

WATER SCHEME IS HELD UP HITCH OVER THE RESERVOIR

Hon. Mr. Beck and Commissioners Appear To Differ as to the Construction.

MR. BECK IS AFRAID OF FROST

But Chairman Jones Wants Him to Go Ahead With the Reservoir Despite the Approach of Winter.

There is a hitch between Hon. Adam Beck over the artesian wells agreement and the water commissioners, and the construction work on the new pump-house was stopped this morning.

Mr. B. V. Hole, who was awarded the contract, had a large force of men and teams at work yesterday, and had made considerable progress, when ordered to stop. He is not doing any work today, and it looks as if the proposition is liable to be held up indefinitely.

This, of course, is not of advantage to the city, and if the construction is delayed much longer the city will be the loser eventually.

The deadlock. The deadlock happened yesterday afternoon, when Hon. Adam Beck, J. C. Fidd, K.C., City Solicitor, and Mr. Glauz, City Solicitor, met with the chairman of the commission, met to settle on the agreement.

This matter has been up before, and in the main the terms had been agreed upon.

It was thought yesterday that there would be little trouble in finally arriving at a settlement, but the reverse seems to be the case, and the work will likely be delayed for some time.

No agreement was signed, and the whole question is now in the field of controversy.

Cause of the Trouble. The trouble happened over the request of Mr. Beck to delay the work on the reservoir until next spring.

It was pointed out by both Mr. Beck and Mr. Glauz, that the season was far advanced for doing so large a job of concrete work. A million-gallon reservoir is of large size, and to commence it now would be unwise, as the frost would likely come before it was nearly completed, spoiling a large portion of it.

Consequently Mr. Beck desired to leave this in advance until spring, as a protection to himself and to safeguard the city.

Very Much Work. The building itself is of concrete and brick, and it will keep the contractor very busy to finish it before cold weather. Mr. Beck would protect the city by the erection of a temporary reservoir sufficient to handle two million gallons of water a day, plenty to protect the city, no matter how large the weather became, or how large a fire took place.

This did not suit Mr. Jones, who desired that the work should all go on at once, and that nothing be left over until next year. Consequently the deadlock occurred.

Delay Is Dangerous. Every day's delay at the present time is not in the city's advantage, as it will be impossible to rush the work at a later period.

Hon. Adam Beck refused to discuss the question when interviewed. But he admitted that there was a hitch in the negotiations.

"We have no agreement with the water commissioners," said Mr. Beck. "There was a verbal arrangement entered into, but no signed agreement. I have no statement to make other than this."

Contractor Displeased. Contractor Hole is not pleased with the delay, as it interferes greatly with his work.

"It is not fair to me, nor to the city," said Mr. Hole. "I have a number of men ready to go to work, but I am prevented for some reason or other. I do not know anything about the differences between Mr. Beck and the commissioners, but something should be done so that I could get to work. Every day now is worth three later on, and we want to have the concrete work done before the frost comes. I am ready to go ahead, and I think we should have instructions to do the work. The city is not gaining by the delay, not by a long shot."

Effort to Settle It. An effort will be made to settle the dispute today.

Mayor Stevely is confined to his house with a severe cold, and was not present at the meeting yesterday. Commissioner Darch and Engineer Moore are in Toronto, and will not be home for a day or two.

Chairman Jones also goes to Toronto tonight until Tuesday, and Hon. Adam Beck is also going to Toronto.

Unless there is something done this evening, the work will be delayed for some time, and valuable time will be lost to the city.

The matter is quite a serious one, and is causing not a little comment amongst citizens who are anxious to see the city with a good supply of water as speedily as possible.

MERCHANTS VICTIMIZED. Ottawa, Sept. 2.—The appearance of Cameron McDonald, aged 23, in the police court today on the charge of forging a check on the Bank of Ottawa for \$8.40, cleared up the mystery regarding the identity of the matter of over a dozen bogus checks. The case was adjourned. Over a dozen merchants recognized McDonald as the man who had victimized them.

LOOK OUT FOR YOUR HAT!

A London lady, whose name the Grand Trunk officials do not wish to make public, lost a new \$12 hat in a peculiar way yesterday. She was on her way home from Detroit, where she had acquired the "lid," and was sitting beside an open window.

A sudden gust of wind lifted it from her head and through the window. She notified the crew of her loss, and when the next station, Stony Creek, was reached, a telegram was sent back. So far no trace of the hat has been found.

CITY ENGINEER GRAYDON AFTER THE "PAY-AS-YOU-LEAVE" CARS

Says They Are Dangerous to the Public—But Manager King Just as Emphatically Points Out Their Good Qualities—A Big Battle Appears To Be Looming Up.

City Engineer Graydon and Manager King of the London street railway are having a discussion at the present time over the "pay-as-you-leave" cars, and the council will likely have to deal with the question within a short time.

Some time ago Mr. Graydon wrote to Manager King stating that the cars were not built in accordance with the bylaw governing the agreement with the London street railway, and in addition, were inconvenient and dangerous to the public.

