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SEVENTEEN PAGES—TUESDAY MORNING NOVEMBER 11 1913—FOURTEEN PAGES

VOL. XXXIII—No. 12,154

EXTRA! SIXTY or More Drowned

When Steamers Capsized

During Sunday's Gales on Great Lakes!

FEAR IS EXPRESSED FOR CREW OF 28 ON VESSEL STRANDED ON ISLAND IN LAKE SUPERIOR

Life Saving Crew at Eagle Harbor Baffled in Attempts to Reach Wreck by Wind and Snow Storm—Steamer Tried to Reach Wreck But Gave up After Six-Hour Struggle Against Storm.

CALUMET, Mich., Nov. 10.—(Can. Press.)—In the face of a 50-mile gale, shifting from northeast to northwest, on Lake Superior tonight, fear is expressed for the safety of the crew, numbering 28 men, aboard a steamer stranded on Gull Rock, off Manitowish Island, at the extreme end of Keweenaw Point. The life-saving crew at Eagle Harbor is trying to make a run for the wreck tonight.

The life-savers, after a three hours' battle with the heavy seas, a stiff wind on shore, and a snowstorm, were baffled today, principally because they were not equipped with a power boat.

The steamer was sighted Saturday afternoon by the steamer George B. Stephenson, shortly after it went on the reef. The Stephenson could see the crew aboard the craft, but could not reach the wreck, and gave up the attempt after a struggle of six hours. The Stephenson then came on to Bete Gris, requiring 12 hours to make the distance of 12 miles, and reported the wreck.

According to the Stephenson, the bow of the stranded boat is high on the reef and the stern deep in water, putting out the fires under the boilers. Tomorrow morning Capt. McCormick and his life-saving crew from the Portage Lake Ship Canal will leave on the tug Habard, taking with them a power boat with which an effort will be made to reach the wreck.

The Dangerous Lake Route

Manitou Island is situated just a few miles off the extreme northern point of the State of Michigan; it is a regular port of call for lake-going vessels and the vicinity is recognized by mariners as one of the most dangerous in rough weather in the whole of the great lakes. From Manitowish vessels travel southward to Grand Marais, then eastward to Sault Ste. Marie and thru the locks. Thru Lake George they pass Sugar Island, Noelish Island, into Mud Lake, and thence into Lake Huron. Ports of call on Lake Huron are Kincardine, Port Huron, Sarnia, Detroit and Windsor. Vessels then pass thru the St. Clair River into Lake St. Clair, and then thru the Detroit River into Lake Erie. From Manitowish Island to Detroit, the largest port on the great lakes, is a good deal over 500 miles.

GREATEST LAKE TRAGEDY OF YEAR AS RESULT OF SUNDAY'S TERRIFIC GALES THAT WRECKED STEAMERS

PORT HURON, Mich., Nov. 10.—(Can. Press.)—No doubt the greatest lake tragedy of the present year has occurred in Lake Huron as a result of the terrible gale which prevailed all Sunday night. About eight miles north of here a big steel freighter has turned turtle and it is believed that every member of her crew has gone to the bottom.

Just what boat it is is not known at present. It was sighted today by Captain Plough of the Lakeview life saving station, and he immediately reported to the Reid Wrecking Company. The latter concern here by direction of President Wm. Livingstone of the Lake Carriers' Association, promptly dispatched the tug Sarnia City to the scene, and that staunch little craft is tonight lying by serving as a marker for other vessels and doing all that is possible under the circumstances.

Steel Freighter
The vessel is a steel freighter, one of the modern type, about 600 feet long and is painted black at the bottom. Her stern is submerged and about 100 feet of her

Steamers Wrecked

At least 20 men perished in the capsizing of a 600-foot steel freighter a few miles from the mouth of the St. Clair River, in Lake Huron.

A big steel steamer, supposed to be the Joseph Davidson, wrecked off Gros Cap Point, Lake Superior. Efforts to rescue the crew failed.

