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The Toronto World.

TEN PAGES—WEDNESDAY MORNING DECEMBER 30 1908—TEN PAGES

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28TH YEAR

MESSINA SHAKEN TO RUINS FLAMES COMPLETE DISASTER ROAST ALIVE UNTOLD NUMBERS

One Hundred Thousand People Believed to Have Perished in Most Devastating Quake of Recent Years—Whole Towns Wiped Out and Tidal Wave Adds to Horror—King and Queen of Italy Hurry to Scene.

Complete devastation abounds at the scene of the great earthquake disaster in Italy. The upheaval is the most severe experienced in Europe for many years, and equals in its appalling character the havoc wrought at San Francisco and Valparaiso.

It is estimated that 100,000 people lost their lives. Messina and Catania, the two largest cities in Sicily, have suffered terribly, as have also Reggio, the capital of the Province of Reggio di Calabria, Riposto, Bagnaro, Cosenza, Palmi, San Giovanni, Calabria and a large number of villages.

In several instances whole towns have been wiped out, and the inhabitants killed. Martial law has been proclaimed and looters are being shot on sight. Terrible scenes are being enacted and panic is widespread.

These towns have been practically destroyed: Messina, population 100,000; Catania, 140,000; Reggio, 50,000; Palmi, 10,000; San Giovanni, 12,000.

Twenty thousand persons have perished, 12,000 in Messina alone; while tens of thousands were injured.

The immense tidal wave added to the horror of the scene. The King and Queen of Italy have started for the scene of the disaster, and Great Britain has sent warships.

100,000 Dead.

ROME, Dec. 29.—One hundred thousand dead, Messina, in Sicily, and Reggio, and a score of other towns in Southern Italy overwhelmed; the entire Calabria region laid waste. This is the earthquake's record so far as it is at present known from the reports that are coming slowly into Rome on account of the almost complete destruction of means of communication to the stricken areas.

The death list in Messina ranges from 12,000 to 50,000; that of Reggio, with its adjacent villages, numbering 45,000 people, includes almost the entire population. At Palmi, 10,000 are reported dead; at Cassano 10,000; at Cosenza 500; and half of the population of Bagnaro, about four thousand.

The Monte Taormina region has been devastated, and Riposto, Seminara, San Giovanni, Scilla, Lazzaro and Cannitello, and all other communities and villages bordering on the straits are in ruins.

The King and Queen of Italy are now on their way to Messina, having sailed to-night from Naples, aboard the battleship Vittorio Emanuele. The Pope has shown the greatest distress at the calamity, and he himself was the first to contribute a sum amounting to \$200,000, the relief of the afflicted, British, French and Russian warships are steaming towards the south, and already several of the ships have reached Sicily. Officers and men of these ships have performed heroic services in the work of relief.

It is feared that many foreigners have been killed, as a number of the hotels at Messina, and doubtless at other places, were crowded with tourists. Little is known of the fate of the diplomatic representatives of the foreign powers stationed at these posts, although the Italian Government is using every effort to relieve the anxiety felt on their account.

There is the gravest danger that a pestilence will follow the destruction of the towns, where, on account of the vast havoc wrought, bodies will lie unburied for days and weeks. Those who escaped death, many of whom are badly injured, are making their way by the thousands to the nearest places of refuge. Their sufferings even now must be intense, as they are without food or clothing.

Stunned at the magnitude of the calamity which has overtaken fellow-countrymen, all Italy mourns to-night for the stricken Province of Calabria and the island of Sicily.

Accustomed for centuries to earthquakes, Italy stands ever in dread, but never as a number of the cities yesterday devastated cities and towns and caused the death of thousands.

Torrential Maelstrom. Messina, whose tragic history has been marked by tidal waves, and which was the centre of yesterday's torrential maelstrom, was shaken to ruins. Flames burst forth to roast alive untold numbers, helplessly plumed beneath fallen walls and broken timbers. The Straits of Messina was shaken and twisted by the earth's trembling, for mariners report the channel altered beyond recognition. The ports and villages on both the continental and Sicilian sides were wrecked or inundated and all light-houses along the coasts were swallowed up. Navigation now is dangerous and in some places impossible.

