

M.P.SON

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STORES FOR SALE

PROBS: Fine and very cold to-day...

WAVE OF SOCIALISM IS SWEEPING GERMANY

But While Gains Are Heavy Most of the Victories Are Achieved at the Expense of Radicals and Libera's—Socialists Net Gain so Far is 19 Seats.

BERLIN, Jan. 12.—(Can. Press).—An unprecedented heavy Socialist vote, which probably reached four millions, and heavy Socialist gains, proved, as was expected, the feature of the 1912 elections to the Reichstag, held through the empire yesterday.

Returns show that the Socialists have captured 21 seats from the non-Socialist parties and lost only two, a net gain of 19. They also have entered into some 60 reballots, which would make it seem that they are almost certain to regain the 51 seats held at the dissolution of the Reichstag in 1908, and probably a few more.

The radicals were utterly routed, having lost up to 3 o'clock eight seats outright. They probably will return not more than 20 of the 49 members they had at the dissolution.

The Liberals lost five seats to the Socialists and one to the Conservatives, but they occupy a very favorable position in the reballots and are expected to return to the chamber practically as strong as they were at the dissolution.

Centrists May Lose. The Centrists, with their allied Poles, have held their own well, a large proportion of their mandates being unassailable. Only one actual loss to them is reported, but the reballots may tell another tale as the Liberals, radicals and Socialists then will unite against them.

In the big cities the Socialists will have a majority, winning all their seats except in Frankfurt-on-Main, and one district each in Munich and Dresden, in which the principal contenders will rebalot.

Herr Bebel, and most of the other Socialist leaders were easily re-elected, and in addition Edward Bernstein, one of the most clever and popular of the Socialists, will reappear in the chamber as a representative from Breslau.

The radicals already have lost the brilliant orator, Herr Naumann. The Liberal leader, Herr Bassermann, will be forced to fight for his seat on a rebalot. It is thought he has a good chance, but several of the old-timers may be missing when the final results are in.

Count Von Posadowsky-Welner, secretary of the interior, and a joint candidate for the North Socialist party at Bielefeld, may be another prominent figure added to the next house, as he enters the rebalot with a good chance against a Socialist.

The election was almost without incident in spite of the intense interest. No disturbances of consequence have been reported.

Voting throughout the empire for the election of members of the Reichstag began at 10 o'clock this morning. The weather was clear, but extremely cold. The conditions generally, however, were conducive to an active participation in the polling, and a heavy vote was generally reported.

CITY'S FIGURES PROVE SERVICE DISRUPTED

Cars Often 20 Minutes Apart, Shown By Tabulations of Counters—Many Citizens Anxious to Give Evidence—The Company Pleads for Delay.

In a court room crowded with annoyed citizens the Ontario Railway and Municipal Board yesterday afternoon resumed the hearing of the application of Toronto to compel the street railway company to give a proper and efficient car service, a service not to be operated at a loss, but one which will render the satisfaction which patrons may readily expect.

Of course the street railway company was not ready. H. S. Osler was in Chicago and R. J. Fleming and Traffic Superintendent McCullough were somewhere between the railway offices and the city hall, but just where no one knew.

Very well, we can wait a few minutes, said Chairman Leitch. City Counsel Drayton was also willing to allow a few minutes. He supposed that the two gentlemen were waiting for a street car.

The entire afternoon was taken up in consulting the statistics compiled by the men engaged by the city to tabulate the number of passengers on street cars throughout the city and the time elapsing between the cars. Most of these figures had to do with the service in the west end and especially times-values-avenue. Every book showed that the system lacked regularity. Cars were operated at long distances apart or else came in groups of possibly half a dozen or more.

Joseph L. Bird, who had supervision over the tabulation, was placed on the stand to explain the method of the work and said that he had been stationed at different corners and they kept track of the time and the approximate number of passengers.

The man who had the work done was then placed on the stand and for over an hour and a half they were questioned on the accuracy of their reports. This was done in a way that made the figures without waiting until the car had passed on.

These figures showed that it was not an unusual occurrence to have a car within a few yards of each other and then a period of twenty or so minutes before any other passed along.

