

SON...
 s at
 e Curtain
 le
 Applique
 white and
 d 3 1/2 yds.
 ularly \$6
 Wednes-
 ... 3.98
 or Bonne
 half-price.
 Reg. up
 to \$35.
 Wednes-
 day
 Half
 Price

Brass
 steads
 rge Sav-
 gs
 es quoted are
 st of these
 oods. Come
 y for partic-
 ularly \$16,
 up to \$26.
 y for \$11.50,
 6.50 up to

INA
 Artist and
 China in
 tining
 White China
 superb as-
 of fancy and
 hape vases,
 rices are cut
 ee the half-
 s, 10c, 15c,
 mail orders

moges China
 et, January
 l ... 59.50
 moges China
 Sale special
 ... 175.00

ces genuine
 are, Almond
 ver Vases,
 pts, Salts and
 c. Regular
 0. Wednes-
 ... 29

es and
 rors
 1.00

Floor at-
 00 Framed
 and French
 Regularly
 0. Wed-
 ch. 1.00
 ne or mail
 vo only to
 mer.)

FACTORY FOR SALE
 convenient to Dundas and Keele; lot
 120 x 120 to a lane; one-story brick
 building, 30 x 50; price only \$9250; bar-
 gain for quick sale.
 H. H. WILLIAMS & CO.
 38 King Street East.

The Toronto World

GARAGE
 Solid brick building, 10,000 square
 feet; well adapted for garage and work-
 shop; immediate possession.
 H. H. WILLIAMS & CO.
 38 King Street East.

PROBS: Westerly to north-westerly winds; fair and very ...
 FOURTEEN PAGES—WEDNESDAY MORNING JANUARY 10 1912—FOURTEEN PAGES. X VOL. XXXII—No. 11,453

De Selves Resists Office Over Moroccan Embroglio

Refused to Substantiate the Statement of Premier Caillaux That Financiers Didn't Negotiate Secretly—Dramatic Scene in the Chamber Followed Ex-Premier Clemenceau's Challenge.

PREMIER PERSISTS IN HIS DENIAL.

PARIS, Jan. 9.—(Can. Press.)—The Franco-German Moroccan treaty, which ended the war crisis a few months ago, brought about this evening in a dramatic manner the resignation of the French foreign minister, Justin De Selves. This threatens to be followed by a general parliamentary investigation and a ministerial upheaval.

Charges that financiers of France and Germany were permitted to carry on secret negotiations relative to the Congo and Morocco caused the rupture. Premier Caillaux at a meeting of the senate committee gave his word of honor that there had been no such negotiations, but the foreign minister declined to back the premier, and refused to make a statement either pro or con.

Brewing Since Treaty.
 The present crisis has been brewing ever since the treaty was signed and is due to repeated allegations that the French ambassador, Jules Cambon, did not have a free hand in the negotiations with Germany, and that other negotiations, of which the foreign office and the ambassador were ignorant, were being secretly conducted between the two countries, concerning railroad concessions in the Congo, Kamerun and Morocco.

The storm broke at the meeting of the senate committee, with ex-Premier Clemenceau holding a great advantage. Premier Caillaux denied that there had ever been semi-official pourparlers before the interview at Kissingen. He had, he said, repudiated a contract for railroad concessions alleged to have been made between a Frenchman named Ponders and Dr. Semler, a member of the Reichstag.

Couldn't Support Premier.
 The premier narrated the negotiations relative to the proposed railroads in Morocco, and affirmed that he was happy to give his word of honor that there had been no negotiations except those of which the foreign office and M. Cambon were fully cognizant.

M. Clemenceau arose and looked fixedly at the foreign minister. "Will you confirm the statement of the premier?" he asked.

M. De Selves at first refused to answer, but, pressed by Senator Bourgeois, chairman of the committee, finally said: "I cannot answer the question. I am tied between a double duty—to stick to the truth and tell all, and not to hurt the interests of the country by deserting the cabinet."

