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TWELVE PAGES—TUESDAY MORNING SEPTEMBER 7 1909—TWELVE PAGES.

29TH YEAR

Commander Peary Cables That He, Too, Has Reached the North Pole

Boy In Drunken Carousal Fires Rifle at Playmate

Johnny Kelly, Aged 13, May Die From Bullet in Intestine—Claude Brownscombe Shot in Thigh — Labor Day Casualties.

Johnny Kelly, a lad of 13 years, of 211 Lansdowne-avenue, is lying at the point of death in the Hospital for Sick Children as the result of drunken daredevilishness on the part of one of his companions. He was shot with a 22-calibre rifle near the Lansdowne-avenue railway bridge at 2.30 yesterday afternoon.

The sidin is apparently a rendezvous of a number of youths and men who are averse to work. According to boys who were there, eight men secured a keg of beer early yesterday morning and carried it, covered with a bag, to an empty box car on the siding. The crowd of boys went over and some of the oldest were given liquor. Among them were Gus Cullen, aged about 17, of 28 Wyndham-street and John Travers, aged 16, of 38 St. Clarens-avenue. Cullen is the owner of a 22-calibre rifle.

At about 2.30 the Kelly boy said he was going home. With several of his boy friends he turned and walked away.

After he had got about fifty feet from the other group, Travers, who had the rifle, caled after him, "If you go home, I'll kill you."

Kelly and his companions turned. When he saw Travers point the gun at him he stopped. The other boys ducked. Then Travers pulled the trigger and Kelly dropped.

The boys ran to his assistance and picked him up. They wanted to carry him home when they found he had been shot, but he would not let them.

"No, I don't want to be carried," he said. White-faced, and supported by his friends, he walked home.

Dr. J. H. McConnell of 625 Dundas-street, was called in and he administered first aid. After examining the wound he ordered the boy to be removed to the hospital.

Kelly was put under an anesthetic at the hospital and Dr. Charles B. Shuttlecock of East Bloor-street removed the bullet. It was found that it had twice penetrated the small intestine and had finally lodged in the omentum. At first it was feared that it had passed thru the kidney, as it entered the back near the kidney.

The doctors think he has but small chance for recovering.

Travers and Cullen were arrested last night by Detectives Cronin and Murray in connection with the shooting.

Boy Shot in the Thigh

Claude Brownscombe ,aged 12, son of Albert P. Brownscombe, of 2 Kensington-avenue, was shot in the thigh while out near the Humber River yesterday afternoon.

A party of about a dozen boys went into the bush to spend the day. They took with them a 22-calibre rifle. Several of the older boys left the rifle standing against a tree, and one of the smaller boys picked up the rifle. He tried to eject the shell, but operated the wrong mechanism, namely, the trigger. The cartridge exploded and the bullet lodged in Claude's thigh.

Skull May Be Fractured.

On the way from the exhibition last night Charles Swales, of 9 West Murray-street, Hamilton, was jerked from a car at the corner of Simcoe and King-streets, and badly injured.

At Simcoe-street Swales stood up before the car had stopped. It came to a standstill with a jolt, caused by the motorman throwing on the air-brakes full force. Swales was not hanging on and consequently was thrown forward to the pavement on his face. He was picked up in an unconscious condition and removed to St. Michael's Hospital in the police ambulance.

He was accompanied by his wife.

Six stitches were put into the scalp wound. It is not known yet whether his skull was fractured or not. The doctors think his injury will not prove serious ,tho he is suffering from shock.

"Ex" Visitor Run Down.

Mrs. Sarah Gamble, of Paris, Ont., an exhibition visitor, was run down by a rig at College and Teraulay-streets at 4.30 yesterday afternoon and received a scalp wound.

She alighted from a car and walked in front of the rig, which was going at a fair rate of speed. She was taken to St. Michael's Hospital in the police ambulance.

Breaks Arm at Play.

Robert Watt, aged 22, living at the Evangelia Settlement, and member of the Evangelia Rugby team, fractured his left arm in a game yesterday afternoon. He was attended at the General Hospital.

