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The Toronto World

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EIGHTEEN PAGES—SATURDAY MORNING SEPTEMBER 4 1909—EIGHTEEN PAGES

29TH YEAR

"EX" BREAKING OLD RECORDS

Attendance So Far Twenty-three Per Cent. in Advance of Last Year—Need of Eastern Entrance Shown.

	1908	1909
Inauguration Day ..	25,000	45,000
Children's Day	46,000	53,000
Manufacturers' Day	45,000	51,000
Press Day	50,000	55,000
Total	166,000	204,000

Increase for four days 38,000 or 23 per cent.

The Canadian National Exhibition is breaking attendance records daily and should the fine weather continue there is reason to believe that 800,000 people will see the fair. The directors are well satisfied with the patronage, altho the regret that the eastern entrance wasn't ready this year checks undue exuberance. Manager Orr believes that with a car line running thru the eastern gates, the coveted million mark would be reached.

"Many people simply will not come because they dislike the crowding and waiting for the cars," says the manager. "Others who come once would visit the exhibition two or three times but for the inconvenience."

The weather for Press Day was the best the fair has yet enjoyed. The visiting newspapermen were royally entertained by the exhibition management, and to apprise the public of the character of the occasion, the excellent band of the 30th Battalion, Guelph, gave a concert in front of the press bureau during the afternoon.

The exhibition continues to get along without serious accidents. A patient who required a good deal of attention at the emergency hospital, however, was Mrs. Rebecca Wolffe of Hamilton, who was taken with a severe attack of nervous prostration while visiting the fair with her husband. Mrs. Wolffe, who is 55 years of age, was brought to the tent at 3.30 p.m., but her nerves could not be quieted and finally the doctors in dispair surrendered up the tent to the Jewish couple for the night. They will return to Hamilton this morning.

POLICE BRIBED CHILDREN TO LIE AGAINST MOTHER

Startling Evidence Given by Boy, Who Says They Were Induced to Perjury Before Commissioner.

MONTREAL, Sept. 3.—(Special.) — Bribes were promised by the police to a boy and girl, according to sworn testimony before the royal commission to-day, as inducements to brother and sister to give false evidence before Commissioner Cannon against their own mother, and thus to clear a police official fro ma charge of conspiring against George Vandelaw to arrest him.

Mr. Laflamme, the citizens' committee counsel, called Henrie Goulet, whose story was that he and his sister were taken from their mother's home one night last May by two constables, and invited to a supper in a restaurant, and that bribes of $25 and $6, to himself and sister respectively, were promised by constable Beauchamp if they gave certain evidence before Commissioner Cannon the next day. Accordingly, they gave evidence against their own mother when privately examined in connection with a raid made by the police in the north end of the city. To-day the boy testified that this evidence was untrue and given because of the money promised them by the police.

BODY TO BE EXHUMED

Sensation in the Hendrie Case at Sarnia.

SARNIA, Ont., Sept. 3.—(Special.)—A sensation was sprung today in the mysterious murder of Wm. Hendrie, the Wees Beach hotelman, when Coroner Loggie ordered the remains exhumed and another examination made.

The police refuse to give out any information, but declare they are ready to make an arrest.

The "Jim" mentioned frequently last night was found to-day at St. Clair, Mich., by Provincial Detective Sarvis. His name is McBeattie and he returned to the city with Sarvis.

He was not under arrest, but will be used as a witness.

BOY SET FIRE TO BARN

Caused $3000 Damage—He Will Be Deported.

BRANTFORD, Sept. 3.—(Special.) — William Hawkins, a 16-year-old Barnardo boy, admitted here to-day that he wilfully set fire to the straw stack of Fred. Ilett, farmer, on the Paris-road, causing the destruction of barn and contents. The boy was taken to Toronto, and will be deported. The fire loss was $3000. Hawkins was a recent arrival to this country.

FIRST SHIPMENT OF WHEAT.

PORT ARTHUR, Ont., Sept. 3.—(Special.)—The first shipment this season of new wheat from this port was taken to Sarnia this afternoon by the Northern Navigation steamer Saronic. It amounted to 10,000 bushels, 5000 each of No. 1 and No. 2 Northern.

