

LARD BLOW FOR TOBACCO TRUST

The American Combine Must Disgorge Many Millions.

THE STORY OF A GREAT FIGHT

The General Who Led the Successful Forces Tells of Biggest Legal Battle on Record.

London, Dec. 5.—Americans trusts of every description have just received a severe blow in England. The decision given in the court of appeal in the litigation brought against Ogdens Limited, the great tobacco firm, by retail tobaccoists, will have a far-reaching influence on every American industry which attempts to establish a monopoly in England.

Retail tobaccoists are jubilating over their really great victory. They will be able to compel the trust started in England by Mr. Duke to disgorge the best part of \$7,500,000 and besides this the trust will have to pay an additional \$2,500,000—making the colossal total of \$10,000,000.

The legal fight has been one of the most gigantic battles of the law courts; though the proceedings have as yet attracted little public attention. The next step in this litigation, however—when the assessing of damages goes before a British jury—will undoubtedly be the one topic of conversation among smokers all over the world.

The man who has conducted the fight on behalf of the 4,500 retail tobaccoists organized to oppose the Duke combine is Henry Jerrold Nathan, chairman of the Ogdens Bonus Association, 20, 19, Throgmorton avenue, Mr. Nathan said: "Our organization—the Ogdens Bonus Association—is the only company ever formed for the express purpose of litigation. We have won, hands down, and all the private dealers in England are rejoicing over our defeating a trust with \$25,000,000 at its back—I mean the American Tobacco Trust.

"When Mr. Duke came to England four years ago, as the representative of the trust, he brought out Ogdens for the English tobacco company \$1,000,000 a year for four years; and the whole of the net profits; and at the same time, he obtained agreements from 500 tobaccoists that they would not deal with any other dealer. When he had all these agreements, he disposed of the good will of Ogdens, which, of course, carried the signatures of the tobaccoists to the Imperial Tobacco Company for \$5,000,000. He then sent a check to each of the tobaccoists with a circular, telling him he was no longer in business, the check being the proportion of the \$1,000,000 for the first year.

"This high-handed proceeding resulted in my forming the Ogdens Bonus Association for the purpose of claiming the undistributed bonus (as agreed by Duke) of \$5,000,000 and also the four years' profits. We went to law over the matter and the Duke carried the matter up on appeal, and every judge confirmed the lower court; in fact, the appeal was contemptuously dismissed, with costs, which are very heavy. The trust was ordered to pay not only our claim on the grounds of the appeal, but the full amount of the profits. The result is that it has been decided we are fully entitled to the balance—\$3,500,000; and also the best part of \$7,500,000 as good will.

"The action of the American Tobacco Trust in this matter has affected the standing of every American business in England. Up to this time, English businessmen have regarded the trusts as straightforward business enterprises, seeking fields of legitimate expansion. The deliberate attempt of the tobacco trust to stand from under its obligations has made businessmen in England distrustful of American integrity. It will take English dealers a long time to recover from this blow.

"We are sure of getting our money from the trust, as it is all in this country; and they cannot get out of paying. Naturally, our association is elated at the prospect of getting nearly \$11,000,000 out of the trust. The last phase of the case—unless it is carried to the house of lords, and there is little chance of that—is the assessing of damages before a British jury. Under the circumstances, there is no reason to believe the jury will be very lenient.

"Our victory will not necessarily reduce the price of tobacco—at least not at present, though something in the TIREDDNESS MEANS DANGER!

Indicates Faulty Blood and Worn-Out Nerves—Build Up, or Total Collapse Will Surely Follow.

When you're tired all day, bothered by trifles, exhausted with nervousness, be sure there is something wrong. You need bracing up, need more nourishment in the blood, need a powerful medicine to vitalize the nerves and distribute force and staying power to all over-worked organs.

The most marvelous success is Ferrone's, a nourishing tonic so scientific as to be the admiration of every physician. Ferrone performs wonders for people in poor health; it acts directly on the blood, enriching it with strength and new life that is at once dispatched to all parts of the body. Ferrone feeds the nerves and vital energies, supplies force, determination and joyous, buoyant spirits.

