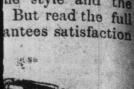
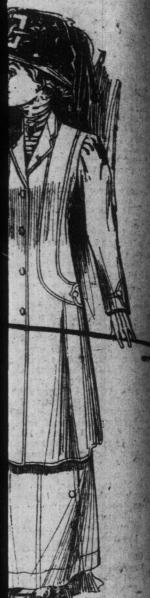
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Peary Refused to Allow Whitney to Bring Home Cook's Records

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H. H. WILLIAMS & CO 26 Victoria Street, Toronto.

e Toronto World

TWELVE PAGES-MONDAY MORNING SEPTEMBER 27 1909 -TWELVE PAGES

COOK NEARLY LOST WHEN ICE SPREAD

Two Minutes More Asleep and the Party Would Have Perished --- Thrilling Adventure After Arctic Storm

AMBER COLORED GOGGLES A VALUABLE NEW WRINKLE

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Synopsis of Chapters Printed.

In the first instalment of his story Dr. Fred. A. Gook told of the start from Gloucester on the "Bradley," of the voyage to the polar seas, and of the overhauling en route of the equipment wrote a the dash to the Pole. In a graphic manner, the discoverer wrote a story of Eskimo life that never has been excelled for human interest. He told of the home life, the tragedy and comedy that mingle in the dreary existence of the dwellers in the Arctic, and of the child-like eagerness of the natives to trade their valuable furs and ivories for the simplest things of civilization.

In the second instalment, Dr. Cook describes the voyage to Etah and then on to Annotook, the place of plenty. which he selected as the base for his dash to the pole. The third instalment described the work of preparing winter

quarters, closing with a graphic description of a narwhal hunt. In the fourth instalment Dr. Cook describes the approach of the long Arctic night, which caused his party at Annotook to become very active in preparing for the dash to the Pole; as well as telling how the

In the fifth instalment, Dr. Cook told of the actual start on February 19, 1908, described the equipment he took for his great final dash, and told of the gradual reduction of the party. In the sixth instalment the discoverer told of the first progress of his little party and the last sight of land, and his adventures on the perilous trip with the two Eskimos who went to the Pole with him.

"THE CONQUEST OF THE POLE."

(By Dr. Fred A. Cook) SEVENTH INSTALMENT.

On snowshoes and with spread legs I led the way. The sleds with light loads followed. The surface vibrated as we moved along, but the spiked handle of the ice ax did not easily pass thru. For about two miles we walked with an easy tread and considerable anxiety, but we had all been on similar ice before and we knew that with a ready line and careful watchfulness there was no great danger. A cold bath, however, in that temperature, 40 degrees below, could have had some serious consequences. In two crossings all our supplies were safely landed on the north shores and from there the lead had a much more picturesque

For a time this huge separation in the pack was a mystery to me. At first sight there seemed to be no good reason for its existence. Peary nad found a similar break north of Robeson Channel. It seemed likely that what we saw was an extension of the same lead following at a distance the general trend of the northernmost land extension.

This is precisely what one finds on a smaller scale wherever two packs come together. Here we have the pack of the central polar sea meeting the land ice. The movement of the land ice pack is intermittent and usually along the coast. The shallows, grounded ice and projecting points interfere with a steady drift. The movement of the central pack is quite constant and almost in every direction.

The tides, the currents and the winds each give momentum to the floating mass. This lead is the breaking line between the two bodies It widens as the pack separates, narrows or widens with an easterly or westerly drift, according to the pressure of the central pack. Early in the season when the pack is little crevassed and not elastic it is probably wide; later as the entire sea of ice becomes active it may disappear or shift to a line nearer the land.

NEW ICE STOPS DRIFT. In low temperature new ice forms rapidly and this offers an obstruction to the drift of the old ice. As the heavy central ice is pressed against the unyielding land pack the small ice is ground up and even heavy floes are crushed. This reduced mass as small ice is pasted and cemented along the shores of the big lead, leaving a broad band of troublesome surface as a serious barrier to sled travel. It seems quite likely that this lead, or a condition similar to it, extends entirely around the polar sea as a buffer between the land and the

With the big lead and its many possibilities for troublesome delay behind, a course was set to reach the 85th parallel on the 97th meridian. What little movement was noted on the ice had been easterly, and to allow for this drift we aimed to keep a line slightly west of the

Small floes, with low pressure lines separated by normal belts of new ice, were the rule during these days of travel. The temperature rose to 41 below. The western sky cleared slightly and offered strong appearance of land.

