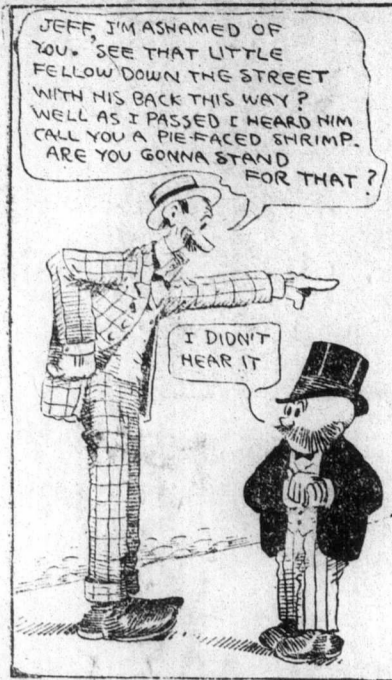


Mutt and Jeff



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Jeff Up in Judgement For Any Deficiency in Courage

By "Bud" Fisher

STEAMER REGINA LOST, ALL HER CREW PERISH

Believed to Be Her Hull Which is Floating in Lake Huron--Victims Are Identified--A Vast Quantity of the Cargo Also Picked Up.

SARNIA, Ont., Nov. 12.—The ten bodies found at Port Franks yesterday are from the Canadian steamer Regina, which is evidently the unknown hull at Corsica shoal, off Port Edward. I have visited the scene and just returned, and this report is exclusive and absolute. I bear messages out from crew and village officials, all wires being down. The bodies of ten men have been found at Port Franks, bearing all indications of belonging to the steamer Regina. A battered lifeboat 25 feet long, marooned Regina containing two bodies, some Regina life buoys, beside the men, complete the proof. No trace of the Regina hull can be seen near, although a rumor is current that an unknown steamer was seen in the snow a mile off shore below Port Franks.

morgue at Theford, and seven will be brought in to-day. Names of Victims. The following identifications have been made certain at this writing: Wilson F. McInnes, aged about 22; identified by letters from his mother, who resides at Johnston P.O., near Owen Sound. David Lawson, New Brunswick, identified by unmailed post card addressed to Harry Lawson, New Brunswick, name of Post Office obliterated, signed Dave, indicating the latter to be a brother of the addressee. The three men are strongly built sailors. Strewn along the shore are great quantities of Canadian merchandise; baled hay from the King Milling Co.; Sarnia, hundreds of cases of canned goods from Hamilton, consigned to Port Franks and Winnipeg. A dozen oars marked Regina were picked up, indicating that a large crew had taken to the boat. From the scattered position of the bodies it is evident the lifeboat capsized far from shore. Some bodies had evidently only drifted in during the past few hours, and others are expected any time.

The American steamer, Northern Queen is ashore at the same point, but the crew are all safe, 19 having been already taken off. The boat is broken aft, and unless the storm subsides will be a total loss. When the party from Theford reached the shore at noon yesterday at Port Franks, at the mouth of the Aux Sables river, two bodies had already been found, bearing Regina lifebelts. Proceeding north they found within a radius of five miles eight more bodies. Two of these were found in the battered lifeboat bearing the name Regina. Three of these now lie at Undertaker J. H. Woodhull's

Stories of Survivors. A graphic story was told by members of the crew of the Northern Queen to our representative. Chas. J. Ryan of Buffalo, mariner, says the Queen went out from St. Clair River bound upward Sunday morning. When forty miles out, she had to turn back and at 4.30 Monday morning sighted Port Huron lights. She

heard the fog whistle warning, and saw the Mathew Andrews aground in the path and headed back north. When well up she dropped anchor, but the anchor dragged and the bow landed on the beach Monday night at 7 o'clock. Coroner Dr. Clarke of Theford has not yet called an inquest but will make arrangements to-day. Magistrate Thomas Parkinson sent a message to W. A. Wiggins, official receiver of wrecks at Sarnia, and is deeply concerned over the possible pillage of articles of wreckage. The crew of the Northern Queen report passing a boat in distress while fighting the gale, but do not believe it was the Regina. The bodies of the men are badly bruised. Considerable sums of money, evidently paid wages, were on the bodies.

Manager Dougall of Merchants Mutual Line, Toronto, yesterday at Sarnia gave opinion that the boat at Corsica Shoal, which turned turtle is not the Regina. He could not be apprised of Regina disaster last night on account of the lateness of the hour. The rumor that the steamer Chas. S. Price had also been wrecked is traced to a letter found on one sailor, addressed car steamer Chas. S. Price, Marine Post-Office, Detroit. There is no other evidence connecting the Price with the tragedy.