A case where there was lassitude and lack of strength is told by Mr. David Brown, of postoffice box No. 30, Broomfield, Ont. "About a year ago my health commenced to fail. My hands and feet seemed always cold. I felt worn-out and exhausted, weak as a little child. My face twice gradually lost its color and my arms commenced to lose their sense of feeling and finally my left side was perfectly numb. All my motor power was gone. My appetite gradually disappeared. My condition was perfectly cured by Ferrone and I have been well ever since. (Signed) "David Brown."

SPECIAL NOTICE.—To get satisfactory results be sure you get Ferrone only. Fifty cents per box, or six boxes for \$2.50, at all dealers, or N. C. Polson & Co., Kingston, Ont., and Hartford, Conn., U.S.A.

BRIGHTON MOTOR ROAD

Bill for Construction of Highway for Use of Motor Cars Only.

London, Dec. 5.—Backed by a powerful syndicate, a bill will be laid before Parliament next session asking for powers to construct a special road from London to Brighton for the use of motor cars only.

The estimated cost of the new road is £1,000,000, and tolls on motors using it are looked for a return upon this great outlay. Mr. Richard Hassard, the well-known engineer, is in charge of the scheme, while Sir Douglas Fox has consented to act as consulting engineer.

The new road will necessitate cutting and bridging similar to those of a new railway line, for the maximum gradient has been fixed at one in thirty. On the existing road gradients of one in twelve are met with in more than one place, and at Clayton there is a steep ascent of one in ten.

The most important features of the new road are those which insure its absolute reservation for motorists. Throughout its entire length it is to be fenced off to prevent children, dogs and unauthorised persons from trespassing. Where it meets an existing highway, the new road will either go under or over it, for there is to be nothing in the nature of a level crossing. Special connecting tracks will be constructed to enable motorists to leave or join the new road at various points on the route.

The proposed road will leave the existing road at Norway, eight miles from London, where the principal toll house will be erected.

Roughly, it will follow the railway route, and will end at Patcham, near Preston Park. Any class of motor vehicle will be allowed to use the track and no speed limit will be enforced, though reasonable care must, of course, be expected of those using it. The threat of exclusion from the track will act as a deterrent to the small minority of motorists who are disposed to be inconsiderate.

As to its width, there are two schemes still under consideration. In the first, a 40-foot track, divided by a fence, is proposed, while the other scheme provides for two tracks, each 24 feet wide, one for the up and the other for the down traffic.

The former is the less expensive, and is the more likely to be adopted. It should be added that abrupt curves will be avoided, the minimum radius being 1,000 feet.

ATHLETIC KING OF GREECE

Monarch of the Hellenes Has Been Winner in Many Contests.

London, Dec. 5.—The King of Greece was in England last week on a visit to King Edward and Queen Alexandra, and his visit has been one of the most interesting facts of the king's visit has not yet been revealed. King George is anxious that King Edward should visit Greece next April to see the Olympic games at Athens, in which the athletic prowess of old Greece are to be revived. A formal invitation has been tendered during the visit. King Edward is understood to be greatly interested in the revival, and it is quite probable that he may be persuaded to accept the hospitality of the Hellenic monarch.

If this project should be realized it would greatly add to the interest felt in the revival both in England and in Greece. King George is an athlete first and a monarch afterwards. He is a man of unusual strength in Europe, and more than once has, under the pseudonym of "George Tapadopolus," taken part in the struggle of the arena and racing path. On one occasion he was so startlingly successful that the crowd suspected him of being a professional masquerading as an amateur.

At length the partisans of the defeated men lost their tempers and made an ugly rush towards the successful stranger. Even to this day the roughs, who with some difficulty repelled by the police, do not know that the competitor whom they hustled was their King.