The wind was not a troublesome factor as we forged along for the first day over this central pack. After a run of eleven hours the pedometer registered 23 miles, but we had taken a zigzag course and

therefore only placed 17 miles to our credit. The night was beautiful. The sun sank into a purple haze and soon there appeared three seas in prismatic colors and these soon settled into the frozen sea. During the night a narrow band of orange brightened the northern skies, while the pack surface glowed in magnificent shades of violet and lilac and pole purple blue.

LAND CLOUDS STILL VISIBLE. Satisfactory observations at noon on March 24 gave our position as latitude 83 deg. 31 min., longitude 96 deg. 27 min. The land clouds of Grant Land were still visible and a low bank of mist in the west occasionally brightened, offering an outline suggestive of land. we believed to be Crocker Land, but mist persistenly screened the hori-

zon and did not offer an opportunity to study the contour. Until midday the time was used for observations and a study of the land conditions. The dogs sniffled the air as if scenting game, but after a diligent search one seal blow hole was found and an old bear track, but no algae or other small life was detected in the water of the crevices. At the big lead a few algae were gathered, but here the sea was sterile. The signs of seal and bear, however, were encouraging for a possible food supply. In returning the season would be more advanced and the life might move northward, thus permitting the extension of the time allowance of our rations.

Continued on Page 8.

A PROSPECTIVE FARE



CABBY BALFOUR: Keb, Sir?

FOR ELECTRIC

tem Will Necessitate Extra Staff- Light-Co. Anxious to Renew Negotiations

Plans for the organization of a new civic department, which will devote

the city treasurer's department; but will be quite separate and distinct, as is the waterworks department. s the waterworks department, with whose workings it will correspond. While a large staff will not be required at the outset, it is expected by civic officials that before long the electric power revenue branch will require more clerical management than the waterworks department, which has staff of about fifty. As the demand for power grows, and there is every reason to believe that the growth will be rapid, the staff will be enlarged, and the department will be one of the most important in the civic service. t means that there will be a very considerable increase in expenses for civic salaries, probably \$50,000 a year or will necessitate the added expense rdm taxpayers.

payments made at the waterworks details." branch. It is estimated that the work n making out bills and collecting rev- ly perturbed by the news he had reenue for 10,000 power consumers will ceived from Mr. Whitney. He hopes to be heavier and of more complicated see him soon and hear a complete exnature than in looking after 40,000 citi-planation of the occurrences at Etah.

the greater frequency. will have to be appointed, but at the outset only a few men will be needed. Electric Light Company had given up even thought of filing a suit, and I nonths ago any attempt to negotiate further with the city, it has come to once."

Completion of Hydro Sys- Peary Refused to Let Father Roche Scathingly Whitney Take Any of

Cook's Belongings

on Board His

·Steamer. NEW YORK, Sept. 26.—Commander Robert E. Peary refused absolutely to allow any of the records or instruitself to the financial side of the elec- ments of Dr. Frederick A. Cook to be trical distribution plant are under con-sideration by City Treasurer Coady and Auditor Sterling, and a report thereon will shortly be made to the board of control.

thereon will shortly be made to the will shortly be made to the board of control.

thereon will shortly be made to the will shortly be made to the board of control. board of control. in a despatch received in this city by The department will be a branch of Dr. Cook to-day. The message which

Cook, is as follows:

STRATHCONA, via Indian Harbor and Cape Ray, Nfld., Sept. 25.—

"Dr. F. A. Cook, Waldorf, New York—Started for home Roosevelt. Nothing arrived for me. Peary woul dallow nothing belonging to you on bourd. Said to leave every thing in cache at Etah.

"Met Captain Sam North Star. Did not go back after going schooner bound St. John's, take schooner home.

"Hope you well. See you soon. Explain all. Good shooting.

Harry Whitney."

Dr. Cook was questioned to-day as to his view of the situation created by the action ascribed to Commander before many years, but, as it Peary, but he declined to say anything will be largely augmented revenue that derogatory of his rival.

will necessitate the added expense "It may be that the instruments will there is no ground for complaints arrive this year after all," he said, taxpayers.

