

Sinks in Lake Superior.

Steamer Theano of A. C. S. S. Co. Founders.

The Crew all Saved after Desperate Struggle.

Considerable uneasiness was caused in town on Sunday morning when a despatch was received from Port Arthur stating that the steamer Theano had foundered in Lake Superior. The first word of the disaster came from our townsman, Mr. J. L. Smith, who was chief engineer on the steamer. He wired from Port Arthur to the effect that the Theano had gone down and that he was safe in Port Arthur. In the afternoon Capt. Pearsall, manager of the Farrar Transportation Company, received a message from Capt. F. A. Bassett, of the Newmont, stating that the steamer had foundered near Thunder Bay and part of the crew had been saved. This gave an uncertainty in regard to the true situation which was not removed until the following morning when Mrs. W. J. Bassett received a wire from her husband, Capt. W. J. Bassett, of the Wexford. This was sent on Saturday night from Fort William and read: "Theano gone down; all hands saved."

Further particulars were anxiously awaited, but these were not received until the daily papers arrived at one o'clock. From these it was learned that the steamer had gone down in sixty-seven fathoms of water and with her cargo of 2,011 tons of steel rails was a total loss. The steamer which was sailed by Capt. George Pearson, of Owen Sound, was bound up from Sault Ste. Marie to Fort William. On Friday night during a blinding snowstorm the steamer ran on Shaugineaux Island, three miles east of Thunder Cape. The sea was so heavy that it drove her off and she shortly after sank in sixty-seven fathoms of water. The inflated vessel ran her bow on the rocky island, tearing a gaping hole in her bottom. The crew, expecting that the steamer would founder at any minute, were told off into two lifeboats. As it would have been

madness to put off in the dense darkness with the heavy seas then running, the boats stayed by the sinking steamer until she finally foundered at 4.30 o'clock. One boat, under command of Capt. Pearson, and with nine men on board, with the help of a small sail, which they unfurled upon an oar, finally reached Port Arthur about noon, the men being almost dead from exposure, after a desperate struggle for seven hours. The second boat, with 11 men, reached Hare Island, five miles from the wreck, about ten o'clock. They were taken off by the steamer Iroquois, which observed their signals of distress in passing close by. The Iroquois herself narrowly escaped being wrecked on the same spot as the Theano a few hours before. She was running straight for the rocks and was only 20 yards off them when the snow cleared, momentarily enabling her wheelman to detect his danger and sheer off.

The steamer Theano was one of four boats brought to this country by the Clergue syndicate about four years ago to carry iron ore from Michipicoten. The boats were what is known as the tramp steamers and were bought in England. They were the Leafield, the Paliki, the Monkshaven and the Theano, which was of Dutch build. The Theano was 250 feet long, 30 feet beam and would carry about 100,000 bushels of grain. The steamer Monkshaven was lost on Pie Island shoal last season.

The four steamers were ocean boats and although well built were not well adapted for lake traffic. During the past two seasons they had been engaged in carrying steel rails, coal, iron ore and grain.

Rubbers! This is the rubber time. Great sale starts this morning at eight o'clock. Prices cut in two. C. Stephens Co., Limited.