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STEAMER SUNK IN COLLISION

Cut Below the Water Line—First Seen a Moment Before the Crash—Two Men Drowned, Twenty of Crew Saved by Other Steamer.

New York, Feb. 9.—(Special.)—After having collided with and sinking the Norwegian steamer Leff Erikssen off Cape Romaine, Florida in a dense fog on Feb. 4 the Standard Oil Coy's steamer City of Everett returned to port today bringing 20 of the crew of the sunken steamer. The other two members of the Erikssen's crew were drowned, either in the collision or when the crew took to the boats. Capt. Bunding of the Everett said today that in a heavy gale and fog of Cape Romaine on Feb. 4 the Leff Erikssen was first seen crossing the bow of the City of Everett. The latter is a whaleback and has an overhanging, cigar-shaped bow, which cut into the Erikssen's hull deeply and ripped her open far below the water line. Perceiving that the Erikssen was sinking fast, her crew jumped into their boats and were picked up by the City of Everett and the Erikssen drifted out of sight in the fog. The whole affair was over in ten minutes. The City of Everett returned to this port for repairs.

TRAIN DERAILED TWO MEN KILLED

Des Moines, Feb. 9.—(Special.)—The overland limited express today struck a broken rail near a long bridge at Melbourne. The engine passed in safety but eight cars were plunged down an embankment and the bridge was totally destroyed. Two men were killed and twenty-four passengers injured. The train was from Chicago.

SAD DEATH OF FAMOUS SINGER

MONTREAL, Feb. 9.—(Special.)—Miss Dunstan Grey, formerly the well-known singer Miss Marie Terrouk, and wife of Dr. Duncan Grey, is dead. She was a patient in the Maternity Hospital into whose room Constable Lambert forced his way when searching the hospital a few weeks ago. This turn of the case has been laid before the Attorney General.

CAPTAIN GORST TELLS HIS STORY

Says the Damara First Struck Submerged Ice Knocked Holes in Her Bottom—The Water Rushed in and Put out Fires—Was Not out of His Course.

HALIFAX, Feb. 9.—(Special.)—Capt. Gorst of the steamer Damara and his crew arrived here this afternoon. The Captain gives an entirely new story of the loss of the steamer. He says that when 10 miles from Sable Island and 18 miles from the mainland the steamer struck submerged ice or a wreck and had a hole punched in her hull. He at once ran for two hours towards land so that he might be near if it was found necessary to take to the boats. By the end of two hours the water had risen and put out the fires in the boilers and the ship was settling. It was finally decided to abandon the steamer and this was done. The Captain's boat came through floating ice and was four hours in reaching land, while the mate's boat, which avoided the ice, was six hours. Capt. Gorst says he was not out of his course.

THE WHITNEY GOVERNMENT

Has Begun Business—Dates of Ministerial By-Elections—No Opposition Expected—Three Christian Scientists Committed for Manslaughter in Toronto.

TORONTO, Feb. 9.—(Special.)—Sarah Goodfellow, mother of Wallace Goodfellow, the young man who died recently of typhoid fever, and Elizabeth A. Grant, and W. A. Burdette, Christian Scientists, who were in attendance upon Goodfellow during his illness, were this morning committed for trial by Col. Denison on a charge of manslaughter. The Whitney Government has begun business. Dates were fixed for by-elections to take place Feb. 21st. and polling on 28th. It is not expected that there will be any polling. All the ministers except Mont-eith have large majorities and will probably be re-elected. Mr. Mont-eith's majority was under 100, but acclamation is expected in his case also.

POVERTY IN LONDON

The English newspapers arriving by recent steamers still pay a great deal of attention to the distress in some of the London suburbs. The Daily Express gives an account of a collection made by Mrs. Brown-Potter, the actress, at the Savoy, a fashionable London restaurant. She stood at the exit door and announced that she would collect from the guests while they were passing. The following cases are from the police news of a London paper:—

The manner in which poverty fathers crime is strikingly illustrated by two cases from Saturday's Police Court records:— John Mayes, an engine driver was accused at West Ham of stealing a table from outside a pawnbroker's shop. "I took it," he said to the officer who had arrested him, "because I was out of work. My wife and four children are starving at home."

The Magistrate told him he was stupid not to have asked for any help from the Relief Committee. Mayes was fined 10s. and the court missionary was ordered to visit the family and provide them with immediate necessities.

While walking through Bloomsbury with a goose under his arm, Edwin Parkinson was arrested, and accused at Bow Street yesterday of stealing it from the shop of Mr. Gow, in Hart street.