"and as for the records and observa-

A special reason why a large staff tions, their non-arrival here makes no will be required is that the users of difference whatever, as I have ample power will be furnished with monthly duplicates, so that there will be no debills, as compared with the quarterly lay in compiling my story with all its Dr. Cook did not appear to be great-

zens who pay water rates. The pre-paration of bills for power users is a was to bring suit for slander against more involved process, apart from Peary. "There is no truth in the rewith the waterworks, inspectors have to be appointed, but at the to only a few men will be needed. The time in the result of the control of t wish to contradict such reports at

If they are still at Etah, Dr. Cook's light that indirect overtures were quietly made to the mayor within the past three weeks, but the mayor made

If they are still at Ethni, now as the Catholics of this country has as the Catholics of this country has suffered persecution in the old country they have the have

Denounces Practices of Presbyterians Among Ruthenian Settlements in West

Rev. Father J. T. Roche, speaking in St. Ann's Catholic Church last night severely scored the heads of the Pres-

class of Protestant preachers of various denominations, affirming that the chief stock-in-trade of many half educated backwoods preachers was vilifying and misrepresenting the Catholic

Father Roche's broadside is anothe contribution to the controversy which began some days ago following an article in the Catholic Register to the ef-fect that the Presbyterian missions were aiming to proselytize Ruthenian Catholic settlers.

He had been, he said, one of a dele-gation which had been sent out about seven weeks ago by Archbishop Mc Evay to study conditions among the Ruthenian settlements. They had visited the settlements at Dauphin, Sifton, Nashville, and other places. They had found the Ruthenians as strictly using a captive balloon to direct the Catholic as those to whom he speaking, and holding to the cardinal principles of the church, including transsubstantiation. It was sometimes said that transsubstantiation was a pagan superstition, but he believed that the idea of the real presence had kept Christianity from falling back played great gallantry and keeping into paganism. In spite of the distribution the Moors under a rain of shells from claimers against that doctrine, in the batteries, drove the enemy steadily three-fourths of the Christian churche of the world, men bowed down to the some mystery which Catholics adored, LAURIER CANDIDATE DEFEATED and the other quarter floundered in uncertainty. If there was a truth that stood out to-day firmly established,

Drifting Away From Church. The Ruthenians, he said, were generally ignorant, speaking only the Bulgarian tongue, poorly clad and lived simple lives, and had children. The preacher uttered the last phrase with emphasis. They were a people who had suffered for their religion at the hands of the Russian Orthodox church as the Catholics of this country has

that truth was transsubstantiation.

The Boldest Yet!

Every day now sees some carefully designed scheme to entangle the City of Toronto into a new deal with the Toronto Railway. Recently we have had The Star and The News telling the people who use the cars that they pay too high fare, and that if the city would only, surrender the percentage which it now receives as a partial considera-tion for the right of the occupation of the streets, street car fares might be reduced by just that amount. Saturday The Globe followed: with, and some of the other papers have re-echoed, a propesal of the radial railways that if they are allowed to make an agreement with the Toronto Railway Co. for the running of their cars into the city over the streets, they will pay something for it, but that any franchise allowed for this purpose must be renewable at the expiration of the present Toronto Railway franchise, at a sum to be fixed by the Ontario Railway and Municipal Board.

This last proposal is the most determined effort yet made to entangle the city and to have the city's hands tied to the electric trac-

tion interests when the franchise runs out in 1921.

As The World pointed out the other day the traction issue before the citizens of Toronto to-day is not cheaper fares, and is not the entrance of the radial cars to the centre of the city, but it is supremely the refusal of the Toronto Railway to extend its lines where the city wishes them to be extended, and its claim to be sole arbitrator as to what streets it may or shall occupy in connection with the street railway business in this city. There is also another issue, and it is of the greatest importance, viz.,—the claim of the Toronto Railway that Inasmuch as its franchise is to expire twelve years hence it that it is not bound to do anything in the way of a progressive service, that the risk is too great for so short a period—in other words, that a street railway franchise for a limited period ceases to be effective as far as the public is concerned twelve years before it ends! These main issues are to be befogged by talk about lower fares and radial

Remember then that the main issue is the conduct of the Toronto Railway towards the city in regard to the former agreement, and its refusal to extend its lines to the suburbs and rapidly growing portions

