SYDNEY WELCOMES PEARY

OCCASION MARRED BY THEFT OF M'MILLAN'S PAPERS.

Explorer Joined at Sea by His Wife and Children—Words and Bouquets of Greeting Amid Sedate Enthusiasm —More Light on Cook Controversy.

SYDNEY, Sept. 21.—The Roosevelt, flying from her gaff a big American flag crossed by a broad white band, upon which in letters of black appeared the words "North Pole," came up the harbor here at 1 o'clock this afternoon and dropped anchor off the main wharf of the town. Before he had been ashore three hours Commander Peary received a telegram from Herbert L. Bridgman, the secretary of the Peary Arctic Club of New York, and after reading it he dictated the following statement, to be given to all the newspaper correspondents in Sydney:

"Acting on the advice of Gen. Hubbard and Herbert L. Bridgman, the president and secretary of the Peary Arctic Club, I wish to express my thanks to all my friends for their kind offers and invitations, and also I beg to say that I prefer to accept no invitation to a public reception or ovation until the present controversy has been settled by competent authority.

Commander Peary did not enter into any explanation of the reasons for this announcement, and his only comment was that it "suited him to a T."

Prior to giving out this statement Commander Peary asked the representative of a press association if he could explain a telegram which he (Peary) had received from the head of the concern. Peary said that he did not know exactly what the meaning of the telegram was and he read a portion of it to all the correspondents, who had assembled for half an hour with him late in the afternoon. The telegram urged attention to telegrams which Bridgman and Hubbard either had sent or would send.

"I presume," said the commander, after reading this message to the correspondents, "that the president and secretary of the Peary Arctic Club have given some statement to the press association straight from the shoulder."

WON'T TALK ABOUT COOK.

It was within half an hour after this that Commander Peary received the message from Bridgman which inspired the statement he gave out. Aside from this statement Commander Peary refused to be drawn into discussion of Dr. Cook and his claims, although in one or two remarks that he let drop, perhaps inadvertently, he gave the correspondents who were questioning him some strong hints as to what his first steps in the controversy would be and when the termination might come. One of his interrogators put the question boldly, "When will we know when this controversy is over?"

Peary replied with a significant smile: "You will have to ask somebody besides me," he said, "but what I have to say in the matter will not be long delayed."

Besides some very interesting remarks by the man who has shown such keen resentment of another's claims to priority in polar discovery a few facts bearing on the part Harry Whitney and the Roosevelt sailor, Pritchard, have come to play in the general test of veracity were let drop by Matt Henson, the colored man who accompanied Peary to the pole.

M'MILLAN'S DATA STOLEN.

Another surprise of a vastly different nature was uncovered when it became known within an hour after the Roosevelt landing that Donald McMillan's room on board the boat had been robbed of all the data he had taken on the ornithology of the polar regions and of the anthropological investigations he had made among the Eskimos. This latter incident is of so serious a nature that, acting on Commander Peary's advice, Prof. McMillan notified the head of the Sydney police, and to-night every nerve is being strained by the town constabulary to retrieve what must appear to be a very unfortunate stigma on Sydney.

Immediately after the Roosevelt had docked, the docks were thrown open to the public and droves of the curious swarmed into every unlocked room and passage above docks. Most of the members of the expedition were ashore and nobody but a few of the Roosevelt's crew was aboard to see that the souvenir hunters did not dismantle the ship. Even the hatches on the after deck were raised, and had not Bartlett himself interfered at a fortunate moment a box of walrus tusks that lay within tempting reach below the hatch would have been ransacked.

When Prof. McMillan returned to the Roosevelt after an hour ashore and went to his room he found that his copies of Chapman's "Bird Life in America" and Hornaday's "Natural History" were both missing. On the margins of these books he had entered temporarily the results of all the investigations he had made into the bird life within the Arctic Circle. Further investigation showed that his memoranda on the ethnology of the Eskimos which he had written after living with the natives for six weeks or more and studying their religious instincts and daily life, had been stolen, as was also his census of the Smith Sound Eskimos. McMillan found that his diary of the whole trip from the day the Roosevelt left New York until her return here to-day had been fortunately overlooked by the thieves—or curiosity hunters, as it may be more charitable to call them—and none of his mineralogical specimens or books and notes upon the mineralogy of the Northern lands had disappeared.

