not have been foreseen. There were about seven passengers aboard, don't know who they were.

After the ship sank we scudded for the land. The small boat made splendid weather till we reached the breakers. As near as I can tell the boat pitched upon the beach. I think Second Mate Murphy was killed when the boat struck. The two ladies were drowned or killed. The remaining cool and calm in the boat did just as we told them by trying no signs of fear. The next I knew I came up under the boat, and was then washed out from under it. The second mate I was washed ashore. I saw a rock and happened to get hold of the stewardess's life belt. The surging sea washed me up and left me dry and we got ashore before the next sea broke. The boat where we landed was very low with the sea running very high, breaking with terrific force. It was only by the hand of Providence we escaped. We walked over a house, a distance of 200 yards, where we were kindly aided and then driven to town. It is impossible for any of the 33 persons in the boat or on the steamer could have escaped, she sank so quickly.

M'KINLEY AND ROOSEVELT.

Their Election by a Large Majority is Assured.

Probable Electoral Vote. McKinley, 283. Bryan, 164. Electoral Vote in 1896. McKinley, 271. Bryan, 176.

The roll call on States at this hour is apparently as follows: State. McKinley, Bryan. Connecticut 6 6 Alabama 11 11 Arkansas 8 8 Delaware 3 3 Colorado 4 4 Illinois 24 4 Indiana 15 4 Iowa 13 8 Louisiana 6 8 Maine 6 9 Maryland 8 8 Massachusetts 17 17 Michigan 14 3 Minnesota 11 11 Missouri 9 9 Montana 15 9 Nebraska 14 11 New Hampshire 4 9 New Jersey 10 15 New York 36 36 North Carolina 11 11 North Dakota 3 12 Ohio 23 23 Pennsylvania 32 22 Rhode Island 4 4 Vermont 4 4 West Virginia 12 12 Wisconsin 12 12 Totals 247 189

Standing of Cities. Liberal. Conservative. Montreal 4 Montreal 1 Quebec 3 Toronto 4 Halifax 1 Hamilton 2 St. John 1 Halifax 1 Ottawa 1 Ottawa 1 Kingston 1 London 1 Totals 12 9

RESPECTIVE LEADERS—A CONFERENCE. Liberal. Conservative. Laurier 2,500 Tupper, Sir C. 1,500

Robinson is a Patron Liberal; McCarthy is an Independent Government supporter; Smith is a Labor Liberal, and Patten also supports the Government on its general policy.

New British Commons. In the new British House of Commons there are: Bankers and financiers 22 Brewsters and Q. C.'s 116 Press, distillers and wine merchants 23 Civil and mining engineers 4 Colliery proprietors and coal merchants 17 Diplomats and Government officials 17 Estate agents, architects and accountants 17 Farmers and agriculturists 60 Gentry and landowners 60 Ironmasters and metal merchants 18 Labor representatives 13 Manufacturers and spinners 52 Medical profession 9 Merchants 44 Ministers and ex-Ministers of Government 10 Newspaper proprietors and journalists 23 Peers sons and brothers 81 Printers and bookbinders 4 Railway contractors and engineers 6 Steamship and ship owners and builders 18 Solicitors in or out of practice 24 Stock and share brokers 7 Shopkeepers and traders 13 University professors and schoolmasters 13 Army and Navy 64

Story of the Tragedy. The City of Monticello made weekly trips between Halifax, N. S., and St. John, N. B., calling at Yarmouth and other ports. The steamer was last about ten miles from Yarmouth on her way from St. John, when the latter port at 11 o'clock on Friday morning. The storm, which started that night, was still blowing a hurricane force. The steamer made her way across the Bay of Fundy in the face of the fierce southeaster, and when four miles off Cheogagan Point, one of the capes in the vicinity of Yarmouth, it was found that water was pouring into her hold. It did not take many minutes to show that there was no hope of the steamer reaching port. She was beyond control and drifting on the rocks.

Capt. Harding had two boats, and it was decided to launch them in the forlorn hope of getting through the surf to the shore. One of the passengers was Capt. Norman Smith, of the Battle Line steamer Phoenix, now lying at St. John. The two boats were launched and one of them was placed in charge of Capt. Smith. In it with him were six others. There was room for more, but the terror-stricken passengers and crew momentarily hesitated to leave the ship. That moment was fatal, for the boat put off and left those on board to their fate. The second boat was launched at the same time, but no one knows who got into her or what became of her. The survivors have no hope that she lived in the angry sea.

Capt. Smith's boat had got only a few yards from the City of Monticello when a big wave struck the steamer sending her completely over on the rocks and washing everyone who clung to her rigidly into the sea. Those below decks were caught in the torrents of water rushing up from great holes in the ship's bottom and pouring down her latches and companion ways. The other boat was not seen after the steamer went over.