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The Toronto World

EN PAGES—THURSDAY MORNING NOVEMBER 13 1913—FOURTEEN PAGES

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38 Frozen Bodies of Drowned Seamen Recovered and TORONTO PEOPLE AMONG THE DEAD

James Carruthers, Largest Freighter, Sank With 400,000 Bushels of Wheat

ROUGH SEA DEFEATED ATTEMPT TO DISCOVER FREIGHTER'S NAME VESSEL BELIEVED TO BE REGINA

Diver Was Eager to Make Exploration of Hulk in Lake Huron, But Was Dissuaded—Possibility That Regina and Another Boat Came Into Collision.

By a Staff Reporter.
PORT HURON, Mich., Nov. 12.—Shortly after 9 o'clock this morning a World reporter boarded the tug Sport to visit the big overturned freighter. On the tug, which is commanded by Capt. Robt. F. Thompson, was Harry Wratheis, an expert diver, who was prepared to make the descent into the lake to wrest the secret of the boat's name from the tossing waters that broke over the overturned hulk.

The result of the trip to the scene of the overturned steamer confirms to a certain extent the theory that the wrecked craft is the Regina, but there still remains the element of doubt, for no man has as yet seen the name of the overturned boat. The captain of the revenue cutter Morrell, which has been at the scene of the wreck for the past two days, informed reporters thru a megaphone that in his belief there was but little doubt that the wreck was that of the Regina.

The reporter from the deck of the tug asked the captain of the Morrell when the two boats came within speaking distance:

"Captain, what boat do you think it is?" And back came the reply: "I don't think there is much doubt but that the steamer is the Regina."

Asked for a diver.
When the Sport reached the scene of the wreck and passed within 15 feet of the boat, the whitecaps were rolling high and a gale was springing up, but an hour or so later it subsided. When some distance from the wreck the revenue cutter Morrell was seen coming down the lake, and when near the tug, signalled that the officers on the government boat desired to communicate with the tug. The boat came alongside as close together as was possible in the sea that was rolling, and the captain of the revenue cutter enquired: "Have you a diver on board?" The officer was informed that there was an expert diver aboard the tug Sport. "Well, in that case I will go back with you," came the message from the Morrell. "I don't think he will be able to make the descent in this storm."

The revenue cutter and the tug Sport then steamed to the scene of the wreck, which could be seen lifting its head skyward at an angle of about two miles to the northward. Soon the section of the overturned hulk, which is above water, was dead ahead.

Resting on Bottom.
The overturned bow of the steamer projects out of the water about 14 feet.

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TWO HUNDRED MEN PERISHED

It is now believed that the loss of life from the storm on the great lakes will prove to be at least 200. Seventy-five men are believed to have perished in the foundering of the James Carruthers, 550 feet long, the biggest freighter on the lakes. Thirty men went down with the Regina, probably 20 more on the mysterious freighter, 28 on the Wexford, 18 on the Leaffield, 23 on the G. R. Crowe, 23 on the Angus, and 7 on the Charles F. Price.

Thirty-eight bodies have been found south of Black's Point, six miles south of Goderich, on Lake Huron.

Ten bodies, supposed to be members of Regina's crew, washed ashore at Port Franks, 30 miles northeast of Sarnia.

Seven bodies, possibly of the crew of the Charles F. Price were found. The victims may have belonged to the Regina.

The known dead and missing include 22 Collingwood men, 8 on the Wexford and 10 on the steel freighter Leaffield, reported missing off Angus Island, Lake Superior. There are also four or five on the G. R. Crowe of the St. Lawrence and Chicago S. S. Co., which is missing.

The bodies of three men were washed ashore on a life raft bearing the name "John M. McGraw," five miles below Goderich.

Seven, possibly nine, men drowned in the overturning of a flat-bottomed boat in the Lachine Canal last night.

Shipwrecks reported in addition to those previously known are:

The James Carruthers, 550 feet long, largest Canadian freighter on the lakes, believed to have sunk.