Loans Improper, Directors Must Foot the Losses

Thirteen of the Former Management of Trust Company of Republic Held Liable by Court's Decision.

SARATOGA, N.Y., Sept. 3.—Thirteen former directors of the Trust Company of the Republic are held responsible, in a decision made public to-day by Justice Vankirk, for losses sustained by the Trust Company thru loans made in 1902 by its president, Daniel Leroy Dresser, from the company's funds on securities of the United States Shipbuilding Co., and for which restitution to the Trust Company was asked in a suit brought by Charles W. Kavanagh, a stockholder, against the directors.

Justice Vankirk holds that the defendant directors—Perry Belmont, Charles D. Marvin, James McMahon, Thomas Crimmins, Charles W. Wetmore, Wm. D. Baldwin, Ballard McCall, Charles F. Brooker, George J. Gould, Elbridge I. Snow, Herbert L. Satterlee, George C. Bolt, and Stuyvesant Fish—failed to perform properly their duties as directors, that losses sustained by the Trust Company were due to negligence, and that the individual directors are liable for the losses suffered by the company, during their terms of office after Aug. 19, 1902, when, Justice Vankirk decides, had they performed their duties, they would have learned of improper and reckless loans being made by Lewis Nixon and others.

Up to this date, he says, nothing had occurred of sufficient importance to put the directors on their guard.

MR. MACKENZIE READY TO HEAR PROPOSALS

If Toronto Wants Headquarters and Shops It Had Better Speak at Once.

Following a conference with Sir James Whitney yesterday afternoon, William Mackenzie, president of the Canadian Northern Railway, left for Kirkfield. On his arrival there he was questioned by The World concerning a suggested proposal that has emanated from Mayor Oliver that the shops and headquarters of the railway be established in Toronto and in return the province would guarantee the bonds of the company on the construction of the Sudbury-Port Arthur section. According to the mayor's idea the 2,000,000 acres given to the company would be sufficient security for the guarantee.

Mr. Mackenzie said the matter was not discussed at yesterday's conference with Sir James, but he was willing to consider any reasonable proposition to have the shops and permanent headquarters located here. The railway was growing and the shops would grow and it would be a big thing for Toronto.

Mr. Mackenzie was not ready to say just what proposition would be acceptable to the company, but the scheme of the mayor's had not been considered.

Discussing the matter yesterday his worship said that while the city had nothing to offer as an inducement it might use its influence with the provincial government to give the railway reasonable assistance.

"If the Province of Ontario would agree to guarantee the bonds of the company for the construction of the 500 miles between Sudbury and Fort William," said his worship, "taking as security the 2,000,000 acres of land granted to the company by the province, the company would be in a position to complete that part of the road within two or three years, and they would no doubt settle here, making this their headquarters and building their shops in Toronto. It is important to the commercial interests of the city that they should do so. A few years ago the city council passed a resolution favoring a Dominion subsidy to the James Bay line, and the council might do something of the same kind now."

The mayor said he had discussed the matter of making Toronto the C.N.R. headquarters, with Mr. Mackenzie, President of the company, some time ago, and the latter had seemed favorable to the scheme.

KITCHENER NOT COMING

Impossible to Include Canada in Tour Next Winter.

S. Grimwood, general secretary of the Imperial South African Service Association, yesterday received a letter from Lord Kitchener stating "that circumstances render it impossible, much to his regret, for him to include Canada in his tour this winter."

FACTS AND FIGURES OF LUSITANIA'S GREAT RACE.

Lusitania, first of the four-day transatlantic liners to arrive in New York, came in Thursday at sundown, adding another wonderful achievement to the record breaking events of the twentieth century.

Time of voyage, 4 days, 11 hours, 42 minutes.

Average miles per hour, 25.85.

Distance from Daunt's Rock Lightship to Ambrose Channel Lightship, 2784 miles.

Number of passengers and crew 2800.

Coal consumed, 1050 tons per day.

Cost of coal at $3.25 per ton, $3412 per day.

Total coal consumed on voyage, 5000 tons; cost, $16,250.

