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The Toronto World

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TWENTY-SEVENTH YEAR

FOURTEEN PAGES

TUESDAY MORNING NOVEMBER 28 1906

FOURTEEN PAGES

ONE CENT

GEORGIAN BAY STEAMER FOUNDERS WITH 26 SOULS

Thirteen of Crew and Same Number of Passengers Undoubtedly Lost in Sinking of J. L. Jones Off Cape Croker on Thursday or Friday Last.

Owen Sound, Nov. 27.—(Special.)—It is practically certain that the last has been seen of the steamer J. L. Jones. Last Thursday afternoon the steamer, which belongs to the Crawford Tug Company of Warton, left Owen Sound on her regular trip to Peninsula and Manitoulin Island ports. It was her last trip of the season, and she carried a very heavy load of freight, besides twelve or fifteen passengers. She was reported as passing Griffith's Island and Cape Croker. Lights of the same evening, and is said to have been seen on Friday off Barrow Bay.

Nothing further was heard of her, though she should have called at Lion's Head, for which place she had a quantity of freight and a number of passengers. Messages were sent in all directions, but without result. The owners hoped the steamer was lying in shelter, so did not give up hope, but this afternoon a message was received stating that Indians had found wreckage and a lifeboat from the missing steamer, cast upon Christian Island. It is therefore almost a certainty that she has foundered.

The Jones was under command of Capt. James Crawford, one of the owners, and carried a crew of twelve men. Among the passengers were T. Donaldson, manager, Wolverton Fish Company; Mrs. Lyons and her son, Mr. Alex Lyons, of Owen Sound.

DROWNED.

PASSENGERS—
T. J. Donaldson,
Mrs. Lyons,
Alex. Lyons, her son,
All of Owen Sound.
Mrs. Fox,
Frank Felon,
George Felon,
M. W. Vitesson,
Louis Allen,
I. M. Waag,
All of Tobermory.
Dan McIver, Providence Bay.
Three unknown men.
CREW—
Captain J. V. Crawford,
Mate E. Lennox,
Wheelerman W. Ross,
George McEwan,
Engineer C. N. Shaw,
Engineer W. Sadler,
Fireman Thos. Simmonds,
L. Simmonds,
L. McVittie,
Deckhand James Tilley,
Deckhand George Smith,
Cook Frank Jackson,
Cook M. Clark,
All of Warton.

experienced men on the lakes. Capt. Crawford.
Part of the cabin, a lifeboat and two unassisted bodies have been found by Indians on the north shore of the Christian Islands. Boats are now out from here, Owen Sound, Penstangulshene, and Parry Sound looking for survivors and wreckage but it is hardly likely any thing or anybody will be found.
The boat carried a good list of passengers, and the following crew: Capt. J. V. Crawford, Mate E. Lennox, Wheelerman W. Ross, George McEwan, Engineers Chas. N. Shaw and W. Sadler, Fireman Thos. Simmonds, L. Simmonds, L. MacVittie, Deckhands Jas. Tilley, George Smith, Cook Frank Jackson and Assistant Cook M. Clark.
Coasting boats carry no booking list, and there may have been one or two more passengers than the following, who are known to have been on board: T. J. Donaldson of Owen Sound, Alex Lyons and Mrs. Lyons, his mother; Mr. Fox, Frank Felon, George Felon, M. W. Vitesson, Louis Allen, I. M. Waag, all of Tobermory; Dan McIver of Providence Bay and three unknown men on their way to Manitoulin Island to work for Capt. Graham.

SMELTERS AND REFINERIES TO TREAT CANADIAN ORES SHOULD BE BUILT

Senator McMullen Says the Most Wonderful Thing is the Mines—Mr. Scott Takes Credit for Government for Prosperity.

Senator McMullen thought that one of the most wonderful things in Canada was the development of mines. Last year 28 million dollars worth of metals had been sent to the United States. This was bad. Smelters and refineries should be built in Canada to do this.

Ottawa, Nov. 27.—(Special.)—In the senate to-day Hon. Mr. Scott continuing the debate on the address, could not agree that providence, unaided had given Canada the prosperity that had come with the Liberal government. The government had done something to help. During the 18 Conservative years prior to 1896, the bank deposits had increased only at the rate of \$6,724,000 a year, and since that time the annual increase had been at the rate of \$34,000,000 a year, or six times as much as under the Conservatives. The aggregate trade had increased four million a year under the Conservatives and at the rate of \$28,000,000 a year under the Liberals. As the land was as fertile and the sun as bright under the Conservatives as during the Liberal period, the government must have had something to do with promoting the great increase of prosperity.

