

James Carruthers, Largest Lake Freighter, Was Probably Lost In Sunday's Big Storm

WRECKAGE OF GIANT BOAT FOUND NEAR GODERICH STREWN ALONG SHORE

Lifebuoy of Edwin Holmes, Large American Boat, Also Found—Bodies From Charles Price, Washed Up at Grand Bend, May Be Capsized Craft Near Pt. Huron.

THE LIFE RAFT OF THE ARGUS FOUND

[Canadian Press.]
Goderich, Nov. 12.—This morning an oar marked "James Carruthers," was picked up off the harbor here, and under instructions from Superintendent Parsons, of the Goderich Elevator Company, a systematic search was commenced. Wreckage was found along the shore for a mile or more below the harbor, including the rudder of a lifeboat also marked "James Carruthers," part of an oak-finished cabin, pieces of oak chairs, part of a pilot-house, and other pieces of the upper works of a large boat. It is evident that the James Carruthers, the largest Canadian freighter on the lakes, went down in Sunday's storm. She was owned by the St. Lawrence and Chicago Navigation Company. A. A. Wright, of Toronto, marine superintendent of the company, has been notified.

Last night seven bodies from the Charles S. H. Price came ashore below Grand Bend. This is believed to be the boat lying off Sarnia upside down. A lifebuoy from the Edwin F. Holmes, a large American boat, also has been found.

[Special to The Advertiser.]
Toronto, Nov. 12.—General Manager A. W. Wright, of the St. Lawrence and Chicago Navigation Company here, says the last word the company received from the James Carruthers was that she left the Canadian Soo eastbound Sunday. Mr. Wright has received official word of the finding of the wreckage on the Lake Huron shore, but declines to admit the loss of the vessel. Captain W. H. Wright, of Toronto, was in command, with 25 men, most of the latter from Midland and other Georgian Bay points.

[Special to The Advertiser.]
Goderich, Nov. 12.—A life raft and some oars from the Argus were picked up here this afternoon. The Argus is not known here.

NOTTINGHAM ON ROCKS WITH BOTTOM RIPPED OUT

[Canadian Press.]
Port William, Ont., Nov. 12.—A telegram was received from the Soo late last night by J. W. Wolvin, manager of the Great Lakes Towing and Dredging Company, asking that light-

LOST SAILORS KIN IN GREAT TROUBLE

Miss Gordon's Brother Perishes on Wexford and Mother Is Ill.

[Canadian Press.]
Toronto, Ont., Nov. 12.—Miss Annie Gordon, of Toronto, a sister of one of the men drowned on the ill-fated Wexford, was found in Toronto this morning to be borne down with grief. To add further to the sorrow of her brother's death, her mother is down with smallpox, and her father is quarantined. She is alone in Toronto with her grief. Today she was hysterical and is beside herself with the troubles that have come to the family.

ENRAGED POLACK STRUCK SWITCHMAN

Hurled Iron Pin at Ed. Evans and Injured Leg—Police Not Called.

[Canadian Press.]
Ed. Evans, 35 Weston street, a switchman on the Grand Trunk, near the Maitland street crossing, was struck on the left leg by an iron pin in the hands of a Polack laborer at noon today and seriously injured.

The assault was the result of an altercation which arose between the two. Evans, it is said, was having a little fun at the expense of the Polack, who was a member of Foreman Spence's gang engaged in repairing track at that point. The Polack finally lost his temper, and picking up a bolt which was near, struck Evans in the leg. He was scarcely able to walk, and was taken to his home in a cab. The police were not notified of the occurrence.

IT'S BRIGHTER THAN ANY SUNRISE.



ALMOST WRECKED WHILE LIMPING IN TO PORT STANLEY

City of Hamilton Almost Crashed Into 600-Foot Liner and Barge.

THE BESSEMER KEEPS IN
Drydock Floats Into Lake, But Is Brought Back by Gale.

[Special to The Advertiser.]
Port Stanley, Nov. 12.—Port Stanley, after passing through the throes of the worst gale in the history of Lake Erie, is gradually assuming normal once more. Throughout Sunday and Monday the greatest anxiety prevailed throughout the village as the waves, lashed by the fury of the gale, broke mountains high on the beach and breakwater. The harbor proved an asylum for several weather-bound boats, the coal ferry Bessemer, that battled its way in to port early Sunday morning, and the R. and O. liner, City of Hamilton, that came limping in late Sunday.

