

WEDNESDAY MORNING

NEWS

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JOHN CATTO & SON

Grey Suitings

This is a strong "Grey" Season in Suitings, and we are fully up to the demand with one of the finest stocks to be found anywhere. These choice fabrics cover a large range of prices, from the extremely moderate up to the highest grades, and include many of the most popular makes: Tweeds, Worsters, Herringbone Patterns, Saxons, Donegals, Oxfords, Venetians, Checks, Diagonal Effects, etc.

Winter Hosiery

Ladies' Fine Black Cashmere Hose—spliced ankles and feet—guaranteed fast dye—winter and autumn weights. OUR SPECIAL, 50 CENTS PAIR.

Down Quilts

These chilly nights suggest warm Bed Covers, and in this line nothing meets the demand like a DOWN-FILLED QUILT. We have just opened a shipment of beauties, ranging from the Handsome Downproof Saten-Covered Varieties at \$5.00, up to the Gorgeous Silk and Satin Article at \$25.00 or \$30.00.

SEE THESE, A Most useful gift to put away for Christmas.

MAIL ORDERS A SPECIAL STUDY.

JOHN CATTO & SON

55 to 61 KING STREET EAST, TORONTO.

THE "SAVOY"

(Tonge and Adelaide Sts.)

Special Lunch, 12 till 2

Ice Cream, S33as, Etc

Japanese Tea Rooms.

Delicious Candies.

WHAT ESKIMOS TOLD PEARY

Continued From Page 1.

Did not remember exactly, but something over twenty.

How many sledges did they have when they got back to land? A—Two.

Did they have any provisions left on their sledges when they came back to land? A—Yes, the sledges still had about all their provisions left, so they about to take back few things from the cache.

The Return The.

From here they went west across the snow, offering good going, to a low island which they had seen from the shore of Heiberg Land, Cape North.

On this island they camped for one sleep.

From this island they could see two lands beyond (Sverdrup Land, Ringnes and Amund Ringnes Land). From the island they journeyed toward the left-hand one of these two lands (Amund Ringnes Land), passing a small island which they did not visit.

Arriving at the shore of Amund Ringnes Land, the Eskimos killed a deer as indicated on the chart.

The above portion of the statement of the Eskimo boy covers the period of time in which Dr. Cook claims to have gone to the pole and back, and the entire time during which he could possibly have made any attempt to go to it.

Couldn't Be Mistaken.

If it is suggested that perhaps Dr. Cook got mixed and did, between the time of leaving the northwest coast of Heiberg Land at Cape North, where they killed the deer, we must then add to the date of Dr. Cook's letter of March 17, at or near Cape Thomas Hubbard, the subsequent four or five days at that point, and the number of days required to march from Cape Thomas Hubbard to Cape Northwest (a distance of some 60 nautical miles), which would advance his date of departure from the land at least March 25, and be prepared to accept the claim that Dr. Cook went from Cape Northwest (about latitude 80-1-2 degrees) to the pole, a distance of 570 geographical miles.

Killed Plenty of Game.

After killing the deer they then traveled south along the east side of Ringnes Land to the point indicated on the chart, where they killed another deer. They then went east across the south part of Crown Prince Gustavus Sea to the south end of Heiberg Land, then down through Norwegian Bay where they secured some bears, but not until after they had killed some of their dogs, to the east side of Graham Island, then eastward to the Little Bay, marked "Eld's Ford" on Sverdrup's chart, then southwest to Hells Gate and Simmons Peninsula.

Here for the first time during the journey, except as already noted off Cape Thomas Hubbard, they encountered open water. At this point the boys were clear, emphatic, and unshakable. They spent a good deal of time in this region, and finally abandoned their dogs and one sledge, took to their boat, crossed Hells Gate to North Kent, up into Norfolk Inlet, then back along the North coast of Colin Archer Peninsula to Cape Iner, where they obtained fresh elder duck eggs.

Here they left the remaining sledge, off, it is shortened it, as it was a sledge, to transport with the boat, and fear here they killed a walrus.

Eggs Prove Veracity.

The statement in regard to the fresh elder duck eggs permits the approximate determination of the date at this time as about the first of July.