Coming to the specific grievances, Mr. Drayton called William Grant, 120 Christie-st. He had a rather unpleasant experience on Thanksgiving night. With his wife he had been to a silver wedding, and at 11:25 boarded a Sherbourne car at the corner of Wellesley-st.

At the corner of Yonge-st., the conductor informed the passengers, \$2 in the rain for twenty-five minutes. Along came half a dozen teams, but it was near midnight and one by one they turned up Yonge-st. towards their homes.

Finally relief did arrive. Soaked to the skin, the weary waiters boarded the belated car. The conductor informed them that their transfers were late. He accepted them, however, and Mr. Grant and his wife finally arrived in their home. For three long weeks Mr. Grant was confined to his bed by the grippe.

Irving S. Fairly of Rouseville, said that on December 30, he waited at the corner of Queen and Rouseville-avenue from 5:45 to 6:05, and then walked home in disgust. While waiting and while walking north he saw the grippe south, but not one went north.

W. H. Price, president of the High Park Ratepayers' Association, testified to the unsatisfactory way in which the cars are handled in that section of the city, and on Tuesday, when the case is resumed, will be cross-examined on written statement which he has furnished the city council with.

Canada's Railway Bill FOR YEAR \$36,000,000

On Intercolonial \$10,358,000 Was Expended—\$10,470,000 From Railways and Canals.

OTTAWA, Jan. 12.—(Special).—The annual report of the department of railways, which was tabled in the house to-day by Frank Cochrane, minister of railways, shows that during the last fiscal year the total expenditure on railways was \$36,000,000, of which \$24,762,029 was charged to capital, \$1,503,070 to income and \$10,038,208 to revenue.

The expenditure on capital account included \$23,488,208 on the National Transcontinental Railway, \$184,149 on the Hudson Bay Railway and \$227,563 on the Quebec bridge.

The expenditure on the Intercolonial amounted to \$10,358,345, of which \$9,588,976 was charged to the working expenses and \$769,369 to capital. The total revenue derived from railways and canals was \$10,470,532, practically all of which was derived from railways.

The report shows that, prior to and since confederation, the large sum of \$61,414,694 has been spent on railways in Canada and charged to capital account, while the amount spent and charged to revenue aggregated a total of \$14,078,544. This sum has covered the operating expenses of the government roads. There has also in that period been paid out in subsidies, other than the subsidy to the C.P.R., \$42,735,008, making a total expenditure since confederation of \$475,489,401.

The total government expenditure on canals, prior to and since confederation, has been \$99,321,923, making a total expenditure on both railways and canals of \$606,889,872.

The total revenue collected since July 1, 1867, amounts to \$151,436,582 from railways and \$14,377,492 from canals, making a total of \$171,784,073.

The expenditure on canals for the year amounted to \$3,876,978. The gross earnings of the government railways in the year amounted to \$10,249,394, and the working expenses amounted to \$10,037,878, leaving a profit of \$211,516.

The capital expenditure on the I.C.R. last year amounted to \$762,297, bringing in the total expenditure on the whole road, including the Canada Eastern, up to date to \$93,035,371. The aggregate expenditure on revenue account amounted to \$9,866,976.

The total payment made on subsidy account during the fiscal year amounted to \$1,234,892.

Canada's Growing Revenue.

OTTAWA, Jan. 12.—(Special).—The monthly report of the finance department shows that the revenue in December, 1911, was \$11,596,099, as compared with \$9,790,387 in December, 1910, an increase of \$1,805,712.

For the nine months, ending Dec. 31, 1911, the revenue was \$99,482,947, as compared with \$85,665,833 in the corresponding period of 1910, an increase of \$13,817,114.

Customs receipts accounted for a revenue of \$6,872,559 in December, 1911, as against \$5,324,613 in December, 1910; excise for \$1,872,566, as compared with \$1,671,480; postoffice for \$1,050,000, as compared with \$925,000; public works, railways, etc., \$998,330, as compared with \$887,466, and miscellaneous for \$802,543, as compared with \$482,425.