When arrested Parkinson stated that he had a wife and five children staying at home. The constable went to his home, and bought some food for the family, which they ate almost ravenously.

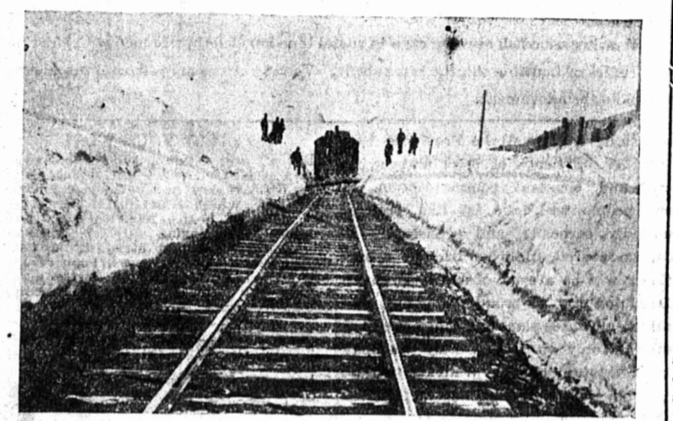
Parkinson was committed for trial. Henry Cubbon, co-warden of Mansfield House university Settlement, writes to The Westminster Gazette to say that "Southwest Ham, including six wards and comprising a population of about 120,000, is as a whole, upon the average, and chronically, below Rowntree's 'poverty line' of 4s 4d per head per family of five or six persons. From investigations that I have made, I find that 30 per cent. are homionally under this line, and 30 per cent. are 9d per family per week under."

"It is a fact of grave significance that this district is always below the line that is generally recognized as necessary to maintain 'merely physical efficiency.' And no exaggeration is needed to help the imagination to picture the distress that at present exists through depression in trade. It is estimated that 10,000 wage-earners are out of employment. And when it is known that the average size of the family in Southwest Ham is six, one would be well within the mark to say that 50,000 persons are in want of necessities. Some 25,378 were receiving out-relief during the week ending Dec. 10."

The Express and Telegraph funds are doing a great deal for the relief of the poverty, but the task is an enormous one. Sister Irene is a well-known worker in these homes of want. In a recent statement said: "The poverty here is appalling beyond belief," said the Sister to me. "You walk down this road, and you see snow-white curtains hanging in almost every window. You may not believe it, but behind those curtains are rooms devoid of a fragment of furniture, and whole families who have not tasted solid food for days together."

"Sometimes I am in the depth of despair. 'What, I ask myself, 'is the use of all the efforts to relieve these poverty-stricken thousands? We can but touch the fringe of them. 'Then comes the answer, clear and definite, 'They are God's poor. 'Here is a glimpse behind the curtain: 'On a table stood a teapot and a small saucer of brown sugar. 'Well, Mrs. J., so you have got something to eat today,' remarked Sister Irene. 'I have got some tea to drink, thank you, Sister,' was the thankful reply. 'It is all I and my four children shall have today, unless my husband brings back some money tonight. He is a carman, and has no work for three months, though he tries hard every day to get it. He came in last night, having had nothing to eat or drink all day. 'Fortunately, we had a ticket for The Express depot, as I was able to get a loaf of bread, tea and some sausages. My poor husband was scarcely able to walk, and he was so hungry. It was not for myself so much that I wanted the food, but for him and my dear children. It did me a world of good to see them eat the first proper meal they have had for many weeks. 'One of the little girls was tenderly nursing a doll. 'Dolly's hungry like me, she said, and she wet its waxen lips with a drop of her tea."

CHICAGO MARKETS. CHICAGO, February 9.—(Special)— Jan. Corn 4 1/2 May Corn 4 1/2 Wheat 100 1/2 " Wheat 115 1/2 Pork \$13.00 " Pork \$12.00



A CUTTING ON THE RAILWAY.

GIANT SNOWBANKS TOWER TO THE SKY

But Three of the Heaviest Engines on the Prince Edward Island Railway Charge them Unfearingly—The Work will be Continued Today.

Snow fighting on the P. E. I. Railway was begun yesterday with renewed vigor after the storm of Tuesday night and Wednesday which made the railway line in as bad a condition as at any time in its history. The cuttings made after the two previous storms are almost entirely filled up and to the work of clearing them out is added the task of throwing the snow to a great height already made by the two storms of last week. The drifts range in height from ten to twenty feet and at several places drifts are estimated at twenty five and thirty feet.