A Warm Altercation.
 These words created a sensation, and the committee adjourned in great confusion. Afterwards a second scene was enacted in the ante-room to which Premier Caillaux, Foreign Minister De Selves and ex-Premier Clemenceau withdrew. M. Clemenceau, according to friends of M. de Selves, reproached Premier Caillaux in violent terms for fostering secret negotiations, of which M. Clemenceau said he had been for a long time informed. The foreign minister, for his part, frankly told the premier that he could no longer sit beside him in the cabinet, and therefore resigned.

Faced Great Difficulties.
 M. de Selves sent his letter of resignation to President Fallieres. In it he pointed out that he no longer wished to assume the responsibilities of the foreign portfolio, with a split in the cabinet. He also issued a statement in which he said he was confident that he had served his country well—a task often not easy, for in the last six months he had faced enormous difficulties. He added that he could not publicly protest against the statement of Premier Caillaux. On the other hand, his conscience forbade him to confirm it.

The premier likewise issued a statement in which he insisted that he had told the whole truth. He had always refused, he said, to listen to people who approached him relative to the negotiations, saying that Ambassador Cambon alone had the right to speak for France.

Waterways Board At Washington

Numerous Requests for Water Power and Navigation Rights on Both Sides of Border.

WASHINGTON, Jan. 9.—(Can. Press.)—The members of the International Joint Commission which has to do with the adjustment of problems relating to the boundary waters between the United States and Canada, will organize here to-morrow. The Canadian members arrived to-day. It is probable that the chairman of the United States section will act as chairman of the commission when meetings are held in this country, and that the chairman of the Canadian section will act in a similar capacity when meetings are held in the Dominion.

Immediately after organizing to-morrow, the commission will proceed to the White House to pay its respects to President Taft. Similar calls will be made on Ambassador Bryce of Great Britain, and upon Secretary of State Knox. Already a number of propositions affecting water power and navigation are before the Canadian and United States Governments, and many of these probably will be referred to the commission for examination.

Among the questions to come up for discussion will be the proposition to render deep water navigation possible from the mouth of the Richelieu River at Sorel, up that river, thru Lake Champlain and Lake George to Albany and thence to New York, and the Long Sault dam project.

THEY'RE CALVINISTS, TOO.

KINGSTON, Jan. 3.—(Special.)—The Queen's Journal, in its issue this week hits out at guests who attend dances at the college after they have been imbibing. The statement comes from the science dance committee and requests that in future such guilty parties refrain from applying for invitations. It would be well to remember, says the statement, "that having paid does not give them the right to conduct themselves any way they may deem fit. Students or others who have offended, are asked to cut it out in the future."

HITS BERLIN RADIALS.

BERLIN, Jan. 9.—(Special.)—A downfall of the beautiful tied up the street car service between here and Bridgeport, and the service to Waterloo is crippled on the radial line to Preston and Galt. A fairly good service has been kept up all day, but to-night it is beginning to feel the effects of the Frost King weather.

A great many visitors are in town to-night to attend the furniture exhibition, and to-morrow being visitors' day, the furniture factories of the Twin City will be the chief centre of attraction.

Blizzard in Kingston.

KINGSTON, Jan. 9.—(Special.)—Kingston has been the centre of a fierce blizzard for twenty-four hours. The street cars were tied up all day, but an effort is being made to open traffic. The snowfall is not heavy, but drifting caused the trouble. Trains are on fairly good time. The thermometer has been about 10 degrees above zero all day.

Collision at Listowel.

LISTOWEL, Jan. 9.—(Special.)—During the height of the storm to-day, a passenger train from Palmerston ran into a freight near Listowel Station, the driver being unable to see for any distance in front. Considerable damage was done to the engine, but no one was injured beyond a severe shaking up.

WAITING FOR THE CAR



His Worship counsels PATIENCE!

FREIGHT RATES MAY BE CUT IN WEST

Railway Commission Promises Removal of Long-Standing Grievance if Thoro Investigation Shows Complaints Justified

OTTAWA, Jan. 9.—(Special.)—One of the most important orders ever issued by the board of railway commissioners was made public to-day, when it was announced that a general enquiry will be undertaken by the board into all freight rates in effect in the Provinces of Manitoba, Saskatchewan and Alberta, as well as in Ontario, west of, and including, Port Arthur. The order states that, if it is found that the tolls charged by the railways are excessive, the same shall be reduced as the board may determine.

