

TOUR TO POLE COME AS NEXT VICEROY

Henry Farman Does Not Care About Starting Out Just Yet, but Tells How It Can be Done.

London, June 9.—The question of reaching the North Pole by air is one of the most interesting and discussed since it became evident that the possibilities of the machine were. As night has been expected, however, not much enthusiasm has been shown by the aviators, although there are many who believe that the journey could be accomplished. Among the latter is to be found no less prominent an authority than Henry Farman, who says:

"To make a dash from Spitzbergen to the Pole and back would be out of the question, as the distance separating the two points is, at least, to be about 7000 miles, making a total of 14000 or 16000 miles. But with the little aerial craft heavier than air the voyage might perhaps be affected in stages. If I had no intention of doing, I should probably organize a fleet of fifteen or twenty aeroplanes capable of carrying a heavy load in addition to the pilot. As an aerial vessel could easily be constructed, and could also carry sufficient essence and oil for the motor and provisions for the crew for many days. An advanced post could be established, and by making several journeys forwards and backwards, all the scientific instruments and a large stock of provisions could be accumulated. While that was being done a couple of aeroplanes could push forward to the next spot to create a second depot. As the distance between those depots should not be more than fifty or sixty miles, the voyage between the base of operations and the first depot would not take more than an hour and a half at the most. It could therefore be made two or three times in the course of the twenty-four hours, and, as there is no night during the summer months in those regions, advantage could be taken of every propitious state of the atmosphere. As far as I am aware there is no great danger of hurricanes in that part of the world in the summer season, and nowadays aeroplanes are constructed to fly if necessary in gales. With the aerial fleet constantly bringing up supplies I calculate that the head of the expedition should reach the Pole within three or, at most, four weeks after starting from the base of operations."

Signal System. "It would be necessary to prevent the aeroplanes flying between the depots from going astray. With that object I should advise the use of a big flag on each of the depots and the planting of two or three flags between them. The poles would probably have to be brought by the expedition, but bamboo is light and strong, and easily strapped to the framework of the aeroplane. Each flagstaff, made in two or three pieces giving a total weight of 20 or 30 metres (65 or 95 feet) would be fixed to the top of the flag in position by wire stays. If the distance between those flags did not exceed twenty miles it would be astonishing if the pilot flew so far from the base of operations. If he had to go to the Pole, he would have to be able to see it before losing sight of it. The one he had left behind him, however, it seems to be indispensable that each detachment of the aeroplanes carrying not only the pilot, but a captain seated beside him to direct the course of the vessel. Without the service of a captain each aeroplane would have to be piloted by a mechanism enabling the pilot to start the motor from his seat, and that would entail considerable extra weight. The aerial fleet would travel at a fair altitude above the snowdrifts and icebergs, so as to distinguish the flags and to avoid local currents. It goes without saying the aeroplanes used in those snow and ice regions would not be light as those that get up speed to rise into the air, and that, as they are used for alighting on a rough surface, would suffice. The suppression of the wheels lightening the aerial craft would enable it to carry considerable additional weight. As to the housing of the aeroplanes at the depots I think that the construction of shelters for them would be superfluous."

Carefully Constructed. "The aeroplanes employed for the expedition should be built in such a manner as to be easily taken to pieces and put together again, and above all, the bearing surfaces should be made with canvas laced and not glued or sewn on the framework. It would be easy to take off the canvas and to leave nothing but the skeleton of the machine with the motor, which could be protected against inclement weather by a piece of sailcloth. The apparatus in that condition would not be injured even by a storm of wind or a heavy snowstorm, especially as it could be attacked to the ground by an iron peg and a wire. "Bold and experienced pilots would be required and I doubt whether there are at present sufficient number of them available for a Polar expedition. But as every day adds to the number of brave men who learn to pilot aeroplanes, time, and probably a short time, will remove that difficulty. It would be useless to attempt to indicate the best type of flying machine for a Polar expedition, because improvements are being made in aerial craft every day. The aeroplanes which were delivered to the French Government the other day flew easily during the official trials, carrying a weight of 210 kilograms (463 lb.), including the pilot, essence and oil. This shows that flying machines, even in their present imperfect condition, can transport a fairly heavy load. As for the motor, it should be air cooled, for frost could paralyze a water-cooled motor. In conclusion, I may say that it strikes me that a spot further north than Spitzbergen might be selected for the starting point of the aerial fleet. Franz Josef Land, for instance, is much nearer the Pole."