The Toronto World

SIXTEEN PAGES—SATURDAY MORNING JANUARY 13 1912—SIXTEEN PAGES

IN SUSPENSE



DESPERATE EFFORTS MADE TO SAVE A LUMBERJACK'S LIFE

Man With Deep Dent in His Skull is Rushed Miles Thru Porcupine Forest by Comrades—Brought to Toronto Hospital, Where a Drastic Operation is Tried.

With a piece of his skull, four by five inches, pressing on his brain, Peter Charbonneau, a French-Canadian lumberjack, was yesterday brought to the General Hospital from a little construction camp 750 miles away, in the northern woods of the Porcupine district.

There on Monday last he was feeling a giant tree when he having struck the direction of its fall, it struck him upon his head, crushing him to earth and rendering him unconscious. This was at Wabwaisai Falls, on the Matagami River.

His comrades straightaway set out to battle for the life of their friend. The nearest doctor was at Pottsville, 18 miles distant, thru the woods. A team was hastily hitched to a rough lumbering sleigh and the horses were urged out upon their terrible journey thru drifts and uneven country.

It was a terrible drive for these men, but the unconscious form of their stricken comrade lashed to the jolting sleigh to keep it from being pitched into the snow. They struggled on thru a temperature nearly half a hundred degrees below the zero mark.

Arrived at Pottsville the man was turned over to Dr. W. R. Hambly of South Porcupine, who at first feared that nothing could be done to save the life for which so game a struggle had been made. He summoned Dr. J. Moore in consultation and the two decided to ship the man to Toronto to see if a last desperate experiment could not be tried.

Still unconscious, Charbonneau was placed on a stretcher in the baggage coach of the southbound train. Dr. Hambly accompanied him and the police ambulance was waiting at the station when they arrived. He was hurried to the hospital and immediately placed upon the operating table.

No Midnight Assassin.

OTTAWA, Jan. 12.—(Special).—O. J. Wilcox (N. Essex) is no midnight assassin of unsuspecting civil servants. This does not mean, however, that he is a non-combatant. Far from it. This afternoon he gave due warning to the partisan appointees of the late government who had used "mean and disgraceful methods" in endeavoring to compass his defeat.

He carried the ax over his shoulder where the victim may see from afar the glint of the midday sun on the lethal weapon.

"Everyone of those men, I may say to my right hand, friend the leader of the opposition," he stoutly declared, "will get it in the neck."

SIR WILLIAM BACK NEXT WEEK.

Sir William Mackenzie of Mackenzie & Mann, who has been in Europe for some considerable time, will arrive in Toronto on Monday or Tuesday evening. Sir William sailed on the Franconian, which is due to arrive in New York on Sunday.

BLEW UP BRIDGE IN BUFFALO CONFESSION OF McMANIGAL

"Open Shops" in Pittsburg Also Scenes of Dynamiting Activities—McNamara Was Allowed \$1,000 a Month for Organization—Mysterious Stranger Took Refuge in Canada.

INDIANAPOLIS, Ind., Jan. 12.—(Can. Press).—Descriptions of how Orrie McManigal with a suit case filled with explosives and time fuses, sneaked about the streets of Pittsburg, Pa., and Buffalo, N.Y., and met men who discussed or picked out "open shop jobs" that were to be blown up, together with photographs of wrecked places, which were forwarded to John J. McNamara, were presented before the federal grand jury in its investigation of the dynamite conspiracy to-day.

COST \$732,000 FOR SUBWAYS ON BLOOR

City Will Ask Dominion Railway Board to Order C.P.R., G.T.R. and T.S.R. to Pay Part.

To build subways on Bloor-street under the C.P.R. and G.T.R. tracks will cost in the neighborhood of \$732,000, according to the estimates of the city engineer and assessment commissioner as presented to the board of works yesterday afternoon. It is expected that the actual cost of the work will be about \$282,000, and the land damages will be about \$450,000.

This matter will be placed before the Dominion Railway Board by the city, and it is hoped that the railways will be ordered to pay part of the cost. It is probable, too, that the Toronto Street Railway will have to pay their share, as was the case when the high level bridge was built over the Don at Queen-street.

When the matter was before the board of works yesterday afternoon City Engineer Rust stated that this was the only feasible way to cross these streets.

