$10,000 LYNNWOOD AVE.
A new detached residence, beautifully built; ten rooms; hot water heating; oak floors on ground and first floors; large verandah and balcony.
H. H. WILLIAMS & CO.,
26 Victoria Street, Toronto.

The Toronto World

FOR SALE
One hundred dollars cash will secure you one of the neatest homes, containing seven rooms, furnace, sink, detached, lot 32x170, handy to cars, on Gerrard (near Main Street). Price $1100. Easy payments.
H. H. WILLIAMS & CO.
26 Victoria Street, Toronto.

PROBS: Fresh easterly and northwesterly winds; cloudy and cooler.

TWELVE PAGES—FRIDAY MORNING SEPTEMBER 24 1909—TWELVE PAGES

29TH YEAR

Senate Reading Room
January 2008
SENATE PO

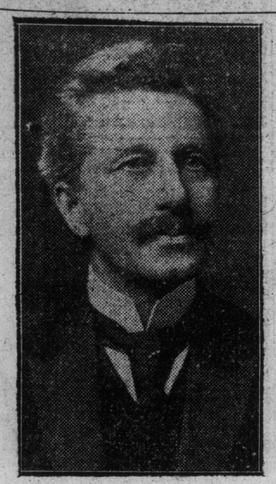
GUELPH'S GREAT SUCCESS WITH PUBLIC OWNERSHIP DOESN'T ENTHUSE GIBSON

His Honor, Treading Delicate Ground, Says Royal City Has Had Exceptional Managers.

NEW WATERWORKS SYSTEM FORMALLY INAUGURATED

GUELPH'S PROFITS LAST YEAR.

Light services	$25,218.77
Guelph Junction Ry.	22,916.81
Street Railway	5,064.93



G. B. RYAN.
Chairman of Guelph Water Commission.

GUELPH, Sept. 23.—(Special.)—The Royal City to-day celebrated the formal opening of its new waterworks system by his honor the lieutenant-governor, Col. J. M. Gibson. Apart from the local significance attached to such an event, the ceremony in the afternoon and the banquet in the evening bore splendid testimony to the results which can be achieved by municipal ownership, under the management of a competent commission, shorn of the deleterious influences of local and party politics.

Guelph first drew upon its shoulders the mantle of municipal ownership over twenty years ago, when the Guelph Junction Railway was constructed to connect the city with the C.P.R. The line is only 15 miles long, but Sir William Van Horne once said that it was the most profitable piece of municipal ownership in the world. From that time until the present the city has kept faith with the principle of municipal ownership, never to find that confidence misplaced.

To-day Guelph citizens are the only citizens in Canada who can say of their street railway, gas, electric light and waterworks systems, "These belong to us."

Hon. Mr. Gibson, attended by Capt. Douglas Young, A.D.C., arrived from Toronto about 3 o'clock. The party was met by the members of the city council and board of trade, and was driven at once to the new main pumping station, where his honor turned the large valve letting the supply of pure spring water into the reservoir, and declared the waterworks officially open.

Ratepayers Had Faith.

In welcoming his honor, Ald. J. A. McCrea, chairman of the reception committee, referred to the events antecedent to the installation of the new system. In 1907 the system was placed under the control of a commission. When these gentlemen found the water impure and asked the citizens for funds to provide a new supply, the confidence of the ratepayers as to municipal ownership, and in the commissioners, at once showed itself, and $125,000 was immediately available.

His honor, after turning the valve, admitted that it was 40 years since he had performed a similar task. It was in 1869 that he was one of the head boys of the Central School in Hamilton who were selected to open the waterworks there.

He congratulated the city on securing a full supply of pure spring water, so well protected from the source to the reservoir as to entirely free from contamination. He was all the more gratified when he learned that it had been efficiently and economically brought about. There was nothing more important to a city's welfare than a pure and ample water supply. Next came the problem of sewage disposal and he saw this was receiving attention.

Example to Other Places.

"I take pleasure in performing this function this afternoon in the name of the Province of Ontario, whose representative I am," said his honor. "In the name of the province and on behalf of the city's people, I congratulate the City of Guelph, and hope it will be pointed to by other municipalities, and I also hope in them there will soon be the same public spirit in matters of municipal improvement and muni-

Continued on Page 7.

