

OFFICE SPACE FOR RENT

In the Tanager-Gates Building, 26-28 Adelaide St. West (formerly known as Saturday Night Building). Extensive alterations now going on. Ready for occupation March 1st. Rates arranged to meet wishes of occupants if taken now.

TANNER & GATES, Real Estate Brokers, 46 VICTORIA STREET, M. 8893. Senate Hearing Room, 1441-1442, SENATE P.O.

PROBS: Fresh to strong N.W. winds; fair and decidedly colder.

The Toronto World

FOURTEEN PAGES—WEDNESDAY MORNING FEBRUARY 12 1913—FOURTEEN PAGES.

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VOL. XXXIII—No. 11,882

TWO FIREMEN BADLY INJURED WHEN ADELAIDE ST. CHEMICAL COLLIDED WITH STREET CAR

Motorman and Passenger Also Hurt at King and Simcoe Streets When Fire Engine Was Struck by Belt Line Car—Traffic Tied Up For an Hour.

In a collision last night between a Belt Line car and a chemical fire engine from Adelaide Street station, two firemen were seriously injured and several others badly shaken up. The incident happened at the corner of Simcoe and King streets a few minutes before eight o'clock.

Alho Edward Tanner, driver of the engine, was picked up in an unconscious condition, he soon recovered. The police ambulance was required to take Jack McCracken to St. Michael's Hospital, W. K. Markham, 41 Bank street, was severely cut about the face and head while applying the brakes of the street car. It is not known to what extent Engineer W. J. Walker is injured, but he is able to be around. As a result of the impact, two horses were slightly hurt, the front of the street car was wrecked, the engine damaged and traffic tied up for an hour.

When an alarm from the foot of John street was received, Chemical No. 8 and the water tower followed the hose reels. The engine turned into Simcoe street and just as the front part of the engine reached the tracks, a west-bound Belt Line car, travelling at a fast rate of speed, crashed into the side of the apparatus.

So great was the impact that the car bounced backward and swerved completely around, until the front end pointed towards the south.

The engine was carried several yards to the west. Another east-bound car had run half-way across Simcoe street about the same time, and the engine was caught between the two.

Firemen Were Thrown. Driver Tanner was hurled beneath the front trucks of the Belt Line car, which revolved almost an inch from his head. Engineer Smith alighted on the concrete walk, some yards away. Between the two cars the three horses plunged and tumbled in vain attempts to regain their feet. No way could be found to free the animals and rescue the driver until the cars were moved.

Finally the east-bound car was backed, and the horses got to their feet. Ed. Tanner was taken out, bruised and bleeding. When the emergency police ambulance arrived, in charge of Plainclothesman Norton, Tanner had regained consciousness.

Jack McCracken, who lives at 34 Metcalfe street, was found lying in a corner of the car near the stove by another passenger. He was taken in the ambulance to St. Michael's Hospital, but later returned home. His shoulder, arms and back were injured.

W. K. Markham, 41 Bank street, motorman of the street car, had his face and head badly cut by the flying glass. The others injured proceeded home.

"Doc" Sloan sustained an injury to his knee when he was kicked by one of the horses.

Sloan states that the bell of the engine was ringing all the way south on Simcoe street. He happened to be just below King street and was attracted by the sound. The motorman claims to have been unaware of the proximity of the engine and was not traveling very fast.

TWO BUILDINGS WERE DESTROYED

A Spectacular Blaze Caused Heavy Damage to Railways and Tied Up Western Traffic.

A fire which threatened the John street bridge and which for nearly two hours held up all incoming trains from the west and westbound outgoing trains, gutted the car repair shops of the Grand Trunk Railway and the Pullman Car Company's storage sheds, at the foot of John street last night. The fire broke out shortly before 8 o'clock and was not put out until both buildings had been burned to the ground. The loss, which amounted to between eight and ten thousand dollars, is about equally divided between the railway and the Pullman Company.