When the correspondents asked Commander Peary concerning the extent of McMillan's losses he said that none of the geographical data pertaining to the penetration to the pole had been taken, for those papers were not in McMillan's keeping, nor had the material abstracted from McMillan's cabin any bearing upon the tidal and ocean sounding investigations which had been made during the expedition. Commander Peary said that he regretted the loss for McMillan's sake, for it was largely a personal loss and not one affecting, except indirectly, the sum total of the expedition's results.

QUOTATIONS AND SOME ANSWERS.

When Commander Peary received the correspondents in the parlor of his suite in the hotel late this afternoon he said that he would be open to any questions, but that he would use his discretion in answering them. The first question that was asked of him had reference to Dr. Cook. Peary was told that Dr. Cook had reiterated his statement that the note signed by Peary directing Bo's'n Murphy of the Roosevelt to seize any stores he found at Etah as being under the status of abandoned goods had been found by Cook and a copy of it made by him. Did the Commander have any reply to make to that?

"Bo's'n Murphy of course had his written instructions from me when he left the Roosevelt to remain in Etah before we sailed northward in August, 1908," said Peary. "The orders were from me and they will be published of course at the proper time."

George Kennan, the traveller and correspondent, who took part in the session of newspaper men, asked Peary how many dogs and sledges he had sacrificed in making the first seven marches out from the land over the polar ocean. Considerable significance attached to the answer, he thought, because if one man lost a large proportion of his outfit and another went through the same region with the same number of sledges with which he started there was an unusual discrepancy between the two experiences.

"It cost me eight men—that is, I turned eight men back—twelve sledges and thirty-three dogs to make the first seven marches out from land on the way to the pole," said Peary. "In other words, I had to sacrifice this much of my working force to make eighty-two miles."

WHEN HE HEARD.

Then somebody reverted to the Cook question again. The questioner wanted to know when it was that Peary first heard that Cook took to himself the credit for having reached the pole. Was it before Harry Whitney, who is supposed to have been told by Cook, left the Roosevelt, or after he had transferred to the Jeanie?

"I can't just locate the time," began the Commander. "I knew before I reached Etah, but I will ask you to excuse me if I do not answer this question. It touches a matter upon which I prefer to keep silent until, as I have stated before, the main issue of whether or not Cook reached the pole is definitely decided."

Another question was asked concerning Cook's first narrative of his trip poleward. To this Peary replied that he had read nothing of Cook's writings save the first report sent from Lerwick, in the Shetlands, and that was so full of errors in transmission and typesetting that he did not consider it worth while to give it any attention.

PEARY'S COMING REPORTS.

Next some one wanted to know what would be Peary's procedure in making public his data of the polar conquest.

"I have already made an official report of my arrival at the pole to the Navy Department at Washington and I have made a preliminary report to the Geodetic Survey," said he. "My next step will be to make a full report to the Peary Arctic Club. Then I will render a more complete report to O. H. Titman, Superintendent of Coast Survey in Washington, upon the tidal, meteorological and ocean sounding work. That will complete, for a time, my activity in that line."

"What observations are necessary to be taken to determine when one has reached the pole?" was asked.

"I'll leave that to the Geodetic Survey to answer or some other competent body," was the answer. "It might be the International Polar Conmmission or the National Geographical Association, for example."

WHITNEY'S WHEREABOUTS.

The correspondents wanted to know if Commander Peary could give a guess at the present location of Harry Whitney, who is carrying with him some of Mr. Cook's data, as the latter states. Peary said that if Whitney had carried out the plan he announced when he left the Roosevelt he should be somewhere in the west side of Davis Strait at the present time or making south along Labrador. Whitney had told him, Peary said, that he intended to be back in civilization by the first of October. It was quite likely that he would be first heard from at one of the wireless stations along the coast of Labrador or at St. John's, Newfoundland, within the week.

Concerning Whitney Matt Henson had something to say, when earlier in the afternoon the correspondents caught him in an unguarded moment. Henson is an intelligent man whose devotion to Peary is such that he is constantly afraid he is going to talk too much on the subject barred by the Commander. Perhaps Matt does when he is beguiled by the ruthless correspondents. Henson said in the course of conversation that Harry Whitney, the possessor with Pritchard of Dr. Cook's secret, confided to them by the explorer at Etah, had left the Roosevelt before Commander Peary found at York Sound the letter from the Scotch whaler advising him of Cook's claims.

