

Believe Another Vessel Foundered With the Regina

Opinion is Divided as to Whether Overturned Vessel Found Floating on Lake Huron After Storm is the Steamer Regina—Twelve Bodies Washed Up on Beach—Largest Canadian Ship Lost

Port Huron, Mich., Nov. 12.—Although many vessel men are firm in their belief that the steamer which turned turtle in Lake Huron, a few miles north east of here during the big gale, is the ill-fated steamer Regina of the Merchants Transportation Company of Toronto, others are equally convinced this afternoon that she is not. It is regarded certain however that the Regina went down during the storm. The difference of opinion concerning the identity of the overturned vessel is due to the fact that the overturned hull of the mysterious vessel is reported as being black, and the Regina is said to have a green bottom.

An official representing the owners of the Regina has visited the scene of the wreck and he does not believe that it is his vessel.

The theory borne by many is that there was a collision between the unidentified vessel and the Regina and that the former went over immediately, while the Regina's crew abandoned her and took to life boats.

Those who adhere to this belief, think that the wreck of the Regina will be found in another place.

The wreck of the Regina was confirmed yesterday when ten bodies were found strewn on the beach at the little Canadian village of Port Franks, thirty miles north east of Sarnia. A short distance up shore was found a lifeboat lying on its side containing two dead men. The boat carried the name "Regina" and scattered along the beach was other wreckage and cargo identified as of the Regina.

Shortly after the discovery of the victims of the Regina wreck, the wrecked and battered steamer Northern Queen was found stranded on the beach about Kettle Point. Her entire crew of 22 men however, are safe at Port Franks.

Twelve Bodies Washed Ashore. London, Ont., Nov. 12.—The story that the overturned freighter met her doom in a collision during Sunday's storm and that she is the steamer Regina of Toronto is considerably strengthened today by reason of the fact that bodies identified as seamen of the Regina and also of Charles Price are being washed ashore between Port Franks and Grand Bend.

Twelve bodies have been washed ashore within a distance of 5 miles from these two steamers. Two of the bodies were found in one of the Regina's lifeboats, indicating that a desperate attempt was made by the men to reach shore after the disaster.

Two cars have also floated in while packages of freight are now being washed up, all from the Regina.

Two of the bodies have already been identified as Wilson H. McInnis, 22, of Owen Sound, and David Lawson, believed to come from New Brunswick. The first of the bodies was found by a farmer who immediately notified coroner Clarke of Theford. The coroner at once organized a searching party, with the result that the 12 bodies were discovered.

Largest Freighter Sunk. Goderich, Ont., Nov. 12.—Reports

from points along the Canadian shore of Lake Huron point to a heavy loss of life and shipping in the recent storms. Seven bodies from schooner Charles Charles S. Price, have come ashore below Grand Bend.

Wreckage found here indicates that the James Carruthers, the largest Canadian freighter on the lakes has been lost.

Vessel Ashore. Neenah, Wis., Nov. 2.—The steamers Thistle and Carter, loaded with grain and coal have been unable to reach Calumet harbor on the east shore of Lake Winnebago for several days owing to the terrific gale. The Thistle is ashore off Calumet harbor and the Carter is anchored off Brother Town. The Thistle was designed for Green Bay.

Another Vessel Missing. Menominee Mich., Nov. 12.—It was reported here today that the barge Plymouth went down in last Sunday's storm near Gull Island, Lake Michigan, just off the entrance of Green Bay. She had seven men on board. This wreck is the one which the revenue cutter Tuscarora is investigating.

The tug Martin, which had the Plymouth in tow, arrived in a sinking condition late last night. It was at first reported that the Martin had been lost with its crew of nine men. The tug was in bad condition having taken in much water from leaks in its hull. Capt. Louis Stetunsky reported that the Plymouth anchored near Gull Island on Saturday morning while the tug sought shelter a few miles below. Returning later he was unable to find any trace of the barge and it is probable that the powerless craft broke from its moorings and sank. The identity of the seven men on the Plymouth is not known here. The others were Christopher Keenan, a deputy of the U.S. marshal and Jas. Sabota both of this city, and Axel Larson of Marinette, Wis.

