

JOHN CATTO & SON

For Spring

We have already on hand and arriving daily the choicest of Fashionable Ladies' Wear in

Walking Suits Spring Coats

In all weights and materials.

Separate Skirts Wash Fabrics

In a charming array of all the novelty makes.

Delaines

Plain and bordered.

Viyella Flannels

(Unshrinkable) for day and night wear.

Dress and Suit Fabrics

In our usual choicely select range of novelty weaves.

Ladies' Costumes To Order

Our modistes have already booked a large volume of orders for spring delivery, but as yet we are able to promise very good dates. Don't put off till the last moment and risk delay.

Spring Millinery

of the choicest variety is in preparation for

Our Formal "Opening"

Which commences

NEXT TUESDAY 12th MARCH

and should be kept in mind as an attention-worthy event for all careful dressers.

MAIL ORDERS A STUDY.

JOHN CATTO & SON

65 TO 61 KING STREET EAST, TORONTO.

MINISTERS SEE THE PREMIER

A delegation, including Rev. E. D. Bloor, J. A. L. Giesse, and Rev. W. H. Hines, representing the Evangelical Alliance, waited on Sir James Whitney yesterday morning with regard to the no-tolerance question before the courts. The delegation told the prime minister that in their efforts to secure a uniform marriage law for Canada they had been prepared to fight the decree and had circulated a petition throughout the province to ask the provincial government to put up a stated case. In view of the fact that the Dominion Government had left the question to the decision of the courts, the Alliance had decided to stand pat. In the meantime, and not bring about any complications by pressing their claims. If any indefiniteness, however, should appear from the deliberations the Alliance will again assert their claims very forcibly.

Growing Demand for Pearls

PEARLS claim precedence this season in the Courts of Europe and aristocratic society circles.

The natural beauty of the Pearl is prized for its lovely soft velvety sheen, making it eminently "a thing of beauty and a joy forever."

OUR SELECTIONS show many beautiful Pearls, Brooches, Necklaces, Scarfs, Lavalieres, and attractive designs in jewelry, while our ring assortments contain features in fashion and value that are always interesting to gift buyers.

Special Easter Gift Novelties from \$2.00 to \$15.00.

Ken's Limited, 144 Yonge St., Toronto.

Write for Catalogue

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THE WEATHER

OBSERVATORY, TORONTO, March 8. (8 p.m.)—Unsettled weather has prevailed today in Ontario and the maritime provinces, with light snowfalls or drizzles in the former provinces.

Chinook is blowing in Alberta, and temperatures there have exceeded 32 in many districts, and a maximum of 44 was recorded at Edmonton.

Minimum and maximum temperatures: Dawson, 6 below—10; Atlin, 16 below—20; Prince Rupert, 30—30; Victoria, 34—50; Vancouver, 30—48; Kamloops, 18—28; Edmonton, 34—44; Saskatoon, 18—28; Regina, 22 below—17; Qu'Appelle, 10 below—10; Winnipeg, 6 below—24; Port Arthur, 2 below—18; Pelly Sound, 28—38; London, 24—34; Toronto, 28—38; Kingston, 18—36; Montreal, 16 below—24; Quebec, 10—34; St. John, 28—36; Halifax, 32—42.

Probabilities—Fresh southerly and northerly winds; fair and a little colder.

Ottawa and Upper St. Lawrence—A fair snow flurry, but generally fair and colder.

East and north winds; cloudy, with light snowfalls.

Maritime—South and southeast winds; comparatively mild, with light showers of rain and sleet, chiefly towards night.

Superior—Fine and colder.

THE BAROMETER

Time. Ther. Bar. Wind.

8 a.m. 23.29 30.06 E.

Noon 23.29 30.06 Calm.

3 p.m. 23.29 30.06 Calm.

8 p.m. 23.29 30.06 Calm.

Mean of day, 23.29; difference from average, 4 above; highest, 25; lowest, 21; snowfall, .02.

Street Car Delays.

Friday, March 8, 1912.

3:17 a.m.—Wagon broke down.

Front and York: 10 minutes' delay to eastbound Bathurst.

Yonge and Church cars.

8:20—Wagon on track, Bloor and Dalton: 3 minutes' delay to eastbound Bloor cars.

8:40—Wagon broke down on track, Major and Bloor: 5 minutes' delay to eastbound Bloor cars.

8:45—Load of grain on track, Bloor and Madison: 5 minutes' delay to eastbound Spadina cars.

8:50—Load of coal on track, Gerrard and Church: 8 minutes' delay to Church cars, both ways.

9:45—Auto truck on track, Bloor and Marguerite: 8 minutes' delay to Bloor cars, both ways.

DEATHS.