Two New Wrecks. The visit to Sarnia yesterday by Manager McDougall, of the Merchants Mutual Line, makes it practically certain that the overturned boat at Corsica Shoal is not the Regina. Manifestly there are two new wrecks thus disclosed by yesterday's find at Port Franks. The spot where the two wrecks occurred is one of the wildest on the Huron shore. Kettle Point and Cedar Point and Cedar Point jut out into Lake Huron, and Port Franks is the only point at which a boat could have been beached so close to safety as the Northern Queen was able to land. When landing the men in the lifeboat yesterday afternoon the boat overturned with two men in it, on a return trip to the ship, and one man made a noble assistance to his companion. Captain Crawford of the Queen and the first and second mates are still aboard, but the storm is abating. One of the men stated last night that while firing in the hold the water came up to his knees and the fires were out when the boat struck. The shock of the impact is believed to have broken the back of the boat in the words of the sailor. Men Lightly Dressed. The men whose bodies now lie at Theford and at points along the shore are lightly dressed, leading to the belief that at the last they had cast aside clothing to swim. Fred Jennings, proprietor of the Coldwell House, at Theford, was one of the party of three, including Dr. Clark and Mr. Woodhull, who went to Port Franks. The road is almost impassable and the locating of the bodies along the five miles of beach already traversed was very difficult. Late last night a wagon was hired to convey the other bodies from the beach to Grand Bend. Those nearest to Grand Bend were located by Mr. Bossenberry, of that place.

STEAMER WEXFORD WRECKED, FIVE BODIES ARE FOUND

Discovered Floating Near St. Joseph and Identified By Life-Belts--Vessel Carried Cargo of Grain and Crew of Twenty Men.

It is positive that the steamer Wexford was lost in Lake Huron, five bodies having been picked up on the shore between Kettle Point and Bayfield, bearing life-belts with that ship's name. It is also probable that another steamer has gone down with all on board, seven bodies having been found south of Grand Bend, Ont. This is thought to be the Chas. S. Price. A third vessel, the Edwin F. Holmes may also be lost, as considerable wreckage has been found five miles below Goderich, among it being a life preserver with that name painted on it.

GODERICH, Nov. 12.—That the steamer Wexford of the Western Steamship Company, Limited, Toronto, was lost in the storm of Sunday is evidenced in the finding of five bodies bearing the steamer's life preservers, at a point about twenty miles below here, or half way between Bayfield and Kettle Point. Two bodies were found this morning along the shore by residents from the village of Blake, who after communicating with Coroner Dr. Campbell of Zurich, continued their search and found three more. Five more bodies are reported to have been found between Kettle Point and Port Franks strewn along the beach, but as yet their identity is unknown. Inquest to be Held. An inquest is to be held near the scene at 2 o'clock this afternoon, when an attempt at identification will be made by the owners of the vessel and familiar elevator men from here. Little Wreckage Found. Very little wreckage was found, other than an empty oil barrel and a stairway, which had been carried on top of the engine room, but the vessel, being of steel, would leave very little floating material to trace the disaster. No yawls have been reported. Description of Wexford. The Wexford was a steel vessel of 2,800 tons capacity, built in London, England, and brought out by the Western Steamship Company, of Toronto, carrying a crew of probably fifteen to twenty. She had been engaged principally in grain carrying, and was on her way down from Fort William to Goderich with a cargo of wheat for James Richardson & Sons. The last word received from the vessel was that she was on her way to Goderich.

thinking people of this country. The fact that steel cars would be desirable has never been questioned, but, as recently mentioned in this column steel cars never averted an accident, or a derailment, and until the Interstate Commerce Commission, which in reality is a representative body of the people in general, gives to the carriers of this nation the ability to build up their net earnings to such proportions as will more nearly care for their increasing expenses, it is evident that the theories of those men who have made a careful study of the present popular clamor for steel cars, are very nearly correct when they declare that the adoption of steel cars should come voluntarily.

Perhaps Tried to Reach Goderich. Nothing was seen of any vessel from this point all day Sunday, but it is reported by some residents that a steamer was blowing off here during Sunday night when the storm was at its height. It is thought that the Wexford was caught in the middle of the lake, and unable to make her way to shelter against the force of a sixty mile gale, turned before it, possibly attempting to make this port. From the location of the point where the bodies were found, and the direction of the gale, it is conjectured that the vessel foundered about ten or fifteen miles southwest of here. Could Not be Capsized Vessel. The report that it is the Wexford floating upside down near Port Huron can hardly be credited. The vessel would fill with water when she turned turtle, even before the grain cargo could flow from the holds. The bottom of the Wexford was painted red, not black, as that reported from Port Huron, and from the fact that she is only 270 feet long there would be little visible above the water. The finding of the bodies above Kettle Point indicates that the foundering occurred above the Point, precluding any possibility of the vessel floating over thirty miles down the lake in an inverted position. The E. F. Holmes Lost Too? A patrol despatched from here to search the shore south of this point reports finding a life-preserver with the name Edwin F. Holmes painted on it, about 5 miles down the shore. Considerable wreckage consisting of pilot house, window sash, doors, bottles, etc. would indicate this as of a comparatively new boat. The Holmes is about 400 feet long.