This settled the point, hitherto in doubt, as to whether Whitney was a passenger on the Roosevelt when Commander Peary first learned that another man was going to put in a prior lien on the pole. Whitney had been picked up at Etah on August 17, said Hensen. The Jeanie had been met at North Star Bay on August 23. Whitney had transferred to the schooner on the following day, and it was not until August 25 that Commander Peary got the letter from the box at York Sound.

"I didn't know that Cook had told Whitney when he was still on board the Roosevelt," said Henson, "although Whitney told me that Cook had promised to take him on a trip to Patagonia some time soon. Pritchard never said anything about his going to Patagonia too."

COOK'S ESKIMOS.

Henson said that Peary met the two Eskimos Etuckashue and Apellaha, who had been with Cook, after the Roosevelt had returned to Etah from the north. He had questioned them in their own language about the extent of Cook's travels. They both had told Peary at that time that Cook had not been "two sleeps" away from the northern lands on the edge of the polar sea. Henson said that he understood the Eskimo tongue, and when asked if he too had questioned the two companions of Cook he merely grinned.

"Those two Eskimos were mere boys," said he. "They were both about 19 years old. Commander Peary and I knew them when they were babies in their mothers' hoods, and I don't think they would lie to Commander Peary. Etuckashue was with the Peary expedition of 1906, but he only went to 'The Big Lead,' about 84 degrees latitude. He has never been alone; that I am certain."

Hensen dropped one more comment before his caution rose to save him.

"Cook never had any experience on sea ice," said he. "When he was with the Peary expedition of 1901 he was on the Greenland ice cap for twenty-two days, and that is practically all the experience with ice of any kind that I ever heard of his having had."

GREAT STAGE EFFECT.

The coming of the Roosevelt to Sydney after the long days of waiting filled every dramatic possibility that the most imaginative stage director could conjure up. This little black ship, with three towering masts and the thick, knifelike prow, her sides dented by the ice and her funnel dingy with smoke of long voyaging, seemed to present to the people who packed the esplanade over the harbor bluff something of symbolism from another world. The Sydney folk did not lash themselves into the frenzy that would have seized a New York crowd on such an occasion; they simply stared.

The last message of the night before had said that the Roosevelt was steaming slowly in from St. Paul's harbor, where she had dropped anchor for six hours, and that she would probably cover the sixty miles between the island and the town before 9 o'clock in the morning. The steam yacht Sheelah, which conveyed Mrs. Peary and her children out nearly to the Roosevelt's anchorage on Monday afternoon, but returned late last night, had her anchor up before dawn this morning. Mrs. Peary and the children and Col. H. D. Borup, the father of George Borup, a member of the Peary expedition, had spent the night on Mr. Ross's yacht and they went out with her to meet the incoming Roosevelt.

THE WELCOMERS.

At 9 o'clock the expected ship was sighted off Low Point, the gateway of the harbor, and immediately all the carefully rehearsed plans for Peary's reception began to be put into execution. Down at the ferry wharf everything was excitement. First came eight little misses in white dresses with baskets of flowers over their arms. They were loaded on board the motorboat Tam o' Shanter and launched forth on the harbor's waters down in the direction of the bay's entrance. Then Consul Kehl in a frock coat and high hat but with a golf cap in his pocket took his place with Dr. Johnson in the motor boat, Jap, the speediest thing of her class in Nova Scotian waters. The Consul carefully tucked his high hat under the seat, slipped on his cap and ordered the boat away, his consular flag whipping from the prow.

Down at the float of the Royal Cape Breton Yacht Club, the cosey snuggery where the correspondents have been made welcome during their stay in town, the signal flags reading "Congratulations, you have done well!" were run up to the signal spar, and every convenient cornice of the clubhouse was draped with the parti-colored bunting of the code. Meanwhile every tug in the harbor was being requisitioned by the various civic reception committees and the town folk who wanted to see the Roosevelt come down the bay before other people could. Motor boats darted like matches on a flood down toward the light at Low Point and every catboat and knockabout on the harbor had her sails set for the common goal as early as 7 o'clock.

JOINED BY HIS FAMILY.