But for a moment let us look at this latest proposal of admitting the radials to the centre of the city over the lines of the Toronto Railway Co. Let it be remembered at the beginning, however, that the two concerns are one; that Mr. Mackenzie said not long ago that the Toronto Railway owned all the suburban lines, tho the real nature of the agreement or relations one with the other has never been made public, and that it is possible for them to change their relationship in a very rapid way if it pleases their convenience. Having said so much our contention is that the Toronto Railway, thru its suburban lines, is seeking to obtain a perpetual franchise on the streets of Toronto, and nothing else, thru its suburban lines; and it can so extend these suburban lines that when the present franchise expires these suburbans will have a perpetual franchise on the streets of Toronto, and to take local city fares forever, subject only to such payments as the Railway Board may choose to adjudge. For instance, let the citizen get this into his head that the Toronto Railway Co., and its ally, the Canadian Northern, have now a right-of-way from West Toronto Junction, parallel with the Canadian Pacific to the Davenport-road, and it also owns, or can in a few days own, a right-of-way to Yonge-street, where it touches the Metropolitan, and where the Metropolitan, if the proposed request were granted the suburban cars, could be run down to the centre of the city and all round the Belt Line, or in any direction for that matter. other words the Toronto Railway, by reason of its alliance with the Canadian Northern and the Metropolitan and the obtaining of the proposed franchises for suburban lines, would have a perpetual right to carry passengers from the western limit of the city, in what was for-West Toronto, down to the centre of the city, and nave this forever; and the same thing would apply to the Metropolitan, to the Weston and Davenport, and to the Kingston-road line, and the Mimico and Lake Shore Line, and any other line the combination care to build or acquire. If they ever get this right the city franchise would be stripped of all its value, and when the renewal of the franchise came to be discussed Toronto would be hopelessly and forever tied up to the very same people who have her tied up now for twelve years, and who refuse to do justice or deal fairly with the people of the city in regard

Again we say to the people of Toronto that a determined organization is now at work to block any effort of public ownership of the street railway lines, to forestall any good that might come out of a city-owned system of tubes, and that the very same people who are doing these things, or are trying to do these things-tying up the city forever-are the very same people who are doing the same thing in regard to electric power, who are seeking to destroy the credit of Ontario in London, because Ontario has espoused the doctrine of the public distribution of power from Niagara Falls.

Toronto has only one thing to do and that is to ask the legislature for relief in regard to the existing agreement; to ask the legislature for the right to immediately expropriate the franchise and also for the right to build tubes and anything else that will remedy the existing conditions. If the Toronto Railway is anxious that the radials should enter the city, the city is willing to allow them to pass over the tracks of the Toronto Railway on certain conditions to be revised as times call for their revision, and not for a day longer than the currency of the present franchise. But even this is a matter of terms revocable at any moment by the city. The day has passed when the liberties of the people of Toronto to do what they like, whenever they like, with their public franchises may be destroyed by means of further agreements that are destined to bind the municipality, but to give a free hand to a private corporation. The game of sewing-up the city is over.

SPANISH TROOPS BRAVE IN ATTACK ON MOORS

Heavy Resistance Encountered, But Will Support the Liberal Gevern-Several Villages Are Destroyed By Fire.

LARESTINGA, Morocco, Sept. 26 .-General Orozee's division advanced yesterday in the direction of Selouan, movements.

The Moorish villages were set on fire by the advancing troops.

Heavy resistance was encountered at several points, but the Spanish disback with considerable loss.

Premier's Favorite Beaten in Mont calm County By-Election.

MONTREAL, Sept. 26.-(Special.) Montcalm, in the by-Yestion Saturday voted against Laurier, but the prime gist leader, will probably speak in Massey Hall on Nov. 2. The date has not been finally settled, but it is to be in the person of D. A. Lafordune, elected by about 250 majority defeating Omer. by about 250 majority, defeating Omer Laplerre, the nominee of the ministerial convention. Mr. Lafortune was always a strong Liberal, but Sir Wilfrid Laurier requested the Liberals of her tour in America is for the purpose.

LABOR PARTY'S PLANS

ment on the Budget and Expect to Increase Following.

BRISTOL, Sept. 26.-James Keir Hardie, member of parliament for Merthyr-Tydvil, outlining the policy of the Laborites in the general election, said to-day that he believed the Liberals would emerge from the conflict: with a working majority!

The Laborites, he said, were confident of increased strength in the house of commons, from 54 members to between 65 and 76, altho supporting the

They will follow their usual course in the election, running a Laborite wherever they think they have a chance of defeating either or both of

the opposing political parties. MRS. PANKHURST COMING

English Suffragist Leader Expected First Week of November.

It was Mrs. Parkhurst who suggest-

had passed.

Ald. J. H. A. Beattie has announced his candidature for the London mayoralty. Ald. Ferguson and C. M. R. Graham are possible opponents.

The description of the purpose of th