

In pain and suffering--the journey ends in

the Ambulance--that started free and happy in the vestibuled express.

This is the fate of many who travel on railways that are unprotected by automatic safety devices.

Depending for safety on the action of some human being—who fails at the critical time—trains collide or run into open switches—changing the palaces on wheels into nerve wrecking torture heaps.

Yet there is a way these calamities can be prevented.

The Price System for the Automatic Stopping and Controlling of Trains will absolutely guard in safety all the travellers from death or injury by the railway collision.

Call at the demonstration room, top floor, Norwich Union Building, 12-14 Wellington Street East, any day from 9 a.m. to 6 p.m. and watch how the Price Device effectively guards the railway.

Exhibition Free.

All are welcome.

Universal Signal Co., Ltd.

12-14 Wellington St. E. Toronto

Brokers for the Co., Ltd.
John A. Street & Co., Ltd.
Norwich Union Building, Toronto.

E. B. Arthur, Hamilton Representative.
Room 60, Bank of Hamilton Building, Hamilton.

HOW WIRELESS MESSAGE BROUGHT A QUICK RESCUE

Graphic Story of the Operators' Methods in Sending Succor to Injured Steamer.

NEW YORK, Jan. 25.—A man sat in his shirt sleeves, in a little room crowded with wire coils and choked with dusty battery cases, in a little shack down on a sand spit that points out into the Atlantic Ocean beyond the Village of Siasconset on the south shore of Nantucket Island. He fingered a key and the flashes of blue light that jumped from the hammock of wireless high over his head outside, streaked the blackness of the windowpane. This man, A. H. Ginnman, was talking with the ships out somewhere beyond where the waves piled up on the sand spit. That was his business.

Suddenly there came a break in the measured cadence of his tap, tapping one key. Thru the thin rubber disc he clunged around his head and over his ears there sounded an interrupting chatter. It was this:

"Ta-ta-ta-ta-tat-tat-tat-tat."

A Call for Help.

That means simply these three letters: "C. Q. D." In the continental Morse code used by ship and Marconi stations, these three letters mean what "S. S." means to Chief Croker of the city's fire department, what the collision signal means on a battleship. Those three letters are absolutely imperative.

When this operation caught the sense of those three letters, instinctively he reached for his key and sent rushing thru the dials for 200 miles on every side of him, landward and seaward, a message that traveled at the rate of 180,000 miles a second.

The message read: "C. Q. D. Here."

S. C. G. According to the code, those dots and dashes that were being re-

corded on rubber discs somewhere out beyond the surf line and back in the navy yard at Charlestown were interpreted to read:

"Distress signal received at Siasconset wireless station. Go ahead."

Then, in a minute, came another message to the operator at Siasconset. It was:

"We were struck by an unknown boat, engine room filled. Passengers all 70. Republic."

It Meant Business.

Mechanically, the operator took down the message that tapped into his ear.

As soon as he had put down the final word, he reached for his key again. The Conl Wireless Telegraph Co. of America read that, whenever an operator shall receive the "C. Q. D." signal of a ship in distress, he shall immediately, upon ascertaining her locality, and the extent of her damage, send out to every ship and station that may be in the zone of a 500 mile radius about his station, word of her distress, even if the original message that had passed from the crippled ship to the shore.

So Ginnman prefaced his message with the "C. Q. D." of alarm, then carefully repeated the message that had come to him from the Republic. That done, he sat back and waited.

It Was Quickly Done.

This all occurred in less time than it takes to read these paragraphs.

From out of the dark at 4:10 o'clock in the morning had come the distress signal of the White Star liner, Mediterranean bound, and 26 miles south of Nantucket lightship. Only the time that operator's fingers at Siasconset station were occupied by the message on its shore away from ship to shore and from the moving ocean where rows of lights marked a ship equipped with wireless.

There was a ship at sea that was filled with water. Aboard her an operator named Binns had tapped a key at the dictation of the captain. The wires between the two masts had split and hummed. Over 40 miles away Ginnman, the operator at Siasconset, had heard and with greater force of the batteries stowed away in his shack, he had hurled the message from the crippled vessel back and out to be caught by chance rescuers.