The greatest athlete may well be proud of showing his prowess before the eyes of such a monarch as King Edward also finds it possible to grace the Stadium of Athens with his presence, the cup of joy will be full for the cosmopolitan crowd who will be attracted by the glories of the games.

The revival of this kind took place in 1896. American and English athletes generally carried all before them. But in the famous Marathon race, which was appropriately reserved for a descendant of the race that won at Thermopylae, S. Louisa, a Greek peasant, ran the miles 1,900 yards from Marathon to the Stadium in 2 hours 55 minutes. His most serious rival was an Australian, Ed Plack, who carried the colors of the Thames Harb and Hounds. He was leading until near the goal, when he fell exhausted to the ground.

The Olympic games were repeated at Paris in 1900, but it was not the same. The glories of classicism was absent. Next year the Marathon race will be run over the same course that old Greek athletes covered 2,500 years ago.

Deluge May Come Again

Geologist Declares Decay of Earth's Surface Is Universal.

London, Dec. 5.—Sir Archibald Geikie, the famous geologist, delivered a lecture at Cambridge yesterday in the lecture hall of the newly-formed department of geology on the "Geology of Landscapes." He said the great fact which met the student of physical geography at every step was the universality of the decay of the land. This decay was so material that even if the agencies now at work were never to increase their activity a comparatively short time would be required to reduce most of the dry land to the level of the sea and confront us with another deluge.

When a man is the victim of a practical joke there is small consolation in the fact that he is helping others to laugh and grow fat.

HIS FIGHT FOR LIFE IN VAIN

Toronto Victim of the Wreck of the Mataafa.

WASTWICE WASHED OVERBOARD

Unable to Reach Forward Part of the Stranded Vessel He Finally Succumbed to the Cold.

Duluth, Minn., Dec. 5.—In the pockets of Thomas Woodgate, fireman on the steamer Mataafa, who by exercise of almost superhuman strength gained the deck after having been twice washed overboard, was found a letter from his father, H. W. Woodgate, of the fruit farm of Frost & Woodgate, Toronto, Can. It was addressed to Thomas H. Woodgate, Marine P. O., Detroit, Mich., care of the steamer Kensington, and bears the date of office date of Detroit, Nov. 18, 1905.

This letter and other incidents connected with Woodgate's death form a most pathetic feature of the wreck. There were twelve men aft when the boat was wrecked. The men realized that greater safety existed forward and all wished to be there, but they hesitated to make the trip, for they did not need to be told that it was filled with peril. It was a run of perhaps 250 feet from where they were to the smokestack to the shelter forward, but it was a trip that might be fraught with death. Mighty waves were beating about the ship and water ten feet deep ran across the deck at times. Second Mate Emigh watched his chance, and with the idea of getting to safety himself and of proving to his comrades that the trip was possible, led the way, waving his hand, as thousands witnessed, when he started. The daring mate made the trip in safety. Then Fred Saunders, porter of the boat, made a successful effort.

The next man to try had a terrible experience. He was Thomas Woodgate, a fireman, who had slipped at Conneaut, Ohio, only a week before. Woodgate started down the dangerous pathway and was caught by the sea and washed overboard, but he caught the rail and hung on with grim determination until the debris passed, and then started to climb back. Another sea and still another caught him, and he was submerged but he clung on and was then given time to climb on deck. The experience was a severe one, but Woodgate's effort to get forward and returned after his comrades met Charles Byrne, another fireman, just starting down the deck forward. Byrne had his comrades tried, but Woodgate did not answer, and he crept back to the after part of the ship, where he perished later with other members of the crew. No others undertook to go forward.

Woodgate, who is of herculean mold, bespeaking the enormous power which he displayed, was found lying on his back, covered over with ice, which had matted in his hair and glazed his forehead, suffering from exposure to the icy winds and blighting blast. The letter from his father read:

"Dear Son.—Your letter came to hand, for which I thank you, and it always gives me a great deal of pleasure to hear from you. I am exercising patience until the time arrives and you reach port. With much love to your affectionate father, H. W. Woodgate."

