

SPECTACULAR COLLISION ON GRAND TRUNK NEAR AYLMER

Fast Wabash Freight Crashed Into G. T. R.
Local During a Dense Fog—Five Cars
Smashed to Kindling Wood.

[Special to The Advertiser.]

Aylmer, Nov. 21.—A spectacular rear-end collision, which fortunately resulted in no loss of life but considerable damage to rolling stock, occurred on the curve just east of the G. T. R. station during a dense fog early today.

Fast westbound Wabash extra freight, going at a high rate of speed, crashed into the rear coach of Grand Trunk local freight No. 1, which was standing waiting for signals. The engine of the Wabash train tore through the caboose and five cars, smashing them into kindling wood. It then plowed into two more cars, which were set on fire.

Ripped Off Trucks.
As it went through the cars the big mogul ripped off the trucks, and when it came to a standstill had all of them gathered in a pile ahead of it. Their

weight was all that prevented the engine from toppling over.
The engine, fireman and front-end brakeman were riding in the cab, and all that saved them from instant death was the fact that the wreckage flew away from the locomotive instead of piling up and crushing the cab.

Got Out in Time.
A brakeman, who was riding in the freight van, heard the Wabash coming and had barely time to get out on top of the van and hurl himself over the side into a pond beside the track. He escaped unhurt.

The Wabash crew claim that it was impossible to see any signals owing to the fog. The local fire department was soon at the scene of the wreck and did valuable work in preventing many cars being burned. The crash was heard all over town, and a big crowd soon collected.

PATHETIC LETTERS FROM RELATIVES OF SAILORS

Marine Officials Are Receiving Inquiries
From All Over the Country—Toronto
Woman Writes, Giving Description of
Her Brother.

[Special to The Advertiser.]

Sarnia, Nov. 21.—The recent lake tragedy brought all kinds of inquiries to the marine offices. Relatives, parents, etc., are asking for information regarding missing ones, irrespective of whether they sailed the lakes or not.

Inquiries are beginning to come in now regarding the steamer Isaac Scott. No trace of the boat has been discovered since the recent storm, and not even a piece of wreckage has driven ashore.
Capt. C. H. Sinclair, of Port Huron, a representative of the underwriters, believes that the Turret Chief can be salvaged. He paid a visit to the wrecked steamer at Keweenaw Point yesterday. Capt. Sinclair will also inspect the wreck of the Waldo.

A Pathetic Letter.
The storm is over, and is passing from the public memory. Yet those who have lost their dear ones have not forgotten, and more than one pa-

thetic letter is being received in Sarnia by anxious relatives asking for information of their kindred. Here is a sample of the communications with which Sarnia, Theodor, and Goderich are being flooded: "Toronto, Nov. 19.—Dear Sir,—Would you kindly let me know if you have any body in the morgue who answers to the description of a man 26 years old, about five foot seven inches in height, light brown hair, blue eyes teeth filled with gold, one gold crown. He is my brother and his name is Stanley Wheatley. Any information please send to Mrs. Loretta Cronin, 122 York street, Toronto, P.S.—Tattooed on arm, snake and sailor boy."

The Disaster Fund.
The contributions to the lake disaster fund are continuing to pour in the local coffers. The Northern Navigation Company has given \$500, the Imperial Oil Company \$250. The MacKenzie, Milne Company have contributed \$50, and besides these amounts there are numerous other contributions ranging from \$1 up to \$15.

C. P. R. FIREMAN DROWNED; ENGINE PLUNGES INTO LAKE

Imperial Limited in Serious Accident at Heron's Bay—Officials
Think Only One Fatality Occurred but
Have No Details.

[Canadian Press.]

Windsor, Nov. 21.—Fireman P. O'Connor, of Schreiber, Ont., was drowned, and other crew members and passengers narrowly escaped death, shortly after 2 o'clock this morning, when the first section of the Canadian Pacific Imperial Limited, westbound from Montreal to Vancouver, was wrecked near Caldwell, 175 miles east of Port William, Ont.

