

MONDAY, DECEMBER 15, 1913.

THE LONDON ADVERTISER.

URGE GOVT. TO MAKE GODERICH A REAL HARBOR OF REFUGE

Installation of Wireless System Also Urged
by Jury Which Made Complete Investi-
gation Into Lake Disaster—Body To Be
Exhumed and Taken Home For Burial.

[Special to The Advertiser.]
Goderich, Dec. 13.—After examining five more witnesses and being out for two hours and a half the jury, which under Coroner Hunter has been investigating the recent lake disaster brought in the following verdict:
"We find that the said Thomas Stone came to his death by drowning in Lake Huron by the wrecking of the steel freighter John A. McGean on the 9th or 10th of November, caused by a storm of unusual severity from the northeast, shifting to the north-west, accompanied by snow, and that this storm wrecked on Lake Huron the steamers Price, Regina, J. A. McGean, Wexford, Carrothers, Argus, Hydrex and Scott."

Would Save Many.

"It is probable that had the knowledge that a storm of unusual severity was coming been to the vessels would have been prevented from going out into the storm then impending.
"Considering the appalling loss of life and property on that occasion, that Goderich is now a harbor of refuge, and the only available harbor as such on the east side of the lake to which vessels can have recourse in stress of weather, and that if completed and equipped as a harbor of refuge, such as all such harbors are in American ports, some of the vessels might have found safety in it."

Make Real Harbor.

"Considering the vast amount of lake traffic along this part of Lake Huron, and as we are informed that elsewhere in any part of the Great Lakes, and that Goderich is the second largest grain receiving port on the Upper Lakes, and in view of the circumstances appearing before us, we strongly recommend and believe that the Government should, without delay, and at any cost complete and equip Goderich harbor as a real harbor of refuge (first), by fully completing the breakwater, now begun; (second), by installing up-to-date lights and a fog signal at the entrance of the breakwater, the present fog signal whistle being utterly inadequate in character and equipment and being improperly placed, and of no value whatever; (third), by dredging to the necessary depth the outside basin formed by the breakwater so that ships may have some sea room, after the stress of entering, to manoeuvre and steady themselves before trying to enter the piers."

Not Enough Shelter.

Without these necessary additions Goderich harbor will, notwithstanding the expenditure on it already to make it a harbor of refuge, continue to be no real harbor of refuge affording the necessary shelter to shipping, while it is shown by the evidence of most experienced and able master mariners on the lakes, that if equipped as harbors of refuge on the American side, Goderich will be a harbor available as a refuge to shipping in any ordinary heavy weather from which vessels are accustomed to seek shelter."

Recommend Wireless.

"We are also of opinion that had there been wireless equipment on the vessels and on land including the heights of Goderich, this being the highest point on this shore of Lake Huron, of the approaching storm, known to the weather bureau at 10:30 p.m. on Nov. 8, could according to the evidence have been sent to vessels whether on lake or in harbor, and have enabled them to leave either remained in harbor or to have sought shelter in time to have saved them from destruction and accompanying loss and most lamentable loss of life."
"We would recommend that the Government be asked to issue a commission of inquiry to include the above matters, also the question of construction, power, equipment, inspection, loading, manning and life-saving appliances on lake freighters."

Identifying the Dead.

"We wish to state that it appears in evidence before us in the progress of this inquest that a steel freighter in not excessively bad weather approached Goderich and remained out for several hours, desiring to enter, but, owing to difficulties which could be removed if the harbor improvements were thoroughly completed, was obliged to leave and go for protection across the lake to an efficient harbor there."

We regret that it is difficult

in disasters of this nature to identify the bodies of the lost, and we recommend a more efficient and stringent method be adopted by vessel owners to keep a proper list on vessels."

Witness Examined.

Before the jury retired to consider a verdict the evidence of a number of

witnesses was heard.
Before the charge was given to the jury, Captain Reginald Bassett, of the steamer McKee, was recalled. On Sunday last, on account of the heavy storm, he said, he could not even see the harbor here, and after failing to get shelter at Sand Beach he steered for Sarnia. Witness said that the breakwater should be built higher and the basin should be enlarged and deepened. Captain Bassett said it was only a question of money to make Goderich a harbor of refuge.