Securing Safety. "This is but a rough sketch of my plan for what is called the establishment of communication with the North Pole. In studying the problem thoroughly I might modify it, especially if I visited a year or two, because I am convinced that ere long

CONNAUGHT WILL COME AS NEXT VICEROY

Victoria's Only Surviving Son Will Be Canada's Governor General—To South Africa First To Open Parliament.

Continued from page 1. Many perils had been predicted by her English advisers; and at the very least it was thought that she would receive insult. On the contrary, the perfect confidence with which she not only came to Ireland herself, but brought her children with her, appealed to the chivalry of the Irish people; so that her reception was marked by enthusiastic expressions of loyalty. From one of the arches which had been erected in her honor there fluttered a live dove, which descended and nestled in the Queen's lap. This appealed to a certain vein of superstition among the Irish, and every one accepted it as a sort of emblem of peace and quiet.

As the Queen was passing through the streets of Dublin a ruddy-faced man of Connaught, who had been in the front and called out:—"Oh, Queen, dear! Make one of them children Prince Patrick and all Ireland will die for you!" The hint was taken, and when the Queen's next son was born, less than a year afterwards, Patrick was chosen as one of his baptismal names. Later, he received the title of Duke of Connaught, to please the further Irish people, just as his elder brother, Prince Alfred, was created Duke of Edinburgh, in compliment to the loyal Scots.

The Career of a Soldier Prince. The Duke of Connaught was bred up as a soldier, just as the Duke of Edinburgh became a sailor. His military studies began at the age of nine, under Captain Elphinstone, later Sir Howard Elphinstone, of the Royal Engineers. He has been in no holiday soldier, but saw service in the field during the campaign against Arabi Pasha in 1882, and was present at the battle of Tel-el-Kebir, at the head of the brigade of Guards. Some years later a report was circulated that in order to keep the prince out of danger General Wolsley, the English commander-in-chief, ordered him to the rear during the assault upon the rebel lines of the Egyptian forces. This report was said to have been taken in obedience to instructions received from London, where there was some anxiety as to the personal safety of His Royal Highness. The story, however, was denied both by Mr. Childers, who was then in the War Office, and by Lord Wolsley, who declared emphatically that the duke "took his chance like every one else, and had no better brigade under his command than his," added the general.

The Duke of Connaught has since commanded for several years at Aldershot, and was later at the head of the British forces in the Mediterranean, with headquarters at Malta. He is a genuine soldier, and understands his profession thoroughly.

Duke of Connaught's Family. In 1879 he was married to the Princess Louise Margaret of Prussia, then a girl of nineteen. She is the Kaiser's second cousin, being a daughter of the late Prince Frederick Charles, better known by his sobriquet of the "red prince," who served with much distinction as the commander of a German army corps during the war with France in 1870 and 1871.