Falls From Ladder

Alexander Moffat, 126 Argyle-street, aged 44, caretaker of McCaul School, fell off a ten-foot ladder at the school yesterday afternoon and fractured two of the small bones in his left foot. He was taken to the General Hospital in the police ambulance.

WOMAN IN WHITE IS WANTED

May Be Able to Explain a Chicago Shooting.

CHICAGO, Sept. 6.—Frank P. Arnold was probably fatally shot last night, after being held up by three men near Washington Park, and a mysterious woman is being sought as a possible principal in the case.

When persons in the park heard the one shot fired at 11 o'clock and ran toward the place where Arnold lay, they saw a well dressed woman in white bending over him. She fled as they approached, but is said to have called the police by telephone.

Altho Arnold said that one of the hold-up men shot him, he is known to have been with a woman answering the description of the missing one in white an hour before the shooting.

LABOR DAY ACCIDENTS

Charles Swales, Hamilton, knocked from car; skull may be fractured.

Mrs. Sarah Gamble, Paris; run down by rig; scalp wound.

Robert Watt, Evangelia Settlement, arm broken in football practice.

John Kelly, 211 Lansdowne-avenue, shot in intestines during carousal; may not recover.

Claude Brownscombe, 2 Kensington-avenue, shot in thigh by boy playing with rifle.

Alex. Moffat, caretaker, McCaul-street, fell down ladder; two bones in foot broken.

"LAURENTIAN" A TOTAL WRECK

Allan Liner Runs Ashore in Fog Off Newfoundland, and Breaks in Two.

ST. JOHN'S, Nfld., Sept. 6.—The Allan line steamer Laurentian, from Boston, Sept. 3, for Glasgow, is a wreck off Cape Race.

The steamer ran ashore at daylight, in a dense fog, and Nos. 1 and 2 holds soon filled with water.

The 60 passengers were safely landed.

During the forenoon the steamer broke in two, which renders hopeless a chance of refloating her.

The Laurentian belongs to the Allan Line Steamship Company, Limited, of Glasgow ,and ran regularly between Boston and Glasgow. The steamer was 400 feet long, 42 feet beam and had a tonnage of 2837. She was built at Greenock in 1872.

She was laden with flour in sacks and corn in bulk.

YACHT'S BOILER BURSTS

HALIFAX, Sept. 6.—(Special)—The steam yacht Eulie, owned by J. C. and W. F. Larder of Sydney, while cruising off the coast to-day, had her boiler blown out. W. F. Larder, who was below deck at the time of the accident, was severely scalded by escaping steam and practically had all the skin peeled off his body. Watt, the engineer, was also badly scalded.

Larder, crazed with the pain, tried to plunge overboard into the sea. He was caught about the waist by his brother, who in his efforts to keep him from going overboard, tore large strips of skin from his scalded body.

NORTHCLIFFE OMINOUS IN MESSAGE TO WEST

What Would Be Price of No. 1 Hard if Germany Should Suddenly Declare War.

WINNIPEG, Sept. 6.—(Special.)—Lord Northcliffe arrived in the city this morning from the east and was entertained by the centennial committee, his lordship expressing himself heartily in favor of the world's fair idea.

His whole object in visiting the west is to look into the field for immigration and investment, his papers strongly advocating the claims of Canada along these lines. He made the following significant statement:

"Let me make the suggestion to some of you who are investing your money and your labor, who are building railroads and elevators, etc., that you keep an eye on European affairs and figure out why German shipbuilding yards are turning out under pressure rapid cruisers and first-class battleships, why it is that Krupps' works have increased their hands to over one hundred thousand, the population of Winnipeg, and exactly what would be the effect on your farmers, your railways, your Winnipeg or your Fort William, if, about harvest time, as happened to France in 1870, you got a cable in Winnipeg one night that all your stuff was held up in the Atlantic.

"I should like to know what would then be the price of No. 1 hard."