The first sitting of the board in connection with the enquiry will be held in Ottawa on Feb. 13, to consider the procedure upon the enquiry. In the meantime, the board is applying to the minister of justice to appoint counsel to represent the public upon the enquiry.

Enquiry on in British Columbia.
 The enquiry will not extend to British Columbia for the reason that the tolls of the railway companies operating in that province are already the subject of enquiry upon the complaints of the Vancouver Board of Trade and the United Farmers of Alberta.

The order states that many complaints have been made as to the rates charged by the railways, but the board had delayed taking action until the Regina rate case had been settled.

The supreme court having ordered in connection with the consideration of this case that the discrimination in favor of points in Manitoba, against points in Saskatchewan and Alberta, must be removed by the reduction of class rates to points in the two provinces further west, the board is now free to undertake a wide investigation as to the whole question of western freight rates.

ST. BONIFACE MAN, JAN. 9.—(Can. Press.)—According to Ex-Mayor Bertrand, the bylaws authorizing large expenditures on pavements and other public works were actually defeated instead of being passed at the recent municipal elections. He charges that grave irregularities took place in the count of votes, the instigators being parties interested in the contracts.

Judge Prudhomme, who opens an investigation into the civic federation in February, will sift this charge.

MOTORMAN SAYS SPEED WAS 8 MILES HOUR

Driver of Fatal Car Gives Testimony at Inquest Without Evidence Act Reservation—Answers Innumerable Questions Frankly.

For an hour and a half, Crown Attorney Greer last night at the morgue, tried by coaxing, humoring and half threatening, to get Motorman William John Moore, who was at the throttle of the car which turned over at the corner of King and St. Lawrence-sts. on Christmas eve, to admit that he was travelling at a reckless rate of speed between the Don bridge and the switch around which the car swerved.

Question after question was put to the witness, but despite the great efforts of the crown, he stuck to his statement that the car was travelling at only eight and a half miles an hour, and that he did all in his power to

Continued on Page 7, Column 5.

Homesick Husband Clubbed From Door

Angry Mrs. Wickens Resents Mr. Wickens' Appearance—He's Charged Now With Trespass.

William Wickens, an English laborer, living at 288 Ryd'ng-avenue, was arrested last night on a charge of trespass. Wickens was found loitering around the premises of his wife, Amelia Wickens, at 442 Pacific-avenue, who possesses an order of protection from him. Mrs. Wickens resented her husband's reappearance and went for him with a club, dealing him a severe blow on the head and inflicting a cut which required six stitches. When the disabled Wickens was taken to the Keel-st. station Mrs. Wickens was arrested later on a warrant from her husband charging her with wounding. The loving couple will be heard from to-day in the police court.

GUTHRIE TO LEAD LIBERALS?

OTTAWA, Jan. 9.—(Special.)—That what seem to be the inevitable troubles of an opposition leader are to be no stranger to Sir Wilfrid Laurier is apparent in news of the first cabal discussed to-night among incoming members.

A strong movement is said to be on foot to have Sir Wilfrid Laurier step aside and make way for Hugh Guthrie of South Wellington, the only Ontario Liberal of any prominence outside of Hon. Charles Murphy to escape defeat. The fact that Hon. George Granham is not likely to come back even via South Renfrew is an added reason.

DINEEN FUR SALE.

Muffs and ties, in such furs as mink, Persian lamb, near seal, fox, Alaska seal, Hudson Bay sable, Alaska sable, Russian sable, lynx, etc., are being shown by the Dineen Company at the big January sale. Every garment is reduced in price, and is made from the very best of pelts. Visit the sale to-day.

"Equitable Life" Burned Loss at Least \$6,000,000 Death Toll Numbers Six

SOO IS SWEEP BY BLIZZARD

Citizens Dare Not Venture Out of Doors—Can't Find Accident Victim.

