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The Toronto World

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NEEDS

SERIOUS RAILWAY WRECKS NEAR DURHAM AND OTTAWA FIVE WERE KILLED; 22 HURT

ELEVEN INJURED IN DURHAM WRECK

Grand Trunk Train Jumped the Rails at Small Station on Palmerston - Durham Line, and Rolled Down Steep Embankment—One Passenger Probably Fatally Hurt.

DURHAM, Ont., March 8.—(Special.)—Eleven people were injured, four of whom seriously, on the Grand Trunk line half-way between here and Palmerston, this afternoon, when the rear coach of a mixed train jumped the rails and rolled down a steep embankment. Four passengers sustained serious injuries, and were removed to Strathcona Hospital, Mount Forest, eleven miles away.

Reports state that the train, local 56, containing an engine, baggage, freight and passenger coaches, was traveling slowly. At Varney, a flag station, a broken rail was encountered, and the rear coach, occupied by about 35 passengers, principally commercial travelers, was hurled clear of the tracks and plunged down the embankment, turning twice before it struck the bottom.

All passengers were cut by glass and severely shaken up and bruised. One woman and a child, the only female passengers, were tossed from one end of the car to the other and suffered serious wounds. Their names are unknown.

Villagers and doctors were soon on the scene and aided by the train crew, had a difficult task in removing the injured. The coach lay on its side and it was found necessary to extricate them thru the broken windows. Three men were unconscious and suffering intense agony.

A special train from Stratford was sent to Varney and the four most seriously injured were removed to the Woodstock hospital, while the others were attended by physicians in Varney. Dr. Wilson, Holstein; Dr. Perry, Mount Forest, and Dr. Scammon, Palmerston, were sent to look after the injured on the special train.

The catastrophe happened in the most dangerous part of the little-used road. The line is a branch one and the trains generally travel at a comparatively slow rate. Where the accident occurred there is a precipitous embankment and the ill-fated coach shot to the bottom with terrific force. The wonder was that the result was not more serious. Every passenger suffered slight injuries at least.

MANY HAPPY RETURNS. To Mr. R. G. Score, born March 9, 1842.

Bob Coulter, born in Toronto March 8, 1852, and for 40 years an employe of the J. J. Taylor Safe Works.

Canada's Surplus \$35,000,000 Will Be Greatest in History

Exceeds By \$15,000,000 That Brought Down a Year Ago, And Emerges Continuous Business Expansion—Hon. Mr. White's Budget Speech Probably on Wednesday Next.

OTTAWA, Mar. 8.—(Special.)—When Hon. W. T. White, minister of finance, brings down his budget, which will probably be next Wednesday, he will be able to announce the largest surplus in the history of Canada. It will be about thirty-five million dollars for the financial year, an increase of some fifteen million dollars over the surplus which Mr. Fielding announced a year ago.

The financial statement for the first past eleven months, which was issued to-day, shows that the country is at the high tide of prosperity and that business is ever expanding.

The revenue for the eleven months was \$120,645,616 and the expenditure \$77,145,824 on consolidated fund. The increase in the revenue for the eleven

DURHAM WRECK

SERIOUSLY INJURED. M. P. Lindsay, 102 1/2 Grace St., Toronto, traveler for Hudson F. F. White Company, head and back injured; will recover.

E. W. Fyler, London, general ribe broken, collar bone fractured.

C. L. Stevens, Stratford, spine hurt, ribs broken and internal injuries not likely to recover.

J. A. Cole, London, head, face and hands cut; will recover.

All four were removed to Strathcona Hospital, Mount Forest.

SLIGHTLY INJURED. J. J. Wallcott, West Moncton, N.B.

Charles Saunders, Durham, Frank Warner, Durham, John A. Hunt, Aledo, Sask., J. E. Sims, St. Mary's, M. E. Horne, Durham, T. A. Casper, Woodstock.

DEAD. John C. Anderson, conductor of the passenger train, Ottawa.

Peter Moyle, a retired farmer, Quayside, Que.

E. J. Taber, contractor, Hull, Walter McAllister, Eardley, Que., Mrs. Agnes Putnam, 28 years old, Ottawa.

INJURED. Fred Cole, engineer, Ottawa, fractured skull.

C. A. Roy, Ottawa, spine injured. Alex. Quinn, driver, formerly of Ottawa police force, serious internal injuries.

Clyden Shoen, Ottawa, slightly injured.

Charles Steele, Steele Line, Que., face cut.

William J. Kennedy, Ottawa.

John Edwardson, Hudson Bay Post, north of Manitowick, legs broken.

E. A. Lamb, Ottawa, head cut. J. Hanson, leg broken.

G. Goyer, leg broken. Joseph Dwyer, Maidens, Que., leg broken.

J. R. Maxwell, Ottawa, seriously hurt.

Mrs. (Rev.) Gagnon, Pontiac, slightly injured.