Boats and crews bearing her name have been found.

The steamer Nottingham is stranded on Pouslan Island, in Lake Superior.

The tug Martin, foundered in Lake Michigan. Crew of nine were drowned.

The Charles S. Price, of Mahoning Steamship Company, Cleveland, understood to have foundered in Lake Huron.

A Tomlinson steamer is reported aground at Ironquid, and the steamer Stewart, at Whitefish, on Lake Superior.

Barge Plymouth missing with crew of seven men, in Lake Michigan.

The Edwin F. Holmes, American freighter, 400 feet long, may be lost. A life-preserver and much wreckage was found five miles from Goderich.

Steel freighter Leaffield of Algoma Central Line still missing.

Lifeboats and five oars from the steamer Argus found near Goderich.

Seventeen vessels are overdue at Port William, and have not been reported elsewhere.

The steam barge Butler's, lumber carrier, and crew of 20, probably lost between Port William and a point on the south shore.

TORONTO COUPLE MISSING



Mr. and Mrs. George Hedley of Toronto, who, it is feared, lost their lives when the freighter "Edwin F. Holmes" foundered in Lake Huron during Sunday's storm.

GEORGE HEDLEY AND HIS WIFE OF TORONTO MAY BE DROWNED

Steward of Steamer Edwin F. Holmes and Mrs. Hedley Were Making Their Last and First Trip of the Season and Vessel is Missing.

The report from the great lakes to the effect that the freight steamer "Edwin F. Holmes" undoubtedly foundered during the terrible storm on Sunday leads to the fear that George Hedley, aged 52, and his wife, Agnes Newton Hedley, both residents of Toronto, perished with the crew of the boat. Relatives and friends of the couple who live in this city have made repeated attempts to get news of the ship, but in vain. Wires to the Acme Transit Company at Cleveland, who own the "Edwin F. Holmes," have failed to elicit any information, and it appears that the company fears the worst.

Life preservers bearing the markings "Edwin F. Holmes" and pieces of deck wreckage, apparently from the same vessel, have been found on the shores of Lake Huron near Goderich. The "Edwin F. Holmes" was a 420 foot freighter of American construction. She was built several years ago and has been considered one of the most modern freight boats plying on the great lakes. It is understood that she had a cargo of wheat on board.

George Hedley and his wife boarded the "Edwin F. Holmes" during the earlier part of last week. Mr. Hedley was to assume the position of steward on the boat. It was the last trip he expected to make before navigation closed, so he took his wife with him.

His Last Ride.
Before leaving for his boat Mr. Hedley discussed with his friends the difficulties and perils of navigating

the lakes at this season of the year. He laughingly told them that he had to get another whiff of the crisp lake air before resigning himself to a long winter. Mr. Hedley had recently given up his berth on another ship, and the Edwin F. Holmes was apparently badly in need of a steward for her last trip he agreed to make the voyage. He told his friends that it would be his last ride on the billows before winter set in. For that reason he took his wife along, thinking that a trip thru the great lakes would benefit her.

George Hedley and his wife were widely known in Toronto. Both came from prominent families. His father was a steward on lake boats for many years, and at the age of sixteen George followed in his father's steps and took to the sea. He was known in shipping circles as a mariner of ability and his services were always in demand.

Agnes Newton Hedley was a daughter of the late Capt. T. B. Newton, a former commander of a British man-of-war. There are many members of the family at present living in Toronto. John Newton, proprietor of the Humber Bay hotel, is a brother; Mrs. A. J. Kerr, 156 Westminister avenue, is a sister, and Mrs. W. A. McMaster, Dovercourt Apartments, is another sister.