AN HISTORIC FUR STORE.

Buying Pelts and Making Them Into Garments Since 1864

After all if there is one thing that should tempt you in making the choice of a furrier it would be the experience the furrier has in selecting fur. Expert knowledge is the one great thing necessary in the fur business and if any man in Toronto has a record to back the goods he sells, it is Dineen.

It was away back in 1864 that Dineen commenced business in Toronto. Since that year the firm has grown until today we do not know of any other concern we can compare with it. There is a big retail store at the corner of Yonge and Temperance-streets and a large independent wholesale on Spadina-avenue, which is separate from the retail.

The collection of foreign and native in the showrooms at Yonge and Temperance-streets is worth going miles to see. This display is particularly remarkable for the costly exhibit of Canadian mink, Hudson Bay sable, etc.

ALFRED H. MARSH IS DROWNED IN LAKE

Body Found Upright in Twelve Feet of Water at Centre Island, and Efforts to Restore Animation Are Unavailing.

Alfred H. Marsh, K. C., of the legal firm of Marsh and Cameron, 23 Toronto-street, was drowned whilst bathing at Centre Island yesterday evening. The deceased gentleman, who was well-known thruout the city, resided at 164 Jarvis-street, and had a summer residence at 3 Clandeboye-avenue, Centre Island, at which latter address he had recently been staying with his family. At 6 o'clock yesterday evening he left home for a swim in the lake at the foot of Clandeboye-avenue, a short distance away. Altho there were a number of people about at the time and workmen were employed 50 feet away, nothing unusual was noticed until 6.30, when his body was seen floating upright in 12 feet of water, about 25 feet from the shore. A man named McEroy, in the employ of Miller & Cummings, brought the body ashore, and J. M. Whitfield of 304 Lakefront applied the usual methods to restore animation, for half an hour, but without success. When a doctor arrived he pronounced life extinct. Mr. Marsh, who was 58 years of age, was a strong swimmer, and knew the water well at the spot where he met his death; in fact, it was a frequent practice of his to bathe there in the evenings.

He is survived by his wife (nee Miss Proudfoot, daughter of the late Chief Justice Proudfoot), a sister, Mrs. Frank Roberts of Lake Charles, Louisiana, and five daughters, Miss Marion G., Ottawa; Mrs. Bessie M. Brewery, New York; Miss Jessie K., at home; Miss Louise, at St. Luke's Hospital, N.Y., and Miss Mildred, at home.

The late Mr. Marsh was well-known in Ontario legal circles and was for many years lecturer in equity at the Law Society at Osgoode Hall. He was a prominent member of the Ionic Lodge A.F.and A.M. He was in partnership successively with Sir John A. Macdonald, James Bethune and the late Judge Lount. Mr. Marsh took silk in 1889. He was born at Trenton.

DETROIT MYSTERY WOMAN THE VICTIM

Torso Found in Sack in Marsh—Experts Say Limbs Were Amputated Before Death.

DETROIT, Mich., Sept. 6.—(Special.)—The headless, armless, and legless body of an unidentified woman, enclosed in a coarse coffee sack, was found in Ecorse Creek, at the city limits early this morning. The body was badly decomposed, but is judged to be that of a woman of about thirty years. The torso was naked.

The body is that of a woman between five feet two inches and five feet five inches in height, weighing between 120 and 130 pounds, and well developed. Two bricks were enclosed with the torso, holding it down.

The head and limbs of the victim had been cut cleanly from the torso. A sharp instrument was used, and evidently by an expert. The head and neck were cut from the shoulders, the arms cleanly taken off and the leg cut off so far up that the intestines protruded.

The woman was alive when cut up, establishing the fact that murder was committed.

The body had lain among the rushes in shallow water within sight of the passengers of passing street cars evidently for several days. The discovery of the contents of the bag was made by John D. Jones and Benjamin Dufour of Ford City, who went close to it in a rowboat and thru a slit in the bag were horrified to find a human body.