GIBSONS MOVE FIRST OF APRIL

As the C. E. R. takes possession of the government house property at the corner of King and St. George-sts., for the extension of the yards on April 1, the lieutenant-governor, Sir John Gibson and his family will have to vacate.

They will occupy the residence of St. Beardmore, corner of College and St. George-streets, from the date of their removal from the old government house until the new government house in Rosedale is ready for occupancy.

Word has been received from Ottawa to the effect that the Duke and Duchess of Connaught and Princess Patricia will attend the horse show, which is to be held in the armories here in April.

THE BIG HAT DAY.

There is something to interest you in the big display of men's hats at Dineen's. Everything the very latest fashions in English and American blocks by the greatest of makers.

Dineen is sole Canadian agent for Henry Heath of London, England, and Dunlap of New York. Store open until 10 o'clock Saturday night.

The expenditure on capital account for the seven months has been \$27,000,000, or one and a half million less than last year. The indications are that the surplus of the revenue consolidated fund will practically meet every item of expenditure on capital account, including twenty-five million for the construction of the National Transcontinental Railway.

Laurier Dared Conquered. Peaks and Glaciers to Plant Norway's Flag at Pole 900-Mile Dash Started Oct. 20

Yamaska Naturalist Found Only Three Supporters on Resolution Aiming at Separate Schools for Keewatin—Taunts Failed to Bring Response From Liberal Leader.

OTTAWA, March 8.—(Special.)—Parliamentary montes, naeatur ridiculus nus. After all the excitement which had been worked up over the amendment of A. A. Mondou (Yamaska) to the Manitoba boundaries bill dealing with the so-called rights of the inhabitants of the annexed territory in regard to separate schools, which was to have caused, according to advertisement, a bolt of the French Conservative members, to the serious embarrassment of the government, the result flattened out in a way which indicates that no further trouble may be expected from that quarter.

So far from there being an extensive revolt, only four members—Mondou, Lamarche, Gullbault and Balmars—stood up to demand a vote. Five are necessary, and no vote was taken. No aid to the champion of separate schools came from the ranks of the opposition. Sir Wilfrid Laurier remained within the lines of Torres Vedras, afraid to show his colors, altho Mr. Mondou continued on Page 2, Column 2.

ENGAGE EXPERTS FOR TRAFFIC STATISTICS

At their private session yesterday afternoon the board of control decided to recommend to the council that a New York firm of traffic experts, Bacon & Davis, be engaged to gather statistics and submit a report upon the city's transportation situation. The report will cover every detail of the traffic conditions and recommendations will be given regarding the civic car lines and the suburban services. It will cost \$20,000.

To complete such a report it is understood that about three months' time will be required. The city has already spent a considerable sum in gathering data, and it was felt that this ought to be put together and systematized so that a definite traffic scheme could be evolved. The city purposely delayed laying their plans for a civic car line service until such a report could be secured.

SPRING CLEANING

When Sir James Gets to Work.

Amundsen Knows Nothing of Scott.

The following message from Captain Amundsen is in reply to a cable from The New York Times, informing him that despatches from New Zealand credited him with the statements that Captain Scott had reached the South Pole, and asking whether these reports were true or not. It will be noted that Amundsen replies in the third person.

(Special Cable to The New York Times.)

HOBART, Tasmania, March 8.—Amundsen knows nothing about Scott.

From Henry D. Baker, United States consul, to The New York Times.

HOBART, Tasmania, March 8.—Amundsen denies knowledge of Scott's expedition, refuses to disclose anything regarding himself and has isolated his ship's crew. He is reluctant according to his contracts with newspapers. (Signed) Baker.

KING HAAKON PAYS TRIBUTE

Message Sent to Bold Explorer—King George Congratulates Norway's Ruler.

CHRISTIANIA, March 8.—(Can. Press.)—When Capt. Roald Amundsen's brother, Leon, personally took the explorer's telegram announcing that he had attained the south pole to King Haakon yesterday, his majesty was attending the manoeuvres at Sandviken. King Haakon immediately read the despatch and addressed one to Amundsen at Hobart, Tasmania, saying:

"I thank you for the information. The queen and I beg to send you and all on board the Fram our most cordial congratulations on the occasion of your results, which are so satisfactory to all of us." (Signed) Haakon.

This is all the correspondence that has passed between King Haakon and Capt. Amundsen. King George of Great Britain and King Frederick of Denmark have telegraphed their felicitations to King Haakon.

A \$60,000 SPECTACLE.

The costliest musical production in many seasons is coming to the Princess Theatre next week. Before the curtain was first raised upon it, Joseph M. Gaites spent over \$60,000 on the exquisite costume and scenery in "The Enchantress," Victor Herbert's newest comic opera, which Mr. Gaites is bringing here direct from its long run at the New York Theatre, with beautiful Kitty Gordon in the stellar role.

