

DEATH TOTAL ON LAKES MAY BE 273

WILSON READY TO AID REBELS

GREATEST MYSTERY IN HISTORY OF GREAT LAKES DISASTERS



This Photograph of the Overturned Boat, the Identity of Which Nobody Has Been Able to Learn, Was Taken on Board the U. S. Revenue Cutter Morrill by John Decosta, Master-at-Arms of the Boat's Crew. It Is the Only Photograph Taken to Date of the Strange Wreck.

DISASTER GROWS AS NEW REPORTS COME

DEAD AND MISSING ON GREAT LAKES.

Carruthers	28	Isaac M. Scott	28
Regina	22	Butters	20
McGeen	28	Plymouth	7
Wexford	22	Leafield	15
Price	28	Lightship No. 82	6
Argus	26	Nottingham	3
Lafayette	12		
Hydrus	28		
Total	273		

Vessel men estimate the financial loss at \$3,000,000.

Following are the dead so far accounted for above Port Huron: Three from Regina; one unknown; seven from Price; five from McGeen; seven from Carruthers; nine from Wexford. Total—32. All of these bodies are now distributed at shore towns on the Canadian shore of Lake Huron. They have been positively accounted for, but it will take some time to establish their identity.

DEATH AND LOSS TOTALS MOUNT; MAY PROVE STORM WORST KNOWN

Loss of life and damage totals mounting towards a point which will mark the recent storm as the most disastrous on the great lakes, recall today from the constantly increasing reports of wrecks. If the men still missing shall have been lost, as it is generally feared they are, the death list will be well towards 300 on the lakes alone. With the nearly 50 deaths caused on shore, the total may pass the 350 mark. Following are the facts, so far as known this morning:

Mysteries Still Unsolved.

Steamer James Carruthers, biggest on lakes. Wreckage washed ashore near Goderich, Ont. Bodies found. Believed lost with crew of 28 men. Steamer Regina, package freighter, 10 bodies washed ashore at Port Huron and Telford, Ont. Believed lost with 22 men. Steamer John A. McGeen, 432-foot steamer. Two bodies reported found at Indian Reservation, above Sarnia. Believed lost with entire crew of 28. Steamer Wexford, not reported since leaving Soo Saturday. Six bodies found. Believed lost with entire crew of 22. Steamer Charles S. Price. Seven bodies washed up near Goderich, Ont. Believed lost with entire crew of 25. Unknown steamer, report off Port Huron, with loss of entire crew. May be any one of the preceding. Large Butters, missing on Lake Superior. Believed lost with crew of 20. Large Plymouth believed lost off Menominee, Mich., with crew of 7. Lightship No. 82, lost with crew of 6 off Point Abino, Lake Erie. All hope for her abandoned. Steamer Lafayette, with crew of 12, reported missing near Calumet. Steamer Hydrus, crew of 28, three days overdue from the Soo at Port Huron. Steamer Isaac M. Scott, overdue between Port Huron and the Soo. Crew of 28 thought lost. Steamer Leafield, believed lost on Angus Island with entire crew of 15. In addition, three men are known to have been lost off the steamer Nottingham, at Parisian Island. There are reports of two unidentified wrecks on Sand Island, Lake Superior, one of an Isle Royale of an unknown schooner seen near Harbor Beach, and of an unknown lumber steamer sunk in Lake Huron.

Known Total Wrecks.

Steamer Nottingham on Parisian Island, near Whitefish bay. Her bottom torn out. Three of crew lost. Steamer L. C. Waldo, owned in Detroit, broken in two on Grill Rock. Crew of 24 saved. Large Halksted, wrecked off Green Bay, Wis. Crew of eight saved. Steamer Howard M. Hanna, Jr., breaking up on Pointe Aux Barques. Crew of 10 makes way to safety after great hardships. Steamer Turret Chief, broken up six miles east of Copper Harbor. Crew of 17 rescued. Steamer Maton, ashore off Point Aux Barques. Crew believed safe. Other Ships in Distress. Steamer Northern Queen, ashore near Port Frank, may be saved. Crew safe. Steamer Acadian, on reef in Thunder bay, but may be saved. Crew safe. Steamer J. M. Jenks, at first reported to be the vessel sunk above Port Huron, aground in Georgian bay, according to a message from the captain. Steamer Hartwell, ashore above the Soo. Full of water. Steamer Hutchinson, on beach above the Soo. Bottom badly torn. Steamer Huron, which was ashore near the Soo, released. Steamer G. J. Grammer, ashore on beach near Lorain, Ohio, released. Steamer Thistle, ashore off Calumet harbor. Steamer Hawgood, ashore on Wees beach, above Port Huron. Badly injured.