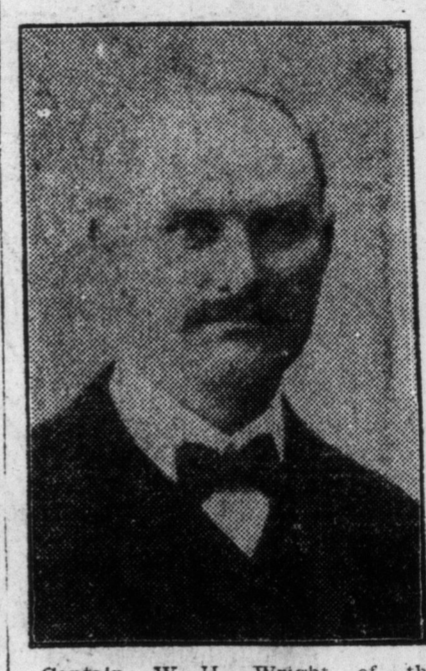
Hedley has a sister in Toronto married to James Boyle, 372 Manning avenue. Mr. and Mrs. Hedley at one time lived on Howland avenue, and recently stayed for a time on Manning avenue.

Last Saturday night Mrs. A. J. Kerr received a letter from Mr. Hedley and Mrs. W. A. McMaster also got one. In both notes Mr. Hedley mentioned that it would be the last trip he would make this season. He spoke of the

(Continued on Page 3, Column 5.)

THIRTY-EIGHT BODIES DRIFTED TO THE SHORES OF LAKE HURON THREE WERE TIED TO LIFE-RAFT

CAPTAIN W. H. WRIGHT



Captain W. H. Wright of the "James Carruthers" was 42 years of age and had lived all his life in Toronto. When fifteen years of age he shipped with Captain Ewart as cabin boy, and his rise from that position to the position which he held at the time of the fatality was very rapid. Last year he was in command of the "E. B. Osler" and at the opening of the present season he was given the command of the "James Carruthers." He had the honor some time ago of carrying a record cargo of flax and hemp from the upper lakes to Port Colborne.

Captain Wright leaves a widow and three children, the eldest aged fifteen years. He also is survived by his mother and three sisters, namely, Mrs. Captain Ewart, Mrs. Langton and Mrs. J. Bolton.

Discoveries Were Made South of Black's Point, Six Miles South of Sarnia—Three Victims Believed to Have Had Homes in Goderich—Raft Bearing Name "Argus" Among the Wreckage Cast Up.

(By a Staff Reporter)
GODERICH, Nov. 12.—All day parties have been walking the shore to Bayfield, and from Bayfield on, looking for bodies off the different boats wrecked between here and Sarnia, and as a result thirty-eight bodies have been found south of Black's Point, a place six miles south of here. Three of these are supposed to be Goderich boys, but as yet these have not been identified. Relatives left here this afternoon to identify them.

This afternoon three bodies tied to a life raft came ashore at Natfel's Point, five miles down the shore. Coroner Hunter was immediately notified, and upon examining the clothes they were found to be Thomas Stone, an Indian from the reserve at Sarnia; Geo. L. Smith and John Owen. The papers and their union cards were so badly damaged by water that it was impossible to get any further information from them. The raft was from the steamer McGean, likely owned by Hutchinson & Co. of Cleveland, bound up the lakes light.

Found "Argus" Life Raft.
A life raft was found fully equipped, bearing the name Argus. It is possible that this raft was washed away, but it was rigged as tho it had been used, and it looked as tho the bodies had been washed away.

The tug Logie from Saugeen was in port this afternoon and reported passing six large hatches and much other wreckage.

The report that the spars of the Wexford were seen at Black's Point is unfounded. The Wexford was off this port on Sunday night about 2 o'clock, as she could be heard blowing, and her distress lights were plainly seen.

Among the marine men it is surmised that she might have anchored off here to await daylight, and the anchors pulled her bow so much that she foundered. However, this will never be known. However, it is thought that she is not far from here.