Large steel freighter, H. B. Howgood, owned in Cleveland, stranded high on Canadian shore of Lake Huron, two miles from mouth of St. Clair. May not be released for months.

Caravel Santa Maria, reproduction of Columbus' ship, swept from harbor at Erie, Pa. to sandbar. Probably lost.

Steamer Acadia, owned in Toronto, is hard aground, but hopes are held that all members of the crew are safe.

Huron passenger steamer of Northern Navigation Co., stranded on Whitefish Point, Lake Superior.

Two steamers reported ashore at Isle Royale and Copper Harbor, Lake Superior.

Steamer Simon Langell and two consorts not heard from since leaving U. S. ship canal at Portage Lake, Michigan.

EVERY SOUL ON BOARD HAS BEEN LOST SAYS CAPTAIN REID, WHOSE TUG STOOD BY ALL NIGHT TO WARN OF DANGER

No Attempt Will Be Made to Go Alongside the Derelict Till Daylight—Wreck is Submerged in Sixty Feet of Water, With Only the Forward Part Above the Surface—Members of the Crew Were Caught Like Rats in a Trap and Had No Chance to Escape.

(Special to The Toronto World)

SARNIA, Ontario, Nov. 10. — Thirty or more persons, crew of a 600-foot steel freighter found bottom side up today only a few miles from the mouth of the St. Clair River, in Lake Huron, directly in the path of the passing steamers, are believed to have perished in the gale which swept the great lakes on Sunday. Captains of vessels which made port here today assert that the finding of the freighter is clear evidence that one of the greatest calamities in the history of Canada's inland navigation has occurred.

All last night the wind blew a 60-mile gale over Lake Huron, curling the waters into huge billows that climbed high above the decks of the boats that were without shelter. When the storm died out this morning the watchman in the tower of the life-saving station on the shore of Lake Huron, above the mouth of the river, reported that he could make out a dark object about one hundred feet long and quite broad, floating about three miles from the shore.

the many boats on the lakes have reported themselves safe.

The only mark of identification is the color of the bottom of the boat, which was black. At first it was thought to be the steamer Scott, but this was dispelled when the marine reporting station reported that the Scott's hull was painted a dark red.

HOW IT HAPPENED.

Captain Lampoh, one of the best known captains on the lakes, explained how he thought the accident happened. He stated that the boat was evidently proceeding up the lake light, and under those conditions could have a large amount of water in her tanks to hold her down and prevent too much jumping around. He also remarked that it was likely that the boat had a large amount of water in her cargo hold to aid in steadying the boat in the big seas. He thinks that the water in the cargo hold started to roll about, with the result that the boat went completely over without any warning. Marine men are not stating what they think in regard to the name of the overturned craft, as there is a very large number of black-painted boats sailing the lakes. At the same time that the hull of the overturned boat was discovered, signals were given from the lightship on the Corsica Shoal that she was dragging her anchor and was in danger of going on the Canadian shore. The tug Sarnia City went to her assistance on orders of President Livingstone of the Lake Carriers' Association. When the tug offered to tow the craft back to her proper station, the captain refused to take the help offered, stating that he lacked official orders from the Washington authorities. The grounding of one of the steamers on the Corsica Shoal is accounted for by her captain, who blames the changed position of the lightship, which gave him a wrong direction.

Capt. Reid said he believed the steamer to be a 600-footer, and that she carried a crew of about forty men. "I have no doubt," he said, "that every soul on board has been lost."

The wreck lies in the path of the steamers navigating Lake Huron, and Captain Reid said his tug would stand by all night to warn passing vessels of the danger.

"No attempt," he said, "would be made to go alongside the derelict until daylight."

The water where the wreck lies is about 60 feet. The stern is submerged, while the bottom of the forward part of the ship projects above the surface.

STEAMER LYING HELPLESS OFF ROCKY SHORE

Freighter, Believed to Be James E. Davidson, Wrecked on Gros Cap Point in Lake Superior—Efforts to Rescue Crew Failed—Other Disasters Reported.