HALF MILLION PROFIT IN OPERATION OF T.N.O.

Net Receipts $457,867 For Seven Months, of Which $78,168 is Crown Royalties

Statistics from the T. and N. O. Railway for July show undiminished progress in the development and success of the government road.

For the first seven months of the present year the let receipts were $457,867, of which $379,698 came out of the operating returns, and $78,168 from ore royalties. The share of the interest on the investment in the road is $350,000 for the same period, a point which must not be forgotten in considering the contributions of the north.

The gross receipts from operation for July were $146,111, and the expenditure $75,587. The balance of $70,524, with $9813 royalties, gives a net receipt of $80,337, as against $29,584 last year.

The freight returns for July were $76,733, as against $40,035 in July, 1908. The passenger returns were $58,116 and $34,152 respectively. The freight car mileage for July was 250,000, as against 165,921 in 1908; the passenger car mileage 75,875 and 100,607, the mileage this year showing greater returns on less mileage; and the sleeper service 38,107, as against 21,000 in July, 1908.

Cochrane, during July, showed the biggest business of any of the stations on the road.

CALGARY MAKES MONEY, TOO

7 1-2 Per Cent. Profit on First Month of Street Railway.

CALGARY, Alta., Sept. 23.—Seven and a half per cent. on money invested, or a profit of $30,000 per year, is the minimum return that may be expected from Calgary's municipally-owned street railway, if the month of August be a criterion. Last month the total revenue was $9265, running expenses being $2505, and proportion of sinking fund and interest $3996.33, bringing the total expenditure to $6501, giving a surplus of receipts of $2754. August was practically the first month that the system has been in operation and expenses will practically remain at the present figure. It is expected that even 10 or 12 per cent. upon capital invested will be secured.

FLOUR PRICES COME DOWN.

WINNIPEG, Sept. 23.—It is announced that a general reduction of 20 cents a barrel, or 10 cents a 98-pound bag, on all grades of flour will be made.

LINE OF DEFENCE OF TURNER WOMAN

Will Set Up Alibi, Claiming That She Traveled Over Gorge Railway From Lewiston to Niagara Falls.

For the first time since the arrest of Mrs. Maud Turner for the murder of the Authers infant, T. C. Robinette, K.C., her counsel, was induced to speak of her defence last night.

According to his statement, the defence will set up an alibi in so far as to try to show that while Mrs. Turner did go to Lewiston from Toronto on the Chippewa, leaving Toronto at 7.30 on the morning of Thursday, Sept. 16, she did not go from Lewiston to Niagara Falls and return on the New York Central train, which runs along the cliff from which the box containing the body of the child was thrown, but on the Gorge Route, which runs along the rocks at the river's edge, and therefore, could not possibly have thrown it as it was seen to fall.

Gave Child Away.

Her story to her counsel is that she gave the child to the Mrs. Maud Wagner of Cleveland, who had written her from that city regarding the adoption of the child. She says she gave the child to Mrs. Wagner in Toronto on Wednesday and agreed to meet her at Niagara Falls, N.Y., on the Thursday, to give her some clothes for the baby. She says she did so meet Mrs. Wagner there, going over on the Chippewa, and did carry a box like the one containing the body of the child, but says that it contained only lunch and baby's clothing, and that she did not have it with her on the way across the lake, but checked it in the check-room of the boat and was reading a book on the way over and had no parcel with her until she took it out on arriving at the dock at Lewiston.

She says she went to the Falls on the Gorge Route and returned that way in the evening. Then she says she met Mrs. Wagner at the New York Central at the Falls depot and that Mrs. Wagner then had the Authers child with her alive and well, and that she gave her the clothes in the box.

Not the Advertiser.

Mrs. Turner has also informed her counsel that she did not at any time advertise in the papers for the adoption of children, and that the advertisements spoken of by the police must have been inserted by others. She says that she never had any other babies save the Authers and King children, and that the child taken from the Wood-street house was the King child, despite the fact that the police are informed that it was not.

She declares that the statements of Mr. and Mrs. Goldie, who keep the house at 39 Wood-street, that they heard the cries of a strangling child coming from her room on the Tuesday night are false and foolish, and that she does not even remember them coming to her door then or on any other occasion to enquire about that or any other noise.