BELL—On Friday, 8th March, 1912, at the residence of her son, George Bell, K.C., 104 St. George street, Toronto, Ellen, widow of the late Rev. Dr. Bell, in the 81st year of her age.

Funeral at Perth on Monday afternoon.

GILLESPIE—On Thursday, March 7th, 1912, at his home, 71 Prince Arthur avenue, Alexander Gillespie, son of the late George H. Gillespie of Hamilton, in his 81st year.

Funeral from 25 South Emerald street, Hamilton, Ont., at 4 p.m. Sunday, March 10. Please omit flowers.

HUNST—On March 8th, at the Isolation Hospital, Miss Mabel Hurst, aged 18 years, daughter of Mrs. M. Hurst, 2 Balmby avenue, Balmby Beach.

Funeral private.

Napane and Picton papers please copy.

NUNN—On Friday, March 8th, 1912, at the residence of his son-in-law, Walter S. Thompson, 44 Tranby avenue, Captain William Coe Nunn, aged 74 years.

Funeral private.

Belleville papers please copy.

SHAW—At Grace Hospital, on Friday, March 8th, 1912, Edward Barker, husband of the late Hannah Shaw, aged 55 years.

Funeral from the residence of his son, George S. Shaw, 1193 Dufferin street, Toronto, at 2 p.m. Interment in Prospect Cemetery.

SPRUNGLIN—At Lynn, Mass., Sunday, March 2, of a brain, Mrs. Adele Cusin Sprunglin, mother of Prof. J. Cusin, aged 89 years.

Funeral to family plot, Lynn, on Wednesday afternoon.

WRIGHT—On Thursday, March 7, 1912, at her late residence, 83 Isabella street, Catherine A. Oliphant, beloved wife of Joseph Wright.

Funeral Saturday, March 9, at 2:30 p.m., to Mount Pleasant Cemetery.

F. W. MATTHEWS

FUNERAL DIRECTOR

235 SPADINA AVE.

Ambulance Service

Telephone College 246

MRS. EATON'S BIRTHDAY.

Five hundred pupils, ex-pupils and friends of the pupils of the Margaret Eaton School of Literature and Expression gave a birthday party at the theatre last evening, in honor of Mrs. Eaton, who celebrated her 71st birthday yesterday. Special drills, with Shakespearean interludes, were given, and a large birthday cake, containing 71 candles, was cut and distributed among the guests.

A Winnipeg paper estimates that as soon as spring opens 15,000 men will be required by the Grand Trunk Pacific Railway with an additional 10,000 for the Hudson Bay Line. Here is an opportunity for the enterprising home-stender to earn enough money on construction work to stock up for the winter.

MANNING AVE. FIRE.

Fire from some unknown origin did \$600 damage last evening to the buildings and contents of 320, 322 and 324 Manning ave. It originated in No. 322, occupied by Mrs. Gilson, and spread to No. 320, which is unoccupied, and to 324, occupied by Wm. Parker. The damage to the contents of Mrs. Gilson's residence amounted to \$50, and the same damage was done to the contents of the Parker residence.

Use Gibbons' Toothache Gum—Price 10 Cents.

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CONQUERED PEAKS AND GLACIERS TO PLANT NORWAY'S FLAG AT POLE

Continued From Page 1.

Divided Expedition.

"The original plan, that all of us should go toward the south, had been changed. Five men had to do this work, while the other three were to start for the east and visit King Edward VII. Land.

"This last-mentioned trip was not included in our program, but, owing to the fact that the English had not reached it, at least this summer, as was their intention, we agreed that the best thing to do was also to make this trip.

"On Oct. 10 the southern party started—five men, four sledges, fifty-two dogs and provisions for four months—everything in excellent order.

"We had made up our minds to take the first part of the trip as easily as possible in order to give ourselves and the dogs a rational training, and on the 22nd we made our trip in eighty degrees south. We went right ahead.

"In spite of the dense fog an error of two or three kilometers happened once in a while, but we were caught by the flag marks and found these on our way without difficulty.

Moderate Temperature.

"Having rested and fed the dogs on all the seal they were able to eat, we started again on the 26th, with the temperature steadily between minus 20 and 30 celcius (4 degrees Fahrenheit).

"From the start it was the intention not to drive more than 30 kilometers a day, but it appeared that this was too little for our strong, willing animals.

At 50 degrees south we began to build snow cairns of a man's height in order to have marks on our return trip.

"On the 31st we reached the depot at 81 degrees and stopped there one day and fed the dogs on as much pemmican as they wanted.

"We reached the depot at 82 degrees on Nov. 5, where the dogs for the last time got all they wanted to eat.

"On the 8th we went southward again, with a daily march of 30 kilometers.

"Lighter out, heavy sledges we established depots, at each degree of south latitude.

A Joy Ride.