SAULT STE MARIE, Mich., Nov. 10.—(Can. Press.)—Down-bound steamers continue to arrive heavily iced from the fierce storm which is sweeping over the lakes. Weather conditions have not moderated very much tonight. The high northwest wind is still sweeping down Lake Superior with terrific force and nearly a hundred steamers are now scattered between the Soo and Whitefish, awaiting for weather conditions to permit them to proceed. This afternoon reports of steamers in trouble began to come in.

The Superior this evening reported a Tomlinson line steamer wrecked off Gros Cap Point. Later, the McDougall, which reached the Soo tonight, confirmed the report. The captain says he heard distress signals from the steamer this afternoon. He tried to get to her, but on account of the heavy seas and strong wind had to give it up. The wreck's identity has not been clearly established, but it is thought to be either the Hartwell or the James E. Davidson. The captain of the McDougall said he was almost sure it was the Davidson. The steamer is lying decks to the waves. The crew are still on board as far as could be learned.

Another big steamer, unidentified, is reported aground on Point Iroquois tonight.

The storm is the worst in this section for many years in the fierceness of the gale and freezing temperature, and all steamers look like floating icebergs.

Lower water still hinders the locking. A great many of the heavier boats are lying about unable to be taken thru until a change of wind will give more water over the sill.

HARD TO BRING DOWN



Rush to Rescue.

As soon as communication was established with the Reid Wrecking Company, (Continued on Page 3, Col. 4.)

The Comfort of the Fur-Lined Coat. Just at this season that a man feels he wants something that is comfort-creating in the sense that a fur-lined, coon, or other fur-skin coat provides. Dinesen's, 140 Yonge street, present great chances of intelligent economy by the great sale they are now running. The reputation of this company dispels any doubts on the question of quality, and it would certainly be an error of judgment to overlook the palpable saving chances offered now.

Early Curtains for "Joseph." On account of the large audiences and the length of the performances the patrons of the Princess Theatre are reminded that the curtain goes up on the spectacular play "Joseph and His Brethren" promptly at 8 o'clock in the evening and 2 o'clock Wednesday and Saturday matinees.

DESPATCHED TO RESCUE.

Word was sent to the Sarnia office of the Reid Wrecking Company, and within a few minutes the Canadian tug, Sarnia City, was heading under full steam for the open lake. When the mouth of the river was reached the boat had to battle her way thru the huge billows. When about seven miles from the river lighthouse, the low, black object was discerned, and it was soon seen that the object was 100 feet of the forward part of a big freighter's keel.

The boat was under water, with the exception of about 100 feet forward. It was thought that the upper works of the bow were holding the heavier afterpart of the boat from sinking out of sight.

CAUGHT LIKE RATS.

When the tug arrived within a few feet of the black hulk, orders were given to stand by. Nothing, however, could be done, and as it was known that no one could be alive inside the boat, the tug returned to this port. They knew that the brave men that had died in that overturned mass of steel had gone to their death without even a fighting chance for their lives, being, in fact, caught like rats in a trap.

Upon arrival of the tug at Sarnia, enquiries were made as to the possible identity of the freighter, but nothing can be ascertained until

Passenger Steamer Huronic Stranded Two Others Are Reported Aground Three Have Not Been Heard From

CALUMET, Mich., Nov. 10.—(Can. Press.)—According to reports which have reached here by wireless, three other steamers are stranded at different points on Lake Superior and three craft are missing. The passenger steamer Huronic of the Northern Navigation Company is stranded on Whitefish Point, and two steamers are reported ashore at Isle Royale and Copper Harbor. The watchman at the Portage Lake United States Ship Canal reports that the steamer Simon Langell and two consorts left there up-bound and have not been heard from.

Ten boats are in shelter at the ship canal's harbor of refuge, and three more at Bete Gris. No more boats can get into the ship canal because of the heavy seas.

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