SAULT STE. MARIE, Ont., Jan. 9.—(Special.)—The Soo to-night is in the throes of a blizzard and altho the temperature is only 5 below zero, a northwest wind, accompanied by unprecedented snow, has tied up all business, and those who venture on the streets do so at great risk.

It is impossible to see across the street. All trains are tied up and the street car service is at a standstill, the tracks being snowed in immediately after the passage of a snowplow or car. The storm is the worst that has struck the Soo in many years. It is estimated that two feet of snow have fallen since 12 o'clock last night. The storm is gradually growing worse and temperature is falling.

It is reported that a man in the west end strayed from the sidewalk and, wandering on the road, was struck by a rig, which was also lost, and the man killed. Efforts to find the man in the storm failed and the body cannot be discovered until the storm subsides.

Other fatalities are likely to result as a party of men left this morning on foot for the lumber camps on the A. C. R. and unless they reach shelter they cannot outlive the storm.

Pioneer Granite Sky-Scraper of New York Destroyed in Fire Abounding in Sensational Fire-Fighting—Securities Worth Hundreds of Millions Probably Safe—Invaluable Library and Records Gone.

NEW YORK, Jan. 9.—(Can. Press.)—The immense marble and granite home of the Equitable Life Assurance Society, covering a whole block in lower Broadway, an historic landmark of New York's early period of skyscraper buildings, and one of the city's important financial centres, was to-day destroyed by fire, with a loss of six lives and probably \$6,000,000 in property. A dozen persons were injured.

Valuable records, including the biography of E. H. Harriman, and two priceless law libraries, which cannot be replaced, went up in flames, and the fate of hundreds of millions of dollars' worth of securities, stored in safe deposit vaults, was to-night in question, altho it was believed that fireproof construction would save them from damage.

The fire started about 5.30 this morning in a storeroom in the basement of the building. The employees fought it unaided for a time, and before the firemen arrived it had burned its way thru a partition into the elevator shaft. The blaze leaped with a roar to the top of the building and mushroomed into the upper floors, spreading thence rapidly down thru the structure.

Occurring in the heart of the financial district, the fire upset the financial machinery of Wall-street and business was practically suspended thru-out the day.

Reduced to Granite Shell.
 The great structure, which, besides containing the main offices of the Equitable Life Assurance Society, was the home of the Mercantile Trust Co., the Equitable Trust Co., the Banking House of Kautz Bros., August Belmont & Co., the Harriman Railway Lines, the Mercantile Safe Deposit Co., the Lawyers' Club, and many of the city's most prominent law firms, stands to-night a shell of ice-coated granite, with its once magnificent interior completely gutted.

Besides involving heavy financial loss and serious disturbance to big business interests, the fire, starting on one of the coldest and windiest mornings of the winter, was one of the most spectacular ever witnessed in the far downtown section. Its progress was replete with harrowing incidents, narrow escapes and brave rescues. The men who fought it did so under conditions that taxed both skill and endurance. The intense cold acted almost instantaneously upon the huge volume of water poured on the flames and a thick ice coating was speedily formed on the facades of towering skyscrapers adjacent and upon the surface of streets for blocks around. The bulwark of these modern fireproof structures, according to Fire Commissioner Johnson to-night, was invaluable as a protection to the entire financial district. As it was the damage, except by water, was confined to the Equitable structure.

Died at Duty.
 Of those who lost their lives in the disaster, three men were killed by jumping from a coping of the roof of the structure to which they were driven by the flames. They were employees in the building.

Battalion Chief William J. Walsh disappeared in a whirl of smoke and flame early in the progress of the fire when a cave-in occurred on the third floor where he was fighting the flames. No trace of his body had been found to-night.

Two other men, William Campion, captain of the watchmen in the Mercantile Safe Deposit vaults in the basement of the burned structure, and Frank J. Neider, a special officer, whose bodies have not been recovered, complete the list of dead so far as known.

Several persons, watchmen and others, who were in the doomed structure when the fire broke out at an early hour, have not been positively accounted for but are believed to have escaped. The death toll, however, may not be definitely fixed until the flames, which were still raging to-night, have been extinguished and the ruins cooled.