This statement also serves, if needed anything more than the inherent straightforwardness and detail of their narrative were needed, to substantiate the accuracy and truthfulness of the boys' statement. This locality of Cape Iner is mentioned in Sverdrup's narrative as the place where during his

THE WEATHER

OBSERVATORY, TORONTO, Oct. 12.

(8 p.m.)—The storm is now dispersing, but gales are still blowing on the western provinces, and has turned much colder in Ontario, but as yet there has not been much change in Quebec and the maritime provinces.

Light rains have occurred to-day in Ontario and Quebec.

Minimum and maximum temperatures: Victoria, 48-56; Vancouver, 52-58; Kamloops, 48-56; Calgary, 38-48; Edmonton, 32-40; Winnipeg, 28-36; Moose Jaw, 18-28; Qu'Appelle, 16-28; Regina, 14-24; Saskatoon, 12-24; Port Arthur, 10-22; Toronto, 36-44; Ottawa, 34-42; Montreal, 40-48; Quebec, 48-56; Halifax, 46-54.

—Probabilities—

Lower Lakes and Georgian Bay—Strong winds and gales from westward, mostly C. wind; cold, with local showers of rain or sleet.

Upper St. Lawrence and Ottawa—Strong southwesterly winds; cold and heavy clouds, with local showers of rain or sleet.

Lower St. Lawrence, Gulf and Maritime—Strong winds from westward, with occasional rain.

Superior—Westerly gales; cold, with snow flurries.

Manitoba and Saskatchewan—Fine and cold, with local showers of rain or sleet.

Alberta—Fine and milder.

THE BAROMETER.

Time. Therm. Bar. Wind.

8 a.m. 48 30.2 18 S.W.

11 a.m. 48 30.2 18 S.W.

2 p.m. 48 30.2 18 S.W.

5 p.m. 48 30.2 18 S.W.

Mean of day, 48; difference from average, 8 below; highest, 48; lowest, 36; rain, 1/2.

STEAMSHIP ARRIVALS.

Oct. 12 At From

At 10 a.m. Father Pt. Antwerp

At 11 a.m. Wm. de Grosse, New York Bremen

At 12 p.m. Wm. de Grosse, New York Bremen

At 1 p.m. Wm. de Grosse, New York Bremen

At 2 p.m. Wm. de Grosse, New York Bremen

At 3 p.m. Wm. de Grosse, New York Bremen

At 4 p.m. Wm. de Grosse, New York Bremen

At 5 p.m. Wm. de Grosse, New York Bremen

At 6 p.m. Wm. de Grosse, New York Bremen

At 7 p.m. Wm. de Grosse, New York Bremen

At 8 p.m. Wm. de Grosse, New York Bremen

At 9 p.m. Wm. de Grosse, New York Bremen

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C.N.R. WILL STICK

Continued From Page 1.

manufacture, 300 girls and the Oshawa Canning Co. 50 men, and all do a large shipping trade. Other considerable industries are Matthew Guy & Co., carriage makers; Robert Woon & Co., manufacturers of threshers; W. J. Trick & Co., woodworkers; the Dickson Flour Mills; R. Dillon, machinist, and three cooperages firms.

The point to be noted in connection with Oshawa industries is that many of them have a national character, which means a long haul for the road that carries the business.

The McLaughlin Carriage Works and the Williams Piano Company, have branches in every important point from coast to coast, their output demands the high class rates. A carload of carriages or pianos for Winnipeg or beyond, means quite a haul for the road that carries the business.

A Roundabout Method.

A heavy Oshawa shipper who has a big market in British Columbia, is his objection to present conditions in the following manner:

"When we have a car of goods for the coast, we apply to the agent of the Oshawa railway (which does the shunting to the Grand Trunk), who notifies the Grand Trunk people that a request to put in a car for the coast."

It often takes two weeks to get a car, and occasionally the Grand Trunk will not take the car at all, and we have to wait longer."

Altogether a shipper to the west is at any great extent, Mr. R. H. James, who is now secure from two or three lines has to wait for a long time.

The C. N. R. could not get a car for the coast, and he has to wait for a long time.

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