Passengers landed and mails delivered four days from Queenstown for first time.

ALWAYS RIGHT IS THE SENATE

Hon. G. W. Ross Tells Insurance Men What Its Functions Are—Hon. G. P. Graham, Too.

The Life Underwriters' Association of Canada concluded its convention with a banquet at McConkey's last night, at which Hon. Geo. W. Ross and Hon. George P. Graham, minister of railways and canals, were guests of honor.

Hon. G. W. Ross was not prepared to allow the senate to be ignored. Every nation has had its senate, and every senate has rendered substantial service to its country. He admitted amid laughter that "the senate of Canada is composed of picked men." One function of the senate, he thought, was to correct the foibles and weaknesses of the house of commons, as that body did many things it should not do. The senate always did the right thing. It was destined to become an increasing force and more useful power in the service of the country, and was one agency that we could not afford to dispense with.

Dealing with the question of life insurance, Senator Ross said that the life underwriter was following one of the highest walks of life. He paid tribute to the honor, integrity and ability of the men who had brought life insurance in Canada to its present standard. In the last twenty years some twenty or thirty banks had failed, but there was no record of the failure of a single life insurance company. He was proud of the work accomplished by Canadian companies. These companies often assumed more than their legal obligations. A company rarely contested a claim in court. It would pay its obligation to the uttermost farthing.

Confidence in Companies.

The fact that Canadian companies handled 65 per cent. of the insurance business of the country spoke for the confidence the people of Canada had in the management of those companies. The care of that business imposed a responsibility. "Every insurance man must feel," he declared, "that every policy he writes is for the protection of somebody's home, for the protection of some who are dear to the one that takes the policy. And every policy he writes is a protection to the wealth of this country."

"We are working," he continued, "first for the protection of the home, secondly, we are gathering in from all sources these small contributions in the way of annual premiums which go to develop Canada."

Canada was honored at the present time in the visit of Admiral Lord Charles Beresford, who had told Canadians that they must share the burdens of the empire. But no Canadian ever shirked his responsibility. Canada did not shirk in the defence of her own land at one time, nor in the defence of the empire in South Africa. Canada would always bear her burden.

Mr. Graham Jests.

"I will not say anything about the senate before a senator,' said Hon. Geo. P. Graham, who followed Hon. Mr. Ross, "nor will I say anything about the senate behind a senator, for that would be taking a mean advantage." (Laughter).

When he was in the Ontario legislature he had said some hard things about the senate that he would like to forget.

"But I thank Providence," he declar-

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MRS. SARAH DOBSON DEAD

Was Widow of Late James Dobson, First Reeve of Yorkville

In the death of Mrs. Sarah Dobson, which occurred yesterday, Toronto loses one of its oldest and most interesting inhabitants.

She was the widow of the late James Dobson, the first reeve of Yorkville, and village postmaster for over thirty years.

The late Mrs. Dobson was born in Eglinton, and always lived within sight of her birth-place. She was connected with the Moore family, which is well known thru York Township, members of which participated in the raid on Montgomery's Tavern during the rebellion of 1837.

She married the late postmaster in the early fifties, and took up residence in the village suburb, which is now part of ward two. Two sons and three daughters survive Mrs. Dobson, viz., W. E. Dobson, Toronto, and C. A. Dobson, Hamilton; the daughters are the Misses Sarah and Annie Dobson and Mrs. Seldon. Miss Sarah Dobson is now postmistress, having succeeded her father some years ago.

At the time of her death Mrs. Dobson was the oldest member of the Central Methodist Church, as well as being the oldest inhabitant in that part of the city.

HIT BY AUTO

Charwoman Knocked Down by City Engineer's Car.

Adelaide Allen, a charwoman, aged 40, employed at 178 West Queen-street, was struck by an automobile at the corner of Queen and McCaul-streets at 5 o'clock yesterday afternoon. The machine, which belongs to the city, was being driven by Thomas J. Walsh of 40 Rathnelly-avenue, engineer at the high level pumping station. She stepped off the curb directly in front of it. Her scalp was gashed and her left shoulder bruised. Her injuries were attended at St. Michael's Hospital.