President Giblin's Escape.
 The list of injured includes President William J. Giblin of the Mercantile Safe Deposit Company, whose rescue from the basement vaults of the company, where he was imprisoned after

FOR CANADIAN LLOYD'S

Hon. Mr. Pelletier Hints Government Would Support Move.

MONTREAL, Jan. 9.—(Can. Press.)—At the annual banquet of the Builders' Exchange to-night, Hon. Mr. Pelletier said in regard to the development of the St. Lawrence waterways:

"I think the time has come for the removal of one of the causes which has kept us in the background. One reason why the St. Lawrence route is not popular with transatlantic ships, is because of the increased rate of insurance, in which respect we are in the hands of Lloyds. Now, I ask of you men of men, has not the time come to force a Canadian Lloyds. It would be a difficult thing, and there would be some risks, and while I could not make any promise officially, yet as a member of the government, I may venture to say that if in order to remove that difficulty you would put your hands and heads together and form a Canadian Lloyds, then it might be the duty of the government to help such a movement and so have a Canadian Lloyds giving a reasonable rate of insurance for ships on the St. Lawrence route."

WANT "FLYING POST"

At its inaugural meeting on Monday, the town council of Chesley passed a resolution urging the postmaster-general to withdraw his refusal to have the "Flying Post" continued after May next, declaring that the newspaper service thus provided was necessary to meet the needs of western Ontario.

MOTORMAN SAYS SPEED WAS 8 MILES HOUR

Driver of Fatal Car Gives Testimony at Inquest Without Evidence Act Reservation—Answers Innumerable Questions Frankly.

For an hour and a half, Crown Attorney Greer last night at the morgue, tried by coaxing, humoring and half threatening, to get Motorman William John Moore, who was at the throttle of the car which turned over at the corner of King and St. Lawrence-sts. on Christmas eve, to admit that he was travelling at a reckless rate of speed between the Don bridge and the switch around which the car swerved.

Question after question was put to the witness, but despite the great efforts of the crown, he stuck to his statement that the car was travelling at only eight and a half miles an hour, and that he did all in his power to

Continued on Page 7, Column 5.

IF IT IS NOT JESUITS' OATH THEN IT'S AS BAD, OR WORSE

—Rev. C. O. Johnston

Pastor of West Queen Street Methodist Church Makes Reply to Toronto Priests' Statements.

Rev. C. O. Johnston, pastor of the West Queen-street Methodist Church who started his big congregation last Sunday night by reading an oath, which he said was taken by those entering the Jesuit order, gave The World last night, the accompanying statement replying to the protestations which next day followed from several prominent Toronto Catholics:

"I have read the report of the 'astonishment of the priests.' I have not yet said an unkind word of any Catholic citizen and refuse now to be drawn into any ungentlemanliness.

It is easy to say abusive things, but they are never clever and always un-Christian. I am surprised that the instigator that I gave my congregation on Sabbath night exposed the Roman priesthood in such a poor light. Calling names is childish, ungratified, and brands the caller, not the called. That they should have expressed themselves so freely and vulgarly and yet have said nothing to the point is much more amusing than Rev. L. Minehan's low wit, at which he laughs most himself. I am not seeking to hurt anyone, but I am seeking the truth and will not be

FOR CANADIAN LLOYD'S

Hon. Mr. Pelletier Hints Government Would Support Move.

MONTREAL, Jan. 9.—(Can. Press.)—At the annual banquet of the Builders' Exchange to-night, Hon. Mr. Pelletier said in regard to the development of the St. Lawrence waterways:

"I think the time has come for the removal of one of the causes which has kept us in the background. One reason why the St. Lawrence route is not popular with transatlantic ships, is because of the increased rate of insurance, in which respect we are in the hands of Lloyds. Now, I ask of you men of men, has not the time come to force a Canadian Lloyds. It would be a difficult thing, and there would be some risks, and while I could not make any promise officially, yet as a member of the government, I may venture to say that if in order to remove that difficulty you would put your hands and heads together and form a Canadian Lloyds, then it might be the duty of the government to help such a movement and so have a Canadian Lloyds giving a reasonable rate of insurance for ships on the St. Lawrence route."