Relief Sent.

Port Arthur, Nov. 12.—The Great Lakes Towing Co. is sending the tug Horne and a wrecking outfit to Persian Island to the relief of the steamer Nottingham aground there.

The James Carruthers is the biggest Canadian owned freighter on the lakes. She came out of Collingwood yard last spring, is 560 feet long, Captain W. H. Wright, and Engineer E. J. Odell. Nothing is known of her fate here.

Baffling Mystery.

Port Arthur, Nov. 12.—One of the most baffling mysteries in connection with the big storm on the lakes, is the whereabouts of the steamer Leafield, the Algoma Central steamer, which left the Soo Friday evening last for here with a cargo of steel rails. Since then no word whatever has been heard of her.

The Hamonic which came in Monday afternoon, reported a boat which Capt. Coote says appeared similar to the Leafield, on Angus Island, the scene of the wreck of the Monkshapen, another Algoma Central steamer.

five years ago. The tug Horne sent out from here an hour and a half after the Hamonic reported could find no trace either of wreckage or crew, although the whole vicinity was searched. It could have been possible for the Leafield to strike an island and sink immediately, but hardly so without leaving floating wreckage.

Wreckers at Work.

Soo, Mich., Nov. 12.—Sailing sun and decreasing winds started the wreckers to work on the stranded steamers in this section this morning. The lighter Reliance went to the Hartwell. An examination showed a very bad hole on the starboard side, also another hole on the port side, amidship. The rudder was smashed, and gone. It is expected she can be released tomorrow after lightening, and plugging holes. The revenue cutter Mackinac left this morning with provisions for the Nottingham. The great lakes lighter expects to be to the stranded steamer about noon with a supply of fuel and will commence lightening her cargo of wheat and barley. After supplying the Nottingham the Mackinac will search the shores for any other possible stranded steamer.

The Morrell, upbound this morning ran into the new pier being built on the north side of the Poe lock. She broke in two places on the starboard amidships.

The steamers Cornell and Crawford which reached here badly damaged in Sunday's storm, received orders to return to Lake Erie light. They will leave this afternoon.

No More German Ships For Mexico

Berlin, Nov. 12.—It was officially declared at the foreign office here yesterday that the German government does not intend to send any more warships to Mexico. "The battleships Kaiser and Koening Albert and the cruiser Strasburg, which have been ordered to leave Germany early in December are not to visit Mexico," it was stated. "Their cruise is for purely technical and non-political reasons."

CASE FOR PLAINTIFF WAS COMPLETED WEDNESDAY IN CLAIM AGAINST C.N. RAILWAY

Counsel for Defence Sought to Have Claim Thrown Out on Plaintiff's Own Evidence but Judge Refused the Motion—Case Attracts Much Interest Among Railway Men—Jury View Scene of Accident

The case for plaintiffs in the claim by Neil Douglas against the Canadian Northern Railway for \$10,000 as the result of an accident on Lorne Ave. and Ninth St., in which Douglas was injured and his auto damaged, was completed before Chief Justice Mathers a short while after the assizes reopened on Wednesday. A motion to have plaintiff non-suited on his own evidence was dismissed. One point made by the plaintiffs was that on the day of the accident, July 24, 1912, the total number carried on the excursion train to the fair was 10,886. The case has attracted much interest among railwaymen, there being a large number present to hear the case, both yesterday and today.

Counsel Asks Non-Suit.

Mr. MacDonald, for defendants, submitted that the case should be withdrawn from the jury on the ground of contributory negligence, but his lordship said this could not be done except in a case where the finding was wholly expected in favor of the defendant. Counsel submitted that the case had to be decided on the point that plaintiff failed to look if any train was coming.

His lordship briefly refused the motion for a non-suit and the jury, men who had been taken to their room while the application from counsel was made, filed back.

Mr. MacDonald here intimated that he had many witnesses to call and the case would likely last all day.

Defendants' Case.