The bag was an ordinary one, and the top had been well sewn after the bleeding torso was placed in it. The creek is now being dragged for missing portions of the body, and Sheriff Gaston and a posse of deputies are scouring the country in the neighborhood for possible clues.

4000 WALK AT OTTAWA

Biggest Labor Day Parade Yet—A Woman Drowns.

OTTAWA, Sept. 6.—(Special.)—Ideal weather conditions prevailed and the Labor Day was enjoyed to the utmost by several thousand union men. The procession was the largest yet, numbering probably 4000 men, and included five hundred visiting longshoremen from Ogdensburg, N.Y., the American flag being much in evidence. Excursion trains brought several thousands visitors.

Mrs. W. Seabrook, an elderly and near-sighted lady, started to-day to visit a daughter living in Hull. By mistake, she took a street which did not lead to the bridge, and when she reached the river she fell in and was drowned.

COOK'S RIVAL ARRIVES AT THE FROZEN GOAL APRIL 6, 1909

"I have the pole, April 6th.
"Stars and Stripes nailed to the pole.
"Pole reached; 'Roosevelt' safe.
"Have made good at last. I have the old pole."

In the above brief fashion, Commander Robert Peary, U.S.N., cabling from Indian Harbor, Labrador, yesterday, sprung a sensation on the civilized world, hardly less profound than had he been the first explorer to declare himself the conqueror of the frozen north. That two men—rivals—should within a few days make an announcement that the world has awaited for centuries is dramatic in the extreme.

Peary is expected at Chateau Bay, Newfoundland, to-day, and he promises a "big story." It is probable that he has still to learn that Dr. Cook has preceded him—unless, indeed, he found the flag which the Brooklyn adventurer says he placed at the top of the world. Peary is almost a year behind his rival in his time of discovery.

Dr. Cook, at Copenhagen, said: "I hope the news is correct. If Peary has reached the pole, his descriptions of that region will confirm mine."

BRIEFLY BUT TO POINT PEARY FLASHES TIDINGS

Cables the News of His Success to Press Associations, Manager and Wife—Details To-day.

Pe ary has reached the North Pole, but the details won't be known until the intrepid explorer reaches Chateau, Nfld., to-day.

The first announcement was flashed from Indian Harbor, Labrador, by wireless via Cape Ray and Port aux Basques, Nfld; Canso, N.S., and New York, to the Associated Press, being received at 12.39 p.m., saying:

Stars and Strapes nailed to the pole.

The despatch was duplicated to Reuter's News Agency, London.

The first belief that someone was attempting a hoax was dispelled when Herbert L. Bridgman, secretary of the Arctic Club, New York, received a private cipher message, saying:

Pole reached. Roosevelt safe.

The Roosevelt was the vessel which the exploring party utilized for the expedition.

Another message to The New York Times said:

I have the pole, April 6. Expect to arrive Chateau Bay, Sept. 7. Secure control wire for me there and arrange expedite transmission on big story.

A message to his wife at South Harpswell, Maine, said:

Have made good at last. I have the old pole. Am well. Love. Will wire again from Chateau.

To this she replied: "All well. Best love. God bless you. Hurry home. (Sgd.) Jo."

Peary left Sydney, N. S., July 17, 1908, on the steamer Roosevelt, on his third attempt to reach the North Pole. His last remark as he went on board the steamer was that he expected to accomplish his purpose. He arrived at Cape York, Greenland, July 31. On Aug. 11 the Roosevelt was at Etah, which point he left Sept. 26. He had a good supply of Eskimo dogs and provisions.

The last information concerning Commander Peary indicated that he was on the polar ice north of Cape Thomas Hubbard, about 560 miles from the pole.

Peary's friends have for several weeks past been expressing a belief that he had already reached his goal and that the news was delayed only by the difficulties of transmission. The receipt of the message at New York is taken to mean that the relief ship Jeannie, which left a month ago, has reached Etah, Greenland, and established communication with Peary at that point. It is possible, however, that Peary sent word by a chance whaler.