WANT "FLYING POST"

At its inaugural meeting on Monday, the town council of Chesley passed a resolution urging the postmaster-general to withdraw his refusal to have the "Flying Post" continued after May next, declaring that the newspaper service thus provided was necessary to meet the needs of western Ontario.

Pastor of West Queen Street Methodist Church Makes Reply to Toronto Priests' Statements.

Rev. C. O. Johnston, pastor of the West Queen-street Methodist Church who started his big congregation last Sunday night by reading an oath, which he said was taken by those entering the Jesuit order, gave The World last night, the accompanying statement replying to the protestations which next day followed from several prominent Toronto Catholics:

"I have read the report of the 'astonishment of the priests.' I have not yet said an unkind word of any Catholic citizen and refuse now to be drawn into any ungentlemanliness.

It is easy to say abusive things, but they are never clever and always un-Christian. I am surprised that the instigator that I gave my congregation on Sabbath night exposed the Roman priesthood in such a poor light. Calling names is childish, ungratified, and brands the caller, not the called. That they should have expressed themselves so freely and vulgarly and yet have said nothing to the point is much more amusing than Rev. L. Minehan's low wit, at which he laughs most himself. I am not seeking to hurt anyone, but I am seeking the truth and will not be

SOO IS SWEEP BY BLIZZARD

Citizens Dare Not Venture Out of Doors—Can't Find Accident Victim.

SAULT STE. MARIE, Ont., Jan. 9.—(Special.)—The Soo to-night is in the throes of a blizzard and altho the temperature is only 5 below zero, a northwest wind, accompanied by unprecedented snow, has tied up all business, and those who venture on the streets do so at great risk.

It is impossible to see across the street. All trains are tied up and the street car service is at a standstill, the tracks being snowed in immediately after the passage of a snowplow or car. The storm is the worst that has struck the Soo in many years. It is estimated that two feet of snow have fallen since 12 o'clock last night. The storm is gradually growing worse and temperature is falling.

It is reported that a man in the west end strayed from the sidewalk and, wandering on the road, was struck by a rig, which was also lost, and the man killed. Efforts to find the man in the storm failed and the body cannot be discovered until the storm subsides.

Other fatalities are likely to result as a party of men left this morning on foot for the lumber camps on the A. C. R. and unless they reach shelter they cannot outlive the storm.

BATTALION CHIEF AMONG VICTIMS

Pioneer Granite Sky-Scraper of New York Destroyed in Fire Abounding in Sensational Fire-Fighting—Securities Worth Hundreds of Millions Probably Safe—Invaluable Library and Records Gone.

NEW YORK, Jan. 9.—(Can. Press.)—The immense marble and granite home of the Equitable Life Assurance Society, covering a whole block in lower Broadway, an historic landmark of New York's early period of skyscraper buildings, and one of the city's important financial centres, was to-day destroyed by fire, with a loss of six lives and probably \$6,000,000 in property. A dozen persons were injured.

Valuable records, including the biography of E. H. Harriman, and two priceless law libraries, which cannot be replaced, went up in flames, and the fate of hundreds of millions of dollars' worth of securities, stored in safe deposit vaults, was to-night in question, altho it was believed that fireproof construction would save them from damage.

The fire started about 5.30 this morning in a storeroom in the basement of the building. The employees fought it unaided for a time, and before the firemen arrived it had burned its way thru a partition into the elevator shaft. The blaze leaped with a roar to the top of the building and mushroomed into the upper floors, spreading thence rapidly down thru the structure.

Occurring in the heart of the financial district, the fire upset the financial machinery of Wall-street and business was practically suspended thru-out the day.

Reduced to Granite Shell.
 The great structure, which, besides containing the main offices of the Equitable Life Assurance Society, was the home of the Mercantile Trust Co., the Equitable Trust Co., the Banking House of Kautz Bros., August Belmont & Co., the Harriman Railway Lines, the Mercantile Safe Deposit Co., the Lawyers' Club, and many of the city's most prominent law firms, stands to-night a shell of ice-coated granite, with its once magnificent interior completely gutted.

