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North-east corner Gerrard and Greenwood
120 by 120 ft. Very desirable
for stores or bank. Price \$150 per
foot. Full particulars at our office.

TANNER & GATES
REALTY BROKERS
46 Victoria St. N. 3802.

FOR SALE

North-east corner Avenue road and St.
Clair. Very favorable terms can be ar-
ranged. Full particulars at our office.

TANNER & GATES
REALTY BROKERS
46 Victoria St. N. 3802.

PROBS: Light local snowfalls; then northerly
winds and colder.

EIGHTEEN PAGES—SATURDAY MORNING FEBRUARY 15 1913—EIGHTEEN PAGES

VOL. XXXIII—No. 11,885

THREE FIREMEN BADLY HURT WHEN STREET CAR HIT REEL AND CAPTAIN BROWN MAY DIE

Fireman Injured
Motorman Failed to Stop
When Signaled to and Hit
Hook and Ladder Truck at
Gerrard and Bolton, Throwing
Men to Pavement—
Captain Has Concussion of
the Brain.

Captain John T. Brown and Firemen Matt Sawden and Jimmy Dickson of Bolton Avenue firehall were seriously injured last night in an accident which happened on East Gerrard street a few minutes before 10 o'clock. Responding to an alarm which came from Dun-
ken Avenue, near Broadview, a hose section and a hook and ladder truck from Bolton Avenue station swung west on Gerrard street, when Lieut. Dobbin, in charge of the hose section, which was leading, signalled to the motorman of a Parliament street car going east to stop. The motorman did not stop or decrease his speed. A minute afterward the car crashed into the hook and ladder truck, which was close behind the hose section. The horses on the hook and ladder truck broke loose, but were not injured. But Captain Brown and Firemen Sawden and Dickson were thrown violently from the truck to the pavement. Captain Brown sustained a concussion of the brain. He was taken to his home at 88 Withrow avenue, where he became unconscious. He was attended by Dr. Fraleigh. Fireman Sawden, driver of the hook and ladder truck, bruised his knee cap severely, lacerated three fingers on his left hand, the large finger of which was cut to the bone. Fireman Sawden was taken to his home at 210 Jones avenue. Fireman Dickson was also painfully injured. Captain Brown was a short time ago operated upon in the General Hospital.



JOHN T. BROWN,
Captain of Bolton Avenue hook and ladder truck, who is suffering from concussion of the brain as a result of collision between two fire reels.

TWELVE-YEAR-OLD BOY KILLED BY MOTOR CAR ON JARVIS ST.

Dashing out unexpectedly in front of a motor car as it was passing his home, Earl Johnston, the 12-year-old son of Harry Johnston of 800 Jarvis street, was run down and so seriously injured at 5 o'clock yesterday afternoon that he died two hours later in the Toronto General Hospital.

The car which struck the boy was an electric, and had proceeded a few hundred feet south from Carlton street, when, according to the driver, the boy ran right into the side of the machine. The back wheel of the car passed over the boy's body.

He was attended by Dr. Allan Adams of 335 Jarvis street, and removed to the hospital in F. W. Matthews' motor ambulance.

The driver of the car gave the police the name of Herbert S. London, 608 Jarvis street, but it was afterwards discovered to be fictitious.

TERRIBLE STORY OF SUFFERING TOLD BY SCOTT RELIEF PARTY WHO WERE HUNGRY FOR MONTHS

SIGNS OF WARM CLIMATE WERE LOCATED

Scientific Specimens Brought
Back From Antarctic Prove
That Weather Was Warm
at Two Periods of Time
and Resemble Fossil Plants
Found in New Zealand.

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CHRISTCHURCH, New Zealand, Feb. 14.—In continuation of his description of the work and experiences of the British Antarctic expedition of 1910, Commander Evans gives the following further particulars of the doings of Lieut. Campbell's northern party:

While awaiting the ship in February, cold blizzards from the plateau were experienced, these causing the seals to take to the sea earlier than usual, the seals having an objection to the cold autumn gales. Thus on March 1, when Lieut. Campbell decided that the winter would have to be faced, and that it would be necessary to prepare provisions for the winter, very few seals were to be seen. By March 20 the igloo, altho unfinished, afforded fairly comfortable shelter.

