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Details of the collision at sea in the

Details of the collision at sea in the dense fog came fitfully by wireless to-day from many receiving stations along the New England coast line. The story, tho in brief but potent messages, told how the passengers of the Republic and the Florida spent many anxious and uncomfortable hours following the wreck, and not until 8 o'clock this morning when all were safe and sound morning, when all were safe and sound on the Baltic, did they have a feeling

on the Ballic, did they have a feeling of security. After the transfer of the passengers from the Republic to the Florida, which had no accommodation for the 400 and more additions to her already heavy burden of humanity, Capt. Voltolin of the this end of the stand the dtalian ship gave orders to stand by until further help arrived. An ex-amination of the Florida showed that her cutwater and bow had been crumpl-

ed as if she had crushed into a stone wall, and her two forward compart-ments were filled with water. . The Florida, however, showed no signs of sinking, tho she was slightly down at the head. It was deemed best, therefore, at a late hour to transfer not only the Republic's passengers, but all those on board the Florida as well. Capt. Voltolin believed his passage to New York would be slow, and there were insufficient accommodations and supplies for a commodations and supplies for so many passengers. Transferring at Midnight.

Shortly before midnight the re-trans-fer of the passengers from the Florida to the Baltic began. Fortunately the

sea was smooth and as placid as a lake, and the ships' boats, working in

the filmy flare of night lights, made their way back and forth between the

steamships in the fog. Meanwhile the Republic drifted away

in the murk and was lost to the sight of those on board the Baltic and the

Florida. Capt. Sealby and a boat's crew drifted alongside the Republic in

a gig and were keeping watch over the disabled liner when she became enveloped in fog at 10 o'clock last hight and lost to the view of the Baltic. All night long the transfer of pas-sengers to the Baltic was in progress. There was little alarm among the Das-

sengers to the Baltic was in progress. There was little alarm among the pas-sengers as they were taken in boats to the Baltic. Early to-day the trans-fer, including the Florida's steerage passengers, was completed and Capt. Ransom of the Baltic sent a wireless me sage to New York that he was go-ing in search of the Republic. As the morning advanced the fog lifted and the disabled steamship was picked up. The big liner seemed to be floating more easily and Capt. Sealby and his boat crew, who had remained along-side all night, went aboard. The wire-less operator, who had stuck to his

less operator, who had stuck to his ship until ordered off by the captain, obtained some new storage tanks and also went aboard the disabled liner.

Also went aboard the disabled liner. Meanwhile a fleet of salvage tugs had arrived at the scene and the Am-erican liner New York had taken a po-sition near the Florida, while the An-thor liner Furnessia, which had come up during the night, stood by ready to render any assistance needed

officers of the White Star Co. stated

to-night that the Republic would be brought thru Long Island Sound in tow

Continued on Page 7.

Special prices women's 19c, BOOTS.

en's Boots, sizes style, Dongola os. Special Mon-

Special Mon-

98c ican movement,

Arcadian silver, ekceper. Regu-

ular up to 25c, tin, with flat sizes 8 and 9, 1:10. 100 ft., regular onday 19c. as (6 dozen in 10c. with cloth, Monindles, Sheffield ad, Cake and lar 25c, Monrs, ball-bearing. ranteed for one

onday special

sent two boats. One of these swamped and the crew with difficulty were saved by the other boat. They finally got a line to the rock, and took off the five seamen by a traveling buoy late Saturday afternoon.
The mate refused to leave the rock until those remaining on the wreck were taken off.
Darkness intervening the steamers returned to Bamfield. Meanwhile the mate, gathering fragments, lit a fire on the rock and before daylight Sunday the captain and remainder of the crew, the weather having moderated, made a successful dash they the weather having moderated.
and the crew with difficulty were saved. In regard to the position of the bishop assistant, Dr. Reeve, Chancellor Worrell states that it is vacated by the death of his grace, and that the administration of the diocese is in the hands of the senior archdeacon, Dr. Sweeny, until the election of a new bishop. Possible successors in the Toronto Diocese are: Canon Cody, Provost Street Macklein, Bishop Reeve, Archdeacon Sweeny, Canon Tucker and Canon Welch.

by were taken off. Darkness intervening the steamers returned to Bamfield. Meanwhile the mate, gathering fragments, lit a fire on the rock and before daylight Sun-day the captain and remainder of the crew, the weather having moderated, made a successful dash thru the surf and joined the mate on his rock. The Leebore and Tees returned at daylight

ED. BRISTOL FOR ENGLAND. Leeboro and Tees returned at daylight and took off the remainder of the crew

BAD EGGS

other daughter, arrived later in the afternoon.

As a sketch of his career shows, his grace, while he came to Canada as an educationist, devoted the most of his and took off the remainder of the crew from the rock. All suffered terribly from exposure, and Seaman Hern had a leg broken. Mr. Edmund Bristol, M.P., leaves to-day for England. His doctor has ad-vised a short sea voyage after his re-cent illness. Mr. Edmund Bristol, M.P., leaves to-day for England. His doctor has ad-vised a short sea voyage after his re-cent illness. Continued on Page 7.

Sincere Tributes Paid In Anglican Churches And by Other Clerics

Representatives of Other Denominations Voice Regret at Sad News - Congregational Prayers for the Family.