Just Lower Tariff.
Mr. Loughheed had hardly been fair in stating the Liberals had promised free trade and practical protection, and that the new tariff would embody high tariff principles. The government had never promised free trade. The Liberal party still had its aim in the direction of lower tariff. The Conservatives had established protection, and made it impossible for the Liberals to introduce free trade without destroying vested interests. All the Liberal government had said it would do or had attempted to do, was to modify the high protection of Conservatives and bring the tariff toward a revenue basis.

Mr. Scott said the government favored clear elections, and wanted the best sort of a campaign. Suggestions from the opposition would be welcomed. Personally, Mr. Scott said that he favored compulsory voting and that should be prominent residents of the districts in which they acted.

The Modus Vivendi.
Senator Loughheed had indicated that the British government had not warranted in the action it had taken in the matter of the Newfoundland modus vivendi. Hon. Mr. Scott said he had looked carefully into the matter and thought the British government had only made one mistake, that was in allowing Americans to make use of purchase money in the purchase of the statistics of Canada and of Newfoundland. The United States evidently had recognized this mistake, for the American government had some pressure, no doubt, agreed not to avail themselves of this right given them under the modus vivendi.

Senator McMullen did not favor a high tariff, but thought a reasonable amount of protection should be given new industries whose raw material was natural to Canada, in order to get them.

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Senator Coffee defended the government, including Hyman. There had been no evidence to connect the minister with any wrongdoing at London, and he certainly should run again.

The address was adopted.

Pure, ripened PORT HOPE PALE ALE always woman more good than medicine.

EARLY MORNING FIRE.
Fire this morning at 2.15 in the premises at 128 Parley avenue did several thousand dollars damage to six manufacturing firms, which occupy the building. The building is of three stories and annex. The upper floor was gutted.
Clarke & Flaherty, mattress manufacturers; Kleiser spring beds works and J. B. Williamson, manufacturer of furniture, occupy the building.
At 2.45 the firemen were still hard at work.

Oscar Eudson & Company Chartered Accountants, 6 King West, M. 4736

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If your wife poor woman, be out of sorts.
And everything seems to sadden her, keep her supplied in pints and quarts of that Empress of Waters, Radnor.

CARD LEDGER SYSTEMS—Output No. 1 includes a polished oak box, 400 good Bristol cards and 2 sets of alphabetical guides. Price complete, only \$2.00. John Kay, Son & Co., Limited, 36 and 38 King St. West.

If you are doubtful ask a man who has one—The Daisy. Cluff Bros.

READY AND WILLING TO LEAVE.



ARCTIC EXPLORER ROSS: "Do my eyes deceive me—or is yon the Government rescue ship Senate?"

OPERATE MINES FOR PEOPLE AVERT COAL FAMINE IN WEST

—R. L. BORDEN

"Under No Circumstances Will Government Lay Hands on Private Property," Reply of Prime Minister—Debate on the Address Continued in House of Commons.

Ottawa, Nov. 27.—(Special.)—The house grew listless this afternoon as the debate on the address progressed, although Archie Campbell, whose speech faintly suggested a candidate's sermon upon trial for a call to the ministry, was loudly applauded as he closed with what Dr. Stockton afterwards called a "venerable peroration."

Coltisdale made an excellent speech, entirely free from partisanship. He advocated the return to open voting. Labor to-day was so powerful and respected that no employer would dare to intimidate his employees.

Dr. Stockton closed the debate, and after the usual formal motions and a vote of motion for Thursday to take up the budget and to into supply, Sir Wilfrid Laurier moved that the house adjourn.

R. L. Borden called his attention to the fact that people in Saskatchewan were burning lumber and even grain, and that widespread suffering was imminent. He criticized the premier's "philosophic calm" and suggested THAT THE GOVERNMENT TAKE

STRIKERS TURN DOWN OFFER TO LEAVE QUESTION IN HANDS OF ONTARIO RAILWAY BOARD

—R. L. BORDEN

Aldermen Confer With Head of Street Railway Union in Effort to Bring Parties Together—No Cars Run Last Night on Urgent Request of Mayor Biggar.

Hamilton, Nov. 27.—(Special.)—Everything passed off peacefully to-night, the cars being taken in about 5 o'clock.

Peace negotiations are dragging along slowly. Ald. Stewart, MacLeod, Clarke and Findlay are trying to get the Ontario railway and municipal unions and the company together again on arbitration. The company will consent to make an unconditional reference to all matters in dispute to the board of arbitration, which was set up by the Ontario Railway Act, and the union refused that before the aldermen think the men would get a fair deal from the board.

They had a conference with W. D. Mahon, Fred Fay and the executive this evening. The union explained its position to the aldermen, who then waited upon the company. They will not give out any information about their conferences further than to say that the aldermen and the union officers were in agreement to refer the matter to arbitration.

Col. Denison testified that Crowe was in a crowd of about 1000, that were raining bricks down upon the car that was crowded for trial on the charge of throwing stones at a car and at the Dragoons.

James Moran was also committed on the charge of rioting.

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