The skipper of the Sheelah was one of the first to sight the Roosevelt, bearing down from St. Paul's Island. The yacht at once put to sea to meet the polar ship. Then there was a surprise for Commander Peary. As the Sheelah drew alongside Bobby Peary in his picturesque sailor blue stood on the bridge watching his big silk American flag and calling for his dad. Peary was in his cabin and Capt. Bob Bartlett, on the Roosevelt's bridge, spotted the boy and his mother on the yacht. Bartlett sent a message down to the Commander in a hurry and Peary came running out of his cabin.

The Sheelah lowered a boat while the explorer and his wife exchanged long distance greetings. Then Mrs. Peary, Miss Marie Peary, Robert, Jr., and Col. Borup were rowed over to the Roosevelt's ladder.

Commander Peary did not wait at the rail to greet his wife, where all the crews of both vessels could see, but went down into his cabin. There Mrs. Peary and her children went to find the man they had waited for so long.

It was near 1 o'clock when the sirens of the Dominion Steel Company, the great plant down the bay shore a mile from the city, set up a screaming that brought the last belated householder out of his home and down to the esplanade on the jump. North Sydney had its peep at the Roosevelt as she went by, and then, after what seemed an interminable wait, the spindle masts of the Roosevelt showed over the fringe of trees that crowns the headland beyond town.

THE ROOSEVELT.

The Sheelah steamed in slowly ahead of the polar adventurer and a stream of smaller craft jumped about her bows. The dingy looking ship that the correspondents had seen and smelt as she lay in between the rocks at Battle Harbor last week had undergone a wondrous transformation. Fresh black paint glistened on the hull, the spars were braced taut and the rigging was all neat and trim. There were no crates of Arctic foxes and narwhals' skeletons to clutter the decks and the ship was decked out with every bit of colored bunting her signal lockers afforded. Flags climbed from the Union Jack at the bow, up the rigging of the foremast, over the top of the barrel crowsnest on the main to the truck of the mizzen. Hanging from the lanyards out at the tip of the mizzen spar were the words "Thank you" in whipping code bunting, a permanent courtesy which the Roosevelt sported all the way down the harbor.

Above the string of flags was the one which set the people ashore buzzing. It was a long American flag with a broad white stripe sewed to it from the topmost star in the Union panel down to the outer tip of the lower stripe. Across the white slash in letters of black were the words, "North Pole." More than a mere boast was expressed in the design on this flag. When Commander Peary met the correspondents in Battle Harbor he had said that when he left a record of his observations and date of discovery in a bottle at the pole he had also left a tranverse strip from a silken flag which his wife had given him years ago there in the bottle.

Pieces of that same flag he had deposited at every other high point of his explorations during the last fifteen years, so while he was waiting in Battle Harbor he had hired a Newfoundland woman there to make him a new flag for his boat, and he had her make it with the slash in the old flag marked with white. On this white band she sewed the letters that spell Peary's achievement.

As the bow of the Roosevelt swung into view about the corner of the bluff, hiding the lower bay from the crowds on the esplanade, the figure of Capt. Bob Bartlett upon the small bridge of the boat, with his hands on the wheel, struck an intimate chord in the hearts of more than one Newfoundland fisherman. In the rough burr of the Newfoundland folk, men with their hands to their mouth by way of megaphones, sent him their hearty shouts of greeting across the water.

BOUQUET OF WELCOME.

Slowly the Roosevelt nosed her way in against the end of the Cape Breton Electric Company's wharf at the foot of the heights where the Sydney folk stood in a dense crowd. The lines were made fast and the gangway was thrown down from the forward deck. At once the silk hatted committee, headed by Mayor Richardson, stepped forward to present the freedom of Cape Breton and all the neighborhood to Commander Peary.

The American Consul, who had boarded the Roosevelt down the bay, presented His Worship City Clerk J. J. Curry and Alderman George S. Fitzgerald, the reception committee members, and then something happened about which the inner circles of Sydney had been agreed for a week. Miss Naomi Louise Kehl, the fourteen-year-old daughter of the American Consul, stepped forward and handed to the commander a bouquet of asters, which was formed in the shape of a globe with an American flag for its staff puncturing the round mass of blossoms fluttering from the north pole.