LIFE'S AMBITION REALIZED

Commander Peary Has Had His Eyes Constantly to the North.

In reaching the North Pole, Commander Robert Edwin Peary has achieved the ambition of a life time. As a boy his day dreams were of an unexplored land far to the northward,and such printed matter concerning the polar regions as fell into his hands was read with absorbing interest. He was born at Cresson, Pa., May 6, 1858, but in his early youth the family removed to Maine. He graduated from Bowdoin College in 1877, and entered the United States navy as civil engineer, Oct. 26, 1881. Three years later he was appointed an assistant engineer on the board which surveyed the route of the Nicaragua Ship Canal.

In 1886 he was granted leave of absence to visit Greenland, on what proved to be the first of seven expeditions to the north, which challenged the admiration of the world, and brought unstinted fame. In 1906 he attained his farthest north.

Peary's expeditions have had scientific and geographical usefulness. He has won the medals of the American Geographical Society, the Royal Geographical Society of London, and the Scottish Geographical Society. In the navy he won the title of "commander." In 1908 he was made president of the American Geographical Society.

Commander Peary's domestic life has been so happy that absence from his family has been one of his greatest hardships. In 1888, two years after the return from his first visit to Greenland, he married Miss Josephine Diebitsch, who upon different occasions accompanied her husband for a considerable distance northward.

Upon one of these trips a daughter was born to them, who has always been called by her father "The Snow Maiden," and held for a time a notoriety rivaling that of the commander, as the only white child known to have been born within the Arctic circle.

In 1902, after Peary has been absent four years and hope of his return had been abandoned by many, Mrs. Peary accompanied a relief expedition which met and brought him home.

When asked if he would try again, he replied: "Undoubtedly, I have made my last attempt. My time is up and I am going back to my work in the navy."

However,the wander lust again gripped him. Funds were forthcoming, and his last and successful expedition may now be anticipated. In fact, it was announced more than a year ago that Peary had planned a national American expedition for the exploration of the south polar regions, but that his interest was only in getting it under way.

PEARY'S "FARTHEST NORTH"

Perils Which He Faced on His Previous Expedition.

How well Peary's ideas have worked out is shown in his successes, each trip landing him nearer the goal and giving to science vast information concerning the polar regions. Each time he has followed the same general route, up thru Baffin's Bay, Smith Sound, Kennedy Channel and Robeson Channel into Nares Sea. In 1894-5 he got almost to the 78th parallel, on the west Greenland coast; in 1898-99 he went to between the 79th and 80th parallels, on the east coast of Ellesmere Land; in 1891-92 he discovered Peary Strait, on the north coast of Greenland, and, following the coast to Academy Land, at about the 30th meridian, gave to the world the first chart of this unknown territory.

On this trip he penetrated above the 82nd parallel; in 1900 he took the east coast of Grinnell Land, reaching the 82nd parallel. In 1905-06 he skirted the north coast of Grinnell Land, made his winter quarters at Cape Sheridan, Grant Land, and when ready to start for the pole moved past Cape Heckla, on the west, and from there to Cape Moss, from which he started his attack on the pole.

All of these expeditions led over what has since become known as the American route, and which seems to offer the best foundation for a polar expedition, as it is approximately one hundred miles nearer the goal than the Spitzbergen base, which has been used so often heretofore, and which, curiously enough, is being made the base to-day for a balloon expedition by Walter Wellman.

With Remarkable Directness.

The advantages of the American route are proved by Peary's trip in 1906, when he attained the highest point ever reached by man—87 degrees 6 minutes, at about the 49th meridian of longitude west. This was attained on April 21, and the engineer's journey was with remarkable directness, his path being almost a straight line from Cape Moss to latitude 84 degrees 36 minutes, where he discovered what he afterward concluded to be a body of permanent open water during the summer months. He was held up here by an open lane two miles wide, and it was six days before he was able to get across.