The Worst Ever.
Never in the history of the Port have vessels seen such weather as that of the big storm. Along the beach driftwood and debris has been thrown for miles, while vessels and boats in the harbor itself have been grounded and splintered. The big drydock ground herself free of her moorings and drifted out into the lake. It was feared that she would be lost in the gale, but she drifted back and was re-secured. The amount of damage to the dock is unknown as yet.

Narrowly Missed Disaster.
Captain Baxter, of the City of Hamilton, reported the worst storm in his experience as a Great Lakes navigator. Near Long Point his vessel narrowly shaved a 600-foot freighter, while shortly afterwards a large lumbered out of the darkness, almost directly across the bows of the Hamilton. Only the greatest of luck, coupled with dexterous seamanship, prevented another lake tragedy, for had either two of the three boats come together it would have meant death and destruction to both. So thick was the weather that lights were indistinguishable, and fog and rain horns could be heard at a few yards.

Bessemer Goes Out.
Last night the Bessemer made her first trip since Sunday. The loss of her sister ship, when Captain McLeod and his entire crew were lost, is still too vivid in the memory of the crew. The boat remained tied up in Port Stanley dock until the storm abated.

WENT DOWN IN GULF WITH THIRTY HANDS

All Hope Abandoned For the Canadian Coal Carrier Bridgeport

[Canadian Press.]
Quebec, Nov. 12.—After carefully searching the lower St. Lawrence and the north side of the island of Anticosti, the various steamers sent out to look for the missing coaler Bridgeport, which sailed two weeks ago from Sydney for Montreal, have reported that no sign of the vessel has been found, and the marine and fisheries department has come to the conclusion that she sank with her thirty hands somewhere near St. Paul's Island.

The Bridgeport, it is learned, carried a big cargo of coal. As her decks were only a few feet above the water, it is surmised that she was buried by the big waves stirred up by last week's storm and went down like a stone.

SEAT PROVIDED FOR HON. DR. MONTAGUE

Notorious Middlesex Man, Now Minister of Public Works in Manitoba, Given Riding.

[Canadian Press.]
Winnipeg, Man., Nov. 12.—The Free Press today says: To provide a seat for Hon. Dr. Montague, the new minister of public works in the Roblin Government, Dr. O. L. Grain has resigned as M. P. for Kildonan and St. Andrews. A writ for the by-election will be issued at once and three weeks or a month, it is stated, will see the whole matter settled. A convention of Liberals of the riding will be held within a few days and they will then decide upon what course to pursue.

It is understood Dr. Grain will be appointed to a position in the Dominion service, being given a post where his professional training will be of value.

MR. JOHN W. LAIDLAW ACCEPTS DECISION OF TEMPERANCE PARTY

Always a Total Abstainer, He Will Vote With the Party Giving Fullest Measure of Prohibition—Mr. McFarlane Is Non-Committal.

Mr. John W. Laidlaw, of Westminster Township, this morning accepted the nomination of the temperance party of East Middlesex, to contest the riding in the by-election for the Legislature. Mass meetings in his interest have already been arranged at Ealing Thursday night and Brynston Friday night, committee rooms will be opened in the city, and one of the liveliest fights that the Ontario anti-liquor forces have ever figured in, is looked for in the constituency.

Always an Abstainer.
The committee appointed at Tuesday's convention waited upon Mr. Laidlaw today, and in accepting the nomination he issued the following statement in reply to a question as to where he stood on the temperance question:

"I desire to make my position clear. I am and have been all my life a total abstainer and am a thorough-going prohibitionist. The evils of intemperance are so appealing in their effect upon individual and national life that no man unwilling to do all in his power to suppress the evils of the liquor traffic would be worthy of the support of the electors."

A Social Blight.
"Regarding the liquor traffic to be a great economic burden, a social blight, and a corroding influence in the community, I am against it, and inasmuch as 502 out of 835 municipalities in the Province of Ontario have already abolished the retail sale of intoxicating beverages, while 123 others

have given substantial majorities in favor of local option, I believe the time has come for the enactment in this province of the fullest measure of prohibition within the power of the Legislature."