The wreck was caused by the engine jumping the track at a point where the road skirts Lake Superior on a ledge 30 to 50 feet above the water. The en-

gine plunged into the lake, carrying Fireman O'Connor to his death.
The engine escaped by jumping from the window of his cab. Rags, cars, eld and dining cars, and the heavily-laden Pullmans, remained on the top of the grade.
The train ran into rocks which had fallen from the hillside and were not noticed by the engineer, owing to the nature of the curve at this point until too late. The engine crashed into the obstruction, leaving the rails with the express, baggage, mail and one passenger coach.

Deputation Waited On Government and Was Well Received.

A Civic Deputation Asked That Population Declaration Be Made.

Secretary A. M. Hunt, of the Western Fair, Ald. Saunders, Mr. William McNeil and Mayor Graham, together with the president and secretary of the Central Canada Fair, Ottawa, waited upon Hon. Mr. Duff minister of agriculture, at Toronto, Thursday and asked that the grant of \$5,000 formerly divided between Ottawa, Toronto and London exhibitions, and in which Toronto is no longer to share, be now divided equally between London and Ottawa, making \$2,500 for each. Hitherto London and Ottawa have received \$1,250 each and Toronto \$2,500. The deputation was courteously received, Mr. Hunt states, and hopes are entertained that their petition will be granted.

It's the Government's next move in the Sunday car game now being played in London. The civic deputation—Mayor C. M. R. Graham, Ald. J. H. Saunders and City Clerk Samuel Baker—that Thursday waited on the Ontario Government to have London's population declared at over 50,000 in order that a vote might be taken here, has returned. The city has done its share in securing the vote. Now it's up to the Government to make the next move and issue a population declaration. That this will be done is unquestioned. The members of the deputation are convinced that no trouble will be experienced in securing the proper declaration and that very shortly.

LIBERAL MEETINGS IN EAST MIDDLESEX

Friday, Nov. 21.—Belmont—W. G. Charlton, East Elgin; John W. Laidlaw, and others.
Monday, Nov. 24.—London—N. W. Rowell, John W. Laidlaw, and others.
Tuesday, Nov. 25.—Dorchester—N. W. Rowell, W. G. Charlton, John W. Laidlaw, and others.
Tuesday, Nov. 25.—Pond Mills—John W. Laidlaw and others.

The Advertiser wishes to announce that on or about Jan. 1, 1914, it will inaugurate a morning edition, and will then be in a position to furnish the people of Western Ontario the best newspaper service possible. The same liberal policy of giving the best paper that it is possible to produce, which has been in vogue in connection with the afternoon editions, will be followed with the morning edition, which will bid you good-morning about Jan. 1, 1914.

MANY CONSTABLES UNFIT FOR POSITION SAYS SUPT. ROGERS

Report on Provincial Police System Shows Need of Efficient Men.

1256 CASES WERE HANDLED

Total Fines Collected by Department Amounted to \$17,109 During Year.

[Canadian Press.]

Toronto, Nov. 21.—"High constables at \$50 per year and the majority of them," is one of the statements in the annual report of Superintendent Rogers, of the provincial police, submitted to Attorney-General J. J. Poy today.

Returns from 36 counties show that 30 have high constables and these receive all the way from \$50 to \$800 a year. The majority get \$50, some \$100, some \$200, while six counties dispense with the official. The matter will be taken up with a view to compelling the counties having no high constable to appoint one, and compel all the counties to fill the office with a qualified man.

Had 1,256 Cases.
During the year the provincial police handled 1,256 cases and obtained 887 convictions, or 70 per cent of the prosecutions. Of these 590 persons were fined and 163 sentenced, while 126 were released and 231 discharged. In 25 cases charges were withdrawn. The decrease in number of cases for the year is 359.

The good work done by the provincial police in the Porcupine strike is pointed out. This cost the province \$7,732.

The total fines collected during the year amounted to \$17,109.50, and constables' fees to \$3,080.

The number of persons deported as undesirable was 955, an increase of 243 over 1912.

Liquor Prosecutions.
There were 235 prosecutions by the provincial police under the liquor licenses act and 174 convictions. There were 33 persons discharged and 17 now await trial. The number of prosecutions was 59 more than the previous year.