Besides involving heavy financial loss and serious disturbance to big business interests, the fire, starting on one of the coldest and windiest mornings of the winter, was one of the most spectacular ever witnessed in the far downtown section. Its progress was replete with harrowing incidents, narrow escapes and brave rescues. The men who fought it did so under conditions that taxed both skill and endurance. The intense cold acted almost instantaneously upon the huge volume of water poured on the flames and a thick ice coating was speedily formed on the facades of towering skyscrapers adjacent and upon the surface of streets for blocks around. The bulwark of these modern fireproof structures, according to Fire Commissioner Johnson to-night, was invaluable as a protection to the entire financial district. As it was the damage, except by water, was confined to the Equitable structure.

Died at Duty.
 Of those who lost their lives in the disaster, three men were killed by jumping from a coping of the roof of the structure to which they were driven by the flames. They were employees in the building.

Battalion Chief William J. Walsh disappeared in a whirl of smoke and flame early in the progress of the fire when a cave-in occurred on the third floor where he was fighting the flames. No trace of his body had been found to-night.

Two other men, William Campion, captain of the watchmen in the Mercantile Safe Deposit vaults in the basement of the burned structure, and Frank J. Neider, a special officer, whose bodies have not been recovered, complete the list of dead so far as known.

Several persons, watchmen and others, who were in the doomed structure when the fire broke out at an early hour, have not been positively accounted for but are believed to have escaped. The death toll, however, may not be definitely fixed until the flames, which were still raging to-night, have been extinguished and the ruins cooled.

President Giblin's Escape.
 The list of injured includes President William J. Giblin of the Mercantile Safe Deposit Company, whose rescue from the basement vaults of the company, where he was imprisoned after

FOR CANADIAN LLOYD'S

Hon. Mr. Pelletier Hints Government Would Support Move.

MONTREAL, Jan. 9.—(Can. Press.)—At the annual banquet of the Builders' Exchange to-night, Hon. Mr. Pelletier said in regard to the development of the St. Lawrence waterways:

"I think the time has come for the removal of one of the causes which has kept us in the background. One reason why the St. Lawrence route is not popular with transatlantic ships, is because of the increased rate of insurance, in which respect we are in the hands of Lloyds. Now, I ask of you men of men, has not the time come to force a Canadian Lloyds. It would be a difficult thing, and there would be some risks, and while I could not make any promise officially, yet as a member of the government, I may venture to say that if in order to remove that difficulty you would put your hands and heads together and form a Canadian Lloyds, then it might be the duty of the government to help such a movement and so have a Canadian Lloyds giving a reasonable rate of insurance for ships on the St. Lawrence route."

WANT "FLYING POST"

At its inaugural meeting on Monday, the town council of Chesley passed a resolution urging the postmaster-general to withdraw his refusal to have the "Flying Post" continued after May next, declaring that the newspaper service thus provided was necessary to meet the needs of western Ontario.

Pastor of West Queen Street Methodist Church Makes Reply to Toronto Priests' Statements.

Rev. C. O. Johnston, pastor of the West Queen-street Methodist Church who started his big congregation last Sunday night by reading an oath, which he said was taken by those entering the Jesuit order, gave The World last night, the accompanying statement replying to the protestations which next day followed from several prominent Toronto Catholics:

"I have read the report of the 'astonishment of the priests.' I have not yet said an unkind word of any Catholic citizen and refuse now to be drawn into any ungentlemanliness.

It is easy to say abusive things, but they are never clever and always un-Christian. I am surprised that the instigator that I gave my congregation on Sabbath night exposed the Roman priesthood in such a poor light. Calling names is childish, ungratified, and brands the caller, not the called. That they should have expressed themselves so freely and vulgarly and yet have said nothing to the point is much more amusing than Rev. L. Minehan's low wit, at which he laughs most himself. I am not seeking to hurt anyone, but I am seeking the truth and will not be

Continued on Page 7, Column 2.

Continued on Page 7, Column 3.