George Ayers, yard foreman, was first put into the box and gave evidence as to measurements from the end of the box car alleged to have obstructed Neil's view, also as to trying to locate the Austrian who acted as watchman, who was partly blamed for the accident.

John Henry, roadmaster, was next called and following him was Robert Henry Dobson, shed foreman, who also gave evidence as to the supposed obstruction of view.

James Phillips, Fred Aaby, John Edward Kusinas, shed employees as to being engaged unloading sugar when the accident occurred. Mr. Kibour caused some amusement by closely questioning the men as to how they remembered it was sugar they were all unloading.

G. A. Thomas, company's freight agent, said he had been making every fourth or fifth trip to the fair grounds,

Will Represent Kildonan



HON. DR. W. H. MONTAGUE

Winnipeg, Man., Nov. 12.—Hon. Dr. Montague, minister of public works in the Manitoba government will, it is officially announced today, seek election to the legislature from the constituency of Kildonan and St. Andrews.

The resignation of Dr. C. L. Grain, who has represented the constituency since the last provincial election, has been accepted, and nominations for the by-election will be held on November 22, with election on Nov. 23.

J. C. Cartwright Dead

Toronto, Ont., Nov. 12.—J. C. Cartwright, K.C., master in chambers at Osgoode Hall, died here this morning. Mr. Cartwright was one of the best known legal lights in the province.

Garvell Coming West

Ottawa, Ont., Nov. 12.—News has been received here from Fredericton that F. B. Garvell, M.P. for Carleton, N.B., intends to move west and practice his profession. Consequently he will not be a candidate at the next general election.

plainly as he was only about forty yards from the scene. A crowd of people were shouting and that drew his attention to Douglas' car on the track. He could not hear either bell or whistle. He saw the engineer looking out of the engine cab and was of the opinion that the train could have been stopped in time. He was certain that there were two box cars near the freight shed and Lorne Avenue and that they obstructed the view of the track.

E. A. Churchill said he was on the C.N.R. platform when the accident happened and saw the collision. He saw the flagman on the west side of the track and south side of Lorne Avenue. He did not hear either bell or whistle. He saw two box cars near the freight sheds. He did not think plaintiff could see flagman as he approached the crossing.

George Buker, the next man on the stand, said he saw the two box cars and gave evidence as to position in relation to freight sheds. He did not see the accident itself.

Joseph Anderson, who examined the box cars with previous witness the day after the accident, gave corroborative evidence.

John Agnew, who was with the two previous witnesses when the relation of the box cars to the freight shed was examined, agreed with all they said.

Conditions Are Normal Again At Cleveland

Prospects Are Bright For Resumption of Street Car Traffic

Cleveland, Ohio, Nov. 12.—As today progressed, prospects for a speedy resumption of normal street car traffic were bright, and it was expected that the railroads would establish communication with the outside

TRAVELLER'S SUDDEN DEATH WAS DUE TO NATURAL CAUSES VERDICT OF CORONER'S JURY

Medical Evidence Showed Death Due to Hemorrhage Brought on by Attack of Pneumonia—Old Scar on Chest which Caused Holding of the Inquest, Had Nothing to do With Fatality.

"We, the jury summoned to inquire into the cause of death of William B. Kerr, are satisfied after careful examination of the remains and after hearing several witnesses that death was due to natural causes," was the verdict returned at Tuesday's inquest, by a jury composed of F. Norquay (foreman), S. Kiser, J. S. Hanay, W. J. Rawson, J. J. Clegg, F. C. Cox, G. Porterfield, H. C. L. Broadhurst, W. A. Sutherland, A. J. Brewer, G. Higgins and F. Pearce. The inquiry lasted about two and a half hours.

L. Haney, manager of Burrows, Stuart & Milne, was the first witness called and his evidence was purely that of identification and of the habits of deceased. All he knew was that Kerr had been three years in the employ of the firm and that his home was in Guelph, Ont. Deceased had been ill at Moose Jaw for a few days about six weeks before coming to Brandon.

