

Two More Vessels Dashed on the Reefs and 50 People Drown

EXPROPRIATION OUTLOOK GROWS BRIGHTER

Rural Members of the Legislature Understand Woes of Strapholder—Manager Orr's Raise of Salary.

With street railway expropriation to come before the Ontario legislature within two weeks or less, it cannot be said that traction problems are not being kept steadily in the foreground.

An alderman, not one of the twenty who voted for expropriation, has been talking over the situation with local members of the legislature.

It would have been pleasant to see such aggregations of people impossible, if not for the distinction, the outside by the road, the remaining certificates to society.

NO PARADISE. sickness and the Spirit Wait for Everyone Uganda.

DR ORR. The man with the mightier salary. day when the Hamilton, Waterloo and Guelph Company's bill comes again before the railway committee at Ottawa.

Manager Orr's Salary. Some of the civic officials are inclined to criticize the action of the Exhibition Association in raising the salary of Manager J. O. Orr from \$5000 to \$6000.

HANNA BUYS NEW CAR. The latest purchaser of a Packard motor car is Mr. J. W. Hanna, the provincial secretary.

"CHANTECLER HAT"

How about this, ladies? It's the latest in Parisian Headgear.



GLOVE MANUFACTURER WAS FOULY MURDERED

Italians Under Arrest as Suspects—Revenge Suggested as the Motive.

CHICAGO, Feb. 12.—Charles Willsie, a wealthy glove manufacturer, was found murdered last night in the office of his factory on North Halstead-street.

Two Italians, whose names are withheld by the police, are under arrest as suspects. Some time ago Mr. Willsie caused the arrest of two Italians who are said to have sold him some stolen goods.

EARL GREY COMPETITION

New Event of Interest to Schools and Colleges.

The executive committee of the Earl Grey music and dramatic trophy competition have decided to add a new and interesting event to the competition.

Scale of Marks—(a) Accuracy of notes and tune..... 10 (b) Tone, balance, blend, intonation..... 10

ONE WHOLE DAY OF REST EACH WEEK. The Toronto policeman is human, and, being human, he has asked for one day off each week.

Remember, the policeman works every day of the week; every week-day, every Sunday, he is on his beat.

Toronto needs 200 more policemen. Imagine, then, how much time her present force has for recreation.

They are machines, and it would seem that the master mechanics of our city affairs fail to realize that even a machine, in order to give the best possible results, must be given a rest occasionally.

Our policemen are a fine body of men, and we, as citizens, should do our utmost to keep up their present state of efficiency.

STEAMSHIP GENERAL CHANZY RUNNING BEFORE A TERRIBLE STORM DASHED ON THE ROCKS

Vaudeville Performers and Theatrical People Among the Victims.

Bodies Are Floating Ashore and Men Are Stationed Along the Coast to Recover the Dead.

Only Known Survivor, Half Demented, Wandered All Day and Stumbled Into Village of Giudadela, Exhausted, to Tell Story of Great Marine Disaster.

TWO OTHER VESSELS SINK WITH ALL ON BOARD

MARSEILLES, Feb. 12.—(Special cable to The Sunday World.)—Within sight of the spot where the wrecked steamer General Chanzy lies on a Majorca reef, where she went to disaster yesterday, sending 156 of the 157 persons she carried to their deaths.

Two other vessels were wrecked to-day: the steamer La Mathilde and the steamer La Martine.

Palma, Island of Majorca, Feb. 12.—Bodies were floating ashore to-day from the wreck of the steamer General Chanzy.

Carried First News. Reviving in the morning, he wandered about aimlessly most of the day, finally stumbling into the village of Ciudadela, thoroughly exhausted and almost demented.

Ship Drifted Helplessly. Owing to the difficulties of communication between the villages, in the absence of telegraph lines, few additional details of the wreck reached here to-day.

Americans Lost. MARSEILLES, France, Feb. 12.—It is believed to-day that the only Americans aboard the ill-fated French steamer General Chanzy, that went down off the north coast of the island of Minorca on Wednesday, were Miss Elsie Henry, aged 28 years, address unknown; Leon Derenda, and possibly his partner, a man named Green.

These three were members of a vaudeville combination bound on a tour of the colonies. Derenda and Green are described as jugglers and acrobats.

Among the other performers in the combination were several Englishmen, a Frenchman named Nestor, and the two Strakleys, bar performers, from Antwerp.

The most prominent of the artists was Francis Dufour, a music hall performer who was very popular in Paris.

Among the other victims was Second Engineer Lorenzetti, who was a survivor of the Bourgoine disaster.

At that time he was picked up after having drifted for days in an open boat. Capt. Cayol of the General Chanzy was considered by his employers, the French Transatlantic Steamship Co., as one of the most careful and experienced of officers.

News of other wrecks were received to-day. The schooner Mathilde, from Dunkirk, which left Port de Bouc, France, Feb. 4, for St. Pierre Miquelon, with a miscellaneous cargo, was wrecked last Wednesday in the same vicinity as was the General Chanzy.

The schooner's crew is unknown. Among the passengers lost was the son of E. Hovler, the Danish consul-general here, who lost his wife and daughter in the charity bazaar fire.

German Ambassador Radoin paid a personal visit to President Fallieres to-day to express the condolences of the government and himself over the loss of life on the French steamer.

The Sailors' Relief Society has contributed \$4000 for the relief of the families of the General Chanzy's crew.

Bodies Floating Ashore. PALMA, Island of Majorca, Feb. 12.—Bodies were floating ashore to-day from the wreck of the steamer General Chanzy.

Crew Mutined Three Killed

(Special Cable to The Sunday World.) DUBLIN, Feb. 12.—A serious mutiny on the London steamer Westmoor was reported when the vessel put into Sligo to-day. Three men were killed and several wounded.