The buildings affected were situated almost directly under the John street bridge. The spectacular blaze which ensued gave rise to the report that the John street bridge was afloat, and full turnout of the reels responded to the alarm.

By order of the fire chief all train traffic was suspended, and lines of hose run across the tracks from the bay north and from Front street south. Several lines were also run along the John street bridge, thus enabling the fire to be fought from above.

On account of the inflammable nature of the buildings, which were only frame structures, and the strong wind from the east, the building blazed furiously.

In the case of both buildings, the principal loss will be the contents, the buildings themselves not being of much value. The contents of the car shops were composed of tools, etc., and in the Pullman Car Company storage sheds bed linen was kept. The cause of the fire has not been ascertained.

The incoming trains from the west which were held up by the fire were as follows: Grand Trunk, Hamilton, due 8:17 p.m.; Detroit, due 10 p.m.; Buffalo, due 9:50 p.m.; and London, due 10:15 p.m. The C.P.R. trains affected were No. 22, from Chicago, and the Vancouver train. The westbound trains from Toronto were also held up until the blaze was out.

The Return of "My Hero." Two of the most popular songs that light opera has favored us with are "Every Little Movement Has a Meaning All Its Own" and "My Hero." The latter returned to the Princess this week when Miss Rena Vivienne, prima donna of "The Chocolate Soldier" company, sings it in a delightful manner.

DEFER R. AND O. STOCK ISSUE UNTIL GIVEN APPROVAL OF RAILWAY BOARD

OTTAWA, Feb. 11.—(Special).—By agreement, the third reading of the bill authorizing the Richelieu & Ontario Navigation Company to increase its capitalization from ten million to fifteen million dollars, has gone over until Friday.

Tonight Mr. W. F. Maclean (S. York) gave notice of an amendment prohibiting the company from issuing its additional capital "until the company shall obtain an order from the railway commission of Canada authorizing such issue, and the amount thereof, and stating that, in the opinion of the commission, the use of the capital to be secured by the issue of such stock is reasonably required for the said purposes of the corporation."

"For the purpose of enabling it to determine whether it should issue such an order, the commission shall make such enquiry or investigation, hold such hearings and examine such witnesses, books, papers, documents or contracts as it may deem of importance in enabling it to reach a determination."

POLAR EXPLORER'S HEROISM IS HELD IN HONOR BY NAVY ADMIRALTY PAYS TRIBUTE

COBALT MAKES A NEW RECORD

Largest Shipment of Bullion in Dominion's History Was Made Yesterday.

COBALT, Feb. 11.—There were 183 bars of bullion, each weighing about 86 pounds, and worth from \$600 to \$700, thrown into the express van this afternoon at Cobalt. This represents the largest shipment of bullion that has ever left the Cobalt camp at one time, and also sets a record for the Dominion.

The 183 bars contained 305,997 fine troy ounces of silver, and were worth the present market price \$123,807.

It came from the following mines: Crown Reserve, 15 bars, 15,581 ounces, value \$9455; Nipissing, 76 bars, 214,208 ounces, worth \$123,807; Dominion Reduction, 72 bars, 79,200 ounces, worth \$45,405; total, 163 bars, 305,997 ounces, value \$137,267.

All this silver will sail in the hold of the steamship "Coriscan" from St. John, on Friday, for the London market.

The insurance on this amount alone from Cobalt to London, was about \$1500.

Constancy and Resolution With Which Duty Was Carried Out Will Be Preserved as Fine Tradition—Offers to Open Funds For Dependents Come From Many Sources.

LONDON, Feb. 11.—(Can. Press).—The committee of the British Antarctic Expedition will issue an appeal for a fund to provide for the relatives of the dead explorers. Among those signing the appeal was Lord Strathcona.

The admiralty tonight issued an official expression of its profound regret at the loss of the heroic officers, saying:

"The circumstances under which Commander Scott and his comrades lost their lives prove with what constancy and resolution they carried out the duty for which they volunteered. The lords and commissioners of the admiralty consider that their loss should be regarded as if they had been killed in action, and their story will be remembered with honor by the navy."