The three children of the Duke and Duchess of Connaught have inherited the popularity of their parents. The eldest, Princess Margaret Victoria, was born in 1882, is married to Gustavus Adolphus, crown prince of Sweden and Duke of Scania. In 1909 she will become queen of Sweden, and his children will sit upon the throne of Gustavus Vasa. Sweden will thus be one of the seven European kingdoms to be ruled by descendants of Queen Victoria, the other six being Germany, Russia, Spain, Norway, Greece and Bulgaria. Prince Arthur's youngest daughter is the lovely Princess Patricia, whose name is the feminine form of Patrick. Prince Arthur's son, who also bears the name of Arthur, is a fine manly Englishman. Some years ago, when the grand duke throne of Saxony-Coburg became vacant, the Duke of Connaught, but he renounced his right to it. The next heir was his son, the young Prince Arthur, but after living in Saxony-Coburg for a short time, the Englishman's iron rigidly, the exacting etiquette of a small German court to be not at all to his taste. He therefore returned to England and abandoned his claims to the German principality, thereby greatly endearing himself to all good Englishmen. The throne of Coburg passed to his cousin, Prince Charles Edward, son of the late Duke of Albany, the youngest son of Victoria.

MARRIED MAN KILLS GIRL AND HIMSELF

Chicago, June 9.—Unrequited love is believed to have prompted Frank L. Campbell to slay Miss Lena Hanson and kill himself. At a lonely spot in the southwestern part of the city Miss Hanson was shot twice in the back on her way home at dark. Both bullets pierced her heart. Campbell with a photograph of the dead woman in his pocket was found early today shot to death about 500 feet from where Miss Hanson met death. He was 31 years old and she was two years younger. Campbell was married and the father of a three-year-old girl.

Aeroplane will have been 8000 miles from the North Pole to the starting point of the aerial fleet. It is today, I am quite conscious of the great difficulties of the enterprise, but I repeat that, in my opinion, the most practical means of surmounting them is the creation of depots on the route. The greater their number and that of the intermediary flags the greater would be the safety of the expedition and the chances of its success."

New Orleans Consumers Open Co-operative Supply House

Plan Similar to That Which is Being Attempted in St. John by Socialists.

THE NEW ORLEANS IDEA. Be shareholder in a store and be your own middleman. Buy from the people who produce. You are under no obligation to help support a "shopkeepers and commission houses. Retail houses usually sell goods at a profit. Why not take that profit from your grocery bill? You can if you own your own store.



BUILDING OF CO-OPERATIVE STORE CO. AT NEW ORLEANS.

New Orleans, June 9.—In the old hall that stands toward Harvard square on the Johnson gate at Harvard University, is the home of the Harvard Co-operative Society. It furnishes supplies, text books, sporting goods, and other essentials in college life, to the students at reduced prices.

It may seem hardly apropos in a description of the Consumers Household & Supply Co. of New Orleans, removed by more than a thousand miles from the historic institution in Cambridge. Still there is a connection. J. H. Beard, manager of the company belonged to the class of '03 at Harvard, and it was from the Harvard Co-operative Society that he got his idea for a commercial co-operative company now developed in the Household Supply Co. One of the pioneers of its kind in this country.

About a month ago, on May 4, the company opened its place of business at Tchoupitoulas and Gravier street. The first week the stockholders were saved from 10 to 15 per cent on their

supplies, and this was materially increased before the end of the first month. The company expects eventually to save the consumer, so its manager says, about 25 per cent, the price charged by the retailer for expense and profit.

In other words the policy on which the Household Supply Co. is founded is that the nearer the consumer is to the producer the less he will have to pay for his supplies. At the start the company has been able to eliminate expense on produce from trucking farms and dairies, where it has been possible to make purchase directly from the producer. Eggs have been sold at about two cents less per dozen and butter at from 2 to 3 cents less per pound, about the same per cent charged by the retailer. The margin of decrease on articles from manufacturers has been less, and will be until contracts can be made for total outputs. Certain brands of manufactured or prepared foodstuffs, for example special kinds of canned goods, can be sold only at prices fixed for the retail trade. In order to over-

come this condition the company is now seeking to make contracts with small companies for the retailing of produce for itself. With these adjuncts, and with favorable contracts for manufactured foodstuffs, it will then be in position to carry out the purpose for which it was formed—namely, to act as agent and purveyor in providing foodstuffs for the consumer direct from the producer.