This open lane was perhaps the one handicap that prevented Peary from reaching the pole in that year. As soon as young ice formed on the open space he and his men and dogs attempted to make the crossing. Most of the sledges were over when a heavy gale sprang up and opened the young ice again. The greater part of their provisions were on the south side of the wide expanse, and there was nothing to do but to push on without them. Comparatively smooth traveling was found from here until the latitude of 85 degrees 12 minutes, where they encountered a terrific storm.

There was no way of making progress against it, and Peary was forced into storm camp. The driving ice and snow precluded any reconnaisance, and for six days again they remained motionless. During this time the ice on which they were held prisoner drifted 70 miles to the east, and when Peary took up his journey once more he was about the 49th meridian.

Reached Highest North.

Provisions were running low, but on short allowance and by feeding the weakening dogs to the stronger ones the party was able to make good headway. Over the constantly widening lanes, hummocks and rafters, they pushed, until at noon on April 21 Peary reckoned that they had gone as far as they dared. To have ventured ahead one day more would have meant death by starvation to all of them, and Peary was too long-headed to let the lure of the north drag him to destruction and defeat the very ambition that he had nurtured for years.

He stopped, took careful stock of his provisions and figured that he would just barely be able to get back to Cape Morris Jesup. He took observations, and found that he had reached 87 degrees and 6 minutes and had accomplished much by his journey. He put out flags and a brief record of his achievements and then started back for Cape Morris Jesup.

It was a perilous journey, the return, and Peary and his Eskimo companions were not only saved from starvation by the merest chance discovery of several musk oxen but came within a fraction of an inch of losing their lives on a stretch of thin ice. As soon as they had started back they found all of the ice moving freely, and many open lanes were encountered.

The Open Lane Again.

At the eighty-fourth parallel Peary again came upon the open lane, and while waiting for a chance to cross the ice on which they camped separated from the main floe and they drifted on it for five days. At last a cold snap bridged over the wide, black stretch with a crust, barely enough for a schoolboy to risk wetting by playing "tickish bender" on it Peary saw it was now or never. The explorers separated widely and put on snowshoes. Even then they did not dare lift their feet, but merely slid one foot past the other. The dogs were strung far apart and the sledges lightened as much as possible, but they sent before them a rolling wave of ice that threatened to give way any moment. Had any part of the megre provisions been lost nothing could have saved the men. Had any of the men themselves gone thru the ice any attempt at rescue would have been fatal, for to have stopped an instant in any one place would have been to break thru. In silence the party made the two miles.

Dangerous as this wide lane proved to Peary, it taught him a new and very important factor about polar ice, which the explorer used to advantage in the present expedition, and which Dr. Cook also made use of. It was noticed that when they were in the storm camp the ice on the southern side of a lane moved fuch slower that that nearer the pole and traveled east. Peary found that after he had drifted the seventy miles he not only had to work his way north, but also had to point a little west to overcome the flow of the ice.

Headed to the West.

This year his route and that followed by Dr. Cook lay in a general way from Grant Land out to the west, and not direct north, the explorers heading their parties almost as far as the eightieth meridian of longitude. Peary planned to make first for a newly found island northwest of Grant Land and to strike from there. This, they computed, would give them the constant advantage, when compelled to wait at the open lanes, of being able to go with the drift and still keep close to the direct line instead of being carried far east and then forced to the

Continued on Page 7.

NEWFOUNDLAND CONGRATULATED

ST. JOHN'S, Nfd., Sept. 6.—Commander Peary has just wired the Government of Newfoundland, by wireless from Indian Harbor, Labrador, announcing he has discovered the North Pole, and congratulating Newfoundland on its part in this discovery, seeing that the captain and crew of Peary's steamer are Newfoundlanders.

DR. COOK IS PLEASED—SAYS PEARY WILL CONFIRM HIM

PEARY MOST PERSISTENT OF MANY SEEKERS OF THE POLE

Many Years Has He Spent in Exploring the North—Almost Gave Up the Quest.

GREATEST EVER FULLY 150,000 AT FAIR

All Records Ruthlessly Slaughtered on Labor's Holiday—Runaway Horse Knocks Down Woman—Minor Mishaps.