The igloo was constructed by digging a deep trench and with ice axes cutting out a chamber at the end of this, measuring 13 feet by 9. The trench was afterwards roofed in with seal-skins and snow, forming a long passage. Doors were formed by sacks, and by having three of these the party were able to keep the temperature in the living-room above zero. The igloo afforded shelter just in time, for Levick's tent had collapsed in a terrific gale on the 19th, three of the poles breaking and the tent blowing to ribbons. After lying under the ruins all day, Levick's party made their way to Campbell's camp, about a mile away. Arriving there in a frost-bitten and exhausted condition, they were revived with hoosh and slept that night two in a sleeping bag, a most uncomfortable experience.

FORCED TO CUT RATIONS IN HALF.

By the time winter had set in, in spite of killing everything seen, only 16 seals and 80 adelic penguins had been secured. The rations, which had previously consisted of two pannikins of seal hoosh and one biscuit per man per day, had to be cut down to half that amount, and, not having any salt, the food had to be cooked in salt water. Seaweed was sometimes used as a ration, but members of the party could never get used to this. One lucky find was 36 fish in the stomach of a seal, which, fried in blubber, proved excellent. Until the middle of July, when three more seals were captured, the party was always hungry. For cooking and lighting purposes a blubber stove and lamp were constructed, the fuel for the stove being old seal bones and blubber. Lamps were simply old tins filled with melted blubber, with rope yarn for wicks. On two occasions, in blizzards, the ventilation got blocked with snow and the party were almost asphyxiated, the lamps and stove refusing to burn until a passage was dug out.

SUGAR EVERY SUNDAY, TEA LEAVES TO SMOKE.

Of luxuries, there was enough sugar to give each man 12 lumps every Sunday and one stick of chocolate every Saturday. Half a pannikin of tea was served on Sunday, the tea leaves being reboiled for Monday, and then kept for smoking, the tobacco having run out. One-half pannikin of cocoa was served on the remaining five nights of the week. Recreations consisted mainly of lectures and the reading aloud of our two books, "David Copperfield" and "The Life of Stevenson." Concerts were given every Saturday night, and Swedish exercises were compulsory during the latter part of the winter.

Divine services were held every Sunday evening. The party suffered acutely from enteritis. Browning was very ill the whole winter, but this never affected his spirits, and, to his great credit, he was cheery and willing thru it all. The condition of the party's clothes and footwear caused a lot of frostities, but luckily none were serious.

RAW SEAL AND PENGUIN FOR LUNCH.

With the return of the sun, enough seals were procured to return to full rations of meat and blubber, saving enough for sledging purposes. Sufficient oil had been saved to cook breakfast and supper, but for lunch the party had to be content with raw seal and penguin.

A start was made for Cape Evans on Sept. 30. Progress was slow, because the whole party were weak, Browning, in particular, being too weak to pull. Terra Nova Bay remained open, and the party were consequently compelled to cross the rough ice on the Drygalski Barrier, the tongue so ably described by Prof. David in Shackleton's "Heart of the Antarctic." During this part of the journey, Campbell's party experienced cold blizzards with drifts, and on two occasions nearly came to grief over ice cliffs.

They successfully negotiated the Drygalski Barrier by the evening of Oct. 10, thus taking ten days to make this passage. During that time an enormous crevasse had to be crossed by a snow bridge which measured 175 paces. Lieut. Campbell found the Drygalski cut by Barrancas, but most of the crevasses were well bridged. Descending on to the sea ice, the party encountered bad screw pack, the pressure ridges at times being so bad that a road had to be cut thru them with ice axes.

On Two Occasions Blizzards Blocked the Ventilation of Their Igloo and the Party Was Almost Asphyxiated—Winter Supply of Provisions Was Low and Seal Meat Was Eaten Raw—Fish Found in Seal's Stomach—"Provided Excellent"—Short Rations Served For Months, Until a Cache of Provisions Was Found, and the Men Then Feasted on Cocoa and Biscuits—Privations Almost Beyond Description.

LAUNCH CAMPAIGN TO DEEPEN CANALS AND BUILD WATERWAY FROM LAKES TO THE ROCKIES

MADERO RESIGNS AFTER FAILING IN ATTACK
The Great Waterways Union Urges Dominion Government to Appoint a Commission to Handle Work of Enlarging Welland Canal, Deepening St. Lawrence River and Constructing a Waterway Across the Prairies.