The company's capitalization is \$50,000, divided into 2500 shares of \$20 each. No family may have more than five shares, on each of which \$50 worth of goods may be bought monthly. About 1000 families are now stockholders. Only the stockholders may purchase from the company.

When the company was formed the belief was that the patrons would come mostly from the laboring section of the city, but the contrary the officials of the company say that a large percentage of the stockholders, which means consumers, are from the best residential sections of the city.

SALE OF PURE BRED CATTLE

Buyers Secured Bargains At Auction Of Shorthorn And Ayrshires Here Yesterday—Well Distributed.

The auction of Shorthorn and Ayrshire cattle imported by William Thompson, at the instance of the Provincial Government, was held at McGrath's stables yesterday morning. There was a good number of buyers, and fair prices were realized. Hon. J. V. Landry and W. W. Hubbard were among those present. The terms of payment were 25 per cent, cash and the balance on approved notes for six months. Buyers were fortunate in securing some rare bargains, and from their point of view the sale was a great success.

The following is a list of the cattle sold, their buyers, prices, and brief pedigree:

- Short Horn Bulls. 1. Donne Gladiator—Calved May 5, 1909 (Bred by Right Hon. Earl of Murray). Sire, Diamond Earl; dam, Lady Graceful. Bought by Dr. Justine Lethbridge, Codr's, Queens Co., for \$135. 2. Nugget's Pride, calved July 10th, 1909, bred by Barnes, Wigton, Cumberland; sire, Nugget, dam, Mayday. Bought by Scott A. Shaw, Hartland, Carlisle Co., \$150. 3. White Emperor, calved July 25th, 1909, bred by Wm. Barnes, Wigton; sire, Nugget, dam, Empress of Aylesbury. Bought by Alfred W. Jones, Hillsboro Agricultural Association of Albert County, for \$90. 4. Gradient Hill, calved 1909; bred by Thos. Furness, Esq., Calverley, Eng.; bought by Geo. A. Pearley, Maugeville, \$77.50. 5. Westward Prince, calved April 20th, 1909; bred by Thos. Richardson, Cumberland; sire, Nugget, W. F. Wood, Sackville, \$165. 6. Stanley, calved June 5th, 1909; bred by Wm. Barnes, Esq., Wigton, Cumberland; sire, Nugget, dam, Raspberry 4th; first Drummond, afterwards sold to Donald Fraser, Plaster Rock, \$135. 7. Kenneth, calved July 27th; bred by Wm. Barnes, Wigton, Cumberland; sire, Nugget, dam, Scottish Rose, bought by Albert Anderson, Sackville, \$169. 8. Gardrum Flora, calved '03, 1909; sire, Gardrum Ayrshire Lad; dam, Gardrum Flora; bought by Alex. McDonald, Fairville, \$120. 9. Greenlack Great Fortune, calved March 30th; sire, Bargrove Muckle Fortune, dam, Greenlack Nellie 2nd; bought by J. F. Roach, Sackville, \$150. 10. Greenlack Better Nortune, calved March 25, 1909; sire, Bargrove Muckle Fortune, dam, Chapleton Snowflake 2nd; bought by Alex. McDonald, Fairville, \$100. 11. Adambill Samba, calved April, 1909; sire, Adambill Everlasting; dam, Adambill Margaret Drummond; bought by Samuel Bigelow, Canning, N. S., \$105. 12. Adambill Jumbo, calved March, 1909; bred by Matthew Rose, Adambill, Kilmarnock, Sire, Foulton Duke, Dam, Adambill Rising Moon. Bought by Samuel Bigelow, \$75. 13. Two Ayrshire cows Floors Jean and Gardrum Rhoda, having lost their condition on the way here were withdrawn from the sale.

SMALL ATTENDANCE AT NIAGARA CAMP

Inadequate Pay Offered by the Militia Department Results in Number Being Cut in Half.