Fred Evans, clerk at the Empire hotel, deposed to Kerr's arrival on Saturday noon but he did not see him again till between 8 and 9 o'clock Monday morning, when he was called to deceased's room where he found him on the bed and seemingly in bad shape. He sent for Dr. Templeton and went with him to the hospital. Kerr had been staying off and on at the hotel for the past two years.

Evidence was next given by the chambermaid and porter who heard groans proceeding from the lavatory which on investigation proved to be

Masked Thieves at Hazleton Got Away With Large Amount

Robbers Shot Cashier who Returned Unexpectedly and Surprised Them—Made Escape While Wounded Man Lay Unconscious—Citizens Turned Out But Robbers Found Shelter in Woods.

Hazleton, B.C., Nov. 12.—The Union Bank at New Hazelton, four miles east of here, was robbed last evening by five masked men, presumably forgers. The men shot the cashier, wounding him seriously but not fatally, and made off with booty amounting to \$10,000. The robbers were at work at the bank about 6 o'clock when

Cashier McQueen returned unexpectedly from dinner and surprised them. One of the men opened fire and the bullet, striking McQueen between the eyes, glanced downward and lodged in his face below, making an ugly pimple on the road between here and New Hazelton.

The men escaped while the cashier was unconscious. Citizens, attracted by the shot, armed themselves and hurried to the bank just as the robbers were leaving. The citizens opened fire on the fleeing men, who engaged in a running battle with their pursuers until they found shelter in the timbers on the edge of the town.

A special Grand Trunk train was sent west with officers as it was thought the bandits might come down the Skeena river. Late in the evening six foreigners were arrested on suspicion on the road between here and New Hazelton.

All the organs were found normal with the exception of the lungs which were consolidated, and the pleural cavities filled with fluid. A clot of blood was found in both ventricles of the heart and another at the base of the brain. The doctor was of the opinion that death was caused by hemorrhage brought on by the condition of the lungs, no doubt due to pneumonia. A scar, evidently an old one, on the chest, and nothing to do with Kerr's death.

Nurse Rathwell described the condition of Kerr when he was brought to the hospital and said that his pulse was good almost up to the last, when it suddenly sank.

After hearing evidence from A. E. Evans, proprietor of the hotel, and the elevator boy, which bore out the story already told by other employees, Dr. More addressed the jury.

In reviewing the evidence, the coroner pointed out that the medical testimony went to show that there were clots found in the heart and brain and that death was no doubt due to a combination of pneumonia and hemorrhage. He could not see any difficulty in the way of the jury to come to a verdict in accord with the doctors' evidence. If it had not been for the presence of a suspicious looking scar on the chest of deceased, for which no one could account, he would not have held an inquest. In order to save time and enable the inquest to be finished at one sitting he had decided on the post-mortem being made before instead of after the viewing of the body by the jury.

The remains of the late Wm. B. Kerr were forwarded to Guelph, Ont., this morning.

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LAGERS

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MIXED FARMING PAYS

While Manitoba is just proud of the quality of her wheat, the reasons for urging the adoption of mixed farming are vital, and recognized as such by all thinking farmers and business men alike. Mixed farming does not mean that wheat should cease to be a staple crop; merely that through better farming we can grow more wheat on fewer acres and reap larger profits per bushel, at the same time

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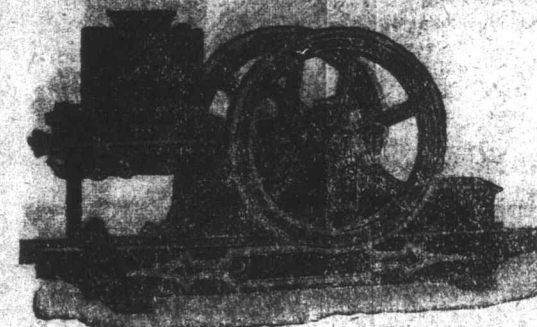
The Department of Agriculture, ably supported by the Agricultural Societies of the Province, the Agricultural press, the newspapers, and the transportation companies, is putting forth every effort to foster improved methods of farming, and improved conditions in the home.

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HON. GEORGE LAWRENCE

Minister of Agriculture and Immigration, Winnipeg.

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