To Save Vessel.

To save his vessel from destruction, Capt. P. D. McCarthy, of the steamer Turbot, caught in the storm, shaped his course from Thunder Bay to Sand Beach. Failing to get any shelter there, he steered for the St. Clair River. He kept his vessel from destruction by keeping out in deep water. Witness testified that Goderich was no harbor to enter in a storm, and under the present conditions the harbor was not properly equipped. He deemed it advisable to take the river in place of the harbor. He held that the harbor was not properly equipped. The contention of G. L. Parsons, superintendent of the Goderich Transit and Elevator Company, was that the harbor should be changed to a red and white flashlight, in order to distinguish it from the harbor of Sarnia. "It is no good at all," said the witness, when Crown Attorney Seager asked about the fog signal. "In comparison with improvements made at other ports on the lake, there seems to be very little improvement made here by the Government for the amount of business transacted," he concluded.

Not Well Equipped.

Capt. Edward Robinson, of the steamer C. P. Crowe, a son of Capt. William Robinson, the lighthouse keeper, being called, suggested that this harbor could be made as good as any ordinary port on Lake Erie. He did not think it was well equipped, and supported his arguments as suggested by Capt. McCarthy.

Capt. Frank Johnstone, of the steamer S. M. Parent, affirmed that Goderich was no use as a harbor of refuge.

That about 11,000,000 bushels of grain were yearly handled through Goderich was the contention of G. L. Parsons, superintendent of the Goderich Transit and Elevator Company.

Coroner's Remarks.

The coroner remarked that for years Goderich had been nominally called a "harbor of refuge" but all the mariners testified that it was not, but a fair weather port. He thought a wireless apparatus would be useful, and drew the attention of the fact that Canadian vessel owners did not keep the same tab on their crews as the Americans. He illustrated this by showing that out of seventeen mariners recovered from the Carrothers, only twelve had been identified.

One of the bodies of the wreck victims buried in Maitland Cemetery as unidentified on Nov. 27 will be exhumed. Coroner Hunter received word last night that it had been identified as John Huber, of London, Ohio, who was an employee of the McGean. The identification was made by descriptions furnished by the Lake Huron Fishermen's Association, and was made by his mother and sister in Cleveland, from a photo. The body, after being exhumed, will be shipped to his home in Canton. This was the only American body buried here.

FEAR FARMER MAY BE DEAD

All Effort To Trace Donald McDonald Have Proven Fruitless.

MISSING OVER A WEEK

[Special to The Advertiser.]

Durham, Dec. 15.—Search for a full week has failed to reveal the whereabouts of or fate of Donald McDonald, the Benetton township farmer who so mysteriously disappeared from his home, seven miles from Durham. Parties have instituted search in all places, radiating for several miles around McDonald's home, and dragged many of the streams and rivers in this neighbourhood in the hope of finding his body, if dead.

So far, their labors have borne no results. McDonald, who is about 40 years of age, is a member of a respected family here, and to date no reason for the strange disappearance can be advanced.

"We regret that it is difficult in disasters of this nature to identify the bodies of the lost, and we recommend a more efficient and stringent method be adopted by vessel owners to keep a proper list on vessels."

Before the jury retired to consider a verdict the evidence of a number of

PUBLIC FUNERAL FOR LAKE DISASTER VICTIM

The Body at Port Elgin May Be Mate

That of Second

Mate

[Special to The Advertiser.]

Port Elgin, Dec. 15.—A public funeral was held here today of the remains found here recently, and partly identified as those of Albert Wood, second mate on the ill-fated steamer Scott.

A man who knew Wood well, and who was brought here today by Commissioner Harrison, of Goderich, declared the body is not that of Wood. The description given of Wood is that he is but 5 feet 6 inches tall, while the height of the man here is about 5 feet 9 inches.

There are three or four other men on the list of men on the Scott, and the man here may be either of them. The name of Bogner, which appears on the list as a fireman, corresponds somewhat with the man found here, while that of Thomas also corresponds.

