

The World Wishes Its Many Readers All the Season's Compliments

TWO DEAD—TEN BADLY INJURED CROWDED CAR TOPPLES OVER

Traveling at Very High Speed a King-street Car Runs Into Open Switch at Car Barns Near Don Bridge, Flies Around Sharp Curve and Overtakes Into Road—Hundred Passengers Suffer From Injuries or Shock.

Two people were killed and thirty-five others injured, some of whom were not expected to live more than a few hours, when a westbound King-street car traveling at a high rate of speed, struck an open switch at the corner of King and St. Lawrence-streets, last evening just before 7 o'clock. The car swiftly turned on its side when it swung around the sharp curve southward, throwing its hundred passengers into a struggling, startled heap. The car was several minutes late and was crowded, even men, women and children were standing on the back platform. The motorman turned off all the power after he passed the switch at the new Don bridge and let his car go at full speed past the car barns, where he should have stopped. After his arrest he said that he tried to stop, but that the brakes were out of order, and he lost control of the car just after leaving the bridge.

Thrown Thru Window to Death.
Mrs. Jessie Deacon, 23 Elmer-avenue, who died a few minutes after the accident happened, was thrown thru a window near the front of the car and crushed beneath the heavy framework. The others in the body of the car were thrown into a mass, and those on the rear platform were scattered in the mud, some twenty feet from the car. Mrs. Hillis Williams of 7 Fenwick-avenue, died of a fractured skull an hour after being taken to the General Hospital.

It is estimated by street railway officials that the car was traveling at nearly fifty miles an hour. Ten or twelve people were standing in front of the car barns, which are situated in the block running east from St. Lawrence-street, and they bore out the statement that the car was traveling at an excessive rate of speed.

It was the worst street car accident Toronto has known since Thanksgiving Day in 1904, when a car with about thirty people broke thru the railway gates at Queen east and De Grassi-street level crossing and was struck by a train. Four people were killed and many others injured.

The car had only been in operation for two months and was equipped with air and hand brakes. Manager R. J. Fleming, in speaking with The World, said that the car had the best brakes that money could buy and that had even both of these failed the motorman could have reversed the power. Mr. Fleming did not wish to say anything that would in any way pretend to place the blame on the shoulders of the motorman, but believed that when he thought he had lost control, he became excited and forgot about the hand brake and the reverse.

Don't Know Who Opened Switch.
How the switch came to be opened could not be found out as the men working around the car house were of the opinion that no cars had either been taken from the barns or taken in after 6:30 p.m. Manager Fleming and Superintendent McCullough tried for a full half hour to find out who opened the switch, but could not ascertain.

Several ambulances were immediately summoned, but in the meantime the majority of the injured had been taken into nearby houses, while others were taken to the General Hospital in another King-street car.

The death of Mrs. Deacon is peculiarly sad. Her husband, Alfred Deacon, is an engineer in the British navy and was in Canada on furlough, owing to the illness of his mother, who died from cancer on Saturday afternoon and is to be buried on Tuesday. Mrs. Deacon had been nursing her mother-in-law and had Mrs. Deacon on Christmas morning for interment.

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KILLED.

MRS. JESSIE DEACON, 18 Elmer-avenue; killed almost instantly. Chest terribly crushed.
MRS. WILLIAMS, 7 Fenwick-avenue; base of skull fractured. Died at 8:30 p.m. in General Hospital.

WOUNDED.

In General Hospital.
Arthur Blow, 76 Victor-avenue; severe scalp injury.
William Cassan, 321 King-street west; shoulder bone broken.
William Owen, 33 Greenwood-avenue; severe head injuries.
Mrs. Brayne, Alexandra Industrial School for Girls.
Mrs. Patterson, Alexandra Industrial School for Girls; severe shock.
Mrs. Wetherly; arms and shoulders badly hurt.
Mrs. McMillan; fractured shoulder.

At St. Michael's Hospital.
Thomas Thompson, 45 Kenilworth-avenue; two ribs broken and other internal injuries.

Taken to General Hospital and Afterwards Taken Home.
John Graham, 33 Davenport-road.
Mrs. James Rockford, 23 New-street.