Niagara-on-the-Lake, June 9.—Instead of 7000 to 10,000 men as had been expected there are only 5500 at the military camp now in progress here. Various reasons are advanced for the small turnout, one is the smallness of the pay. The regular pay for a private soldier is 50 cents per day. If he qualified for third rate efficiency pay he gets an additional 50 cents per day. Second rate gets 40 cents and first rate 30 cents. Efficiency pay is granted for excellence in shooting. An average of inners, or four points out of a possible five on each shot, is required for third rate for the small numbers, is the weather which until now has been cold and rainy.

MONCTON MAN MISSING SINCE APRIL FIRST

Wm. Lea, Of Moncton, Would Like To Hear From His Brother Albert—Popular Young Men Go West.

Moncton, June 9.—William G. Lea of Moncton would be glad to receive information in regard to the whereabouts of his brother Albert G. Lea, who left here April first to look for work and has not since been heard from. The missing young man is about 20 years of age.

The Y.M.C.A. shut out the Ozoos in the city league this evening. The score was four to nothing. Rev. B. H. Thomas has organized a new Orange lodge at Midgic in Westmorland Co. Robert Vye, the well-known restaurant proprietor, who was stricken with paralysis a few days ago, has recovered sufficiently to be able to converse a little. The many friends with paralysis at Salisbury, some months ago, regret to hear that her condition remains about the same. It is regrettable to notice so many of the young men leaving for the West. The Y.M.C.A., which lost nearly 50 members last year, loses 2 more this week. "Billie" McWilliam and L. McFarlane, incidentally their departure will be regretted by the baseball fans, as both are members of the Y. M. C. A. team and McWilliam is the best second baseman in the city. They go to Cranbrook and Moosejaw. Fraser McNair and Pat Meyers of the I.C.R. are also leaving for the West this week.

SHORTER HOURS. Williamatic, Conn., June 9.—The American Thread Company's plant here in conformity with plants at other places, has gone onto new working schedule of 52 1/2 hours week instead of 58. Surplus of stock is given as an explanation. Bought by Betson Brothers, Truro, \$265. One Clydesdale Stallion, Prince of Broomeleg was withdrawn.

PECK DENIES WRITING THE LOVE NOTES

Cornell Professor Says His Acquaintance With Miss Quinn Was Slight And Threatens Libel Action.

New York, June 9.—Professor Harry Thurston Peck announced today that he had purposed to have counsel bring suit for libel against a newspaper which published what purported to be letters written by him to Miss Estlin Quinn, formerly a newspaper writer, who has brought a suit against him for breach of promise, demanding \$50,000 damages.

"I can't say those letters are forgeries," said Professor Peck yesterday, "for they may have been written by someone else, and in any event they are not signed. I can only say that I did not write them. Every person has a vocabulary and style, and if in a letter purported to have been written by you there is an expression you never used in your life you would know by that you had not written it. Some of the fac-similes that have been published have been altered. I am not going to discuss her suit against me, however, that will be tried in the courts."

Professor Peck said that another action would be brought in the United States circuit court for an infringement of copyright, based on the publication of poems which, it was said, he had written to Miss Quinn. The poems are contained in a book entitled "Grestone Portbury," copyrighted by Dodd, Mead and Co. in 1889, two years before Miss Quinn says she met him. The poems were written before that time, one while Mr. Peck was a student in college in 1880.

CORONER'S JURY FIND WENDING GUILTY

Missing Janitor Held Responsible For Death Of Little Alma Kellner—Girl Was Seen In Church.

Louisville, Ky., June 9.—Alma Kellner met her death at the hands of Joseph Wending, missing janitor of St. John's Catholic church, according to a verdict returned by a coroner's jury today. Mrs. Rosa Stauble said that she was late at mass on the day Alma disappeared. "After I had said my prayers," she said, "I noticed a little girl at the communion rail playing with the candles." Mrs. Anna Grable who was also in the church after mass, told the jurors: "I saw a little girl at the communion rail and while she was there a man opened the sacristy door, looked out and then closed it. He considered preferable to dredging the river all along which would necessitate the reconstruction of the foundations of the wharves and bridges. The cost of the work is estimated by engineers will reach between \$800,000 and \$1,000,000. It will take two years to complete the work."