Nothing has been decided as to what steps the government or the admiralty will take, but confidence is felt that ample provision will be made.

The lord mayor of London has asked of the first lord of the admiralty, Mr. Churchill, whether he will open a fund, Mr. Churchill's reply has not yet been given, but the lord mayor says: "It should be found necessary to open a fund the Mansion House will raise worthily to an occasion which affects us all."

Debt to Posterity. The Daily Telegraph, which has opened a fund for a national memorial to Capt. Scott and his dead comrades, says:

"We owe it to ourselves and to posterity to place on record in some worthy, substantial and enduring form our sense of the glory of these men and of the undying glory they have shed on the British name."

Among the first subscribers to this fund are Rear-Admiral Peary and Baron Rothschild.

The London papers publish tributes from the European sovereigns and explorers and scientists of internationalities to the heroic devotion of the explorers, and expressing sympathy for their families. These tributes are especially numerous from America.

The general feeling expressed is that no honor is too great to be rendered to the dead heroes, and that, therefore, whatever is done by the government should not interfere with the spontaneous generosity of the public in behalf of the wives and families of those who sacrificed themselves in the nation's honor and service.

NO WORD FROM MRS. SCOTT. HONOLULU, Feb. 11.—(Can. Press).—Mrs. Robert Scott, traveling toward New Zealand on the steamer "Aorangi" to meet her husband, probably knows tonight of his death, altho the short range of the Aorangi's wireless which reaches only 300 miles, protects her grief from the world.

The wireless offices here have a stack of messages, received by cable, for Mrs. Scott; but all efforts to get an answer from the Aorangi, since news of Captain Scott's death was received, have been unavailing. This does not mean, however, that the vessel's wireless has not picked up some of the messages sent out.

The Aorangi will reach New Zealand via Tahiti and Samoa on February 27, and having chance communication with some passing liner, no news may be received from her before that time.

Dineen's Furs for Men. Men's furs are costly for coats, caps and gauntlets, also driving rugs and robes. These are the general lines in Dineen's furs for men. The fur-lined coat at \$75.00 regular \$80.00 value, and the other lines are similarly reduced in price. There is a wide variety to select from in show-rooms, W. and D. Dineen Company, Limited, 140 Yonge street, cor. Terrence.

EXHAUSTED, STARVING ON AWFUL ICE WASTE FIVE BRAVE MEN DIED SEALS AND BLUBBER WITH A FEW BISCUITS FOOD FOR SIX MONTHS

Thrilling Picture of the Horrible End of Capt. Scott and His Comrades Given by Capt. Amundsen—Furious Wind, Lack of Food and Sickness From Scurvy Added to Indescribable Suffering of the Party.

CHICAGO, Feb. 11.—(Can. Press).—A thrilling picture of the probable manner in which Robert F. Scott and four of his companions met death on the ice barrier close to the earth's southern extremity, was painted verbally by Captain Amundsen, discoverer of the South Pole, who is in Chicago today.

"It is hard to say just what happened," said the Norwegian explorer, "but we can imagine, perhaps, also it is horrible. We know, of course, that it happened about the 78th parallel, and that they were down on the barrier and not on the plateau. And just about there our positive knowledge stops."

"Certainly they were exhausted and starving. It may be they had some scurvy among them—who can say? At any rate they were not in a fit condition to meet the terrible blizzard when it came."

"Not that blizzards are unusual. Scott was prepared for them, for he was no amateur. One may always expect blizzards in that country. But there they were—those poor forlorn fellows—straggling along without even poles to draw their sledges, for they had sent back their last ponies when they had reached a point 180 miles from the pole on the journey southward."

Awful Waste of Ice. "They were drawing their own sledges, weakened so they must have been. They had no dogs and that was a mistake, I am afraid. And always before them there stretched that awful waste of ice. Can you see it? It is that ice stretched tight across the country in long, glassy undulations—stretching away so far and white that the eye cannot bear to follow it."