G. L. Garrett, 351 Yonge-street.
John Hynes, 70 Empress-crecent; slight scalp wound.
Stewart Milne, 68 Winifred-avenue.

M. Fox, 60 Hogarth-avenue.
Miss Constance Logan, 91 Kenilworth-avenue.

John Hughes, 19 Bellerue.
Miss G. Potter, 32 Wines-avenue.
Mrs. John Basco, 66 Geneva-avenue.

William Gillespie, 39 Herbert-avenue.
Robert Stainsbury, 11 Gutterell-street.

John Bell, 66 Geneva-avenue.
Thomas Hall, 51 Moss-street.

Hurt and Taken Home Direct.
Frederick J. Thompson, 2346 East Queen-street; head injured and body bruised and cut; will probably recover.

Mrs. F. J. Thompson; injuries to back which may prove serious; also suffering from shock.

Glady's Thompson, aged 12; only slightly hurt.

Miss Isabel Wingate, 136 Beech-avenue; shaken up, cut and bruised; will recover.

Miss Marjorie Wingate; shaken up, cut and bruised; will recover.

Miss May Hesketh, 59 Hambly-avenue; severely injured; badly cut about face and bruised about the body; will probably recover.

Mrs. Beal, 66 Wines-avenue; back and shoulder badly hurt; will probably recover.

P. A. Christy, druggist of Beech and Queen, had his hand mangled. It was sewn up and he went home.

Charles Moody, 35 Pembroke-street.

A. E. Marr, a postoffice employe, and his wife were on the car, but they escaped practically unhurt.

YULETIDE CHEER



YOUNG NEWTON WESLEY: I didn't get the turkey this year, but I got four feathers.

LONDON HYDRO IS MOST PROFITABLE SUCCESS

Surplus For Year Is \$23,000 of Which \$16,000 Will Be Devoted to Debenture Charges on New Distribution System.

The Waterworks Commissioners of London, Ont., who control both the hydro-electric distribution and water supplies, have issued their annual report.

It will be seen from the statement accompanying that after allowing for expenses incurred in power soliciting and paying all interest, and sinking fund charges on the city's construction account, there is a net revenue of somewhat over \$6000. The hydro-electric charge \$28 per horse-power per annum for monthly twenty-minute peaks, which is supposed to include everything but the annual fund account on the city's high tension line construction, which the city is required to pay commencing 1914.

The good showing of the hydro-electric was due in a large part to the fact that a number of men were available in both the hydro-electric and waterworks departments, thus cutting down labor expenses. Another factor was the practical absence of moving machinery, which cut down the maintenance charges to a negligible quantity. This is a typical feature of hydro-electric operating stations. All repairs that became necessary were made by the city's employes themselves.

A large portion of the city's profit was derived from customers' peak loads. While the city pays a 2100 horse-power peak. This applies particularly to the power used for pumping the city's water, which has all been done in off peak periods. One hundred and ten miles of pole lines and six hundred miles of copper have been erected so far, and 2400 street lamps installed, the total candle power being 160,000.

The ensuing year will probably see an extension of the street lighting system by the addition of 1500 or more lamps, which will increase the candle power to 260,000. At present 3400 feet of wiring is laid in underground conduits supplying power to the five-cluster street lights. The street lighting system will probably be extended 8000 feet in the present year, conduits being installed at the same time to take care of all electric power for lighting, telephone and telegraph lines so that the unsightly poles will be obviated in the more important parts of the city. The charge for residence light-

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CHINA RENEWS ITS CIVIL WAR

Imperial Forces Prepare for Hostilities—Rebel Leader Proclaims China a Republic.

PEKIN, Dec. 24.—(Can. Press.)—Word comes from Paochingfu, which is one of the important military centres, that the hostilities there are making preparations to care for many wounded, who are expected to be brought there soon. This is taken to indicate, along with other signs, that the imperial government intends to renew hostilities. It is believed that Premier Yuan Shi Kai sees the hopelessness of the peace conference which is now going on at Shanghai, and evidently desires to repeat the moral effect of the capture of Hanyang by retaking Wuhan, which, under present conditions, should fall easily to the imperialists.