With each of the trains starting out yesterday were snow shovellers, ranging in number from twenty five to fifty and these do the work of releasing the engines and ploughs when they are embedded in the massive banks. Last evening communication with the west could not be had on account of trouble with the storm. It could not therefore be ascertained if the train west had got through to Tignish but such was expected.

At seven last night the train going west from Summerside where she had left in the morning had reached Bloomfield and was making good progress. The train stalled at Kensington and coming to Charlottetown with a number of the local legislators on board last night got as far as Freetown where she laid up.

It is not likely that the whole line will be opened before tomorrow.

RINK!

At the request of some of the ticket holders, the Rink management has decided that in future the ice will be scraped after the third, sixth, and ninth bands. Skaters will confer a favor by leaving the ice while this is being done.

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CANADIAN ROUTE WON BIG VICTORY

VANCOUVER, B. C. Feb. 7.—The efficiency of the Canadian-Australian steamship line and of the Canadian railways and their advantage over rival American steamship and rail lines are well shown by the results of a race round the world. A French-Canadian named Bally Folquet of Montreal, and an American named Ernest Blake, of Santa Fe, New Mexico, entered into a wager for \$2,000 as to who would get round the world first, and the Montreal man, using the Canadian lines, won by a good margin of three and three-quarter days. The contestants, who are brothers-in-law, started from Paris, the French-Canadian going east, while his rival started across the Atlantic to New York and thence to San Francisco.

The success of Mr. Bally Folquet is attributed by himself "to the superior speed of the Canadian-Australian steamer in which he sailed from Sydney, N. S. W., to Vancouver, thereby gaining considerable time on Mr. Blake, who patriotically travelled under his own flag, while Mr. Folquet used the trains of the Grand Trunk and the Canadian Pacific railways.

It seems that the only time Mr. Folquet travelled on American soil was after reaching the boundary from Montreal, when he had to get to New York to catch a convenient steamer across the Atlantic in the last lap of the journey. Mr. Blake, meanwhile, was hastening to Paris from Australia via Brindisi. The French-Canadian got to the gay capital on Wednesday morning, while Mr. Blake did not put in appearance till the Saturday night following. All of which is a distinct victory for Canada, Australia and the all-red route.

There has been a good deal said at one time and another—especially in New Zealand—of the advantage of the San Francisco route over the one via Vancouver. The practical experience of the French-Canadian in this notable round the world trip should go a long way towards removing that view. Or course, it is different as far as New Zealand alone is concerned, that colony not having the benefit of a direct line to this city, but for the rest of the world it has been unmistakably shown that the Canadian-Australian line is the best one to travel on.

THE WEATHER THE PROBABILITIES. TORONTO, Feb. 10.—(Special.)—Easterly gales with snow or rain. THE TEMPERATURE. The weather moderated considerably yesterday and towards morning today the mercury continued to rise. Early this a. m. it registered 17 above zero.

Go to a friend for advice; go to a woman for pity; go to strangers for charity, but for a good reliable guaranteed watch at a low price, go to TANTON'S. Special prices for a short time.

THE WEATHER

Go to a friend for advice; go to a woman for pity; go to strangers for charity, but for a good reliable guaranteed watch at a low price, go to TANTON'S. Special prices for a short time.

W. N. TANTON, JEWELER.

COAL STRIKERS RETURN TO WORK

ESSEN, Feb. 9.—(Special.)—The great German coal strike is ended. At a convention of delegates representing the strikers of the entire Rhenish Westphalian district a resolution was this afternoon adopted deciding to return to work.

Very Particular. In the course of an assault case heard at a provincial court the other day the defendant was asked his trade. "I drive a bus," was the reply. "You mean," suggested the precise solicitor on the other side, "that you drive the horses attached thereto?" "Yes, if you would rather have it put in that way," replied the defendant. Shortly afterward, in the course of his cross examination, the solicitor asked the defendant: "Did you or did you not strike the prosecutor in the face?" The defendant, after a thoughtful pause, convulsed the court with the following: "Well, now, I come to think, there's a doubt about it. I was under the impression that I did strike the prosecutor on the face, but perhaps it would be as well to say that I struck him on the nasal organ attached thereto."—London Mail.

A Conclusive Speech. A story is told of a speech recently made by an Irish barrister in a court of law. He was for the plaintiff, whose cow had been knocked down and killed by a train, and this was the contention: "If the train had been run as it should have been run, or if the bell had been rung as it should have been rung, or if the whistle had been blown as it should have been blown, both of which they did neither, the cow would not have been injured when she was killed."

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