"The trip from 87 degrees, to 83 degrees, was a pleasure trip, for the ground, the sledging and an even temperature. Everything went like a dance.

"The 9th we sighted South Victoria Land and the continuation of the mountain range, which Sir Ernest Shackleton mentioned in his chart, as running toward the southeast from the Deardmore Glacier, and on the same day we reached 83 degrees and established the Depot No. X. On the 11th we made the interesting discovery that Ross Barrier terminated in a light toward the southeast at 84 degrees south latitude, and 138 degrees west longitude, formed between the southern mountain range running from South Victoria Land and a range on the opposite side running in a southerly direction—probably a continuation of King Edward VII. Land.

Established Depot.

"On the 12th we reached 84 degrees, where we established a depot; on the 16th we were at 86 degrees, where also, we made a depot.

"From our winter quarters, 'Framheim,' 75 degrees 38 minutes south latitude, we had been marching due south.

"On the 17th of November, at 85 degrees, we arrived at a place where the land and barrier were connected.

"This was done without any great difficulty, but the barrier was in unusual positions to about 300 feet. Some few big crevices indicated the limited boundary.

"We made our head depot, taking provisions for sixty days on sledges, and leaving thirty days' provisions on the spot.

A Formidable Barrier.

"The land under which we lay and which we now had to attack looked quite imposing. The nearest summits along the barrier had a height from 200 to 10,000 feet, but several others further south were 15,000 feet or more.

"The next day we began the climb. The first part of it was an easy task—light steps and well filled mountain-sides. It did not take a long time, for our willing dogs worked their way up.

"Further up we met with some small but very steep glaciers. Here we had to harness 20 dogs to each sledge and take 40 sledges in two files, one sledge over the other, so steep that it was difficult enough to use our skis.

"Some big crevices forced us from this line of march. The first day we climbed 2000 feet, the next mostly up some small glaciers, camping at a height of 4500 feet. The third day we were obliged to go down on a mighty glacier, Axel Heiberg's Glacier, which divided the coast mountains and the mountain range south.

Crossing Glaciers.

"The next day began the longest part of our climb. Many detours had to be made, and the road was full of cracks and open crevices. These were apparently mostly filled up, as the glaciers in all probability had long ago stopped moving, but we had to be very careful, never knowing for certain how thick was the layer that covered the bottom.

"Our camp that night lay in very picturesque surroundings at a height of 15,000 feet. The glacier here was narrowed in between the 15,000 ft. high mountains, the 'Fridtjof Nansen' and the 'Don Pedro Christophersen,' the bounding peaks of the glacier range. Ole Engstrand, a big snow cone 15,500 feet high.

"The glacier was very much broken in the comparatively narrow pass. The mighty crevices seemed to stop us from going further, but it was not so serious as it appeared. Our dogs, which up to this time had covered a distance of about 700 kilometers, the last rays very hard work, ran this day 25 kilometers, the average being 500 feet, an almost incredible record.

Mounted in Four Days.

"It took us only four days from the barrier to get up on the vast inland plateau.

"We camped that night at a height of 16,000 feet. Here we had to kill twenty-four of our brave companions and keep eighteen—six for each of our three sledges.

"We stopped here four days on account of bad weather. Tired of this, we went on the 16th. From 88 degrees, on the 25th, in a furious blizzard, and in a dense snowdrift, absolutely nothing was to be seen, but we felt that our detours to the east and west were going fast down hill. The hypsometer gave us that day a descent of 600 feet.

"We continued our march the next day in a gale, and a dense snowdrift got our faces badly frozen. We could see nothing. We reached that day 86 degrees, dead reckoning. The hypsometer indicated a fall of 900 feet.

Saw Mighty Range.

"The next day was similar. The weather cleared a little at dinner time and exposed to our view a mighty mountain range to the east and not far off, only for a moment—and then it disappeared in the dense snowdrift.

"On the 29th we went down and the sun shone, so it was not the only pleasant surprise he gave. In our course stretched a big glacier running toward the south. At its eastern end, near the mountain range going in a southerly direction. Of the western part of it no view was to be had, it being hidden by the dense snowdrift. The foot of this glacier, the 'Troll's Glacier,' a depot for six days was established, at 86 degrees south, 138 degrees west. The hypsometer indicated 8000 feet above sea level.

A Dangerous Ascent.

"On the 30th we began to climb the glacier. The lower part of it was very much broken and dangerous. More over the snow bridges very often burst.

"From our camp that night we had a splendid view over the mountain to the east. There was 'Helen Hansen's Summit,' the most remarkable of them all. It was 12,000 feet high and covered with broken glaciers that in all probability no foothold was to be found.

"Oscar Wistla's 'Sverre Hansen' and 'Olav Engstrand' contains also lay

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