Representatives of all the denomina-Representatives of all the death of His ing as grieved at the death of His Greece, Archhishop, Sweatman, The

ing as grieved at the death of His Grace Archbishop Sweatman. The World, on requesting an interview at The Palace was authorized to make the following statement: "His Grace the Most Rev. Monsignor MacEvay, Archbishop of Toronto, has heard with deep sorrow of the death of Archbishop Sweatman, and altho he never had the pleasure of meeting him, the place which he held in the respect of the community was an evidence of the place which he held in the respect of the community was an evidence of the great love which his would be to the denomination he headed in Canada. "To his particular people here in On-tario, and especially to his bereaved family, his grace charged us to offer to all his heartfelt sympathy." Principal Gandier, Knox College, said: "My only knowledge of the archbishop was thru meeting him at public meet-ings. As representing a sister church.

munity."

munity." Rev. W. F. Wilson, D.D., Trinity Methodist, said: "I would like to say he is a very great loss to his own and all the churches. He was a good man, wise and catholic in spirit, and one who endeared himself not only to those of his own communion but to all who followed his Master and Lord." Rev. George Jackson, Sherbourne-street Methodist, said: "I did not know him personally, and never met him, so that I can only give expression to my sympathy with the church to which he belonged."

of his death.

of his death. At St. Alban's Cathedral special prayers were offered for the archbishop at the 8 o'clock communion and the 11 clock service.

At the 11 o'clock service the church was crowded. Rev. Canon MacNab spoke from the text. "And God said, I know thy sorrow." (Exodus iii., 7.). He draw attention to the know thy sorrow." (Exodus iii., 7.) He drew attention to the sorrows and troubles that were present in the See House because the Archbishop of 'To-ronto and the Primate of all Canada lay dying. He prayed that the thought of Him who knows, all our sorrows would be directed to the archbishop. At the evening service, Rev. J. B.

Continued on Page 7.

rge a greater rate than mile. The petitions must tten statement of the evid

ber mile. The petitions must contain a written statement of the evidence and reasons why a rate of two cents per mile does not yield a reasonable return to said railroad. The board may then set a day for the hearing of the petition, at which any citizen must be allowed the opportunity to appear and present evidence tending to disprove the contention of the railroad. The board shall have power to subpoena witnesses and to compel them to testify. If, after the hearing, it appears to the board that the contention of the failroad is sustained, then the board shall allow such a maximum rate as will yield a reasonable return. All expenses incurred in subpoenaing witnesses and conducting hearings shall be paid by the railroad presenting the petition. The said board may, at any time, notify any railroad which has been allowed to charge a greater rate than two cents per mile to appear before it and show cause why the rate should not be reduced to two cents per mile, and, after the hearing, may make such an order reducing the rate to two cents per mile of appear defined and the sallroad coming under the maximum rate allowed by the state board of railroad commissioners when the railroad has been authorized by the board to charge a larger rate than two cents per mile for the carriage of any passenger or more than the maximum rate allowed by the state board of railroad commissioners when the railroad has been authorized by the board to charge a larger rate than two cents per mile, shall, upon conviction, pay a fine of not less than \$25, nor more than \$100, for each offence. Any other authorizes, allows, suffers, ratifies, or in any way countenances the charge ing by a subordinate of a greater sum the term of the subordinate of a greater sum the term is the subordinate of a greater sum the term is the subordinate of a greater sum the term is the subordinate of a greater sum the term is the subordinate of a greater sum the subordinate of a greater sum the term is the subordinate of a greater sum the term is the subordinate Eventful Years in

who authorizes, allows, suffers, ratifies, or in any way countenances the charg-ing by a subordinate of a greater sum than two cents per mile for the car-riage of any passenger, or more than the maximum rate allow by the state board of "ailroad commissioners when the railroad has been authorized by the board to charge a larger rate than two cents per mile, shall, upon conviction, pay a fine of not less than \$25 nor more than \$100, or be imprisoned for not Record Warmth for Even a Jan-uary Thaw Thunder Heard

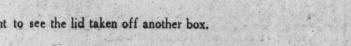
ment. Sec. 5. This act shall take effect 90 days after its passage.

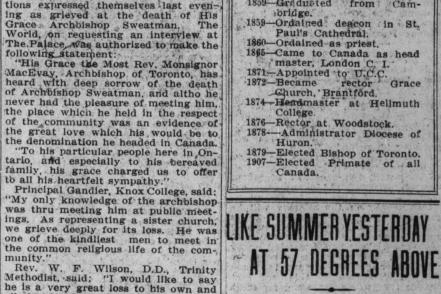
The Anglican churches of the city through the docese, and in many parts of canada prayers were offered eyster day morning for the archbishop's recovery. Last evening the announce
At St. Alban's Cathedral special

Such as the several distinct fiashes of lighting, accompanied by some heavy showers contained by some heavy showers of rain.
As an evidence of the variety of weather this country may produce in a single day the mercury rose to nearly 60 degrees above in Western Ontario and dropped to 60 degrees below zero

LAURIER LCO - POLITIGAL EGG. PACKERS R PUBLIC WORKS MILITIA lllllun miles

EGG-PACKER LAURIER : I don't want to see the lid taken off another box.





His Life.

1234-Bern in Londor, Eugland. 1849-Taught in Sunday school. 1859-Graduated from Cam-

uary Thaw-Thunder Heard

in Western Ontario.