Had Miraculous Escape.
The fact that the Kaministiquia escaped disaster is a miracle, as she left here light Sunday morning for the Soo, but in the afternoon was forced to turn back and run for Sarnia, where she reported Monday afternoon. The tug Horton went out twice to search, but it was too rough to get anywhere near the shore, and she was forced to return.

Capt. Bassett, owner of the Wexford, who has been down around Zurich and St. Joseph, leaves in the morning for Sarnia to further investigate the wrecks.

The finding of wreckage of the steamer Argus brings the total list of boats lost up to six, with a total loss of lives not less than two hundred.

LEAFIELD'S FATE STILL IN DOUBT

Marine Men Hopeful That Algoma Central Steamer May Yet Be Afloat.

PORT ARTHUR, Ont., Nov. 12.—(Can. Press.)—Should the Algoma Central steamer Leaffield turn up safely or prove not to have been lost at Angus Island, as many shipping men here believe will be the case, this end of Lake Superior will have escaped any serious disaster in connection with the storms which did so much damage elsewhere along the great waterway. Marine men here are still disinclined to believe that the Leaffield went down off Angus Island, which is situated opposite Thunder Cape.

The Leaffield is one of four similar ships brought out from England by F. M. Clergue of Sault Ste. Marie in 1902, the others being Balki, Theano and Monkshaven. The Theano and Monkshaven have both been lost just outside Thunder Cape while endeavoring to make this port with ralls. If the Leaffield has gone down in the same vicinity then only the Balki of the original quartet remains.

The Weather Calls for Winter Overcoats.
It would be unwise to delay in the choice of a winter overcoat and the inviting display at Dinesen's, 140 Yonge street, makes choice an easy matter. The newest imported styles are shown in a variety of materials and colors that will promptly appeal to men of good taste, and prices are consistently moderate when quality is taken into consideration. A visit will confirm this expression of opinion.

"The Master Mind" Seat Sale.
"The Master Mind," one of the sensational plays of the season, Edmund Breece and a select company will appear next week at the Princess Theatre. The advance sale of seats opens this morning at the theatre box office.

JAMES CARRUTHERS IS LOST WRECKAGE REVEALED DISASTER TO GIANT OF LAKE FREIGHTERS

Four More Wrecks?
Shortly after midnight a report was received from The World's staff reporter at Goderich that the hulks of two wrecked vessels could be seen outside of Goderich harbor, and efforts were being made to reach them.

It is also reported that two large freighters are on the rocks west of Sandy Island, near Parry Sound.

"GOOD-BYE NELLIE," WAS MESSAGE OF CAPTAIN
Captain Williams of U. S. Lightship Wrote on Piece of Wood.
BUFFALO, N.Y., Nov. 12.—A message from the missing lightship No. 82 was found by searchers among the wreckage of the craft on the south shore of Lake Erie today.

The message was written on a piece of wood and read:

"Good-bye Nellie. Ship is breaking up fast. (Signed) Williams."

It is believed the message was written by Capt. Hugh M. Williams of Manistee, Mich., who was in command of the ship. No bodies have been recovered.

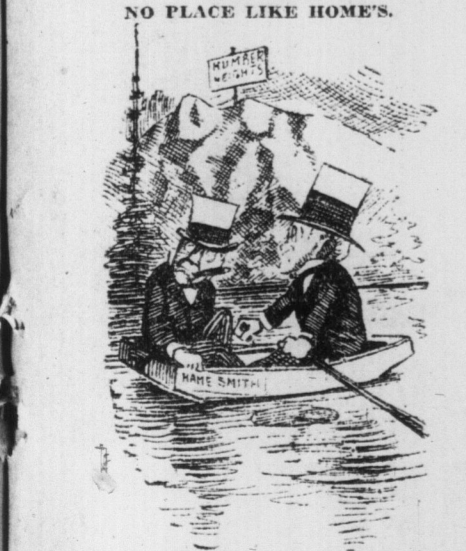
"ARGUS" ANOTHER VICTIM
GODERICH, Nov. 12.—(Can. Press.)—Searchers along the lake shore below Goderich have just reported the finding of a life raft and five oars from the steamer Argus. The boat is not known here.