The total amount of fines collected from this source was \$18,949, a decrease of \$4,768 compared with the previous year. The seizures were 4,730 bottles of whiskey, and 160 gallons of bulk whiskey, two bottles of wine and 13 gallons of bulk wine, 40 gallons of high wines, 186 bottles of gin, 2,188 bottles of beer and 91 barrels of this beverage.

There were 101 prosecutions under the fish and game laws, in which four persons paid \$3,370 in fines, a decrease for the year of \$313.

LITTLE GIRLS
BOTH DROWN

Broke Through Ice While Skating on C. P. R. Reservoir at Wolseley.

MOTHER ATTEMPS RESCUE

[Canadian Press.]

Wolseley, Sask., Nov. 21.—Myrtle MacKenzie, aged 11, and Dorothy Quinn, aged 9, were drowned Thursday afternoon when with a group of other children they were skating on the C. P. R. reservoir after school. The ice broke as they skated toward the bridge, and as they sank the screams of the other children brought Mrs. MacKenzie and her eldest daughter Fannie, both of whom rushed out to where the little girls had gone down. The ice, too weak for the children, broke before the women reached them, and the mother was only rescued when sinking for the third time by Allan Thompson, who jumped in with a rope. Fannie MacKenzie was dragged out by a rope flung to her by men on the bank. The bodies of the children were recovered later.

350 IN PERIL

[Canadian Press.]
Long Island City, N. Y., Nov. 21.—Three hundred and fifty men and women were driven by fire today from the vast plant of the Atlantic macaroni factory in Long Island City. The men were seriously burned. The fire did damage estimated at \$150,000. It started with an explosion of flour dust.

FIRE IN QUEBEC STORE.
[Canadian Press.]
Quebec, Nov. 21.—Fire did damage to extent of \$14,000 to the premises and stock of J. B. Renaud & Co., wholesale provision merchants, St. Paul street, this morning. The loss is covered by insurance.

THE LATE REV. DR. ROSS IN A CHARACTERISTIC POSE TAKEN AT THE CHURCH HE SERVED



This photograph of Rev. Dr. Ross, taken by Dr. H. A. Stevenson, was considered by the minister's friends to be the finest ever taken of him. A suggestion of Scotch ruggedness, a judicious moderation, and a strong physical equipment, crowned with a head nobly carved—these are some of the things the camera registers of the man.

WAVES SMASHED IN PILOT HOUSE AND BURST STEAMPIPES CAN'T FIND PAPERS PROMOTER SAYS HE GAVE TO OFFICIAL

Captain Tells of Terrible Storm Which Wrecked the Turret Chief.

GOVERNMENT INQUIRY

Crew Lived in the Woods for Three Days After Escaping.

[Canadian Press.]

Kingston, Nov. 21.—Captain H. St. G. Lindsay, Dominion wreck commissioner, opened an inquiry in the city council chamber today with regard to the circumstances of the stranding of the steamer Turret Chief, five miles east of Copper Harbor in Lake Superior, at 4 a.m. on Friday, Nov. 7, during the terrible storm which swept the lakes. The Government desires to ascertain why vessels were out in the storm when warned for two days previous of heavy gales. This is the first of a series of inquiries to be made by the wreck commissioner. It is understood that the next vessel's crew to be examined will be that of the Acadia, but the place for the hearing has not yet been settled.

With Captain Lindsay, and acting as nautical assessors are Captain Francis Nash, of Montreal, and Captain W. G. Batten, of Kingston. J. T. Rowan, of Ottawa, is official stenographer.

A Canadian Boat.
The Turret Chief is owned by the Canadian Lake and Ocean Navigation Company and managed by the Merchants' Mutual Line. The owners are represented by Francis King, K.C., of Kingston. The commander of the Turret Chief is Captain Padington, of Port Colborne, who with four other officers came to Kingston to give evidence at the investigation.

According to the officers the storm struck them with awful suddenness about 9 p.m. on Thursday, Nov. 6. After drifting for hours, the big vessel was finally dashed on the rocks. The crew got ashore by sliding along a cable, and for three days lived in the woods, afterwards making their way to Copper Harbor.