"And across the frozen surface sweeps the wind, furiously. The great flat expanse offers a terrible sweep for the blast, and there is no protection except what a man is liable to build for himself."

Captain Amundsen passed a hand across his eyes. "And there they died," he said, softly. "Of course, Evans had died already. He fell on the ice, but the others must have died within a short time of each other. Oates went bravely, you know, out into the blizzard that his sickly condition might not hinder the others. That was a great sacrifice, but it did no good."

Brave Man. "I cannot read that last message of Captain Scott's without emotion. I never met him personally, but I know he was a brave man."

"And to think," added the captain, in a hushed tone, "that while those brave men were dying in the waste of ice, I was lecturing in warmth and comfort in Australia."

Captain Amundsen denied that he had suggested that the men who met death might have fallen into a crevasse.

"It is ridiculous," he asserted. "To think that five men would fall into a crevasse."

Prof. H. J. Cox, weather forecaster, who had listened to the Norwegian adventurer's narration, broke in: "Shackleton nearly met the same fate, you know."

Nearly Met Death. "Yes," said Amundsen, "Shackleton had a hard time getting back. He nearly met death. He turned back

Can You See It?

"They were drawing their own sledges, weakened so they must have been. They had no dogs and that was a mistake, I am afraid. And always before them there stretched that awful waste of ice. Can you see it? It is that ice stretched tight across the country in long, glassy undulations—stretching away so far and white that the eye cannot bear to follow it."

"And across the frozen surface sweeps the wind, furiously. The great flat expanse offers a terrible sweep for the blast, and there is no protection except what a man is liable to build for himself."

Captain Amundsen's description of what the Scott party had to endure.

HUGE MEMORIAL SERVICE ON SUNDAY

Fitting Tributes Will Be Paid to the Memory of Scott and His Companions in Massey Hall When Mayor Hocken and Prominent Citizens Will Participate.

The great volume of feeling which has been aroused in Toronto, owing to the disaster of the Scott expedition, is likely to find suitable expression in a great memorial service to be held in the Massey Hall on Sunday afternoon, from 3 to 4 o'clock.

His worship the mayor, C. W. Brent, vice-commodore of the R.C.Y.C., and Stanley Hickey, sec-treasurer of the Dominion of Canada Branch of the British and Foreign Sailors Society, have approved of the arrangements being made.

Owing to the fact that the Terra Nova was being the pennant of the Royal Yacht Squadron, local yachtmen are very deeply interested.

At the request of the commodore, whole of the lower gallery of the Massey Hall has been placed at the disposal of the club for Sunday afternoon service, and members will be admitted up to 4:30 on showing their club tickets. All other parts of the hall will be free and open to the public.

Members of representative bodies desiring platform tickets should apply to Rev. Alfred Hall, 80 East Gerrard street, chairman of the committee, who is in charge of the arrangements.

Those Taking Part. The family of Dr. G. S. Wright, who is one of the expedition, has expressed great appreciation of the proposed service, and will be represented at it. Rev. John McNeill of Cooke's Church, and other prominent city ministers will take part.

Suitable musical arrangements will be made.

Trust Commissioner Hammond of the Boy Scouts, arrangements are being made for the attendance of about 60 boys to act as ushers thruout the building.

The offertory, which will be taken, after defraying expenses, will be placed at the disposal of the mayor.

just in time, in the very hour, in fact, to save his life. And he was only 111 miles from the pole.

"Can you think of the disappointment in that case? Only 111 miles from his goal. Yet it is a long distance. When there are railroad tracks and Pullman cars and comfort and cheer, 111 miles is nothing. There in the frozen south it is thousands of miles."

Capt. Amundsen made it plain that the fate of Scott and his sides would not deter him in his plans for a north polar expedition, beginning next year.

"Why should I hesitate?" he asked. "These affairs are very sad, but they are really uncommon. It is not what one man expected as perhaps some of you may think. No, I shall start, and I believe I will be successful."