Middlesex—Prohibition.
"Believing this great issue to be of paramount importance, I will, if elected, work and vote for the most advanced temperance measure that may be proposed, no matter which political party may introduce it. Only in doing so, do I feel that I will be representing the wishes of the electors of East Middlesex, who have within the last four years given majorities that aggregate 1,114 in favor of the greatest measure of prohibition within the powers of the individual municipalities that constitute this riding."

Mr. McFarlane's Views.
Prof. Bowman and Mr. J. Bailey, of the Dominion Alliance, interviewed Mr. John McFarlane, Conservative candidate, regarding his stand on the temperance issue.

The result of their interview with Mr. McFarlane was reported to the convention on Tuesday. Prof. Bowman prefaced his remarks with the statement that the alliance had no desire to oppose Mr. McFarlane's candidature, provided his stand upon the temperance question was satisfactory to the alliance. He replied that he was a temperance man, and except on one occasion had always voted for temperance measures, but as the people

Nineteen Bodies Found on Lake Huron Beach From Grand Bend to Dashwood

Many of Them Wore Life Belts and Their Pockets Contained a Considerable Amount of Money—One Corpse Garbed in the Uniform of a Captain—The Victims Had Evidently Been Overcome by the Cold Long Before Nearing Shore.

[Special to The Advertiser.]
Dashwood, Nov. 12.—Nineteen bodies of sailors lost in the worst Great Lakes disaster in history have been washed ashore between Grand Bend and Bayfield.

Two miles and a half north of Grand Bend nine bodies have been washed on the shore. All of the men had lifebelts on and most of them had considerable amounts of money in their pockets. It is believed that one of the bodies is that of a captain.

Seven bodies have been cast up by the waves in the vicinity of Port Franks, and three have been discovered on the shore north of Thedford.

The nine bodies found at Grand Bend have been taken to the home of Mr. Robert Turnbull, who lives nearby, and an inquest will be held this afternoon by Dr. Campbell.

The district where the bodies have been cast up has been practically cut off with communication from London for several days, and this morning the lines were kept busy with messages from anxious owners and relatives.

The discovery of the bodies was made by farmers, who saw the bodies being rolled about by the waves close to the shore.

The bodies give every appearance of preparation for the worst by the men who were drowned. They wore heavy clothing and evidently depended on lifebelts to keep them. Apparently their ships were wrecked at such a distance from the shore that it was impossible for the sailors to survive in the cold water. It is said that some of the lifebelts found were defective and would not hold a man above water for long.

FOR OTHER WRECK NEWS SEE PAGES NINE AND TEN.

TOLL OF THE STORM

While it will probably be many days before the full extent of the disasters on the Great Lakes by Sunday's storm will be known, reports up to the present indicate that the loss in both life and property will be the greatest in the record of inland marine disasters. There is no doubt now but that at least six big freighters have been lost, and in the case of three of these every member of the crews are believed to have perished. Many bodies are reported washed up on the Lake Huron beaches from Goderich to Sarnia. A message from Grand Bend this morning says that eighteen bodies in all have been washed up there.

Steamer Carruthers, largest ship on lakes, believed lost. Unknown steamer found capsized close to Sarnia is thought by some to be the Regina. She appears to be a large boat, and probably carried a crew of forty.

The steamer Wexford, owned by the Western Steamship Company, of Toronto, grain laden from Fort William, was lost on Lake Huron with her crew of twenty, all of whom belonged to Collingwood and Goderich. Several of the bodies of the victims have come ashore at St. Joseph and Port Franks.

The Canadian steamer Regina was lost with all on board. Ten bodies have been washed ashore at Port Franks.

The steamer Northern Queen was lost off Kettle Point, but the entire crew of nineteen is reported to have escaped.

The steamer Turret Chief, of the Merchants' Mutual Line, of Toronto, went ashore off Keweenaw Point, Michigan. The crew was saved after a frightful experience.

The United States Lightship No. 82, stationed in Lake Erie off Point Abino, Canada, was torn from her anchorage and wrecked, and the crew of eight men perished.

The steamer L. C. Waldo, of the Robin Transportation Company, went to pieces on Gull Rock, Manitou Island. The crew was rescued by the Portage Lake Ship Canal lifesavers, who arrived on a tug. The sailors suffered terribly from exposure.

The Huronic, the Northern Navigation Company's steamer, got on the bar at Whitefish at 3 o'clock Tuesday afternoon without damage. The Alberta left Whitefish to cross Lake Superior westbound at 9 a.m.