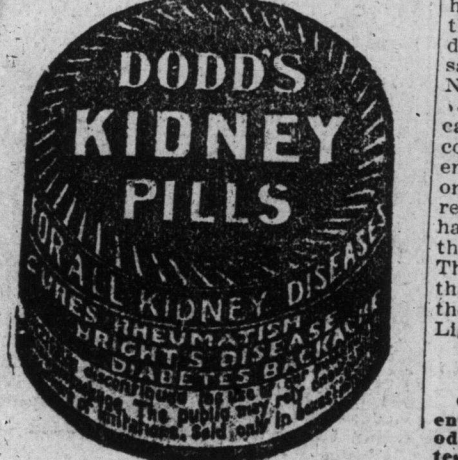
Rushing to the Rescue.

The operator at Siasconset did not have long to wait before messages from the shoreward side and ships began to sag from his ears. First came messages from Charlestown navyyard, Newport, Boston, Vineyard Haven and Wood's Hole, all of which stations had caught the message sent from Siasconset. Wood's Hole said that the revenue cutter Acushnet had started out on the rescue. From Boston came the report that the revenue cutter R. Greaves had the news and was leaving for the spot where the Republic drifted.

The Mohawk and Seneca told Ginnman that they had picked up his flash off the coast and were off for Nantucket Light.

BORDEN'S BABY CONTEST.

Cut the coupon from page three and enter your baby for one of the sixty prizes in the Borden's Baby Contest. Any child up to three years old is eligible.



TO ELECT SCHOOL BOARD THRU OLD WARD SYSTEM

City Council Will Ask Legislature for Permission—Unanimous on Reduction Bylaw.

The city council yesterday decided to apply for legislation "to return to the ward system of electing a public school board of twelve members elected annually, two from each ward, and for an appointed high school board of nine members."

The chief advocates of the change were Controllers Hocken and Geary, Ald. Keeler and Church. The mayor favored divorcing the technical school from the general scheme of control, giving its management into the hands of a special board.

Ald. Foster's motion to refer the proposal back was defeated. For the mayor, Ald. Foster, McGhie, McMurray, Vaughan, Bonebrake, Bredin, Maguire—8. Against—Controllers Harrison, Hocken, Geary, Ald. Keeler, Welch, Hilton, McMullin, Chisholm, R. H. Graham, Church, J. J. Graham, O'Neil—12.

Passed Reduction Bylaw.

The bylaw reducing the number of hotel liquor licenses to 119 was given its first reading without a word of dissent.

Ald. Keeler introduced the bylaw at 6:30 p.m. after the board of control's report had been disposed of, by which time the council chamber, which had been crowded earlier in the afternoon, was almost deserted.

"I beg leave, seconded by Controller Hocken, to introduce a bylaw reducing the number of hotel liquor licenses, and ask for the first reading," he said.

There was dead silence, and Ald. Keeler asked for the yeas and nays.

"There's no need. It's carried unanimously," said the mayor, and that ended the matter. The second reading will be given at the meeting on Feb. 5, and the final reading Feb. 12.

Telephone Franchise.

Ald. Vaughan, with Ald. R. H. Graham as recorder, gave notice of motion to have the whole question of telephone service referred to the board of control.

Ald. Bredin objected to awarding a contract for valves to the Niagara Falls Machine and Foundry Co., urging that as the tender per valve, \$100, was only 10c lower than that of a local firm, and as many workmen are out of employment, the work should be given to the Toronto foundry.

Against this view, it was argued by Controller Ward and Ald. McGhie that as outside firms were asked tender it would be a breach of confidence to discriminate against them. Ald. Bredin's motion was defeated.

The broad statesmanlike utterances of Ald. Foster on the responsibility resting on the motion of encouraging the industrial pursuits of Chinese immigrants, failed to move the aldermen to upset the controllers' recommendation against giving laundry licenses to Gum Chong at 276 College street, and Hoy Jack at 1073 College street. Only Ald. Bonebrake voted with him.

\$5000 for Relief Work.

Ald. R. H. Graham wasn't satisfied to vote merely \$4000 for relief work in the city parks. He proposed \$5000, and this was adopted.

It was decided to allow the market to be used for the auto and cement conventions.

The passing of the hospital bylaw was deferred. Controller Ward said some provision should be made whereby hospital patients could have their own physicians, and Controller Harrison thought the grant shouldn't be made until it was made certain that it would be used for the benefit of the poor patients.

Ald. Church's motion to reappoint the suburban service committee was unanimously adopted. The committee will consist of the mayor, Controllers Hocken and Geary, Ald. Chisholm, Bredin, McMurray, R. H. Graham, Adams, McGhie and the mover.

Council set aside Monday, Aug. 2, as Civic Holiday.

On Controller Geary's motion the board of control will proceed with the construction of the Rosedale ravine sewer from Bedford-road to Dupont street.