Mrs. Turner has not explained either where she took the child from the hospital, or where she kept it from the Saturday till Wednesday, when she says she gave it to Mrs. Wagner.

Contradictory.

This story will meet with a deal of contradiction by that to be made out by the crown witnesses, even if no more is added to that already disclosed by the police.

The Goldies will swear to the episode of the subdued screams in the Turner room on Tuesday night. The police will show that the King child was not at the Wood-street house. They will show that it was taken to another place from the hospital, but that it was not seen there after Tuesday evening.

They say they will show that she did not check the parcel which she carried onto the Chippewa, but that she had it with her on the boat and was not reading, but was talking to persons who will be crown witnesses. Two of these will swear that she got

Continued on Page 7.

OUT OF THE LIMELIGHT

TEDDY (in disgust)—"Why didn't I go after walruses 'stead o' lions? Cook and Peary with the Aurora Borealis playing on 'em, and me here in the waning light of an African moon."

MODE OF LIVING KEY TO POLAR SUCCESS

Cook Tells Fellow Explorers That Strong Stomach and Brute Force Are Essential in Reaching Pole.

NEW YORK, Sept. 23.—Cheered by a thousand men and women as he entered the banquet hall on the arm of Rear Admiral Schley (retired), Dr. Frederick A. Cook told his story to-night before the most brilliant audience he has addressed since he left Denmark. The banquet was given by the Arctic Club of America, of which Dr. Cook is a member, in recognition of his last polar venture.

While there was no official representative from either state or nation, the assemblage was cosmopolitan and enthusiastic.

"This is one of the highest honors I ever hope to receive," said Dr. Cook. "You represent most of the frigid explorers of Europe and nearly all of the Arctic explorers of America. Your welcome is the explorer's guarantee to the world, coming as it does from fellow-workers, from men who know and have gone thru the same experience—it is an appreciation and a victory, the highest which could fall to the lot of any returning traveler.

"The key to frigid endeavor is subsistence. There is nothing in the entire realm of the Arctic which is impossible to man. If the animal fires are supplied with adequate fuel, there is no cold too severe and no obstacle too great to surmount. In the ages of the polar quest much has been tried and much has been learned. The important lesson is that civilized man, if he will succeed, must bend to the savage simplicity necessary. Candor compels me to say that the effort of getting to the pole is not one of physical endurance, nor it is fair to call it bravery; but a proper understanding of the needs of the stomach and a knowledge of the limits of the brute force of the motive power, be that man or beast."

The real pathfinders of the pole were early Danish, the Dutch, the English and the Norse, Italians and American explorers, with whom must be shared the good fruits of success, tho a similar obligation was due to the Eskimo and the Indian.

"To John R. Bradley—the man who paid the bills—belongs at least one-half of this fruit," added Dr. Cook.

No Licenses Required.

"One of the most remarkable charges brought out is that I did not seek a geographical license to start for the pole. Now, gentlemen, to the large public that may be a mystery, but you who know will appreciate that no explorer can start and say that he will reach the pole. All who understand the problem know that success is but barely possible when every conceivable circumstance is favorable. It is only necessary to make announcement that an expedition embarks for the pole to start an undesirable bombast and flourish of trumpets. This I chose to escape.

"Now, gentlemen, I appeal to you as explorers and men. Am I bound to appeal to anybody, to any man, to any body of men—for a license to look for the pole?

"Another criticism is the charge of our insufficient equipment. We have met this. You know that we had every possible aid to success in sledge traveling. A big ship is no advantage. An army of white men, who at best are novices, is a distinct hindrance, while a cumbersome luxury of equipment is fatal to progress. We chose to live a life as simple as that of Adam, and we forced the strands of human endurance to scientific limits. If you will reach the pole, there is no other way.

The Demand for Proof.

"I have already given a tangible account of our journey. It is as complete as the preliminary reports of any previous explorer. Heretofore such evidence has been taken with faith and the complete record was not expected to appear for years, whereas we agree to deliver all within a few months.

"Now, gentlemen, about the pole. We arrived April 21, 1908. We discovered new land along the 102nd meridian, between the 84th and the 85th parallels. Beyond this there was absolutely no life and no land. The ice was in large, heavy fields with few pressure lines. The drift was south of east, the wind was south of west. Clear water gave good regular observations nearly every day.