With this was a bank deposit certificate showing that the man had put \$90 into the First National Bank of Erie, Pa., this month, and in addition, there were three 20 bills in a note case. The body has been sent to Toronto.

The Mataafa was a big freighter, 450 feet in length, with a crew of 250, bound for Lake Erie with 2,000 tons of lumber. She struck her port bows on the pier after she had well entered the ship canal, her bows sank beneath the pushing wave, covering the men on the bridge, of whom there were two submerged, but who arose standing in their positions. A huge wave struck the vessel astern, carrying away her rudder, and the next great sea swung her against the pier, and she was crushed amidships. The vessel then swung around and endeavored to back in on the north pier, but in the process she was struck by her bows grounded about 100 yards from shore, and her stern drove upon the pier, and she was crushed and stove in. She lay there for some time, and then she was hoisted by the waves.

Thousands of people who lined the piers were able to see the imperiled sailors, but unable to render aid until the following morning, by which time nine lives had been lost.

TO SOUTH POLE BY MOTOR

Trip Across Smooth Fields of Ice Is Feasible.

Brussels, Dec. 5.—M. Henryk Arctowski, the Antarctic explorer, gives some further details of his plan to reach the mysterious regions of the South Pole.

From the natural landing places of the Southern Seas there extends a vast field of smooth ice, which is supposed to cover the polar region without breakages or crevices—a flat field of ice as smooth as a frozen pond.

Other explorers have been on that field, but they could not go fast enough to complete their expedition. Captain Scott traveled over the ice for five months, but his dogs could make only ten miles a day, and in the end he was driven back by the fear of starvation.

M. Arctowski's solution of the difficulty is simple. Travel ten times as fast and the Polar sea will be reached long before there is any danger of the food giving out. He proposes to do this by using motor cars, and the idea is approved as far as possible both by Captain Scott and Mr. Shackleton, who accompanied him on his long journey over the ice field.

Thousands of people who lined the piers were able to see the imperiled sailors, but unable to render aid until the following morning, by which time nine lives had been lost.

He proposes to do this by using motor cars, and the idea is approved as far as possible both by Captain Scott and Mr. Shackleton, who accompanied him on his long journey over the ice field.

Thousands of people who lined the piers were able to see the imperiled sailors, but unable to render aid until the following morning, by which time nine lives had been lost.

He proposes to do this by using motor cars, and the idea is approved as far as possible both by Captain Scott and Mr. Shackleton, who accompanied him on his long journey over the ice field.

Thousands of people who lined the piers were able to see the imperiled sailors, but unable to render aid until the following morning, by which time nine lives had been lost.

He proposes to do this by using motor cars, and the idea is approved as far as possible both by Captain Scott and Mr. Shackleton, who accompanied him on his long journey over the ice field.

Thousands of people who lined the piers were able to see the imperiled sailors, but unable to render aid until the following morning, by which time nine lives had been lost.

He proposes to do this by using motor cars, and the idea is approved as far as possible both by Captain Scott and Mr. Shackleton, who accompanied him on his long journey over the ice field.

Thousands of people who lined the piers were able to see the imperiled sailors, but unable to render aid until the following morning, by which time nine lives had been lost.

He proposes to do this by using motor cars, and the idea is approved as far as possible both by Captain Scott and Mr. Shackleton, who accompanied him on his long journey over the ice field.

Thousands of people who lined the piers were able to see the imperiled sailors, but unable to render aid until the following morning, by which time nine lives had been lost.

He proposes to do this by using motor cars, and the idea is approved as far as possible both by Captain Scott and Mr. Shackleton, who accompanied him on his long journey over the ice field.

Thousands of people who lined the piers were able to see the imperiled sailors, but unable to render aid until the following morning, by which time nine lives had been lost.

He proposes to do this by using motor cars, and the idea is approved as far as possible both by Captain Scott and Mr. Shackleton, who accompanied him on his long journey over the ice field.