On the part of the railroads, and legislation along this line should not be attempted, for the present, at least.—Chicago Evening Post, Oct. 23, 1913. PROCRASTINATION. Never pays—least of all in ordering your private greeting cards. We have a fine choice of dainty and exclusive designs in all prices from \$1.00 a dozen up. ORDER EARLY. ORDER NOW. Pickels' Book Stores. 72 Colborne St. Phone 1878. 72 Market St. Phone 909.

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Advertisement for Ford cars. Includes the Ford logo and text: 'Count the cars in your town—and it's bright dollars to red cents you'll find the Ford in the lead. It's the one car you can rely on at all times—and under all conditions. It's the car your neighbors buy.' Also mentions 'Six hundred dollars is the new price of the Ford runabout; the touring car is six fifty; the town car nine hundred—all E. O. B. Ford, Ontario (formerly Walkerville post office), complete with equipment. Get catalog and particulars from C. J. Mitchell, Sale Agency for County of Brant, 55 Darling Street, Phone 632.'

Advertisement for Canadian Machine Telephone Co., Ltd. Text: 'If you are to get efficient service, you must have promptness in disconnecting. If you are calling Several Numbers in Succession it is very annoying to have to wait for central to disconnect you from one number before you can call another. The Automatic can call successive calls faster than any other phone, because it disconnects the instant you "hang up" your receiver. Phone or write us your order NOW. Canadian Machine Telephone Co., Ltd.'

Advertisement for W. S. Sterne stoves. Text: 'STOVES! STOVES!! FOR MILD WEATHER—Gas Heaters, Oak Heater, Oil Heaters BUT THE ZERO WEATHER STOVE IS—"BUCK'S RADIANT HOME" A base burner and double heater attachment stove, with the largest radiator surface of any heater. Will hold fire longer and can be operated with less coal than other stoves. WE SAY IT MAKE US PROVE IT W. S. STERNE Both Phones 120 MARKET ST. Open Evenings'

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Advertisement for Buller Bros. Jewelers and Opticians. Text: 'Bring your Watch to a Specialist For 15 years we have been studying the anatomy of a watch, and today we can cure the most desperate cases. Let your watch spend a few days in our watch hospital, and it will come forth almost as good as new. BULLER BROS. JEWELERS AND OPTICIANS 108 Colborne St. Bell Phone 1357 Mach. Phone 535 Selling Agents for South Ben Watches'

Advertisement for J. S. Hamilton & Co. Scotch Whisky. Text: 'Four Crown Scotch BY ROYAL APPOINTMENT The Whiskey of Quality Ask your Wine Merchant, Club or Hotel for it. J. S. HAMILTON & CO. BRANTFORD GENERAL AGENTS FOR CANADA AND NEWFOUNDLAND'

STOLEN BE Robert Craig Wooden, S Court To-d Testify Ag

The case of Robert Craig vs. Chas. Wooden for alienation of his wife proved a very interesting Fall Assizes to-day. The asking for \$5,000 damages several houses from the plaintiff in order to allow property to extend its plant.

Robert Craig, the plaintiff first witness examined. He had been married twenty and had lived in plaintiff's wife until two years ago defendant became acquainted with a house they in on Jex street was being make room for the Water. On the 20th of May this plaintiff had seen the defendant's wife talking on Market near the market sheds, and saw them on Dalhousie. The old Wilkes' property says he surprised them, and he and his wife. He called her and she they had words, and she the witness again saw the and his wife at the corner and Dalhousie street apparently at the time he about to enter a boarding disturbance followed and were taken to the police at patrol.

Mr. James Harley cross the witness, and the witness explain why he did not see when he saw the defendant wife talking on Market as witness could not explain that his wife was at home when he had only been getting home.

Mrs. Raines Mrs. Raines said she had defendant and his daughter-tiff's house when plaintiff sent. One time she saw wife stop defendant from when his daughter was a Cross-examined, it was out that she had no clear Craig's home from her house was in the rear west.

Alma Crosby Alma Crosby, 63 Greeny remembered when the defendant was moving the house where Craig and his wife saw the defendant go to tiff's house once. This was forenoon of a rainy day. Went in the back door. Out the front door. Examined by Mr. Harley. nessed paid no attention to goings of Wooden.

John Simons worked in 1912 moving houses to for the Waterloo witness had seen Wooden Craig house. He went there twice a day, pretty near day. He stayed 20 minutes hour. He never went during hour. Wooden told the witness Mrs. Craig was his cousin. Had seen Mrs. Craig. fied her in court. He had the street several times. Sh Wooden on the street. Th had seen Mrs. Craig come

Lady Strathcona After O Contracted Influenza Pneumonia

LONDON, Nov. 13.—Lady Strathcona, wife of the Canadian missioner, died last night at 8 veno. Square, in her 80th ladyship has been ill since On Thursday evening she contracted a severe influenza day or two ago developed pneumonia.

The Times, referring to of Lady Strathcona, says than sixty years of singular married life are ended. A woman who was beloved by a wide circle of friends conspicuous for her charity. There was only one child of riage now Hon. Mrs. Robert who married Dr. Robert Queen Anne street, Square. By special reman Robert Howard is heir to a barony."