The remains of the man now here are still in good condition, and anyone who knew this sailor would be able to identify him. The fact that he was scantily clad, having no underwear, and but a sweater on, makes the commissioner believe the body might be that of the porter, as the fireman have been accounted for, and he bears no resemblance to Wood, the second mate.

I OWE MY LIFE TO "FRUIT-A-TIVES"

They Did Me More Good Than All
Other Treatments Combined



MRS. H. S. WILLIAMS.

Palmerston, Ont., June 20, 1913.
"I really believe that I owe my life to 'Fruit-a-tives.' Ever since childhood I have been under the care of physicians and have been paying doctors' bills. I was so sick and worn out that people on the street often asked me if I thought I could get along without help. The same old distressing trouble drove me wild. Some time ago I got a box of 'Fruit-a-tives' and the first box did me good. My husband was delighted and advised a continuation of their use. 'Fruit-a-tives' completely cured me."

"Today I am feeling fine, and a physician, meeting me on the street, noticed my improved appearance and asked the reason. I replied, 'I am taking 'Fruit-a-tives.' He said, 'Well, if 'Fruit-a-tives' are making you look so well go ahead and take them. They are doing more good for you than I can.'"

MRS. H. S. WILLIAMS.

"Fruit-a-tives" are sold by all dealers at 50 cents a box, six for \$2.50, trial size 25 cents, or sent on receipt of price by Fruit-a-tives, Limited, Ottawa.

Commissioner Harrison has ordered a photograph taken.
Mr. Harrison will likely make his headquarters here for a time.

DR. A. HANNA AND ALEX. MORRISON WERE SUCCESSFUL

Regular Nominee of Conservatives Had 135 Majority in South Lanark.

LARGE VOTE WAS POLLED

Campaign in Macdonald Was Apparently Organized With Unusual Thoroughness.

[Perth, Ont., Dec. 14.—Dr. A. E. Hanna, of Perth, was elected Saturday to represent the riding of South Lanark in the Dominion House of Commons. Colonel J. M. Balderson, Perth, an Independent Conservative, entered the contest with the nominee of the Conservative Association, Dr. Hanna ran 135 votes ahead of Col. Balderson. The vote by townships stood:

Hanna, Balderson.		
Drummond	212	204
North Elmsley	118	74
Montague	190	219
Perth	242	242
Smith's Falls	239	206
Bathurst	114	146
Beckwith	91	56
North Bruce	73	83
South Sherbrooke	1,907	1,772

Majority for Hanna, 135.
The total vote polled yesterday was 3,749 out of a possible 5,035, which is considerably larger than at the last general election.

Always Conservative.

The riding has been Conservative since Confederation. Hon. John Haggart representing it from 1872 until the time of his death early in the summer of this year. Hon. Alex. Morris represented it from 1887 until his death in 1872.

The split in the Conservative party in this election occurred when Col. Balderson, who had not been given a square deal by the party convention, and announced his candidature.

Was Well Organized.

—Winnipeg, Dec. 14.—Alex. Morrison, Conservative, was elected in the Macdonald constituency of the Federal Parliament yesterday with a majority of 911, with one poll yet to come. A heavier vote was polled than at the previous election, when Mr. Morrison was elected, and later unseated on petition, and the majority was increased from 734. Six polls in the Winnipeg suburbs ran up the increased majority, showing an advance of 186 over the former majority. They gave the Conservative candidate, Mr. Morrison, an opponent in the second contest was Dr. Myles, Liberal.

PLAN NEW SCHOOL

[Special to The Advertiser.]
Durham, Dec. 15.—The electorate of this town will vote on a bylaw calling for the erection of a new high school at the coming elections in January. The bylaw calls for an expenditure of \$15,000 for a building and the accessories thereto. In his last report, Inspector Wetherall stated that a new building here was imperative.

IN WINTER QUARTERS.

[Special to The Advertiser.]
Sarnia, Dec. 15.—The bay now contains four ships of the Imperial Oil Company, all of which have been put into winter quarters. There are the Imperial, the Imperial, the Iacoma and barge No. 141. Much work will be done on these boats during the winter months.

FRAUD!