Harry Yeates, 5 years, 53 Farley-avenue, was struck by the trailer of a car on West Queen-street yesterday. His head was cut. He was taken home by P.C. Rennie.

William Rennie, aged 15, of 109 Logan-avenue, fell over a barrel on Farley-avenue and fractured his arm. It was set at the Farley-avenue police station, and he went home.

COOK'S OUTFIT BEST IN WORLD

That's What His Backer Says—How Hunting Trip Was Changed to Exploration.

NEW YORK, Sept. 3.—"Dr. Cook won by studying the mistakes made by Perry, Nansen, Greeley and the others who failed, and then profiting by their errors. He was not afraid to think for himself and cut free of Arctic tradition."

That, in a nutshell, is John R. Bradley's explanation of Dr. Cook's triumph, and it came out very emphatically in a sharp retort to Admiral Melville's assertion that Cook must have won on nerve alone. Mr. Bradley, who fitted out Cook's expedition and accompanied him part of the distance, is a tall, florid-faced man of muscular build, and he does not mince matters.

"Dr. Cook's was the most intelligently planned expedition that ever left port for the Arctic," he explained.

"His outfit was the best in the world, because it contained what he needed in the least possible weight and smallest space. He realized what was essential and what was unessential. Cook has as much nerve as any man, but he had something besides nerve to carry him thru. His was no intensified Arctic joy ride undertaken on sheer nerve.

"Just see the care with which the whole expedition was planned to conserve every ounce of energy for the final dash. For example, when Greeley went north he took with him a number of old primary lamps made of iron. They have pumps to force the oil up around the wick and weigh between sixteen and nineteen pounds. Our sledge ovens answered just as well, and weighed only three pounds. They were especially made of aluminum. Take several of these ovens and you have saved 50 or 60 pounds as much as one dog can carry.

Hot Tea in Vacuum Bottles.

"Another big saving in weight and time came thru the use of vacuum bottles, which kept tea warm for 24 hours without reheating. When I showed these to Bob Martin, of Peary's ship, the Roosevelt, he exclaimed: 'Why, I never realized how valuable these are in Arctic trips.'

"On these trips, tea, is taken frequently as a stimulant. A person drinks from a quart to a gallon a day, depending on the effort he has to make and the state of his health and strength. Previously the explorers have had to stop, melt the ice and make tea three times a day. Cook had to bother with this only once a day and was able to take tea whenever he felt weak, without having to waste his waning strength in stopping the sled and making it. For food, he took pemmican. This is lean meat—beef, venison or walrus—dried in the sun or wind and then pounded into a paste with melted fat and tightly pressed into cakes. It is very nourishing in Arctic regions, is easily preserved and contains the largest amount of nourishment in the smallest space. When possible the natives lived on walrus meat and water. Every morning they regularly drink a quart or two and then beg for tea, of which they are very fond.

Gum Drops and Walrus Meat.

"Our expedition took along two barrels of gum drops. An Eskimo will travel thirty miles over ice and snow for a gum drop. He has the sweetest tooth in the world. Lump sugar has won them before, but we decided that gum drops would be even better. And they were. It was a delight to see them roll the candy around in their mouths, making grimaces of pleasure.

"Before I left Dr. Cook at Etah, in the fall of 1907, I shot a number of walruses which we cached for the expedition.

"There were one hundred and fifty dogs, to which he had to feed this meat. The natives were also fed on it. They froze it and then stacked it up like so much wood. In order to get a full supply, Dr. Cook and I got out after the walrus in our motor boat and chased them up. Eight miles out of Etah, we killed a whole herd.

"Then we used to go out to shoot the Arctic hare, which are, in reality, big rabbits. The natives make their boots out of sealskin and use the hare fur for stockings. Their underclothes consist of a single but very warm shirt made of auk. Over this various furs are wound with aid of the walrus thongs. It was no small task to shoot enough seal for shoes, hares for stockings and ducks for the feathers for their underwear. There were fifty Eskimo to be supplied.

Guns and Gasoline.

