

The Toronto World

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28TH YEAR

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H. H. WILLIAMS & CO.,
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PROBS.—Strong winds, moderate northwesterly gales; cloudy with rain; turning cooler.

TEN PAGES—MONDAY MORNING APRIL 27 1908—TEN PAGES

LINE, IN SHOWS, M, RAMS BRITISH CRUISER 27 SAILORS DROWNED

The St. Paul Crashes Into Cruiser Gladiator at Anchor, and Damage Is So Great That War Vessel Goes Down Within a Few Minutes.

SAILORS LINED UP ON SINKING DECK AS THO ON PARADE

LONDON, April 26.—The admiralty late to-night issued a revised list of the names of the Gladiator victims, which included an additional death in the hospital, bringing the total of deaths known up to five. Twenty-three men are missing, according to the list, and six are suffering severe injuries. The secretary of the admiralty expresses fear that there are still eight others missing, but is unable to give the names as yet. Divers to-day searched part of the sunken cruiser for bodies, but were not successful in finding any.

DROWNED.

Cowdry, first waiter, body recovered.
Widgery and Sieberes, stewards.

INJURED.

One seaman, since died in the Golden Hill hospital; seven injured in hospital.

MISSING.

Lieut. Wm. P. Graves, five petty officers and fifteen seamen and stokers.

St. Paul Almost a Wreck.

Passengers on the St. Paul were assured by officers who hurried among the directly the boats came together that there was no danger, but the condition of the steamer's bows, disclosed as she lies at the dock, shows that she had a very narrow escape from meeting the same fate as the Gladiator. As it was the St. Paul was more seriously damaged than at first supposed. She shipped a great quantity of water through her bow, and from that moment she backed away from the wrecked cruiser until she reached her wharf in this port, all her pumps were kept going, but the water continued to pour down the side of the damaged bows, and the boat was started, which would account for the snow pouring into the hold. The first, third and fourth officers were on the bridge with Pilot Geo. Boyer, the American company's regular pilot, at the time of the accident and the closest look out was being kept, two men being stationed in the bow and two in the stern. The French pilot also was aboard, but, of course, they were not on duty.

Snow Was Heavy.

Neither Captain Passow nor any of his officers would discuss the accident, preferring to wait until they can submit their reports to the proper officials. It is learned, however, that Captain Passow is sorely grieved in a disaster, this being his first serious mishap.

The Snow was Falling so Thickly that It was Far Worse than the Thickest Fog.

The weather had cleared before the St. Paul had left the dock, but snow commenced to fall again as soon as the Solent was reached. It was then impossible to stop, as a very strong tide was running which might have carried the steamer on the rocks. The only alternative was to go ahead and keep the closest lookout, and this, as he explained, was done.

Story of the Accident.

The St. Paul, which left Southampton on her regular voyage, bound for New York, Saturday afternoon in a dense snowstorm, rammed and destroyed the British regular class cruiser Gladiator off the Isle of Wight.

The first reports stated that from twenty to thirty of the Gladiator's crew had been drowned.

The St. Paul left Southampton at 12.30 o'clock. She was an hour behind her usual time of sailing, and the delay being due to the belated arrival of the passenger train, which was blocked by snow drifts on the trip from London.

The weather was comparatively clear in Southampton waters, but immediately which runs parallel to the Isle of Wight, she encountered a terrific snow blizzard.

Capt. Passow and his chief officer, were on the bridge, and a look-out man was posted in the bow. Suddenly a ship appeared immediately in front of them. It was the Gladiator at anchor. The St. Paul's sharp stem rammed the anchored vessel amidships. She

TO DEERT GRAIN TRADE FROM BUFFALO

C. P. R. and G. T. R. to Make a Brave Effort, so Hon. Dr. Pugsley Announces at Montreal.

MONTREAL, April 26.—(Special.)—

Hon. Dr. Pugsley, as a speaker before the Reform Club last evening was the event of the week in Montreal political circles. The New Brunswick minister's strong point is coolness under fire, and last evening he did not even mention the names of his opponents.

To the Conservative claim that he had not spoken, he stated that he had about a thousand different public works going on under his charge, and he believed that he would better serve the public interest in attending strictly to the work of his department than taking up the time of the house of commons in useless talk.

The minister of public works said that when he came to Ottawa he believed that the parliament of Canada was a parliament of gentlemen. Well, he wanted yet to believe so, but it was greatly to be regretted that there were some men that body who appeared to forget this fact.

The speaker came out in the strongest possible manner against sending Canadian products to American ports, and every effort, he declared, must be made so that the 16,000,000 bushels of Canadian grain going to the sea via Buffalo shall be diverted to our own ports. The minister also gave a boost to the Canadian Northern by the declaration that we must not let up in our effort until the Canadian Northern western lines are connected with the ports of Quebec and Montreal, as well as with those of St. John and Halifax.