RED AX WAS BUSY WHEN LIBERALS REIGNED

Major Currie, Defending Government From Accusation of Slaughtering Office-Holders, Paints Vivid Picture of Horrors of '96—History's Gory Pages Searched for Parallels

OTTAWA, Jan. 12.—(Special).—The great bloody assizes by the Liberals in '96 was the sounding phrase in which Major Currie (North Simcoe) described the ruthless slaughter of Conservative office-holders when the Laurier government took office in 1896. The doughty major insisted on reading a return to the senate, 35 pages in length, setting forth the names and alleged offenses of the victims of this "reign of terror." But this was only a partial list, he said, and added that the reading of the full roll of those who have fallen beneath the blade of the political guillotine would require at least two days.

The member for North Simcoe, however, was not responsible for the introduction of a discussion of the spoils system, which was brought up by the opposition the moment the house went into supply at 3:30 p.m., and consequently allowed the passage of not a single item of the estimates until just before the house adjourned at 11:35 p.m. when four items aggregating \$2,865,000 for the department of customs were allowed to go thru, the remaining customs item of \$355,000 for a new revenue cruiser standing over to allow the discussion to be renewed.

STORE—QUEEN ST. WEST. Premium location for military and business; business assured; store, dwelling and driving shed; will decorate to suit tenant; rental \$45.00 per month. H. H. WILLIAMS & CO. 33 King Street East.

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Historical Parallels. Liberal orators on a former occasion when the spoils system was under discussion harped back to the time of the wicked Tory regime before '96, but Major Currie went them several degrees further. Not only did he recall the days of the infamous Judges Jeffries in the reign of James II, he even went back for one of his illustrations to a date antecedent the Christian era.

"The lists that Sulla and Marius prepared in the days of ancient Rome weren't a patch on this list," he declared, "of the Conservative martyr."

Continued on Page 7, Column 3. A LECTURE BY THE GRAND LANDMARK. FROM THE MEXICO CRAFTSMAN. It has just been indicated to us that Brother John Ross Robertson of Toronto has identified himself as accepting the invitation of the Head of Broadview Rotary Association to address them on Early Don Days and How That Stream was Crossed by the First Inhabitants!

The distinguished and venerable author will take his John Ross Robertson collection of "Early Don Days" and present the same in pop-show fashion, including Mrs. Simcoe's celebrated picture of the Bridge Across the Don made of a butternut tree by old Captain John Playter, who once owned the land where Mr. Maclean's viaduct is soon to be, and which primitive bridge (not the viaduct) was the case when the high level bridge was built over the Don at Queen-street.

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Several witnesses from Buffalo and Pittsburg, whose names were withheld, were questioned, in an effort to discover who was involved with McManigal in explosions there. The confessed dynamite made three visits to Buffalo, the first in July, 1908, when he blew up a bridge. It developed that McNamara, as secretary-treasurer of the International Association of Bridge and Structural Iron Workers, obtained, whenever possible, photographs of the structure which McManigal blew up in order to keep a check on the

dynamiter in paying him "Teas" out of the \$1000 a month allowed McNamara for "organizing purposes." Many of these photographs are in the hands of the government.

Haven in Canada. Just before he went to Buffalo, McManigal says he tried to quit the dynamiting business, but he was visited at his home in Chicago by a man whose name is still a secret.

"This man told me that I did not dare quit," said McManigal. "He told me I had gone too far and I would have to stick to it. Finally we both went to Buffalo. The man with me said he wanted to get to Canada for the explosion. I took the dynamite out of my suitcase and planted it with a sixty-foot fuse. It blew up that night."

The witnesses from Pittsburg are believed to have been asked about men whom McManigal met there in reference to an explosion at McKee's Rocks, Pa., which is within reach of Rochester, Pa., where the dynamiters kept stores of explosives.

PRETTY COLD. Did you notice how fine and warm and comfortable did look the man with the fur-lined coat? Sure, he was as snug as a bug in the rug, and no doubt about it. What a lot of fur coats, too. Most every second one hadn't seen the light of day for a whole year, but came into its own with the mercury below zero, and did good service. Fur coats are worth buying if even for such days as yesterday and the Dineen Company have some special lines on sale at reduced prices that should tempt a Canadian in the month of August. Store open until 10 o'clock to-night.