"Dr. Cook adopted the Eskimo dress and wore precisely what I have mentioned for the natives.

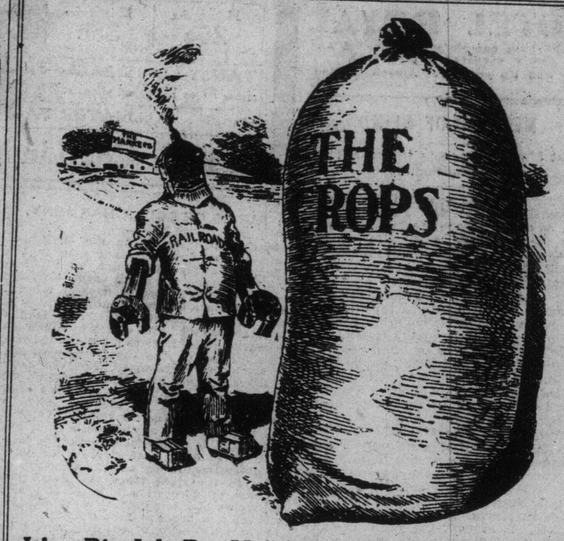
"In case our supply should fall short, I left fifteen rifles with Dr. Cook and plenty of ammunition. We told them that whenever they went out shooting they must bring back game. On their return the rifles had to be taken away fro mthem, for they were too curious, and, left alone with them for a few seconds, they would have had them apart or out of commission.

"Before we left this country we incased all our goods in big boxes, about three feet square, with tin inside and wood without. We did this so that we might use the wood for the wooden houses we needed for the winter camp. I also left plenty of coal and gasoline, etc., for him. To show that our expedition was by no means a small one, even tho no space was wasted, I need only to mention that we had for one item 5000 gallons of gasoline.

"We also took a large quantity of hickory staves.

With these Dr. Cook made sleds during the winter, binding the staves together with walrus thongs. His style of sled is very light and fleet, with its ribbed construction looking more like the skeleton of a sled than a real one. But as it is covered with the im-

Continued on Page 7.



It's a Big Job, But He's Had a Rather Long Rest

FORMER TORONTO MAN IS STRANGELY MISSING

Windsor and Detroit Police Believe That William Desmond May Have Met With Foul Play.

WINDSOR, Sept. 3.—(Special.)—The police of Windsor and Detroit have been asked to find William Desmond, aged 19, who suddenly disappeared from his boarding place across the river on the night of August 22 last.

Desmond had been employed by the Michigan Telephone Company as a lineman and left without drawing a considerable amount of pay which was due him. With his brother, James Desmond, the missing youth went to Detroit from Toronto last January. On the night he disappeared, the young man had been seen in the company of William Frost and two others, who it seems are at present unknown. With the party were two young women, whose identity is also shrouded in mystery.

Desmond failed to come home that night and nothing has since been seen of him. On the theory that he has been foully dealt with, the police have started a search and an investigation as to the identity of his companions.

Desmond's parents in Toronto report that he has not been at home, nor have they heard from him in some time.

MRS. J. S. MACDONALD DEAD

Widow of Ontario's First Premier Passes Away.

CORNWALL, Sept. 3.—(Special.)—Mrs. John Sandfield Macdonald, widow of the late Hon. John Sandfield Macdonald, first premier of Ontario, died this morning, in her 90th year.

Her daughter, Madame Langlois, of Port Neuf, and her only surviving son, George Sandfield Macdonald, of Montreal, were with her during her illness. Two other surviving daughters are Mrs (Col.) Uppleby, and Mrs. (Col.) Pemberton, both of England.

The funeral will take place on Monday morning to St. Colouman's Church, thence to St. Andrew's, where the remains will be interred in the family burial plot.

DRAGGED BY A HORSE

Slight Hope Entertained for Recovery of A. F. Godson.

Fred. Godson, son of A. F. Godson, contractor, of 69 Jameson-avenue, is lying at his home in a critical condition, suffering from injuries while being dragged by a horse Thursday.