He likewise made the very important announcement that both the C. P. R. and the G. T. P. will make a determined effort to divert this trade from Buffalo to its own natural, legitimate channel. The C. P. R., he explained, were at work building from a point on the main line to Victoria Harbor, a dead level route, over which they will be able to draw sixty car loads of grain to Victoria Harbor, which is being looked after by the department, and the Grand Trunk Pacific will have similar work done to assist in diverting four-tenths of one per cent. grade. He advocated a liberal yet reasonable expenditure on the part of the government to assist in transportation by the building of wharves and the dredging of rivers so that farmers will be able to get their products to market by the best and cheapest routes.

In fact, he believed that any government would also be justified in spending limited amounts of money in places where other expenditure is not large, so as to cultivate public taste to stimulate citizens, and to make the people proud of the locality in which they live.

SURVIVES 140 FOOT JUMP.

Wm. Convey Leaped From Treatie Island Into Shallow Creek.

ST. CATHARINES, April 26.—(Special.)—

William Convey, an employe of Taylor & Bates' brewery, made a wild leap from the Grand Trunk trestle at midnight Saturday to Twelve Mile Creek, over 140 feet below.

The man had started on a fishing expedition with a brother-in-law, William McCarthy, and John Roberts. When in the centre of the large tunnel, he was pulled off his coat and jumped from the north side of the trestle. He landed on his back in the water. He missed a large number of rocks in the bed of the creek, which is very swift, but only three or four feet deep.

He dragged himself up the steep bank to the railway track and was proceeding home, when he met his companions, who had summoned aid. Dr. Ratfield found that the man had suffered fractures of the collar bone and one arm and several ribs, but despite his desperate jump, recovery is almost certain.

SHOCK CAUSES FATAL FALL.

Brantford Electrician Instantly Killed in Peculiar Way.

BRANTFORD, April 26.—(Special.)—A fatal accident occurred at the power house of the Western Counties Electric Company, when Jonathan Marshall, the foreman in charge, met his death.

As a result of a heavy west wind, a portion of the roof of the building was blown off. Marshall went up to remove some of the debris, which was covered with galvanizing iron. The iron was bigly charged with electricity, and knocked the unfortunate man from his position. He fell a distance of 20 feet, striking his head on a solid cement floor, and expired immediately.

He was 57 years old and leaves a widow and family.

GOES TO HAMILTON.

Rev. C. B. Kenrick of St. George's Accepts the Call.

Rev. C. B. Kenrick, M.A., assistant rector of St. George's Anglican Church, decided on Saturday to accept the offer of Bishop Du Moulin of the rectorship of St. Philip's Parish in Hamilton. The offer was extended two weeks ago. He will be instituted into the church to-morrow and will officiate for the first time in his new charge on Sunday next. Rev. Mr. Kenrick will sever his connection with St. George's Parish, however, until the latter part of May.

THE STRAIGHT PARTY SCARECROWS A FAILURE.



OLD MAN ONTARIO: A few live men with independent vote guns is what I need to protect that corn.

HILL SLIDES TO RIVER DESTROYS 10 HOUSES KILLS 35 OCCUPANTS

Terrible Disaster is Reported From Quebec Hamlet, a Short Distance From Buckingham — Eleven Bodies Recovered.

HALF A MILE OF LAND SWEEP ALL BEFORE IT

OTTAWA, April 26.—(Special.)—The little Village of Notre Dame de la Salette, situated on the Levee River, 15 miles north of Buckingham, was almost wiped out shortly before day-break this morning by a landslide, and 31 persons were killed.

A piece of land half a mile wide and extending 500 yards back from the river, making a hill on the west side of the river, slid into the Levee, carrying with it two houses and crushing into a row of five houses on the opposite side.

The river at the point where the disaster occurred is a narrow stream running between towering walls of clay, which rise steeply to a height of probably 60 feet above the water.

The village consisted of 25 houses on both sides of the river, with the greater part on the east, and the row overwhelmed stood right on the brink. Ten of the houses were demolished.

The water is blocked by the huge mass of earth and the river to-night had not yet cut a new course thru or around, but extending back in a huge loop, threatening further damage.

The slide commenced about 4.30 a.m. on the west side, half a mile north, of a stream from where a family named Lapointe lived, at the top of a hill nearly 60 feet high. A family named Deslauriers also lived on this hill. Mrs. Lapointe and five children were killed. Mrs. Deslauriers and three children are dead.