Reggio Demolished. In the Calabria district, which was only beginning to recover from the effects of the earthquake of 1905, Reggio was the centre of the earth's upheaval. The report of Reggio is reported as no longer existing, and the city proper is in ruins. The loss of life on both sides of the Strait and in Eastern Sicily is enormous.

One of the refugees from Reggio, who was the first to bring the news of the city's destruction, told in detail his way to Sicily in a sailboat, and was compelled to return, and finally found safety at a peninsula port. In describing his experience, he said: "The sea was strangely, mysteriously agitated and the heavens were ablaze. Nearing Sicily, the clearing smoke revealed the mystery; Messina, was in flames. In the frenzy of despair I turned my boat back to Calabria."

Perils Survivors. Starving, bleeding from injuries and almost insane from their terrifying experience, Messina's survivors are fleeing.

Continued on Page 7.

SINGLE GOLF COURSE FOR TRIAL

P. C. Wilkins, Wounded Officer, Tells Magistrate Motive for Shooting With Intent to Kill in Lynwood Park.

SIMCOE, Dec. 29.—(Special).—Ex-Chief of Police A. W. Malone was committed for trial by Magistrate John Beemer this afternoon on a charge of attempting to murder Constable Wm. Wilkins in Lynwood Park shortly after midnight Dec. 1.

Never was a court scene more sensational. If the occasion had been a trial proper, instead of a preliminary hearing, with the public as jury, the prisoner would undoubtedly have been convicted on the spot. Fearful cheering and applause shook the auditorium as the vast crowd gave vent to its long pent up feelings. It was fully five minutes before order was restored sufficiently for the ceremony of closing the court to be proceeded with.

Never was so much interest evinced in a trial here. For hours before the court house opened the steps and lawn were swarming with eager people. Riga drove in from every direction, some coming 20 miles. Many families brought lunch and remained in the building thru the noon intermission in order to be assured of standing room.

Malone was ushered back to the cells and Wilkins to the sanitarium. The trial will take place at the next sittings, which open Feb. 1.

Malone's defence was that he was a sane man, and that he was not guilty of the crime charged against him.

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A POSSIBILITY



JIMMIE GRAFTER: Kin us fellers git in th' back way, mister, after yeh put th' shutters up?

HEAR BOTH SIDES, THEN DECIDE.

After considerable negotiation, what will be practically a joint debate on the question of license reduction will be heard in Massey Hall to-night. The Citizens' Committee of Greater Toronto, who are opposing license reduction, invited the advocates of reduction to take part in the meeting, offering these terms in what they considered the interest of fair discussion, the anti-reduction speakers to open the debate, occupying an hour and a half; then the speakers in support of reduction to have the same time, and an anti-reduction speaker to close the debate with a half hour's address, in which he would be bound not to introduce new matter.

After some delay, due to the absence of the secretary of the reductionist committee, this invitation was replied to by the chairman of the reductionist speakers' committee, who proposed a change of program, his suggestion being that the speakers on the reductionist side be given 40 minutes after 9 o'clock. This change has been agreed to, the Citizens' Committee point out that under the changed terms they cannot bind themselves that their closing speakers shall not introduce new matter. They promise, however, that this will be avoided as far as practicable.

The World has not been informed as to who will be the speakers on either side, but does not doubt that each side of the question will be ably presented. We believe it was at first intended that Mr. A. W. Wright should open and close the debate in opposition to reduction. His engagement to debate the license reduction question along with Controller Spence at the Canadian Club in the early part of the evening will interfere with this arrangement somewhat. He will, however, speak at the Massey Hall meeting, probably in reply to the reductionist speakers.