(By a Staff Reporter.)
BERLIN, Ont., Feb. 14.—Claiming that the industrial prosperity of Canada, and particularly of Ontario, demands instant action on the part of the Dominion Government in the line of the development of Canada's water transportation facilities, representatives from a score of municipalities of Southern Ontario met today at the convention of the Great Waterways Union and adopted a policy which it is hoped will result in the construction of an all-red water route from the Atlantic Ocean to the Rocky Mountains. After considerable discussion a series of resolutions were passed which, stated briefly, ask the Dominion Government for the following steps to be taken: (1) The immediate construction of the new Welland Canal, providing for a draught of 30 feet for ocean liners, and the new Erie Barge Canal and control of Canada's shipping; (2) no further expenditure upon the Georgian Bay Canal until an unbiased report on its feasibility is received and published by the government; (3) the investigation of the St. Lawrence River route for ocean liners and of the rivers in Western Canada connecting with Lake Superior for barges; (4) the formation of a commission to make these investigations; (5) the appointment of Hon. Adam Beck to the commission and published by the government.

Ontario, or to be exact, southern and western Ontario, has prospered.

TWO KILLED IN A COLLISION AT CROSSING

BROCKVILLE, Feb. 14.—(Special.)—Corner Dr. Jackson was called to Cardinal this afternoon to hold an inquest on the bodies of Arvin Brown and Mrs. John Grant, who were killed at a level crossing near the village by the Grand Trunk limited from Montreal.

The victims live on adjoining farms in the Township of Edwardsburg, and were driving to Cardinal in a buggy. As they approached the crossing the express came into sight. Brown had ample time to clear and whipped up his horse. The animal, however, became paralyzed with fear at the sound of the engine's warning whistle and stood still on the eastbound track, blocking the buggy squarely on the other line.

The train was coming down grade between 60 and 70 miles an hour, and the engineer found himself unable to stop in the short distance. Before the occupants of the vehicle could jump, they were dashed to instant death, both being mutilated almost beyond recognition, particularly the body of Brown.

LEAVING THE OLD HOME



TEN MILLION DOLLARS NEEDED FOR EDUCATION IN TORONTO

Board of Education Wants to Spend Two Million on Schools and Enlargements—New High School Is Needed and an Administration Building Is Now Necessary.

Ten million dollars is a moderate approximate figure for the educational buildings already decided upon by the various Toronto boards exclusive of the provincial university.

Five million dollars for industrial, commercial, high, and public schools have now been approved by the various committees of the board of education.

Trinity, Knox, and McMaster universities all have big building projects in progress.

The separate school board has a number of new schools to erect this year.

For repairs alone the board of education will expend \$150,000.

On public school building account the estimates passed by the property committee yesterday afternoon ran up to \$2,225,000.

Another quarter of a million estimate was approved equipment account.

Half a million dollars will be required this summer to purchase new public school sites and the enlargement of some of the present ones.

New High School.

A new three hundred thousand dollar high school in the northern part of the city in a district to be selected south of the present North Toronto High School was decided on by the property committee of the board of education at a cost of \$100,000 for the site and \$200,000 for the building.

Supt. Bishop recommended \$200,000 for an administration building on the present Technical school site. The present rental of \$15,000 for offices in the city hall capitalized would total \$400,000.

Thirty thousand dollars will be added to supplement the building fund for the North Toronto High School.

The high school property committee estimates are \$500,000 for buildings and sites, and \$36,000 for repairs and equipment, a total of \$536,000.

BURGLAR SAVE BABY'S LIFE.

LOS ANGELES, Cal., Feb. 14.—A burglar who went to rob Mrs. Fred Morris, remained to save her baby's life, according to a report she made today to the police.

Mrs. Morris said her baby was stricken with croup. She started to run for a physician. Just as she went out her front door, she met a masked man who ordered her to keep quiet at the risk of her life. She screamed, "My baby is dying, I am going for a doctor."

"The Chocolate Soldier" Farewell Appearance.

The last appearance of the tuneful and pleasing comic opera, "The Chocolate Soldier" will take place this afternoon and evening at the Princess, and every indication points to a capacity house at each performance.

Establishing a Hat Business.

It takes years to become thoroughly established in the hat business. The foreign makers of repute in England, France, Germany and Italy are conservative in their business methods, and pay but scant attention to a new retail organization. Dineen's have been in the hat business in Toronto since 1884, and during that time have become agents for the most select foreign makers. There is a larger exclusive variety of hats at Dineen's than in any other hat store in America. W. & D. Dineen Company, Limited, hatters and furriers, 140 Yonge street, corner Temperance.