He was preparing to mount a new horse when it bolted. His foot was in the stirrup, and he was dragged some distance. When examined it was found that he was suffering from concussion of the brain, and his collar bone was broken. Dr. R. C. Griffiths, of 212 Jameson-avenue, who is attending Godson, holds out slight hopes for his patient's recovery.

VATICAN DAMAGED BY QUAKE

Shock of This Week Caused Slight Injuries.

ROME, Sept. 3.—A commission appointed by the Pope has made an investigation and reports that several of the Vatican buildings, including the Sistine Chapel, were slightly damaged by the earthquake that was experienced in Rome on the afternoon of August 31st.

APPLE DINNER FOR TAFT.

SPOANE, Sept. 3.—Nearly twenty thousand apples will be used for decorations at a dinner to be given to President Taft when he visits Spokane this fall. Apples will be served wherever possible on the menu, and viands will be served in the hollowes out shells of apples. The "bumper crop" will be suggested by "bumper" of cider.

Grenfell Safe.

ST. JOHN'S, N.F., Sept. 3.—The rumor of the loss of a New York yacht near St. Anthony is incorrect.

Dr. W. T. Grenfell, whose boat was first said to be missing, is now in Henley Harbor. All on board are well.

SEN. FERGUSON IS DEAD HAD LONG PUBLIC CAREER

Entered P.E.I. Politics in 1878 and Was in the Bowell and Tupper Federal Ministries.

CHARLOTTETOWN, P.E.I., Sept. 3.—(Special.)—The death occurred at midnight at his home in Marshfield, P.E.I., of Senator Ferguson, one of the ablest public men in Eastern Canada.

Senator Ferguson was operated on several months ago in Victoria Memorial Hospital, Isabella-street, for cancer of the bladder. He had suffered for some years from the growth and had consulted noted surgeons in Montreal and New York, none of whom could assure him that an operation would be successful. He came to Toronto and was put on the operating table by Dr. Samuel Cummings, 3 Queen's Park, and the cancer was removed. His recovery was rapid, and the aged senator was able to leave for his home. Dr. Cummings had a letter from the family about a week ago, and they reported that the senator was doing well. His death was probably due to a cause other than cancer.

Senator Ferguson is survived by the several sons and daughters, one son being manager of the Bank of Nova Scotia at Peterboro, and another is a professor in Harvard University.

The late Senator Ferguson was mainly self-educated and always took a deep interest in agriculture. In 1871 he was appointed a justice of the peace, and in 1873 became collector of inland revenue at Charlottetown. In 1878 he was elected to the legislature, and next year become commissioner of public works. In 1880 he was appointed commissioner of public lands and provincial secretary, continuing for ten years, when he resigned from government and the legislature to contest—unsuccessfully—for the Dominion parliament. In 1893 he was called to the senate. In December, 1894, he accepted a seat without portfolio in the Bowell government, and also, in May, 1896, in the Tupper ministry, resigning shortly afterward with that ministry after the defeat of the Conservative party in the general election.

TWO TOWNSITES NAMED ON LINE OF THE G.T.P.

Redditt and Rowell, Former to Be First Divisional Point East of Winnipeg.

WINNIPEG, Sept. 3.—(Special.)—The first divisional point of the National Transcontinental Railway east of Winnipeg will be known as Redditt, twelve miles east of the Winnipeg River, and 122 miles from Winnipeg. The construction of a roundhouse there will commence in a week or two.

Another townsite, named Rowell, has been selected at a point on the line directly north of Dryden.

One of the most valuable townsites along the road east will be Superior Junction, where the G. T. branch from Fort William joins the main line. It is stated that a controversy has arisen as to whether the G. T. P. or the Ontario government will control this location. It is stated that the G. T. P. was awarded a grant of land at that point where it was originally intended the branch should connect, but upon the subsequent divergence of the main line, this was useless to the company. Already there are several stores and dwellings at the junction, and there is very large business done with mining and construction camps in the vicinity.

The Ontario government has adopted the same measure on other lines that it is carrying out on the Transcontinental, that is, reserving a tract on each side of the railway for the location of townsites.

Presentation to Mr. Weldon.