"These observations combined with those at the pole on the 21st and 22nd of April, are sufficient to guarantee our claim. When taken in connection with the general record, you do not require this. I can see that, but this and all other records will come to you in due course of events."

THE GREAT DUNLAP HAT.

A Second Fall Shipment Has Arrived in Toronto.

We do not suppose there is any other make of hats in the world that has as large a vogue as Dunlaps of New York. Americans the world over wear it, and consequently Dunlap is represented by special agents everywhere. Here in Canada Dineen, at the corner of Yonge and Temperance-street, acts as sole agent for the Dominion. Yesterday Dineen received the second shipment of fall Dunlaps, both silk and stiff felt derbys. There is only one price the world over. Five dollars for the Derby and ten dollars for the Silk.

Two thousand men to assist in the threshing are still wanted in Saskatchewan at $2.50 to $3 a day.

A cargo of two million cigars has left Manila for Frisco.

NEW LINE OF THE C.N.R. TORONTO TO OTTAWA

Farms That Are Crossed in York and Scarboro Townships and Across Ontario County.

OTTAWA, Sept. 22.—(Special.)—The plan of the Canadian Northern Railway for its line from Toronto to Ottawa as filed with the department of railways, shows it as leaving the line now constructed up the Don Valley on the property of Mrs. Robert Davies, just west of the Don-road. It runs 1340 feet on Mrs. Davies' property, then crosses the Don-road (still in the valley), and runs thru the property of John H. Taylor for 4888 feet, then into H. Talbot's farm for 1585 feet, Wm. Harris' 4545 feet, then across the Dawes-road into Mrs. Walter Massey's property, partly in York, partly in Scarboro, for 3740 feet. All this distance from the present line is over two miles in all, and is in the valley of the Massey Creek, which runs from the Scarboro town line to the foot of the Don two miles west.

After leaving Mrs. Massey's farm in Scarboro, the registered plan shows the line to strike southeasterly toward the lake crossing, the Grand Trunk, thru a number of small property owners and landing into the Thompson and Gooderham properties on the north side of the Kingston-road, taking up 655 feet of the Gooderham, and 663 feet of the Thompson. Keeping still north of the Kingston-road, it takes 415 feet on W. M. Allan's, 563 feet on Jas. White, next into John Russell's, then across the Kingston-road into the west lot for 865 feet, and on east thru the Manning leaseholds for 3043 feet, Jonathan Ashbridge, 1462 feet, Callender 1290 feet, Beck 1030 feet, Pherrill's 885 feet, John Neilson, 1640 feet, Young's 1700 feet, Mr. Slobo 745 feet, Alex. Muir 963 feet, Kingston property 1902 feet, Levi Annis 1370 feet, Cornell 1981 feet, A. Muir 1721 feet, George Annis 2093 feet, R. Humphrey 1551 feet, Jno. Lennox 542 feet, J. Richardson 1077 feet, Westlake's 800 feet, J. Miller 996 feet, Thos. Hewlitt 492 feet, J. Jessop 528 feet, W. Galloway, 1561 feet, crossing the Kingston-road to the north side thereof on the Galloway property, thru St. Margaret's Church property and into the Johnston farm for 320 feet, J. Lennox 1398 feet, Shackleton 646 feet, J. Skelton 2111 feet, J. Stanion 1509 feet, next thru three small lots into the Spring farm for 1741 feet, L. Lewis 3227 feet, D. Atkinson 752 feet, Brumwell 1334 feet, Robt. Dixon 1235 feet, across the Rouge into Henry Chapman 1406 feet,

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PREPARING TO BUILD CANAL

J. D. McArthur, G. T. P. Contractor, Allied With Sir Robert Perks.

MONTREAL, Sept. 23.—(Special.)—It is stated here that J. D. McArthur, the G. T. P. contractor, has about made an alliance with Sir Robert Perks, and when the government gets ready to go ahead with the Georgian Bay Canal, this combination will get a very large section of the canal to build.

Keen Interest in Dr. Cook's Story

"World" Readers Eagerly Await Each Instalment—Climax in Narrative of Polar Dash Will Be Reached To-Morrow Morning.