Capt. Amundsen Describes Journey of 55 Days From Winter Quarters—Weather Was Exceptionally Mild, and Only 9 Degrees Below Zero Was Recorded at Pole—Greatest Peril Was in Crossing Huge Glacier—No Allusion to Scott Expedition.

Captain Amundsen's Own Narrative of His Attainment of the South Pole Dec. 14-17, 1911.

BY ROALD AMUNDSEN.

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STARTED FEB. 10, 1911.

HOBART, Tasmania, Friday, March 8, 11.20 a.m.—"On Feb. 10, 1911, we commenced to work our way toward the south, from that day to April 11 establishing three depots, which in all contained a quantity of provisions of about 3000 kilos; 1600 kilos, including 1100 kilos of seal meat, were cached in 80 degrees, 700 kilos in 81 degrees, and 800 kilos in 82 degrees south latitude.

"As no landmarks were to be seen, the depots were marked with flags, seven kilometres on each side in the easterly and westerly directions.

"The ground and the state of the barrier were of the best, and specially well adapted to driving with dogs. On Feb. 15 we had thus traveled about 100 kilometres. The weight of the sledges was 300 kilos, and the number of dogs was six for each sledge. The surface of the barrier was smooth and fine, with no sastrugi. The crevasses were very local, and were found dangerous only in two places. For the rest there were long, smooth undulations.

WEATHER FAVORABLE. "The weather was excellent—calm or a light breeze. The lowest temperature on these depot trips was minus 45 celsius or centigrade (49 degrees below zero, Fahrenheit). On March 4, on our return from the first trip, beginning on Feb. 15, we found out that the Fram had already left us. With pride and delight we heard that her smart captain had succeeded in sailing her farthest south and there hoisting the colors of his country—a glorious moment for him and his comrades—the farthest north and the farthest south—good, old Fram.

"The highest south latitude attained was 78 degrees 41 minutes. "Before the arrival of winter we had 6000 kilos of seal meat in the depots, enough for ourselves and 110 dogs. Eight dog houses, a combination of tents and snow huts, were built.

IN SNUG QUARTERS. "Having cared for the dogs, the turn came to use our solid little hut. It was almost entirely covered with snow by the middle of April. First we had to get light and air. The Lux lamp, which had a power of 200 standard candles, gave us a brilliant light, and kept the temperature up to 20 degrees celsius (68 degrees Fahrenheit) thruout the winter, and our excellent ventilation system gave us all the air we wanted.

"In direct communication with the hut and dug-out on the barrier were workshops, packing rooms, cellars for provisions, coal, wood and oil, a plain bath, a steam bath, and observatories. Thus we had everything within doors if the weather should be too cold and stormy.

"The sun left us on April 22, and did not return until four months later. The winter was spent in changing our whole outfit, which on the depot trips was found to be too clumsy and solid for the smooth surface of the barrier. Besides this, as much scientific work as possible was done, and some astonishing meteorological observations were taken.

"There was very little snow, and there was open water close by thruout the winter. For the same reason, higher temperature had been expected, but it remained very low.

76 BELOW ZERO. "In five months there were observed temperatures between minus 50 and 60 degrees celsius (58 and 76 degrees below zero, Fahrenheit), the lowest temperature, on Aug. 13, being minus 50 degrees celsius. It was then calm. On Aug. 1 the temperature was minus 58 degrees celsius, and there were six metres of wind. The mean temperature for the year was minus 26 degrees celsius (14.8 below zero, Fahrenheit).

"I had expected hurricane after hurricane, but I observed only two moderate storms and many excellent aurora-australis in all directions.

"The sanitary conditions were of the best all winter, and when the sun returned on Aug. 24 he met the men sound in mind and body, ready to set about the task that had to be solved.

READY FOR THE DASH. "Already the day before we had brought our sledges to the starting place for our march toward the south. Only in the beginning of September did the temperature rise to such an extent that there was any question of setting out.

"On Sept. 8, eight men, with seven sledges, 90 dogs, and provisions for four months started. The ground was perfect. The temperature was not bad. The next day it appeared that we had started too early, as the temperature of the following days fell and was kept steady between minus 50 and 60 celsius (58 degrees and 76 degrees below zero, Fahrenheit). Personally we did not suffer at all from this cold. Our good furs protected us. But with our dogs it was a different matter. It would easily be seen that they shrunk from day to day, and we understood pretty soon that they could not stand the long run to our depot at 80 degrees south.

AWAITED SPRING. "We agreed on returning and to await the arrival of spring. The provisions were cached, and off we went for the hut. With the exception of the loss of a few dogs and a couple of frozen heels, everything was all right.

"Only in the middle of October spring came in earnest. Seals and birds appeared. The temperature was steady between 20 and 30 celsius (4 degrees and 22 degrees Fahrenheit).

Continued on Page 7.