Ships Reported Lost But Safe

Steamer E. A. F. Clark, reported lost on Lake Huron. Rescued Soo this morning. Steamer Yale, reported missing on Lake Superior, reached Soo last night. Steamer Pines, reported missing. Reached Soo leaking badly. Steamer A. E. Stewart was ashore in Whitefish bay, reached Port Iroquois. Steamer David Z. Norton, reached Duluth. Steamer Manitoa, passed Mackinaw. Steamer Crawford, returned down through Port Huron. Steamer Northern King, returned down through Port Huron. Steamer Mauchester, overdue, reaches Milwaukee.

Bulletins Tell of New Disasters and More Missing Ships

PORT HURON, Mich., Nov. 13.—Twenty more bodies have been found south of Goderich. All are believed to be from the John A. McGeen.

CALUMET, Mich., Nov. 13.—The tug Hebard has gone out to look for the Lafayette, a steel steamer with a crew of 12 men, which is reported at Houghton and Hancock to be missing on Lake Superior. It is believed the Lafayette was blown ashore on a life raft with life preservers marked "McGeen," and identified as George L. Smith, John Owen and Thomas Stone of the McGeen's crew.

PORT HURON, Mich., Nov. 13.—Every minute brings news to add to the horror of the ruin, desolation and destruction in Sunday's storm on the great lakes. The loss of life is shocking in the total and may reach as many as 250 or even more. The full extent of the disaster will not be known for a week or even longer. This morning it became known that the big steel steamer John A. McGeen, which was missing and later came word that three bodies had been washed ashore on a life raft with life preservers marked "McGeen," and identified as George L. Smith, John Owen and Thomas Stone of the McGeen's crew. A few minutes afterwards news came that the big steel steamer Argus, of 9,000 tons capacity, was among the missing and that wreckage had floated ashore from the Argus near Goderich, Ont. The John A. McGeen was a steel freighter of 8,000 tons capacity, the Hutchinson company of Cleveland, Capt. F. R. Day. She was 40 feet long, 62 feet beam, built in 1908. The McGeen passed up into the lake as reported by Lynn's dispatch reporting agency here, on Sunday morning at 1 o'clock. No word has been received from the McGeen since then. The steel steamer Argus, of 9,000 tons capacity, is 64 feet long and 54 feet beam.

Full Extent of Disaster May Not Be Known for Week

SHIP MYSTERY IS NO NEARER A SOLUTION

Anxiety of Hundreds Continues After Lapse of 96 Hours.

By L. L. STEVENSON.
(STAFF CORRESPONDENT.)
PORT HURON, Mich., Nov. 13.—Ninety-six hours have elapsed since a steel freighter overturned within eight miles of the life-saving station here. Seventy-two hours have passed since the hull was discovered. Life-savers have touched the big steel sides, the most expert mariners men of the great lakes have inspected her. Yet her identity is as much of a mystery this morning as it was when she was discovered first Monday. If there were any members of the crew alive when she went over they are dead now, poisoned by their own breath. It is asserted that if the boat was righted the bodies of all will be found in the cabin, along with a record of the happenings of Sunday and the hours that followed until death came. A heavy fog settled over the river and lake this morning. The sea had gone down greatly and a fishing boat got within sight of the wreck, still above water. Preparations are being made to send divers as soon as the fog lifts. The suspense of families of sailors is such that even desperate chances will be taken to end it one way or another. For days the telephones of the Red Wrecking Co. have been busy continuing on Next Page, Column 5.

GIVES BLOOD TO BROTHER IN VAIN

A pint and a half of his brother's blood did not save the life of Bennett French, aged 20, an electrician who lost both feet in a rear-end collision on the D. U. R., near Wayne, last Saturday. He died early this morning at Grace hospital. Told that the transfusion of a large quantity of blood into his brother's veins might save his life, Homer French declared he would gladly make the sacrifice. For awhile after the transfusion, it was believed that the brother's act would save the young man's life, as he improved for a short time. His widow, father and mother and several brothers and sisters survive. Coroner Rothacher swore in a jury this morning and will hold an inquest on the death of French.

H. B. HOLLINS & CO., OF NEW YORK, FAILS FOR FIVE MILLIONS

WALL STREET FIRM IN BUSINESS 20 YEARS GOES TO WALL.
NEW YORK, Nov. 13.—The suspension of H. B. Hollins & Co., the banking and brokerage firm, was announced on the stock exchange this afternoon. The firm, organized more than 20 years ago, was one of the best known in the financial district. It had large interests in Mexico, and represented in this city several of the largest financial institutions of that country. Harry E. Hollins, senior member of the firm, was for many years a close social and business intimate of the late J. P. Morgan. Among his other business intimates was William K. Vanderbilt, who was associated with the Hollins firm for some time in its Mexican enterprises. An involuntary petition in bankruptcy was filed against the firm in the United States district court shortly after the suspension was announced, by three creditors with claims aggregating the nominal sum of \$661. The petition set forth that the firm's liabilities amounted to \$5,000,000 with assets of some \$50,000. The petition stated that the failure was due to the withdrawal of large deposits, which impaired the firm's capital. The firm was organized on Oct. 1, 1892, and maintains a branch office at Berlin. Mr. Hollins is prominent socially and a member of many clubs. Recently he leased his Fifth avenue home to Mrs. John Astor.