Manager King, in reply, declared that the cars were in accordance with the agreement, and were a protection to the public.

He pointed out that many people were injured each year by stepping off cars when in motion, and the gates at the rear prevented this. He further pointed out that the front steps were lowered, and the door widened, making it much easier of access. If Mr. Graydon insisted upon condemning the car he would take the matter before the council.

Complaints, Says Engineer. "I have a number of complaints regarding these cars," said Mr. Graydon. "I think they are inconvenient, and positively dangerous in case of a panic. I am also of the opinion that they are not in accordance with the bylaw. I have written several times about them, and the council will have to take the matter up shortly."

Manager King in his correspondence is equally as emphatic in his statement that the cars are safer than the ordinary car, and prevent numerous accidents, as well as being of service to the company.

He pointed out that the rear steps were lowered, and the door widened, making it much easier of access. If Mr. Graydon insisted upon condemning the car he would take the matter before the council.

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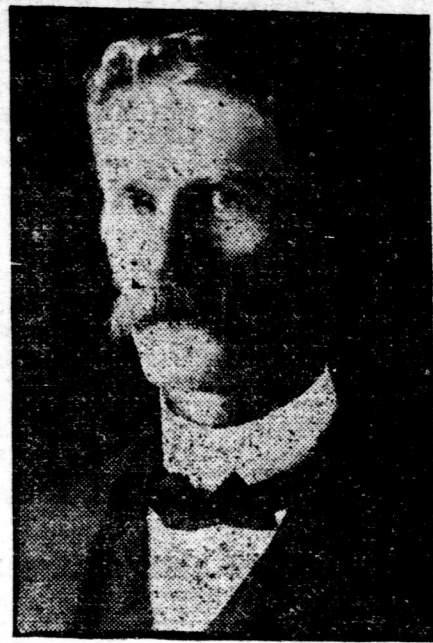
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REV. D. S. HAMILTON, Pastor of the First Congregational Church, Who Was Farewelled by His People Last Night.

COOK'S FEAT IS CONFIRMED

Danish Authorities Informed That American Reached Pole.

NEW YORK PLANS WELCOME

Great Ovation Is Promised the Arctic Hero Upon His Return to States.

Skagen, Denmark, Sept. 3.—A newspaper correspondent, who went on board the Hans Egede steamer off here was able to obtain a few words with Dr. Frederick A. Cook. The explorer ascribed his success to the fact that he had made use of old methods, namely Eskimos and dogs, and that he lived like an Eskimo himself.

Skagen, Sept. 3.—Dr. Cook was interviewed today by a newspaperman who went on board for that purpose.

The doctor then gave a hurried sketch of his expedition, in which he said: "Going northward I struck first a westerly course from Greenland, and then moved northward."

"I arrived at the North Pole, April 21, 1908, as already announced, accompanied by only two Eskimos."

"We reached the Pole at seven o'clock in the morning."

"I took daily observations for a whole fortnight before arriving at the Pole."

"Returning, we were forced to take a more westerly route, and the first ten days I took observations daily and recorded them. I was unable to measure the depth of the sea as I had not the necessary instruments."

"The lowest temperature recorded was 83 degrees centigrade below zero."

In conclusion, Dr. Cook said: "I ascribe my success to having employed old-time methods, namely, Eskimos and dogs, and to the fact that I lived as an Eskimo."

Eighty-three degrees centigrade below zero last night in 117 degrees below zero Fahrenheit.

Washington, Sept. 2.—Maurice F. Egan, the United States minister at Copenhagen, has telegraphed the state department that Dr. Cook's reported discovery of the North Pole has been corroborated by Dergard Jensen, the Danish inspector of North Greenland.

Preparing a Welcome. New York, Sept. 2.—Preparations already are afoot here to make the home-coming of Dr. Frederick A. Cook, discoverer of the North Pole, an event of national, and possibly international importance. If the plans outlined today by members of the Arctic Club are carried out, the welcome home which Cook will receive in New York will be an ovation in which city, state and nation will take part, while prominent explorers—Cook's former rivals—from all parts of the globe, will gather to pay their personal tribute to his achievement.

Among the most notable of those who in all probability will be here to greet Cook on his return will be Lieut. Shackleton, the intrepid Englishman, whose recent explorations in the Antarctic, during which he succeeded in pushing nearer to the south pole than had any previous explorer, made him a figure of world-wide prominence.

Is It Flat at Pole? Paris, Sept. 2.—The news was received with the greatest interest by members of the French Geographical Society, one of whom said: "Dr. Cook apparently has succeeded where others failed. His success depended on the condition of the atmosphere and the positions of the glaciers which up to the present time have jealously stayed the advance of man. Dr. Cook's record should determine whether or not there is a flattening of the earth at the pole, and verify the mathematical situation of the polar star at the zenith."

Pierre Levasseur, the French geographer, was overcome with delight when informed of Dr. Cook's achievement.

"All honor to Dr. Cook," he exclaimed. (Continued on Page Three.)