Thomas Weldon, who severed his connections with the E. B. Eddy Co on Wednesday last after 21 years' service as manager of the Toronto branch, was the recipient of a well equipped traveling outfit from his former staff.

Mr. Weldon assumes the presidency of the Montrose Paper Mills of Thorold, Ont., with Toronto offices at 8 East Wellington-street.

HAS AMPLE PROOF POLAR HERO ASSERTS

Took Plenty of Observations—Success Due to Eskimos and Dogs, and His Natural Living.

"I have ample proof that I reached the North Pole in the observations I took, which afford a certain means of checking the truth of my statements.

"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."

The above statement by Dr. Fred Cook to an interviewer who boarded the "Hans Egede" off Cape Skagen yesterday is emphatic enough, and should clear away the last vestige of doubt from the minds of the few who have so far announced themselves skeptical that "the lost" has really "been found." Cape Skagen is about 175 miles from Copenhagen.

In the course of a hurried interview, the explorer is thus quoted:

"We reached the pole at seven o'clock in the morning. 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 (equal to 117 degrees below, Fahrenheit).

"I ascribe my success to having employed old time methods, namely seasoned Eskimos and dogs, and to the fact that I lived as an Eskimo.

"Altho I am proud of my achievement in planting the American flag on the north pole, I look with much greater pride to the fact that I traveled more than thirty thousand square miles of hitherto unknown ground, and opened up an entirely fresh field for exploration."

The Hans Egede was met in the North Sea by the pilot steamer Polar Bear, aboard which was Capt. Amdrup, the well-known polar explorer, who was sent as a special representative of the Danish Government to welcome Dr. Cook.

As the vessels approached each other, Capt. Amdrup led the cheers for the American explorer.

Great Reception Planned.

COPENHAGEN, Sept. 3.—The city already is gay with flags. Everywhere the stars and stripes are intertwined with Danish ensigns.

The Melchior will meet the Hans Egede twenty-five miles outside of the harbor, and if Dr. Cook approves he will be transferred to this vessel for the run to Copenhagen.

The official reception will be held at 9 o'clock to-morrow morning. The pier, where the officials will welcome the explorer, is being elaborately decorated.

Preparations are being made to handle an enormous crowd of people.

Hundreds of telegrams from America and all parts of the world have been received at the American legation for the doctor.

His Majesty has arranged to entertain Dr. Cook at luncheon to-morrow, and the municipal banquet to the explorer will be given in the town hall to-morrow night. The committee having this entertainment in hand includes representatives of the ministry of commerce, of the municipality, the Royal Geographical Society and the board of trade. Four hundred guests have been invited.

Baldwin Will Go Next.

NEW YORK, Sept. 3.—Evelyn B. Baldwin, the Polar explorer, and meteorologist, to-day expressed the opinion that, far from discouraging further efforts, Dr. Cook's achievement would prove a spur to explorers, geographers and scientists.

Mr. Baldwin also announces that he was preparing for another attempt to reach the pole.

"I expect to start soon," he said. "We will proceed in a strong vessel thru Behring Strait, and make our ship past in the pack ice. Then we hope to drift completely thru the Northern Ocean at the rate of two miles a day, passing the Polar point and coming south again somewhere between the northeast coast of Greenland and Spitzbergen. I expect to find land to the west of Croker Land. We expect to take along a dirigible balloon which will be useful in making side trips.

"I think the finding of the South Pole," continued Mr. Baldwin, "will prove an easier task than the discovery of the North Pole, because it is surrounded by a continent, while the Arctic ice is constantly shifting and breaking up.

"The skepticism of many people re-

Continued on Page 7.

THE BIG HAT DAY FOR MEN.

Isn't it a splendid thing that fair time and new fall hat time arrive together? New fall hats for men. Derby hat, Alpines, fedoras and silk hats. Just in from the big world makers. Dineen at 140 Yonge-street has to-day on sale everything that is new in good hats with some special lines that cannot be purchased elsewhere, such as those by Dunlap of New York and Henry Heath of London, England, for whom Dineen is sole Canadian agent.

Saturday is the men's big shopping day. Dineen's store will remain open until 10 o'clock to-night.