The intense interest shown in Dr. Frederick A. Cook's story of his discovery of the north pole is being manifested in many ways in this vicinity. The World is the only newspaper in Toronto which gives its readers this graphic tale of the hazardous trip in the frozen north, one of the most important historical events of a century.

The many readers of The World appreciate the service which it is doing them by furnishing the story of Dr. Cook's trip, the first information given out to a waiting, listening world, anxious to grasp every detail of the journey to the top of the earth. Hundreds of thousands of people are reading every word of the account as it appears in The World's columns.

To-morrow's instalment will bring the climax of the explorer's own story of his "conquest of the north pole." Extra copies should be ordered to-day.

PT. ARTHUR CONSIDERING GOVERNMENT BY EXPERTS

People Will Be Asked to Vote on Proposal to Have Paid Commission Instead of Council.

PORT ARTHUR, Sept. 23.—(Special.)—Council will probably take definite action soon on a matter that has been under discussion among the people for a long time—that of a new system of municipal government.

Talk is of a paid commission of experts to act instead of mayor and council. The members would be railway, light, power and telephone experts, and, with another as chairman, would act as board of directors, taking in charge all business created by the various franchises in which the city has practically half a million dollars invested.

The committee will be appointed to prepare a report, so that a plebiscite may be submitted, and they will likely attend the convention of heads of civic governments to be held shortly at St. Louis for the purpose of getting information on the subject.

Real Estate Advertising

Read Miss Schabehorn's article on Editorial Page, "Real Estate Advertising Analyzed"—interesting to all our businessmen readers, and unique in coming from a business-woman.

MODERN PROPHETS HAVE ADVANTAGES OVER OLD

Have Revelations of Science and Lessons of History to Assist Them

"If prophecy is the unfolding of the will of God, it can never cease," declared Prof. A. H. Reynar, M.A., LL.D., at the Victoria theological conference last night. "Science cannot cease, art is not exhausted, still less have men learnt all about the will of God and human conduct. The revelation of an infinite God to a finite mind can never cease.

"We are too prone to put God far away, while thinking He was near Ezekiel and Malachi. We can't advance beyond the apostles in the principle of prophecy; we can in its application."

Men thought the poetical canon had closed and then came Tennyson and Browning. These two modern poets were prophets. They might not have told any great original truths, but they restored the emphasis where it belonged.

The professor considered that the modern prophet had many advantages over those of the old time, in knowledge of the Scriptures, in the revelations in science and in the lessons of history. Phophecy, he thought, could be cultivated. We could learn to distinguish between the word of the Lord and the wayward fancies of excited minds, whether in ourselves or in others. The Doukhobors were a good example of the latter, absolutely sincere, yet absolutely erratic.

Prof. C. E. Bland, B.A., B.D., of Wesleyan College, Montreal, continued his address on "The Prophet in the Early Church," treating of the decline of the prophet. St. Paul and Justin Martyr were taken as typical of the earlier and later periods. The latter conceived Christianity as a way of life and system of truth. Christ, to Paul a Saviour by the indwelling Spirit, became to Justin Martyr the teacher of a new law and revealer of divine wisdom.

The prophetic mood gave the church a defence from the perilous days of Greek attempts to construe the Christian message. Some, even of the disciples, scorned philosophy, content to feel the power of the new life without trying to explain it.

The pendulum swings alternately either way. "We need both Catholic and Protestant in the social organism; the former for periods of disorder, the latter for periods of tyranny. We must recognize the place of both. They are equally indispensable to the security of progress of life."

At the morning session Rev. W. B. Creighton, B.A., D.D., editor of The Guardian, reviewed Dr. Denny's "Jesus and the Gospel," and Rev. Dr. Elliott spoke on "The Teaching of Jesus Concerning His Nature and Mission."

On the invitation of Mrs. Scott-Raff, the members of the conference visited the Margaret Eaton School of Expression in the afternoon.

The conference closes with this morning's session.

PROMINENT FIGURES IN THE SUCCESSFUL CONDUCT OF GUELPH'S PUBLIC OWNED UTILITIES.

SAMUEL CARTER.
Chairman Guelph Light and Heat Commission.

J. LYON.
Chairman Guelph Radial Railway Commission, and President Guelph Junction Railway Board.

J. J. HACKNEY.
Superintendent of Guelph Waterworks and Street Railway Systems.