HINDU POET WINS THE NOBEL PRIZE

STOCKHOLM, Nov. 12.—The Nobel prize for literature was awarded today to the Hindu poet, Rabindranath Tagore. This is the first time that this prize has been given to anybody, but a white person.

7,000 DODGE BROS. MEN GET CHANGE OF PAY DAY

Dodge Brothers, makers of automobiles parts and prospective manufacturers of a low-priced automobile on a large scale, have joined the ranks of the progressive business men of Detroit who have agreed to change their pay day to some day other than Saturday. The co-operation of this company, employing about 7,000 men, is regarded as one of the biggest boosts the Saturday night closing movement has as yet received. They will pay hereafter Wednesday, Thursday and Friday, instead of Saturday. Insist on Restrict Lumber. You can depend on H. REEFHICK, LUMBER COMPANY.—Advertisement. Prominent newspapers, statesmen, ministers, professional men, regard beer as a true temperance beverage. Why not use GOEBEL'S BEER in your home? Phone Main 069 for a case.—Adv. About your decorating. 10 per cent off on all Wall Paper, Electric Wall Paper Co., 1550 Gratiot. Ridge 1124.—Adv. Tuesday, 3 o'clock, at Strassburg's. Adv.

WAITS TILL U.S. ENVOYS QUIT MEXICO

Message Will Outline Policy of Administration Towards Dictator.

MEXICAN AFFAIRS COMING TO A HEAD

Huerta ignores demands presented by John Lind, providing the dissolution of the newly-elected congress. Mexico City. Huerta American diplomatic corps will be withdrawn from Mexico. William Hazard Hale, in conference with Venustiano Carranza, tells rebel leader United States in willing to lift embargo against arms, if Carranza can satisfy this country of his ability to establish stable government. President Wilson prepares message to the world, in which he will outline the policy of this country. It is believed that the statement will serve notice of the discontinuance of all relations with the Huerta regime.

WASHINGTON, Nov. 13.—President Wilson today is engaged on the most delicate task of his time as president—the most delicate both politically and internationally. This task is the formulation of his next step in connection with Mexico. He is preparing an announcement for the people of the United States. He was understood to be working on it all the forenoon. But at noon he said he was not ready to give it out, and the presumption was that he did not intend to make it public until Chicago Affairs. O'Shaughnessy and John Lind had had time to reach a place of safety. The announcement will declare all diplomatic relations with the Huerta regime in Mexico severed. The political delicacy of the situation for the president lies in the possibility of a public misunderstanding of the causes behind his action in demanding of Huerta that he refrain (Continued on Next Page, Column 5).

SCORE DIE, 200 HURT IN ALABAMA WRECK

MONTGOMERY, Ala., Nov. 13.—Twenty persons were killed and more than 200 were injured, scores seriously, when a Central Georgia excursion train fell through a trestle today, four miles from Clayton, Ala. Stop at the Franklin House, Larned St., near Woodward and Jefferson Aves. 20pm, 70c, \$1.00, \$1.50 per day.—Adv. Picture Frames to Order. Pringle Furniture Co., 121 Gratiot.—Adv. Ladies Afternoon Dancing Class. When your liver feels a bit torpid, take Chamberlain's Tablets.—Adv. Strassburg Dancing Classes. New term week Nov. 17. Grand 3190.—Adv. For Patents and Trademarks go to Barthel & Barthel, 31 Congress west.—Adv. Elite Jumps One-Step. Danced at Arcadia tonight. Capacity of hall, 7,000. Dancers come early. Commodious spectators' gallery.—Adv.

THAT DEPOT LOOP SHOULD BE BUILT

The depot loop question has got to a point where public opinion will have to take a hand in it.

Detroit has been trying her level best in recent years to induce the Pennsylvania railroad and the Baltimore & Ohio railroad to run into this city, because Detroit needs the greater facilities which these railroads would afford.

But the Pennsylvania and the B. & O. naturally want to know first what is Detroit's reputation in the treatment of railroads. For cities, like individuals, have reputations either good or bad, and reputations are built out of acts.

And what has the depot loop discussion to do with that?