Watch out for vile imitations of
the—clean—pure—healthful

WRIGLEY'S
SPEARMINT

These imitations are made of poorest material by dishonest manufacturers. They imitate the colors, shape and general appearance of our package.

But they dare not use the spear!

They dare not use the word "WRIGLEY'S!"

Remember these two things and you won't be cheated.

It's a fraud unless it's exactly like this:



Be sure it's "WRIGLEY'S"

Look for the spear

SUNDAY SCHOOL WORKERS OF S. GREY ORGANIZE

John Taylor, of Hanover, Was Elected President of New Society.

[Special to The Advertiser.]

Durham, Dec. 13.—Sunday school workers, numbering over 150, from many parts of South Grey assembled in the Presbyterian Church here today and organized a county convention, with Mr. John Taylor, of Hanover, president, and Rev. W. W. Prudham, of Durham, secretary. At the same time the townships in this riding were also organized.

The convention was the first of its kind ever held here, and was a greater success than at first expected. Much enthusiasm was evident among the delegates, and inspiring addresses from many prominent men in Sabbath school work, added character and strength to the gathering. Chief among the speakers was Rev. E. W. Halpenny, general secretary of the Ontario Sabbath School Association, of Toronto. Others were Rev. A. C. Eddy, Mount Forest; R. M. Tribe, Holstein; Revs. Hyde and Geller, Elmwood; Rev. W. L. McLean, Hanover.

THE HYDRO SHOP

is where you can get all kinds of Electrical Novelties. Call and buy your Christmas presents.

—NOW—
\$3.00

To encourage the use of Electric Irons we are going to sell 50 only at \$3.00 each. These irons have a perpetual guarantee, and cannot be excelled in design or workmanship.

CITY HYDRO-ELECTRIC

TO BUILD RAIL WAY

[Canadian Press.]

St. Catharines, Dec. 13.—Vice-President D. B. Hanna, of the Canadian Northern Railway, of the last night gave a pledge to the St. Catharines city council that in connection with the construction of the line from Toronto, through Hamilton to the Niagara River, that the section between

Grimby, Beamsville and St. Catharines, would be completed within two years, an earlier date than the entire line is expected to be completed.

Mrs. Winslow's Soothing Syrup has been used for over SIXTY YEARS by MILLIONS OF MOTHERS for their CHILDREN WHILE TEETHING, with PERFECT SUCCESS. IT SOOTHES THE CHILD, SILENCES THE GUMS, ALLAYS ALL PAIN, CURES WIND COLIC, and is the best remedy for diarrhoea.

PANSHINE

KITCHEN MAGIC CLEANSER 10c Large Sifter Top Tin

FRY'S COCOA

Pere Marquette Railroad Co.

NOTICE

Change of Time, Effective Nov. 23.

Train No. 1, for St. Thomas and points West, will leave at 7 a.m. instead of 7:10 a.m.

No. 41 will leave London at 5:30 a.m. instead of 5:40 a.m., for St. Thomas, G. E. R. connection.

No. 47 will leave London at 2:10 p.m. instead of 2:20 p.m., for St. Thomas and Port Stanley.

W. E. Walfenden, Gen. Passenger Agent.

H. M. Hayes, Dep't Ticket Agent.

TRAVELLERS' GUIDE

GRAND TRUNK RAILWAY.
EARNIA TUNNEL TO SUSPENSION
BRIDGE AND TORONTO.

Arrive from the East—8:52 a.m.
10:56 a.m., 11:12 a.m., 11:28 a.m.,
12:00 p.m., 1:55 p.m., 10:45 p.m.
Arrive from the West—12:14 a.m.
3:43 a.m., 11:55 a.m., 1:10 p.m., 4:10 p.m., 6:25 p.m.
Depart for the East—12:19 a.m.
8:48 a.m., 7:20 a.m., 9:00 a.m., 12:00 p.m., 2:06 p.m., 4:25 p.m., 7:15 p.m.
Depart for the West—2:57 a.m., 7:40 a.m., 11:18 a.m., 11:55 a.m., 1:40 p.m., 4:20 p.m.