CANADA SHOULD CONTROL NAVY IS OPINION OF LORD BERESFORD

THE INQUEST OPENED IN SARNIA MYSTERY

Inquiry Into Tragic Death of Hotelman Brings Out New Evidence.

(Special to The Advertiser.) Sarnia, Sept. 2.—When the adjourned inquest to endeavor to determine the cause of the death of the late Wm. Hendrie was resumed at the police court room tonight, the building was crowded to capacity with friends of the deceased and interested citizens. Hendrie, who was landlord of Wees Beach Hotel, was found last Monday night in one of the bedrooms with a deep gash in his throat, which resulted in his death, after being removed to the hospital. At the inquest tonight Coroner Dr. Logie presided, while J. P. Bucke, county crown attorney, appeared on behalf of the crown. The entire evening was taken up with the examination of seven witnesses, after which the inquest was adjourned for one week.

Little Light on Case. While the investigation by the authorities was of the most searching kind, very little evidence was secured that would tend to throw any light upon how or in what manner Hendrie came to his end. Evidence failed to disclose any reason for suicide, and likewise failed to locate the instrument which undoubtedly was used to gash Hendrie's throat—whether by himself or some unknown person. As yet the case is shrouded in deepest mystery.

Chas. Kinsley, bartender at the hotel, testified that only a few minutes before Hendrie was found in the bedroom which last month was the scene of his death, he had been in the barroom with the remark: "You look after (Continued on Page Ten.)"

COOL WEATHER STEMS THE CHOLERA INFANTUM

A Lull in the Epidemic Noticeable the Past Few Days.

The cool weather of the last few days has had a decidedly beneficial effect on the epidemic of cholera infantum, which has been raging among the children of the city, and according to physicians, it is greatly checked. Medical men are not looking for any respite, however, and are agreed that the epidemic is the worst ever experienced in the history of the city, and all state that notwithstanding the lull, the epidemic is not over, and that it is a matter of time before a large number of cases where patients were dangerously ill, and where recovery was made.

Should Have Own Cruisers. Proceeding, he said: "I see it is suggested that the dominions should have cruisers of their own. If that is so I can only say that it is an excellent suggestion. The difficulty you will encounter is in the training of your men. Any dominion can hire its defence, but it cannot buy its discipline and all that is necessary in time of war to make a man-of-war effective."

If the dominions do decide to have cruisers that can be easily arranged. It will consolidate the empire more to have standardized cruisers and repairing stations. You can have four on the east coast and three on the west coast, and those on the west coast can change with the Channel fleet in times of trouble, and so get to know each other better. We should find that the overseas dominions could teach us something. That would give the fleet to the old empire."

No Aggrandizement. On the other hand, the cruisers of the sister nations would have the advantage of the experience of the old country in naval affairs. It is a sound thing that it will unite the empire more, and certainly make its defence more effective if we did so. It is the same as having a policeman on the beat. It is no use the policeman going to bed, and then when a burglar comes ringing him up. The man's away with the bang by that time."

Once again he pointed out that imperial defence did not mean imperial aggrandizement. Let each of the component nations have its own flag, but let the old Jack—"There the old beggar is, blowing out," he said, pointing to a represent of the empire, one and indivisible."

Cheers again broke out at the conclusion of Lord Charles' address, and the proceedings terminated with the singing of "God Save the King."

PERRY RETIRED. Washington, Sept. 3.—Having reached the age of 82, Rear Admiral Perry was placed on the retired list of the United States navy today. The admiral's last important sea command was that of the Atlantic fleet, which he brought from San Francisco by way of the Pacific Ocean and the Suez Canal to Hampton Roads. He reached the rank at which he was retired today about three years and three months ago.

WEST PETERBORO TRIAL. Toronto, Sept. 2.—It was announced at Osgoode Hall this morning that the West Peterboro election trial will be held before Justices McMahon and Magee on the 27th inst.

TRUE BLUE ELECTION. Hamilton, Sept. 2.—The Loyal True Blue Lodge today elected the following officers: J. I. Hart, Orville, grand master; W. L. Cole, Belleville, D. G. M.; Nicholas Ingram, Port Perry, grand secretary; E. W. Sheriff, Picton, grand treasurer; Rev. Ralph Fisher, Morrisburg, grand chaplain; Rev. James Irvine, Vancouver, director of ceremonies; W. J. Bracks, Brantford, and Mrs. Virgin, Toronto, grand lecturers.

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EDDIE DUNSMORE LANDS A SPLENDID POSITION

A. J. Nixon's Secretary Goes West With Vice-President of S. L. and W. R.

Mr. Ed. Dunsmore, secretary to Mr. A. J. Nixon, assistant superintendent of the western division of the Grand Trunk, has been appointed private secretary to the vice-president of the St. Louis and Western Railroad.

The position is a most important one and is a decided advancement. Mr. Dunsmore will leave next week for the west.

He came to London from Stratford with Mr. Nixon. Mr. Dunsmore has been associated with Mr. Nixon ever since he started railroad, going into the office as messenger boy.