Cares Not for Poles. "What do you care about the north pole now, captain?" was asked. "Nothing," said the explorer, swiftly. "I do not seek the pole. I may not even reach it. I do not care whether I do. These stories that I am actually seeking the pole are untrue. I am going north only on a scientific expedition—chiefly to study air and ocean currents. If I am close to the pole and conditions are favorable, I will go there, not otherwise. The story that I will take an aeroplane is untrue; it is ridiculous."

Capt. Amundsen sent the following telegram about the Scott tragedy: "Commander, Terra Nova, Lytleton, N.Z.: Deep sorrow, loss comrades. Congratulations success expedition." "Kinsey, Christchurch, N.Z.: Convey deep sorrow Mmes. Scott and Wilson, loss husbands. Magnificent battle."

Primitive Existence Was Led by Exploring Party, Who Lived in an Igloo and Suffered Great Hardships—Large Cross Now Marks Spot Where Scott and His Companions Lost Their Fight Against Blizzard.

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CHRISTCHURCH, New Zealand, Feb. 10.—On November 5, Surgeon Atkinson brought his party to Hut Point, and there received the welcome news that the entire northern party, consisting of Lieut. Campbell, Surgeon Leveck, Mr. Priestly, the geologist and seaman Abbott, Browning and Dickinson had returned in safety to the expedition's base at Cape Evans on the 7th of November.

"Campbell's party, which had been picked up at Cape Adare and landed for a short sledge journey in January, 1912, returned to Terra Nova Bay on February 17, expecting to be picked up by the Terra Nova. The ship has detailed in last year's despatches that they met with conditions approaching the coast that were quite insuperable and were forced to leave Lieut. Campbell and his party to make their own way back to Cape Evans, some 200 miles away. The journey could not be attempted until the sea was properly frozen over. Disappointed at the non-appearance of the ship, Campbell set to work on the first of March to prepare to winter, duly considering the resources at his disposal.

He selected for the home of his party, a snowdrift and into this they cut and burrowed, eventually completing an igloo, the dimensions of which were thirteen feet by nine. This they insulated with seaweed. Whilst the igloo was in course of construction, every seal that appeared was killed, for the shortage of food and fuel was the most serious problem that had to be faced.

Campbell and his companions led a primitive existence here for six and a half months. Their diet was seal meat and blubber, sked out with a few biscuits and a very small quantity of cocoa and sugar. They only had their summer sledging clothes to wear and these were soon saturated with blubber which penetrated to the skin. Their meteorological record shows winds which were almost constantly of gale force. Temperatures were not recorded, their thermometer having been broken. Sickness in the shape of acute enteritis attacked the party and weakened them to such an extent that a start for Cape Evans was not made until Sept. 30.

Found Some Food. "Even then the condition of Petty Officer Browning gave cause for grave anxiety, but on arrival at Cape Roberts the party fortunately but unexpectedly found a food depot, left by Griffith Taylor. The change to biscuits restored Browning to health in a remarkably short time.

"The northern party's trouble ended now and they made good progress to Cape Evans. This party was fortunate in picking up Prof. David's specimens on Depot Island. The most remarkable feature of this journey was that the entire party lived thru an Antarctic winter and actually sledged 230 miles on the stores and equipment left for one month's sledging. The appearance of seal after the winter had once

Continued on Page 9, Column 3.

Goods

RUGS

RUSSALS

Rugs, designs

9.50

11.25

12.50

13.75

16.75

19.75

28.00

13.75

17

17

Advertisement for 'MEVEIGH DECISION' and 'RETRIBUTION' featuring an illustration of a man in a hat and coat standing next to a large sign. The sign has 'FREE ENTRY' and 'NO WORD FROM MRS. SCOTT' written on it. Below the sign is a large 'X' with 'FREE AND OPEN ENTRY FOR QUEBEC PULP AND PAPER' written inside it.

Only Three More Days to Secure Everybody's Cyclopedia