Took No Soundings.
He said he took no soundings, and did not think if he had findings in Lake Superior could be relied upon. Witnesses were questioned regarding the storm.

He said that everything was O. K. at 9 o'clock on the night of 6th, when it commenced to blow very hard, changing from the southwest to the north. The barometer gave very little indication of a change. "The sea and the wind came together suddenly. I was on deck at the time. It stayed that way for about one hour. My log book, which was in the lower pilot house, was lost. The waves were so strong they broke in the door and the steampipes burst."

SENT \$10,000 TO THE POPE.
[Canadian Press.]
Toronto, Nov. 21.—Eugene O'Keefe, of the O'Keefe Brewing Company, Limited, who died about a month ago, left \$975,000. Of that amount \$390,000 is willed to charities. There is also a bequest of \$10,000 to His Holiness the Pope.

Probe Into West Shore Railway Has Been Adjourned Sine Die.

ENGINEERS ON STAND

Application Will Be Made To Have Townships' Liability Modified.

[Canadian Press.]

Toronto, Nov. 21.—The inquiry into the affairs of the Ontario West Shore Railway went on before the Ontario railway board this morning. Greyson Smith, a partner in the office where the late S. C. Smoke had his quarters, sent word through Mr. Proudfoot, that he had searched for hours last night but had been unable to find any of the papers which J. C. Moyes said he turned over to Mr. Smoke, when he (Moyes) resigned.

Secretary on Stand.
Hon. J. MacEwen, secretary of the Lake Shore Railway Company, was the first witness. He said he had never seen anybody connected with the Huron Construction Company. All the business in connection with that company, so far as he knew, was conducted by Mr. Moyes. MacEwen said he remembered the meeting where it was stated by Mr. Moyes that a contract had been entered into, between the West Shore Railway Company, and the Huron Construction Company, but had never seen the document.

He had never received any wages himself, MacEwen said, except in the way of promises. He did not know where the books of the railway company were, and the minutes of the directors' meetings had been sent to Toronto and so far as he knew never returned. There had passed through his hands as secretary, said Mr. MacEwen, \$170,000 to the construction company, and \$25,000 to the account of Mr. Moyes. He had personal knowledge of no other moneys expended. (Continued on Page Eleven.)

THE WEATHER.

TOMORROW—FAIR AND MILD.

Forecast.
Toronto, Nov. 21.—8 a.m. Fresh or strong southeasterly to south-westerly winds; light showers, but partly fair and mild today and on Saturday.

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

Stations.	High.	Low.	Weather.
Victoria	44	34	Cloudy
Ottawa	44	24	Clear
Winnipeg	44	30	Cloudy
Port Arthur	44	36	Cloudy
Parkinson	44	29	Rain
Toronto	61	42	Cloudy
Ottawa	52	30	Cloudy
Quebec	58	26	Clear
Quebec	50	36	Cloudy
Father Point	40	30	Cloudy

Weather Notes.
A rather pronounced depression is centered in Minnesota, moving northeasterly, while pressure remains high over the Atlantic States.

Local Temperatures.
The following were the highest and lowest temperatures in London for the 12 hours previous to 8 a.m. today: Highest, 56; lowest, 49.

GREAT CONCOURSE OF CITIZENS PAY A LAST TRIBUTE ABOUT THE BIER OF ST. ANDREW'S PASTOR

Public Funeral Held This Afternoon Was
Attended By Hundreds of Members of
Congregation, All Clergymen of City
and Citizens From Every Walk of Life.

SOLEMN AND IMPRESSIVE SERVICE

His loss mourned by thousands of London citizens the funeral services of Rev. Dr. James Ross, late pastor of St. Andrew's Presbyterian Church, were of an unusual solemnity and impressiveness this afternoon. The public service in St. Andrew's Church brought together a representative gathering of those who will feel the loss of James Ross, D. D.—the minister, the scholar, the pastor, the true friend and the man. The spoken tributes of those who participated in the service were eloquent, but the silent mournful tribute of the sad-faced congregation that for the last time gathered in the same building as its beloved pastor and friend, was one that surpassed immeasurably even the most glowing tribute to the memory of the man whose career ended so tragically in New York on Tuesday last.