The World would repeat what it said yesterday that the speakers on both sides should come to this meeting prepared to deal with the question in a candid and argumentative way, avoiding all appeals to sentiment or prejudice. The public have a right to require this at the hands of both sides. Upon the decision of this question much depends. It should be decided by reason, and by reason alone. Any attempt to beg the issue or confuse the public mind will, under the circumstances, be little short of a public offense.

The issue is clear-cut, and if honest with themselves and with the audience, the speakers should be able to put their respective sides before the audience so clearly that a decision as to the merits of the question ought not to be difficult. It is the duty of a public speaker to try to convince; to try to mislead or confuse would be discredit to himself and disrespectful to his audience.

As The World sees it, the questions involved are these: Will license reduction injure the city commercially or industrially? Does it involve an injustice to those whose businesses it threatens with extinction? Will it intensify the present monopoly of the sale of liquor in an objectionable way? If it will do any or all of these, will it promote temperance and lessen inebriety, enough to counterbalance whatever injury it will do? That, we believe, is the case in a nutshell, and the speakers on both sides will reflect credit on themselves and show proper respect for their audience if they confine themselves to a candid discussion of it.

BOOM FOR CAPE BRETON
Big Areas to Be Taken Over by Coal Combine.
DANBURY, Conn., Dec. 29.—The particulars about Mark Twain's Christmas gift is not exciting here.

GOVERNMENT'S POLICY ONE OF PROGRESS

Mr. Englehart Defends Government Railway and Tells World Readers of Plans to Improve the Service.

The second exploration of the proposed extension of the Temiskaming & Northern Ontario Railway from Charlton to Elk City will be made in January," said Chairman Englehart of the government commission yesterday in a candid discussion with The World on the transportation needs of the north.

"This exploration will be made over the present survey, with a view to improving upon it, but also to report more particularly upon the traffic possibilities," he said.

"We are just in this position," he continued. "On the one hand we have public opinion influenced by representatives from the mining country, which are very hopeful indeed. On the other hand we have a bonded indebtedness which with this new extension, will be \$15,000,000. We are in honor bound to give due regard to our financial obligations, and to strike our most and build new mileage with due regard to the charges against the road."

"Before the railroad is extended to Elk City we wish to know that the traffic will meet the charges against the investment of some \$600,000, which will be necessary," he said.

"To act on favorable report. If the report is favorable, we shall at once recommend the government to authorize the building of the extension. We should know before Feb. 1 and contracts could be closed at once. The rock cutting could be made this winter and the road completed before the end of the summer."

"Our explorers have been out for over a month, however. Elk City and Gowganda, so you will see that we have been observing the trend of events. We are acting as trustees of the people and are trying to see that their money is carefully invested. We have the best freight rolling stock in Canada, our steel flat cars, 30,000-pound box cars and steel frame flat cars being in advance of anything that has yet been delivered to the Grand Trunk Pacific."

"Cobalt Suburban Service. Mr. Englehart was then informed that there had been complaint because of the crowding of trains from Cobalt, Lakehurst, Haliburton and Cobalt, where people had often to stand in the aisles during the rush hours on a Toronto street car."

"We have plans to relieve that congestion," said Mr. Englehart. "While some people were disposed to believe that we were dreaming we have been searching for a motor car suitable for service between these towns. Many motors have been inspected by our engineers and I regret to say that a suitable type has not yet been located. We hope this year to get one that will serve our purpose. In the meantime we have been extending our sidings at large expense, as part of the plan for a double track system from Cobalt to Haliburton. This will enable us to put on a suburban service between New 'despatch' Haliburton and Cobalt, with a motor running every hour."

ST. CATHARINES, Dec. 29.—(Special).—A sensation was caused this afternoon when Chief of Police Parrish, acting on instructions from County Crown Attorney Brennan, laid information against Landis C. Brantford, charging him with forgery, and upon a warrant issued later by Police Magistrate Campbell, Brantford was taken into custody.

All Names on Nomination Papers of Landis Brantford Signed by the Same Hand.

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