Thousands of people who lined the piers were able to see the imperiled sailors, but unable to render aid until the following morning, by which time nine lives had been lost.

He proposes to do this by using motor cars, and the idea is approved as far as possible both by Captain Scott and Mr. Shackleton, who accompanied him on his long journey over the ice field.

Thousands of people who lined the piers were able to see the imperiled sailors, but unable to render aid until the following morning, by which time nine lives had been lost.

He proposes to do this by using motor cars, and the idea is approved as far as possible both by Captain Scott and Mr. Shackleton, who accompanied him on his long journey over the ice field.

Thousands of people who lined the piers were able to see the imperiled sailors, but unable to render aid until the following morning, by which time nine lives had been lost.

He proposes to do this by using motor cars, and the idea is approved as far as possible both by Captain Scott and Mr. Shackleton, who accompanied him on his long journey over the ice field.

Thousands of people who lined the piers were able to see the imperiled sailors, but unable to render aid until the following morning, by which time nine lives had been lost.

He proposes to do this by using motor cars, and the idea is approved as far as possible both by Captain Scott and Mr. Shackleton, who accompanied him on his long journey over the ice field.

Thousands of people who lined the piers were able to see the imperiled sailors, but unable to render aid until the following morning, by which time nine lives had been lost.

He proposes to do this by using motor cars, and the idea is approved as far as possible both by Captain Scott and Mr. Shackleton, who accompanied him on his long journey over the ice field.

Thousands of people who lined the piers were able to see the imperiled sailors, but unable to render aid until the following morning, by which time nine lives had been lost.

He proposes to do this by using motor cars, and the idea is approved as far as possible both by Captain Scott and Mr. Shackleton, who accompanied him on his long journey over the ice field.

Thousands of people who lined the piers were able to see the imperiled sailors, but unable to render aid until the following morning, by which time nine lives had been lost.

He proposes to do this by using motor cars, and the idea is approved as far as possible both by Captain Scott and Mr. Shackleton, who accompanied him on his long journey over the ice field.

Thousands of people who lined the piers were able to see the imperiled sailors, but unable to render aid until the following morning, by which time nine lives had been lost.

He proposes to do this by using motor cars, and the idea is approved as far as possible both by Captain Scott and Mr. Shackleton, who accompanied him on his long journey over the ice field.

Thousands of people who lined the piers were able to see the imperiled sailors, but unable to render aid until the following morning, by which time nine lives had been lost.

He proposes to do this by using motor cars, and the idea is approved as far as possible both by Captain Scott and Mr. Shackleton, who accompanied him on his long journey over the ice field.

Thousands of people who lined the piers were able to see the imperiled sailors, but unable to render aid until the following morning, by which time nine lives had been lost.

He proposes to do this by using motor cars, and the idea is approved as far as possible both by Captain Scott and Mr. Shackleton, who accompanied him on his long journey over the ice field.

Thousands of people who lined the piers were able to see the imperiled sailors, but unable to render aid until the following morning, by which time nine lives had been lost.

He proposes to do this by using motor cars, and the idea is approved as far as possible both by Captain Scott and Mr. Shackleton, who accompanied him on his long journey over the ice field.

Thousands of people who lined the piers were able to see the imperiled sailors, but unable to render aid until the following morning, by which time nine lives had been lost.

He proposes to do this by using motor cars, and the idea is approved as far as possible both by Captain Scott and Mr. Shackleton, who accompanied him on his long journey over the ice field.

Thousands of people who lined the piers were able to see the imperiled sailors, but unable to render aid until the following morning, by which time nine lives had been lost.

He proposes to do this by using motor cars, and the idea is approved as far as possible both by Captain Scott and Mr. Shackleton, who accompanied him on his long journey over the ice field.

Thousands of people who lined the piers were able to see the imperiled sailors, but unable to render aid until the following morning, by which time nine lives had been lost.