LONDON AND WINDSOR.
Arrive—11:30 a.m., 4:00 p.m., 6:50 p.m., 11:05 p.m.
Depart—6:35 a.m., 11:45 a.m., 2:05 p.m., 8:05 p.m.

STRATFORD BRANCH.
Arrive—11:15 a.m., 1:39 p.m., 6:45 p.m., 11:30 p.m.
Depart—6:00 a.m., 10:00 a.m., 12:30 p.m., 2:45 p.m., 4:55 p.m.

LONDON, HURON AND BRUCE.
Arrive—10:00 a.m., 6:10 p.m.
Depart—8:30 a.m., 4:40 p.m.

Trains marked * run daily. Those not marked, daily, except Sunday.

CANADIAN PACIFIC RAILWAY.
Arrive from the East—11:42 a.m., 6:55 p.m., 7:50 p.m., 11:15 p.m.
Arrive from the West—4:30 a.m., 11:30 a.m., 12:31 p.m., 5:35 p.m., 8:55 p.m.

Depart for the East—4:38 a.m., 8:00 a.m., 12:40 p.m., 5:43 p.m.
Depart for the West—8:15 a.m., 11:50 a.m., 7:05 p.m., 8:00 p.m., 11:28 p.m.

Trains marked * run daily. Those not marked, daily, except Sunday.

WICHAM CENTRAL RAILWAY.
Trains Arrive—7:05 a.m., 11:20 a.m., 4:50 p.m., 9:40 p.m.
Trains Leave—7:25 a.m., 2:30 p.m., 5:27 p.m., 10:15 p.m.

PERE MARQUETTE RAILWAY.
Trains Depart—5:30 a.m., 7:00 a.m., 9:45 a.m., 2:10 p.m., 4:20 p.m., 7:30 p.m.

Trains Arrive—8:45 a.m., 12:50 p.m., 1:40 p.m., 5:10 p.m., 10:10 p.m.

Trains marked with * run through, to and from Walkerville. Trains marked with † mixed, to St. Thomas only.

Traction Company Winter Time

Commencing Oct. 1, cars leave London

6:50, 7:50, 9:30 a.m., and hourly to 11:30

a.m. Through cars to Port, 7:50, 9:30, 11:30

a.m., 1:30, 3:30, 6:30, 7:30, 10:30 p.m.

Sunday cars to Port, 9:00 a.m., and

every two hours to 7:00 p.m.; to St.

Thomas, 9:00 p.m. Time table No. 4 at

all stations.

ONLY DOUBLE TRACK ROUTE.

Round-trip tickets at low rates, giving

choice of all the best routes, together

with full particulars, may be obtained

at Grand Trunk Ticket Offices.

Ocean Steamship Tickets on Sale.

R. E. Reese, city passenger and

ticket agent. Phone 89.

GRAND TRUNK RAILWAY SYSTEM

CALIFORNIA

FLORIDA

—AND THE—

SUNNY SOUTH

The Grand Trunk Railway is the most

direct route from all points East

through Canada via Chicago, Detroit or

Buffalo.

ONLY DOUBLE TRACK ROUTE.

Round-trip tickets at low rates, giving

choice of all the best routes, together

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Agents, or from W. Fulton, C. P. A.,

C. P. R., London, Ont.

ext

CANADIAN PACIFIC EMPRESSES

AND OTHER STEAMSHIPS

Liverpool Service

DIRECT FROM HALIFAX.

Empress of Ireland.....Sat., Dec. 13

Empress of Britain.....Sat., Dec. 27

Empress of Ireland.....Sat., Jan. 10

Coricani (chartered).....Sat., Jan. 24

Scotian (chartered).....Sat., Feb. 7

Empress of Britain.....Sat., Feb. 21

CONCERTS DAILY BY ORCHESTRA

ON "EMPRESSES"—1st & 2nd Cabin

DIRECT FROM ST. JOHN.

Lake Manitoba.....Wed., Dec. 10

TRIESTE SERVICE (Calling Naples),

Tyrolia.....Jan. 3.

Tyrolia.....Jan. 31

Tyrolia.....Feb. 28

All particulars from Steamship

Agents, or from W. Fulton, C. P. A.,