	—Attendance— 1908.	1909.
Citizens' Day	125,000	150,000
First seven days ..	365,000	425,000

Increase for seven days, 60,000, or 16 1-2 per cent.

Manager J. O. Orr: "We've never had a day like it before. I can't estimate the attendance because the grounds are so much larger than last year, but it must have been at least 25,000 greater than for Citizens' Day of 1908. My brother from Chicago tells me that he never saw such a crowd at the World's Fair. The people came early and there were as many on the grounds at 10 a.m. as at noon last year."

One hundred and fifty thousand men, women and children swept over the fair grounds yesterday, establishing an attendance record which gives the most significant proof that the greatest permanent exhibition in the world is marching on with the times, and that before many years are over, it will be not a national but a world's exposition.

The statement of the attendance is official, having been given at 10.30 p.m. by Treasurer Frank Brentnall, and is based upon the record of gate receipts with an estimate of the number of passholders, including the army of exhibitors, concessionaries and attendants in general.

The grandstand attendance at night was about 21,000, another high record, which would probably have soared thousands higher were the accommodation adequate. The stand seats 16,400, and the lawn in front of it held a great mass of humanity. There was a precipitate rush for the cars afterwards, but the police handled the throngs in splendid style, and, with the street railway making herculean efforts to provide cars everybody reached home by midnight. The need of an eastern entrance was, however, again emphasized, especially during the afternoon, when a car blockade from Dufferin-street nearly to Bathurst-street occurred.

The emergency hospital tent proved its usefulness. No less than fifty patients were treated during the day, the great majority trivial cases, however.

A fire in a tent outside the process building gave the firemen a busy few minutes shortly after 10 p.m. A gasoline lamp ignited to the top of the tent, and $50 damage was done.

Despite the immenseness of the crowd there were only four arrests. Three of the victims had imbibed other than local option beer, and the fourth was a "disorderly." Several men reported the loss of pocketbooks, but no definite case of pocket picking was recorded.

That all the former records would be ruthlessly smashed to atoms was apparent early in the day. The disagreeable weather of Saturday, which kept thousands away, made it certain that with reasonably promising skies the human tide flowing toward Dufferin-street would be greater than last year, when the Saturday of the opening week was favored with the best of conditions. Even without this circumstance the exhibition's natural growth would have guaranteed a new high record; as it was, a height was attained which will be difficult to surpass in 1910.

The weather couldn't have been improved upon as everyone agreed. The air was pleasantly crisp, and the sun stood by the exhibition directors in a manner that deserved a special resolution of thanks. Usually on the big day at the fair for several years rain has threatened to damp the festivities, but it is doubtful whether there was a single umbrella on the grounds yesterday.

Crowd Came Early.

As Dr. Orr says, the crowds came early. There was no Labor Day parade to hold back the morning flood, and, recognizing that it requires a whole day to get even a general view, the public wisely began to keep the turnstile guardians busy from 9 a.m. onward.

The appearance of the grounds during the afternoon was likened by one observer to a disturbed ant-hill and by another to a visitation of locusts; these figures of speech referring, of course, strictly to the denseness of population and briskness of movement. It was a uniformly well-dressed, prosperous-looking concourse, but in intelligent, methodical sight-seeing from the western boundary of the model military camp to the pig pens of the farthest eastern limit.

Orderly and Good Natured.

In the building most noticeably the art gallery and manufacturers' building, the broad aisles became almost impassable by mid-afternoon. Nobody seemed to mind the congestion; for the holiday mood pervaded the atmosphere. The good-humor characteristic of exhibition crowds was in evidence and particularly so during the trying per-

Continued on Page 6.

THE DAY AT MONTREAL.

MONTREAL, Sept. 6.—(Special.)—The labor parade to-day was one of the largest in the history of Montreal. Practically ever ytrade was represented in the procession and some striking floats were seen. This afternoon games were held in different parts of the city.