The barge Halstead is stranded on Washington Island, Lake Michigan, and her crew of probably six are reported frozen to death. The steamer Hutchinson is aground at Iroquois Point, Lake Huron, and is filled with water.

The steamer Hartnell is also ashore at Iroquois Point, and full of water.

OLD SAILOR PUTS BLAME FOR LOSS ON THE OWNERS

Charles Roe, Who Sailed on Lost Ships, Talks of the Wrecks.

MANY OLD MATES GONE

Believes the Cargo of Wexford Shipped and Caused Freighter To Capsize.

"It must have been a terrible storm. Those boats were all good seaworthy ships, and it must have taken a lot to put them under," said Charles Roe today, speaking of the many marine disasters which are reported from Lake Huron and Lake Superior.

For many years Roe was a sailor on the great lakes, and more than half a dozen of the ships reported lost he has sailed on.

He was first mate only two years ago on the barge Tyrone, which is several days overdue, and is thought to have met disaster. He also sailed on the Frank H. Peavey, the Hawgood, the Maythan, the A. S. Upson and others. The steamer Wexford he had often seen, although he had never been aboard her. He had not heard of the loss of that ship until informed by an Advertiser reporter this morning.

"So the old Wexford is gone," he said.

Capsize Puzzles Him.

He inquired if anything definite had been learned as to the identity of the freighter which was overturned near Port Huron.

"I cannot understand it, at all," he said. "How such a big boat could turn over is beyond me." He was inclined to reject the theory that water, let into her cargo hold for ballast, was responsible for the accident. This was often done, and should have made her steadier.

"It might be that she had a cargo of wheat," he continued, "and it perhaps shifted. That's the only way I can think of it happening."

The Loss of the Cypress.

He recalled the wreck of the Cypress in Lake Superior two years ago. "It was a brand new boat, and was making its first trip. She had a cargo of ore, and it was piled in the middle to make it easier to handle. She started to roll, and the ore shifted all she went down so far on one side that her hatches were carried away and the water rushed in and capsized her. The same thing may have happened to this other boat. In the case of the Cypress all but one of her crew of thirty were drowned. They had no chance of escape. If this ship went over in the same way, there is no doubt that every one of her crew is gone."

Blames the Owners.

Storms in November were not infrequent on the lakes, he stated, and captains had no business to be out, especially if storm signals had been displayed, as he assumed they were. "The ship owners are to blame," said he. "The captains take their boats out long after it is unsafe, and risk the lives of their crew, to please the owners."

"I guess a good many of my old mates are gone," he added, with a touch of sadness in his voice.

He did not know of any London men who were likely to be on any of the vessels.

B. C. BANK ROBBERY

Yeggmans Get Away With \$10,000 After Rifle Battle.

[Canadian Press.]
Seattle, Nov. 12.—A dispatch from Hazelton, B. C., says five masked men robbed the Union Bank of New Hazelton, four miles east of Hazelton, last night, shot the cashier, and escaped with \$10,000, after a rifle battle with citizens. Six men suspected of being implicated in the robbery were arrested between Hazelton and New Hazelton.

THE DAILY AVIATOR'S DEATH.

[Canadian Press.]
Villa Coublay, France, Nov. 12.—Captain De Legarde, one of the most noted French army aviators, was killed at the aerodrome here today, as he was landing after a flight in his aeroplane.

THE WEATHER.

TOMORROW—FAIR.
Toronto, Nov. 12.—5 a.m. Today—Fresh southerly to southwesterly winds; fair today and on Thursday with a little higher temperature.

Temperatures.

The following were the highest and lowest temperatures during the 24 hours previous to 8 a.m. today:

Stations.	High.	Low.	Weather.
Vancouver	48	35	Cloudy
Calgary	38	29	Cloudy
Winnipeg	34	28	Cloudy
Port Arthur	30	26	Cloudy
Port Sound	26	22	Cloudy
Toronto	35	30	Cloudy
Ottawa	34	24	Cloudy
Montreal	34	28	Cloudy
Quebec	34	28	Cloudy
Father Point	48	32	Cloudy

Pressure is lowest this morning over the Upper Lakes, and highest in the South Atlantic States. Fair weather prevails in all portions of the Dominion.