FATAL AUTO CRASH AT WOONSOCKET

One Killed And Four Injured When Touring Car Struck Heavy Machinery Dray At High Speed.

Woonsocket, R. I., June 9.—One man was killed and four others injured when a touring car owned and driven by Arthur P. Dauray of this city crashed at high speed into a heavy machinery dray of the Woonsocket teaming company, just over the Woonsocket line in Cumberland on the Providence road, last night. The machine, a touring car containing three besides Dauray was bound for Providence. The dray was going in the opposite direction. The car struck the heavy pole of the wagon and then after badly injuring the horses, each of which was valued at \$600, dashed into a stone wall just beyond. In an effort to give the automobile plenty of room, George Stone, the driver of the dray, pulled his team far over into the car tracks on the right. The machine, however, swerved just before it reached him, with fatal results.

SUDDEN DEATH OF CAPE BRETON MAN

New Glasgow, June 8.—Walter McDonald, manager of the Glednyer woolen mills at Glednyer, Inverness, and one of the best known men in Cape Breton, died suddenly at the residence of his daughter, Mrs. J. K. McDonald, Westville, early this morning. Mr. McDonald had been attending the International Sunday school convention at Washington and on his way home to Inverness was spending a few days with his daughter, the wife of Dr. J. K. McDonald. He had not been enjoying good health for some time past but his death today was altogether unexpected. Mr. McDonald was 60 years of age and leaves a widow and two daughters, Mrs. J. K. McDonald, Westville, and Miss Hilda, who resides in Boston.

PECK DENIES WRITING THE LOVE NOTES

Sensational Finish in Record Breaking Contest Gives Island Men Victory On 600 Yd. Range.

Continued from page 1. Following are the complete scores of the three teams: Prince Edward Island

Table with 2 columns: Name and Score. Includes McKinnon, Capt., Jones, M.Jr., etc.

The score made at Bedford, Nova Scotia, in last year's meet was: Nova Scotia 727, P. E. Island 688, New Brunswick 658.

MISSING JANITOR HELD RESPONSIBLE FOR DEATH OF LITTLE ALMA KELLNER—GIRL WAS SEEN IN CHURCH.

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COUNTRESS OF CARLISLE W.C.T.U. PRESIDENT

Glasgow, June 9.—At the closing meeting of the world's Women's Christian Temperance Union today, one hundred one-minute speeches were made, 25 of them by American delegates. The Queen Mother, Alexandra, sent a telegram of sympathy with the movement. The Countess of Carlisle and Mrs. L. M. Stevens, of Portland, Me., president of the American W. C. T. U., were re-elected respectively of the union and vice-president of the union.

RUSSIAN TOWN IS DESTROYED BY FIRE

St. Petersburg, June 9.—Fire today destroyed a large part of the commercial and residential quarter of Boriskov, a town of about 15,000 population, most of them Hebrews. Four hundred and fifty buildings were destroyed, including three synagogues. Many of the people are camping in the open fields, but the extensive barracks has been thrown open for the homeless on order of the governor.

ROBERT ALEXANDER REID DEAD AT EDMUSTON

Fredericton, N. B., June 9.—Word has been received here that Robert Alexander Reid, aged 83 years, at his home in Inverness was spending a few days with his daughter, Mrs. Medley Richards. The late Mr. Reid, who was a retired farmer, went to Edmundston thirty years ago from Fredericton and had since resided there. He was the son of Douglas, of R. Co., and Mrs. Julia, Edward VII, George V. In 1853 and was the son of the late James Reid. Besides his brother, John H. Reid, of Fredericton, the deceased is survived by four sons, John M. Reid of Bailey of St. Marys.