He proposes to do this by using motor cars, and the idea is approved as far as possible both by Captain Scott and Mr. Shackleton, who accompanied him on his long journey over the ice field.

Thousands of people who lined the piers were able to see the imperiled sailors, but unable to render aid until the following morning, by which time nine lives had been lost.

He proposes to do this by using motor cars, and the idea is approved as far as possible both by Captain Scott and Mr. Shackleton, who accompanied him on his long journey over the ice field.

Thousands of people who lined the piers were able to see the imperiled sailors, but unable to render aid until the following morning, by which time nine lives had been lost.

He proposes to do this by using motor cars, and the idea is approved as far as possible both by Captain Scott and Mr. Shackleton, who accompanied him on his long journey over the ice field.

Thousands of people who lined the piers were able to see the imperiled sailors, but unable to render aid until the following morning, by which time nine lives had been lost.

He proposes to do this by using motor cars, and the idea is approved as far as possible both by Captain Scott and Mr. Shackleton, who accompanied him on his long journey over the ice field.

Thousands of people who lined the piers were able to see the imperiled sailors, but unable to render aid until the following morning, by which time nine lives had been lost.

He proposes to do this by using motor cars, and the idea is approved as far as possible both by Captain Scott and Mr. Shackleton, who accompanied him on his long journey over the ice field.

Thousands of people who lined the piers were able to see the imperiled sailors, but unable to render aid until the following morning, by which time nine lives had been lost.

He proposes to do this by using motor cars, and the idea is approved as far as possible both by Captain Scott and Mr. Shackleton, who accompanied him on his long journey over the ice field.

Thousands of people who lined the piers were able to see the imperiled sailors, but unable to render aid until the following morning, by which time nine lives had been lost.

He proposes to do this by using motor cars, and the idea is approved as far as possible both by Captain Scott and Mr. Shackleton, who accompanied him on his long journey over the ice field.

Thousands of people who lined the piers were able to see the imperiled sailors, but unable to render aid until the following morning, by which time nine lives had been lost.

He proposes to do this by using motor cars, and the idea is approved as far as possible both by Captain Scott and Mr. Shackleton, who accompanied him on his long journey over the ice field.

Thousands of people who lined the piers were able to see the imperiled sailors, but unable to render aid until the following morning, by which time nine lives had been lost.

He proposes to do this by using motor cars, and the idea is approved as far as possible both by Captain Scott and Mr. Shackleton, who accompanied him on his long journey over the ice field.

Thousands of people who lined the piers were able to see the imperiled sailors, but unable to render aid until the following morning, by which time nine lives had been lost.

He proposes to do this by using motor cars, and the idea is approved as far as possible both by Captain Scott and Mr. Shackleton, who accompanied him on his long journey over the ice field.

Thousands of people who lined the piers were able to see the imperiled sailors, but unable to render aid until the following morning, by which time nine lives had been lost.

He proposes to do this by using motor cars, and the idea is approved as far as possible both by Captain Scott and Mr. Shackleton, who accompanied him on his long journey over the ice field.

Thousands of people who lined the piers were able to see the imperiled sailors, but unable to render aid until the following morning, by which time nine lives had been lost.

He proposes to do this by using motor cars, and the idea is approved as far as possible both by Captain Scott and Mr. Shackleton, who accompanied him on his long journey over the ice field.

Thousands of people who lined the piers were able to see the imperiled sailors, but unable to render aid until the following morning, by which time nine lives had been lost.

He proposes to do this by using motor cars, and the idea is approved as far as possible both by Captain Scott and Mr. Shackleton, who accompanied him on his long journey over the ice field.

Thousands of people who lined the piers were able to see the imperiled sailors, but unable to render aid until the following morning, by which time nine lives had been lost.

He proposes to do this by using motor cars, and the idea is approved as far as possible both by Captain Scott and Mr. Shackleton, who accompanied him on his long journey over the ice field.

Thousands of people who lined the piers were able to see the imperiled sailors, but unable to render aid until the following morning, by which time nine lives had been lost.