The two houses disappeared as the slide crossed the river, and at once demolished the row of five houses in which resided the proprietors of little farms on the east side.

Among the victims are: Mrs. Joseph Murray and four or five children; Mrs. Adelard Murray and a brother; Mrs. Paul Deslauriers and two boys.

Thirty-one were killed and 11 have so far been recovered.

Notre Dame De La Salette, the scene of to-day's appalling catastrophe, is a little place in East Port and Township, Levee County, sixteen miles north of Buckingham. It is situated on the Levee River, eighteen miles from its

STORM DAMAGE MOST ON RECORD

46 Towns in Four States Suffer—350 Dead, 1200 Hurt, Thou- sands Made Homeless.

NEW ORLEANS, April 26.—The totals of death and ruin caused in four southern states by Friday's tornadoes came to hand to-day in approximately correct form. Briefly stated they are:

Killed, about 350.
Injured, painfully or seriously, 1200.
Homeless, several thousand.
Towns reporting serious wreckage, 46.

Habitations and business houses practically complete ruins in these towns, about 2000.

The above figures do not include the wreckage on plantations and farms, scores of which were struck and damaged. The number of dead will never be known accurately for the reason that about 200 of them were negroes and they were buried in many communities without careful returns being made of their numbers.

Apparently the storm struck in three separate currents, each describing the arc of a circle, and traveling to the northeast. The first struck before daybreak Friday morning thru North Louisiana and Mississippi and passed into Tennessee.

The second appeared further south about 7 o'clock in Central Louisiana and Mississippi. This apparently was the portion of the storm which swept thru Alabama and Georgia Friday night and Saturday morning.

The third portion appeared during Friday afternoon, further south than either of its predecessors. This was the storm which demolished Amite, La., and Purvis, Miss., the towns in which the wreckage was worst.

Blocks in ruins. Whole blocks of what were formerly little residences and cabins, lie spread over the ground.

Under this mass of wreckage many one hundred persons were buried, not one in a hundred escaping without some injury. The houses which thus scattered about were mostly negro habitations. The homes of the whites held together better. The photographs show many of them, however, with half the top of the structure, and the structure ripped off leaving below protections, which must have saved scores from death.

Four cars with the accounts of suffering have come many recitals of remarkable experiences of which the following is typical:

Queer Incident.

At Amite, La., when the tornado appeared there were several persons at dinner table of Hamilton Warner's home, including three children. The wind in a second tore off two doors on opposite sides of the room, and an astonishing procession of live and inanimate objects began to pass into the room thru these doorways.

First came a calf, running before the wind. The animal jumped over the dining table and went out the opposite door. Afterward came a horse, which followed thru the exit taken by the calf. The three children sought refuge under the table and no one was injured.

The ruined towns were visited by thousands of spectators, many of whom distributed money among the needy. Sheds made from the wreckage have become the homes of hundreds.

Small parties of men on horseback have gone thru the country districts, taking inventories of the assistance needed, and arranging aid where it was most necessary.

DECLARE MARTIAL LAW.

Disorders Break Out in Storm-Swept Section.

NEW ORLEANS, April 26.—In half a dozen communities martial law has been declared, so terrible was the destruction, and so helpless are the stricken people left by the disaster. Serious disorders have occurred in several places, including Amite, La., Luling and other crimes have been committed. These instances have, on the whole, been rare. Several places have issued special appeals for aid.

Four cars were picked up at Mohned, on the Mobile, Jackson and Kansas City Railroad, and deposited hundreds of feet from the right of way.

Two trains filled with passengers are tied up at the state line, and the passengers were compelled to go without meals yesterday and part of today.

THE SPRING SUNDAY WITH MANY A SPRING HAIR CUT

Sunday was a true spring day: balmy wind, warm fresh air, nature growing at every point under enormous pressure. You could see the buds swelling, the grass greening and the wild flowers opening in the broadness of the fields.

But there were other things doing for instance at the old Village of Wexford, on the Don Valley, Kal Armstrong and his neighbor, Bill Mason, forgot to cut their hair about church time, and, producing a pair of scissors, proceeded to cut the hair of his friend, and when it was over the compliment was returned and Bill cut Kal's hair, both after the fashion of the day of the Canadian village. When the two cuts were finished there was enough hair on the back of the head to fill a bag. Probably this act of mercy and hygienic benevolence was repeated in ten thousand places in the breadth of Ontario, at about the same hour. In many a farm house, blacksmith shop and lumber camp, how such a good old-fashioned spring hair cut puts new vim in a man that has battled all winter with strenuous conditions. It gives a chipper walk and a jaunty air. Nature and humanity are in closer touch on warm bright spring Sunday here yesterday than at any other time of year.

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