WORK FOR LEGISLATURE

Batch of Ten Proposed Bills Were Received Yesterday.

Forty-five bills have been sent in to the clerk of the legislature for consideration at the approaching session, the date of opening of which may be announced to-morrow. Yesterday ten bills were received.

Toronto Suburban Railway wants extension of time for several lines previously authorized.

North Toronto will validate water-main bylaws and divide the town into four wards.

Smith's Falls wishes to validate a \$5247 bylaw.

Trenton has a scheme to develop power on the Trent.

West Lonsdale, Mississauga County, asks incorporation as a village.

The Civil Service Co-operative Savings & Loan Society, Limited, Ottawa, wants a charter.

The Cobourg, Port Hope & Havelock Railway wants a charter for nearly the same territory as the Cobourg, Peterboro & Kawartha Lakes Co.

The Merchants' Fire Insurance Company wishes to reduce its capital.

Knox Church wants power to sell its property, being a gore on the north side of Duchesne street.

The Southwestern Traction Company wants borrowing powers of \$33,000 instead of \$25,000 a mile.

BURNS BURNED IN STORM.

During the Saturday night and Sunday morning storms in Ontario, Edmund Black's barns, in Verulam Township, near Lindsay, were struck by lightning and burned, at a loss of \$1000, and was also destroyed with fourteen head of cattle.

Rain, hail and snow fell around Brockville. Near Parry Sound the C.P.R. tracks were flooded.

Going to Montreal.

Make sure of a perfectly comfortable journey by reserving a berth in the Italian Greyhound (C.P.R.) leaving here at 10 o'clock any night, or, if you prefer traveling by day, the C.P.R. have a first-rate train at 9 a.m., which carries through coaches and a cafe car and reaches Montreal at 7:06 p.m.

\$200,000 for Italy.

WASHINGTON, Jan. 25.—The American Red Cross to-day cabled \$200,000 to the Italian Greyhound (C.P.R.) Fund, and the other half for the rehabilitation of professional men and other relief.

AUCTION SALE

\$60,000.00

Worth of Finest Quality

FURS

To Be Sold at Auction Commencing
TO-DAY, Jan. 26, at 11 O'CLOCK

The Chance of a Lifetime to Buy
Furs at Next to Nothing Prices

One of Canada's leading wholesale fur houses has instructed Charles Henderson to sell by Auction, starting to-day at 11 o'clock, \$60,000 worth of the finest manufactured furs. The lot includes every conceivable article in furs of the highest quality, style right up to the minute. Persian Lamb Jackets, Alaska Seal Jackets, Mink Coats, Muskrat Coats, Grey Squirrel Jackets, Men's and Ladies' Fur-Lined Coats, White Thibet Sets, Grey Persian Lamb Sets, Black Persian Lamb Sets, White Fox Sets, Black and Natural Lynx Sets, Mink Sets, beautiful collection of Carriage Rugs, Men's and Ladies' Coon Coats, Grey Squirrel Sets, in fact, practically everything known to furs included in this lot and all of the highest quality.

This is a first-class house and the goods are well known throughout the entire Dominion for their high quality and dignity of style. This is an opportunity of a lifetime to buy a fur or fur garment at an immense saving. It is very seldom that a firm of the high standing of the maker of these furs will permit their goods to be sold in this manner, but financial pressure and the backward season are the reasons for this sale. The sale starts to-day (Tuesday) at 11 o'clock and will continue throughout the day and for the following five days. This is a grand fur opportunity and one which you cannot afford to overlook.

SALE TAKES PLACE AT

235 YONGE STREET, OPPOSITE LOUISA ST.

LIFEBOT LAUNCHING DEVICE

New Invention on View at the Foot of Yonge Street.

Bolted to the wharf at the foot of Yonge street, beside the steamer Corogona, is a model of a lifeboat launching device invented by F. E. Martin.

It is a one-man-power apparatus that ensures positive safety in the launching of boats from a vessel in a sinking condition. There is no possibility of the boat being upset in launching, it requires six men at each end. The apparatus consists of two tracks, two davits, on which the boat is hung, the traveling mechanism which permits the edge of the deck, and the lowering gear which is composed of a friction brake run by a crank. The boat full of passengers can be lowered and cast off inside of a minute.

The inventor demonstrated his device yesterday afternoon.

New "Malec" at Havana.

HAVANA, Jan. 25.—The United States battleships Maine and Mississippi arrived here to-day for the presidential inauguration ceremonies on Thursday.

To-day is the eleventh anniversary of the arrival at Havana of the old battleship Maine.