Recalled Former Service.
In the audience were those who remembered all too well another memorial service only a few short years ago, when in St. Paul's Cathedral, the pastor whose casket lay amid a bank of flowers below his pulpit, voiced one of the most masterly tributes to the memory of any man that has ever been heard in London. It was to the memory of King Edward VII. that he paid his tribute, and as the ministers today eulogized the memory of Rev. James Ross, it seemed to conjure up the memory of his inspiring address in the cathedral where he made such a wonderful memorial tribute.

Every Seat Taken.
Shortly after 1 o'clock the church was thrown open, and before the hour set for the beginning of the service every available seat was taken. There was something extremely pathetic in the diversities in the age of the people who streamed up the broad walk to the front entrance of the church. Old men and women, leaning on the

A Great Tribute.
The sorrow and regret that was pictured on the faces of the silent worshippers was one of the greatest tributes that could be paid to any man. Some there were who openly showed their grief by sobs that welled straight from the heart, and few indeed were those who sat dry-eyed through the service. Mr. Ross bore

SIR JAMES DECLINED TO CO-OPERATE AND WIPE OUT THE BARS

You have been hearing a great deal about the Abolish-the-Bar policy of the Liberal party in Ontario. Do you understand exactly what it means? Frequent misrepresentations are made about it, and are being made in this by-election.

This policy is set forth in the resolution moved in the Ontario Legislature on March 5, 1913, by N. W. Rowell, member for North Oxford, and leader of the Opposition.

"That in the opinion of this House, the public interests demand:

1. The immediate abolition of the bar, including therein the abolition of all hotel and club licenses and therewith the treating system.
2. Such other restrictions upon the residue of the liquor traffic as experience may show to be necessary to limit its operations and effectively remedy its evils. Local option to be maintained as a means of wiping out the residue of the retail side where the electors so decide.
3. The strict enforcement of the law by officials in sympathy with the law enforcement, and the elimination of political influence from the administration of the law.
4. The regulation and inspection of all houses of public entertainment so as to insure reasonable accommodation for the travelling public."

This policy therefore means:
Bar rooms (hotel liquor licenses)—EVERY ONE WIPED OUT.
Club licenses—EVERY ONE WIPED OUT.
Treating system—ABOLISHED.

Shops—In nine-tenths of the municipalities of the province there are at present no shop licenses.

In nine-tenths of the municipalities, therefore, the Rowell policy means complete abolition of the retail sale of liquor. In the remaining one-tenth where shops now exist, they would come under further restrictions as mentioned in Paragraph 2 of the resolution, and local option would remain to wipe them out where the electors so decide.

MR. ROWELL'S OFFER.
In London on July 1, 1912, Mr. Rowell made the following appeal to Sir James Whitney and the members of the Government:

"Sir James, join with us and let both political parties unite to wipe out the licensed bar-room in this province. Would it not be a splendid spectacle for all the provinces of the Dominion and for other countries of the world to witness the union of both political parties in this province to wipe out the curse of the licensed bar?"

This offer, repeated several times, has not been accepted.

Sir James Whitney and his Government have the power to abolish the bars of Ontario; that they have not accepted Mr. Rowell's offer of co-operation is definite proof that they do not want to abolish the bars.

Any Government, however, can be persuaded to change its mind on any point. All the persuasion necessary, as Allan Studholme, Labor member, says, is the ballot.

If you want the "Abolish-the-Bar" policy, you have an excellent chance to get it on Thursday.

Vote for Laidlaw, who is the candidate, not only of the Liberal party, which is fighting for the abolition of the bar, but also of the Temperance Alliance itself.

THE ELECTION OF LAIDLAW WILL NOT MEAN THE TURNING OUT OF THE WHITNEY GOVERNMENT; IT WILL MEAN A DECISIVE MANDATE TO THE GOVERNMENT TO CO-OPERATE WITH ROWELL IN ADVANCED TEMPERANCE LEGISLATION.

FOR THE CAUSE OF TEMPERANCE,
VOTE LAIDLAW!