An edict issued to-night in the dignified terms which have characterized such documents since Yuan Shi Kai assumed the premiership, confers posthumous honors on the imperialist commander who committed suicide when the City of Chaochow was captured by the rebels.

Wu Ting Fang, Optimist.
Wu Ting Fang, republican leader.

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TORONTO'S TWO GREAT MIDWAYS.

The World regards the two measures submitted to the electors, first, to build the Bloor-street Viaduct, second, to annex North Toronto, as of the highest importance to the people of all Toronto at the present moment. They constitute the greatest jump-forward proposal that we believe was ever made to our citizens. It gives them two great midways, one of over seven miles on Yonge-street over the old king's highway, from the Bay to where the Don River crosses Yonge-street at York Mills, and it gives a great east and west midway along Bloor and Danforth-avenue and connects the old king's highway, Kingston-road and Dundas-street, by Danforth and Bloor-street, instead of, as formerly, by Queen-street and Dundas-street thru the city, thereby saving five miles in direction and an enormous climb in grade to all the thru traffic between eastern and western Ontario.

You can only gather the significance of these two moves by an examination—and we hope our readers to-day will give it a careful examination—of the plans published on our inside pages. It puts Toronto in four great quarters, maintains values in the congested portion, increases values in all the other portions of the city, in a short time a single fare on both these great midways will come, and at the same time it gives a special convenience to all the people east of the Don and north of Gerrard-street all across the city who wish to communicate one with the other by direct routes instead of as at present by extensive diversions in time and distance.

The midway across the centre of the city from Dundas-street in Etobicoke to the Kingston-road in Scarborough, as set out in the plans, is roughly fourteen miles—the greatest thoroughfare that is or will be in Canada for many a day. It has never been realized because of the inability of our predecessors to bridge the Don at Bloor-street and Danforth. The Kingston-road was only brought down to Queen-street because it happened in the old days to be easier to bridge there and because the first business was located along the lake front; but otherwise the great road traffic in settlement times would have been along Danforth and Bloor to Dundas-street at the Humber near where Bloor-street now is.

The only people who are now fighting this improvement are the Toronto Railway and their friends and some of those along the front who think it will injure business at the front. On the contrary it builds up its own country to the south of Bloor and makes the city grow and makes the volume of business coming in from the northern portion of the city greater than ever. It injures nobody; it improves everybody's position; it adds value to several thousand acres of city property and gives a special convenience as we said to people over the Don.

This great improvement has got to come some day and it is coming this year. It took three votes to carry the Sunday street cars and this is the third vote on the viaduct and that will finish it. Take a look at the maps on pages 1 and 2 and you will be convinced of the soundness of the above. Vote for a big Toronto.

Christmas Day Matinee.
For those who wish to really enjoy themselves, the special Christmas matinee of "Seven Days," at the Princess this afternoon is the treat. It is screamingly funny. In fact, it's all fun and the world loves laughter.

1 DEAD, 3 HURT IN FREIGHT WRECK

Freight Train Collided With Engine at Belleville—W. S. Simonds Killed and W. Post Dying.

BELLEVILLE, Dec. 24.—(Special.)—On Saturday night near midnight a collision occurred in the east end of the G.T.R. yard here, which resulted in the death of one man, another being fatally injured, and three others more or less injured.

A double-header freight train coming westward collided with a light yard engine. W. S. Simonds of Brockville, a brakeman, was instantly killed and W. Post, an engineer of this city had his right leg amputated and left leg terribly lacerated.

J. Lord, the other engineer, was slightly injured. J. Weir, his fireman, has his right arm and two ribs broken. J. Bone, a fireman, had several ribs broken and an arm injured. The injured are in the hospital here.

The condition of Post is critical, with but slight hopes for recovery. Simonds' wife is at present in Scotland. Dr. Farley, corner of this city, will open an inquest here to-morrow morning. The three engines were badly wrecked.

An open switch is alleged to have caused the unfortunate affair.

What the Tube Will Do.

"A tube up Teraulay street as far as St. Clair, with four or five stops en route," says The Globe, "will not effectively compete with the Toronto Railway. The scheme is based on the ridiculous assumption that all the people in the recently-annexed territory come down to the heart of the city to work. They do not."