Simply this: The Michigan Central has spent \$15,000,000 in Detroit very recently. It put \$9,000,000 into a tunnel. It put \$6,000,000 more into one of the most magnificent depots in the west. That tunnel and that depot are assets to the city. The first puts Detroit on the short line between the west and New York; the second puts us on the map as an up-to-date city. Hundreds of thousands of travelers have misjudged us because of our depots. Now they will judge us rightly when they see the magnificent structure the Michigan Central thought it worth while to build here.

The Michigan Central spent this \$15,000,000 in the belief that the city would appreciate it and do all that was necessary to make the depot accessible to travelers.

The Michigan Central didn't think it necessary to enter into a cast-iron agreement with the city to build a street car line to the depot door. It believed, and rightly, that any city would treat the road fairly and be glad to do that much for the sake of the traveling public and for the good name of the city.

The depot is built. The great underground and overhead train sheds are constructed. The Michigan Central is ready to open the great structure for use about Dec. 1. In about three weeks the Michigan Central can turn its large traffic into Detroit at the district including Fifteenth, Sixteenth and Seventeenth streets.

And what will greet these hundreds of passengers as they leave the train and face Detroit? The stranger wanting a street car to take him downtown or elsewhere, will find none. The woman traveler, cumbered with baggage and children, will be told to WALK through dark and snow and storm, through unfriendly looking streets to a car line which is no short walk distant. The business man who has been told that Detroit is an enterprising city, who is beginning to believe it as he views the fine interior and massive front of the new depot, will find that the first thing Detroit presents him with is mud and a disagreeable walk, or else the necessity of hiring a carriage or a motor to get to places where ordinarily a car would take him.

Now that's the situation that faces us three weeks away. It's a disgrace. It's a shame. It's a libel on Detroit. It's a colossal blunder on the part of the common council and the D. U. R.

The Michigan Central, in plain self-defense or in common care for its patrons, would be amply justified in refusing to open the depot, and continue landing passengers at the old Third street terminal where, at least, the stranger can find a street car.

Someone has blundered, and the blame must immediately be fixed. This is a state of affairs which public sentiment will not endure.

Who has blundered? Who is to blame? It is the same old combination of politics and the D. U. R.

The agreement of August 7 between the city and the D. U. R. made provision for the construction of a depot loop. It was not overlooked. It was specifically provided for.

But the aldermen and the D. U. R. have got into a tangle as to HOW the loop should be built. One alderman insists that the agreement to build the loop be made dependent on the extension of the Fourteenth street line. In itself the extension is a good suggestion; it becomes dangerous only when it delays and jeopardizes the immediate building of the depot loop, much more badly needed, much more necessary to the city's pride in receiving its thousands of traveling visitors.

The D. U. R. refuses to make the Fourteenth matter a part of the depot loop agreement. In this respect the D. U. R. shows as stubborn a disregard of the welfare of the city as the obstructive aldermen do. If the D. U. R. were to agree on the Fourteenth line matter, it would be next July before the city would have the funds to lay the foundations as required. The D. U. R. could agree to the Fourteenth matter, without binding itself to immediate extension, because the city cannot go ahead with its part until July, 1914. But the D. U. R. doesn't agree—and in the meantime a swale of mud stands waiting to greet the passengers who enter the city by the fine gateway of the new depot.

It will not be long before the city will be building its own extensions when and where it likes—but just how there is no depot loop!

It will not be long before this tangle of politics and franchises will be forever swept away—but just how there is no depot loop!

If, next July, when it may be able to act, the city wants an extension of the Fourteenth line, it has the same weapons by which to extract that extension from the D. U. R.—if the D. U. R. then exists—as it had to extract lower fares. By no means can it do its contractual part in such an extension until July, 1914—and meanwhile there is no depot loop!

The thing immediately essential is that loop. It is essential to the honor of the city. It is essential for the service of thousands of citizens who will have occasion to go to the depot. It is essential to the fulfillment of the agreement of August 7.

Unessential matters may be set on one side for the present, for the purpose of showing to rapid completion this immediately necessary improvement.

To clog the agreement concerning the depot loop with extraneous matters at this time, is to obstruct the building of a plain necessity. It should not be done. The people of the city of Detroit should notify the council that obstruction is not wanted and that obstructionists are not favored.

It will be a black eye to Detroit throughout the country if this loop is further denied.

It will be a decided setback to the city with those great railway lines which the business of the city needs to have come in here.

It will be depriving our own citizens of one of the benefits provided for in the agreement of August 7, and it will be advertising our common council's incapacity to the traveling public which visits this city in hundreds of thousands every year.

The city wants that depot loop, and wants it immediately.

A. C. Smith's syndicated proposition in smoking a "Sight Draft" 5c. Rogers' Knives and Forks, warranted triple plate, \$3 doz. Thirty's, 27 Monroe.—Adv. In smoking a "Sight Draft" 5c. Cigar, pay attention to its aroma and snow-white ash.—Adv.