BILL AND DAN HAVE FIRST CALL TO MAY 15

Two United States Railroads Trying to Head Them Off, But Option is Clear.

VICTORIA, B. C., Feb. 12.—(Special.)—The story of one of the biggest options for sale ever given in Canada, that respecting the Dunsmuir Coal properties on Vancouver Island, for eleven million, is one in which three transcontinental railways figure, two of them American and the third a Canadian corporation.

The scenes of action in connection with the deals for the sale of the enormous Dunsmuir coal lands and mine holdings figure on the map of North America from the Pacific to the Atlantic, in Victoria, Portland, San Francisco, St. Paul, Toronto and New York.

Until May 15 William Mackenzie and D. D. Mann of Toronto, of the Canadian Northern Railway are dominant factors in the situation. If they but say the word prior to that date and put up the necessary cash, the vast coal mining interests of Hon. James Dunsmuir, former lieutenant-governor of British Columbia, will be theirs.

American railways occupying seats in the grand-stand are the Great Northern and Northern Pacific. Besides all the coal lands within the Esquimalt and Nanaimo Railway belt on Vancouver Island and the developed Dunsmuir mines at Extension and Comox, also on Vancouver Island, there are included in the deal all the San Francisco interests and holdings of the British Columbia multimillionaire.

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Police Make a Big Raid On High Interest Sharks

Five Arrests on Saturday Afternoon—Charged Rates as High as 230 Per Cent. Simple Interest.

Two salary loan companies were raided Saturday noon by the city detectives and five arrests were made and the books and records of the companies were seized.

Other Prosecutions Successful. Prosecutions against the employees of the Tolman concern have recently been successful in Montreal and Winnipeg and Detective McKinney has been gathering evidence in these cases for several weeks.

Two Women Arrested. At the office of Tolman & Co., 410 Continental Building, Detectives McKinney, Moffatt, Taylor and Shand gathered in Miss Florence Nickerson, 27 years, 25 St. Joseph-street, manager, and Miss Rhoda L. Higgins, 26 years, 9 Soraraen-avenue, clerk.

One More Gathered In. While the detective department was thus busy Staff Inspector Geo. Kennedy was also getting in some work. He, with Detectives Twigg, Atterly, Tipton and Shand, entered the premises of Peter McCormack, 331 Dundas-street, and took that gentleman into custody, charged with keeping a common betting house at that address.

British Army Secures A Workable Airship

Laffans Plain to Aldershot camp and back to its shed. The airship traveled several hundred feet above the highest points passed over and appeared to answer its helm perfectly.

Stiff Breeze Hundreds of Feet Above Ground, Remaining Under Control. LONDON, Feb. 12.—The British army appears at last to have secured a workable airship after many false starts. Manned by Col. Capper and four assistants, the huge fish-shaped craft was launched from the military balloon factory at Farnborough to-day. An hour was occupied in a flight over

SIR JAMES IS AN ARTIST ON THE ROPE

Tells Commercial Men Who Want Patent Fire Escapes He Can do Gymnastic Stunts With Fire Behind and Rope Before.

Inadequate fire escapes in rural hotels and the quality of the accommodation in general were the subjects brought to the notice of Sir James Whitney by a deputation of the Commercial Travelers' Association, which waited on him on Saturday afternoon.

J. G. Cane, who was chairman of the fire-escape contest at the Toronto fall last September, complained that conditions in rural hotels had not been much improved since that time. In some of them ropes were provided, but he didn't think much of ropes.

What was needed was a good automatic escape, such as one of those which received prizes at the contest. In some hotels no provision was made.

Sir James Whitney: "If there is no fire escape, that is against the law." Hon. W. J. Hanna: "We have prosecuted every case that has come before the department."

Mr. Cane thought some of the escapes were only excuses. "A good rope is better than nothing," replied the premier. "I could go down a rope, and I weigh 206. I have gone down them and up them lots of times when I was a boy. If you're in peril of your life you'll go down a rope all right."

Hon. Mr. Hanna: "I would stake my faith now on a rope rather than on one of those appliances referred to. They are all right for a person who knows how to use them, but the average person doesn't know how to use them."

Sir James: "If I were sure of an inch rope, and a good hook, I'd sign a bond not to ask for anything more."

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TO-MORROW IS ST. VALENTINE'S DAY.

Valentine's Day is declared by the encyclopaedias to be falling into disuse. This merely means that the men who compile encyclopaedias have abandoned the practice of sending Valentines. Hence they become the subject of "mocks," the sending of which is a reprehensible custom which we cannot encourage.

But the genuine Valentine! What love and sweetness lingers around the memory of these missives! What a wretched wight is he who never sent, and what a forlorn maiden is she who never received one.

St. Valentine was an old bishop who lived about 1600 years ago, and nobody seems to know just why he got mixed up with the affairs of Cupid. It is supposed that his day became identified with the festival of Pan and Juno, just as Easter perpetuates the Feast of Eostre, the Saxon goddess. In Britain, where Valentine's Day is chiefly observed, the birds are declared to mate on this date, but this is not to be regarded as a scientific observation.

The historic valentine is Sam Weller's, which he sent to Mary, at Mr. Nupkin's, Ipswich. It began as all good Valentines should, with "Lovely creature."

"Tain't in poetry, is it?" interposed his father.

"No, no," replied Sam. "Very glad to hear it," said Mr. Weller. "Poetry's unnatural; no man ever talked poetry 'cept a beadle on boxin' day, or Warren's blackin', or Rowland's oil, or some o' them low fellows; never you let yourself down to talk poetry, my boy."

THE WEATHER

Sunday—Strong westerly winds; fair and cold.