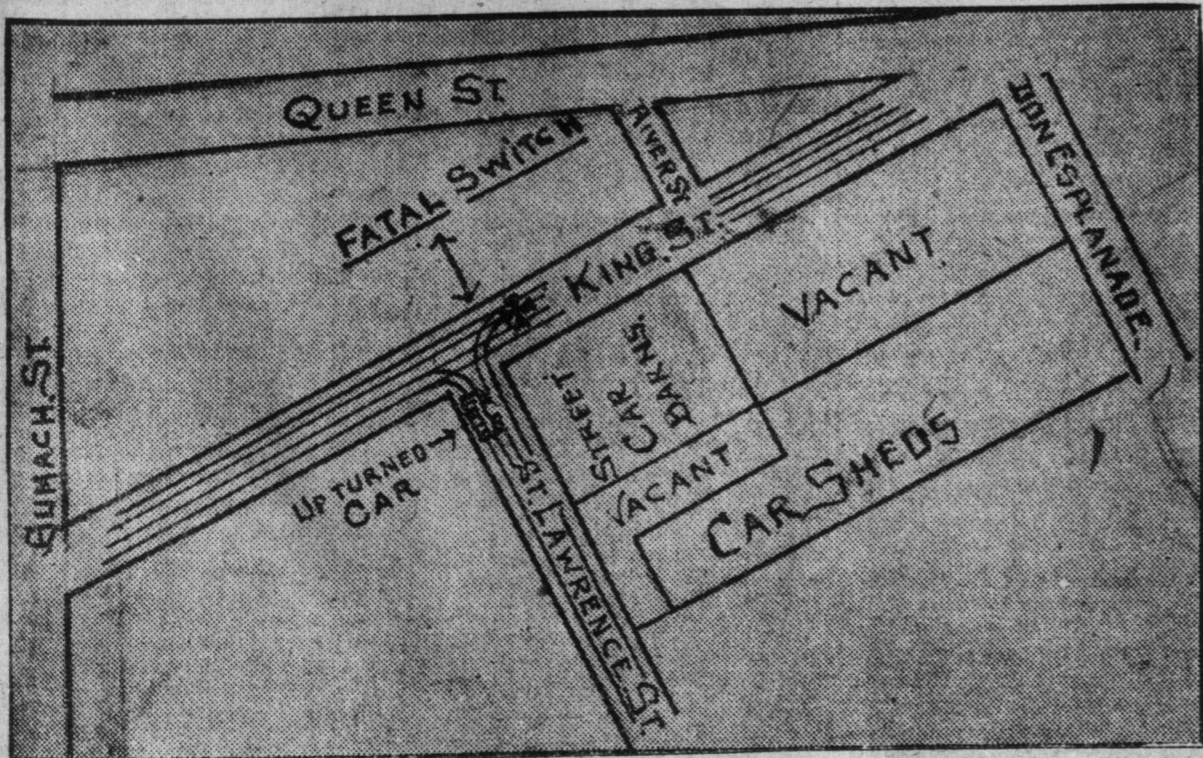
Certainly they do not all, nor is the subway scheme based on the assumption that they do. It does take into consideration the fact that a great many of them do, and that, furthermore, their wives and children do go down-town for their shopping and their amusements.

Another thing that The Globe never seems to have taken into consideration is the fact that there are two hundred or so acres of vacant land adjacent to Yonge street that has never been filled up because it means paying two fares to get down-town. AND THIS IS NEARER TO KING AND YONGE THAN PARKDALE OR WEST TORONTO OR THE BEACHES.

The building of the tube will fill this up largely with men whose offices are in the big office buildings down-town. This means more traffic for the subway.

The Premiers' Christmas Greetings.

OTTAWA, Dec. 24.—(Special.)—The first exchange of Christmas greetings between premiers of the over-seas dominions took place on Saturday, between Hon. R. L. Borden and Sir Joseph Ward. The following cable was received from the Premier of New Zealand: "Season's greetings to your self and colleagues. Ward." Premier Borden promptly cabled back: "Thanks, and warm congratulations to yourself and colleagues. Borden."



The scene of the fatal street car accident. King car traveling west runs into open switch and topples over on sharp curve.