He proposes to do this by using motor cars, and the idea is approved as far as possible both by Captain Scott and Mr. Shackleton, who accompanied him on his long journey over the ice field.

Thousands of people who lined the piers were able to see the imperiled sailors, but unable to render aid until the following morning, by which time nine lives had been lost.

He proposes to do this by using motor cars, and the idea is approved as far as possible both by Captain Scott and Mr. Shackleton, who accompanied him on his long journey over the ice field.

Thousands of people who lined the piers were able to see the imperiled sailors, but unable to render aid until the following morning, by which time nine lives had been lost.

He proposes to do this by using motor cars, and the idea is approved as far as possible both by Captain Scott and Mr. Shackleton, who accompanied him on his long journey over the ice field.

Thousands of people who lined the piers were able to see the imperiled sailors, but unable to render aid until the following morning, by which time nine lives had been lost.

He proposes to do this by using motor cars, and the idea is approved as far as possible both by Captain Scott and Mr. Shackleton, who accompanied him on his long journey over the ice field.

Thousands of people who lined the piers were able to see the imperiled sailors, but unable to render aid until the following morning, by which time nine lives had been lost.

He proposes to do this by using motor cars, and the idea is approved as far as possible both by Captain Scott and Mr. Shackleton, who accompanied him on his long journey over the ice field.

Thousands of people who lined the piers were able to see the imperiled sailors, but unable to render aid until the following morning, by which time nine lives had been lost.

He proposes to do this by using motor cars, and the idea is approved as far as possible both by Captain Scott and Mr. Shackleton, who accompanied him on his long journey over the ice field.

Thousands of people who lined the piers were able to see the imperiled sailors, but unable to render aid until the following morning, by which time nine lives had been lost.

He proposes to do this by using motor cars, and the idea is approved as far as possible both by Captain Scott and Mr. Shackleton, who accompanied him on his long journey over the ice field.

Thousands of people who lined the piers were able to see the imperiled sailors, but unable to render aid until the following morning, by which time nine lives had been lost.

He proposes to do this by using motor cars, and the idea is approved as far as possible both by Captain Scott and Mr. Shackleton, who accompanied him on his long journey over the ice field.

Thousands of people who lined the piers were able to see the imperiled sailors, but unable to render aid until the following morning, by which time nine lives had been lost.

He proposes to do this by using motor cars, and the idea is approved as far as possible both by Captain Scott and Mr. Shackleton, who accompanied him on his long journey over the ice field.

Thousands of people who lined the piers were able to see the imperiled sailors, but unable to render aid until the following morning, by which time nine lives had been lost.

He proposes to do this by using motor cars, and the idea is approved as far as possible both by Captain Scott and Mr. Shackleton, who accompanied him on his long journey over the ice field.

Thousands of people who lined the piers were able to see the imperiled sailors, but unable to render aid until the following morning, by which time nine lives had been lost.

He proposes to do this by using motor cars, and the idea is approved as far as possible both by Captain Scott and Mr. Shackleton, who accompanied him on his long journey over the ice field.

Thousands of people who lined the piers were able to see the imperiled sailors, but unable to render aid until the following morning, by which time nine lives had been lost.

He proposes to do this by using motor cars, and the idea is approved as far as possible both by Captain Scott and Mr. Shackleton, who accompanied him on his long journey over the ice field.

Thousands of people who lined the piers were able to see the imperiled sailors, but unable to render aid until the following morning, by which time nine lives had been lost.

He proposes to do this by using motor cars, and the idea is approved as far as possible both by Captain Scott and Mr. Shackleton, who accompanied him on his long journey over the ice field.

Thousands of people who lined the piers were able to see the imperiled sailors, but unable to render aid until the following morning, by which time nine lives had been lost.

He proposes to do this by using motor cars, and the idea is approved as far as possible both by Captain Scott and Mr. Shackleton, who accompanied him on his long journey over the ice field.

Thousands of people