Life-Belts and Portion of Life-boat Drifted to Shore of Lake Huron Near Goderich—Captain Wright and Twenty-Five of Crew Perished.

By Staff Reporter.
GODERICH, Nov. 12.—While it has not been absolutely established that the James Carruthers, the largest freighter on the lakes, foundered in the great storm, the belief here tonight is that there is practically no reason to hope that the giant vessel, heavily laden with a cargo of grain, weathered the gale which proved so disastrous to many other freighters on the great lakes. The discovery this morning of an oar, life-belts and life-boat rudder on the shore marked "James Carruthers," seemed to indicate that the freighter had succumbed to the violence of the waves, and as no word has been received since, it is regarded as most improbable that Capt. Wright of Toronto and his crew of 25 men still survive.

The James Carruthers left Fort William on Nov. 6 in company with the Wexford, which is known to have been lost with all on board.

As a result of a careful search along the shore for miles, part of an oak-



John: Husbald gmesin' an' husbald lan' batoberin' d'fere' an' Home does 'em on a big scale. An' it's only fair to a strugglin' young man to give him a little 'th' best start. He art to have a drive car line an' a drive to help him to sell's lots!

Jeff: Ye has a big hair, John, fer 't' soon troddin'. 'Th' pair C. I'd ne'r gotten one's best fer 't' Glob.

John: An' Home's ne'er Job's butcherin' 't' but lot of 'em far 't' government at Ottawa.

Jeff: He mean has yin thing, John?

John: What?

Jeff: Dig 'em—



William Ledard, the first mate of the "James Carruthers," which is reported to have been lost with all on board, has sailed the lakes for many years, and was accounted an able seaman. For several seasons he was an officer on the United Lumberman. When Captain Wright was given charge of the "James Carruthers," Ledard chose to serve as first mate under him, altho he himself had received his captain's papers.

He is survived by his widow and three children: Ed, McIlwain, Ont., his brother Edgar, and his sister, Mrs. Nelson, of Toronto. Miss Mary Ledard is a missionary in Japan and there are two other sisters, Grace and Ella. A brother, Herbert, is in railroad work in the west.

BOAT UPSET IN LACHINE CANAL SEVEN DROWNED, TWO MISSING EIGHT REACHED SHORE SAFELY

Workmen, Believed to Be All Foreigners, Crowded to One Side of Flat-Bottomed Boat, Causing It to Capsize—Mad Scramble for Positions of Vantage Followed.

MONTREAL, Nov. 12.—(Can. Press.)—Seven, and perhaps nine men lost their lives in the Lachine Canal at Cote St. Paul early this evening when a flat bottom boat capsized, throwing fifteen workmen into the water. All were employed in the construction of the Montreal Heat and Light Company's new plant at Cote St. Paul. It is believed that all were foreigners whose names will not be known until the power company's timekeepers check up tomorrow.

It is understood the indirect cause of the accident was the passing of a tug and the injudicious movement of the men from one side of the boat to the other as the craft passed thru the tug's wheels.

EIGHT WERE SAVED.
The tug put back as soon as the boat capsized and rescued two of its former occupants. A boat put out from shore and rescued four others, and two reached the south shore on planks set floating in the canal by watchers on shore. Two others were seen swimming for the north shore, but in the darkness it was not known whether they reached it. About 200 men cross the canal night and morning in the single flat bottom boat, as a subject of comment frequently owing to the danger from passing craft.

It is stated that more might have been saved but for the scramble for positions of vantage on the upturned boat, which swamped from the pressure put upon it by the fighting men.

COOKIES AT 10 p.m.

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Jeff: Ye has a big hair, John, fer 't' soon troddin'. 'Th' pair C. I'd ne'r gotten one's best fer 't' Glob.

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