It wasn't the bouquet that was interesting nor yet the pretty face of the young girl who presented it half so much as the fact that precedence had been established by a tour de force. Bitter had been the acrimony over teacups upon the issue of whether the daughter of the American Consul or the daughter of the Canadian Mayor should be the one to present the hero from the north with the floral compliments of Sydney. Finally, after something like an open rupture between the two papas had darkened the gladness of the welcoming committee and their schemes, it had been decided by common consent that each daughter should present a bouquet, and the question of who should do it first was left open to circumstances and the ingenuity of the papas. Hence Sydney's momentary thrill when Miss Kehl beat Miss Gladys Myrtle Richardson to Peary's side.

POLAR VERSE.

After the international Gordian knot had been thus severed the eight other little girls in white who bore flowers in their arms lined up in front of the tall man under the white yachting cap and reeled off a poem of welcome which had been specially written for the occasion. This is the way the man from the north was apostrophized:

We are the little children of your land;
With wistful marvelling hearts we wait for you,
The fairy prince that brings us from afar
The tidings that our wildest dream comes true.
We come with flowers of thankfulness and faith
To greet our hero of the dauntless soul,
You who have found the snow white wonder flower
That grows in the frost gardens of the pole.

People up here have not the infectious enthusiasm and the proneness to hero worship to the sound of shawms and timbrels that New Yorkers display. Cheering seems to be an act to be done only in extremity and with great decorousness. When Commander Peary, clad in a loose fitting suit of black, with rolling shirt collar and plain brown tie, stepped out from the shadow of the wharf buildings into the view of the masses on the hillside there were long minutes of silence. At last somebody started a cheer, as one whispers in church during the organ prelude before service, then somebody else joined in. Before five minutes had passed there was quite some cheering.

The Commander was escorted up the steps to where the official carriage with its four tall plumes of blue pampas grass stood in waiting. Although it was not more than fifty steps over to the porch of the hotel the carriage was there and into it Commander Peary got, with Mayor Richardson at his side and Consul Kehl on the opposite seat. Mrs. Peary, her two children and Capt. Bob, the latter looking very red and flustered, got into a second carriage, and while the city's police force did its best to keep the way to the hotel steps open the carriages moved through the crowd. That was the signal for almost a concerted cheer.

SPEECH MAKING.

The carriage of State drew up in front of the hotel steps and Mayor Richardson took off his tile. Commander Peary took off his cap. His Worship rose and unrolled an emblazoned scroll. From it he read a hearty and official word of welcome on behalf of the Government and people of this town. This done Miss Richardson, very sweet in her white frock, stepped to the carriage and handed up the second bouquet. Commander Peary arose to speak.

"No words can express the pleasure I feel in the eloquent and friendly words that your Mayor has just read to me," he began, "nor can my feelings of gratification at receiving such a welcome from you find expression. I have been with you so many times that I have come to count you all friends, and this is a welcome from friends.

"Eleven times I have left this harbor for the North and each time on the start for that goal which I have striven for during many years of my life. Once I brought back with me the record of furthest north and once the largest meteorite in the world. To-day, thank God, I've brought back the pole!"

Here real hearty cheers interrupted the commander, and he had to wait for a few minutes for his voice to be heard. Then he continued:

"If there is anything in this work of mine that may seem to set the example that your Mayor has alluded to in his address of welcome it is this—that if a man devotes himself to the accomplishment of one thing and sticks at it long enough, makes it the object of his whole life, he is bound to win."

Just as the Commander finished this last word there was a cracking of timbers, and a section of the front porch of the hotel, upon which a packed mass of people were standing, sank about three feet. That it did not go further seemed at the time more than providential, for there surely would have been some serious hurts if it had. A woman, as it was, had her ankle badly twisted and had to be helped off to a lounge inside, but beyond this there were no bruises, and the incident was forgotten in the general swing of attention toward modest Bob Bartlett.

CHEERS FOR BARTLETT.

Mayor Richardson had proposed three cheers for Peary and they were given. Then he set going three more for Bartlett, the Newfoundlander. Those cheers came rasping out with a tone that had been lacking in the demonstration given the Captain's superior. Bartlett is of one kin with these Cape Breton people and the idol of every fisherman who drops a line from Red Bay to Point Aux Basques. They yelled for a speech and Bob grew pink, then scarlet. He fidgeted in his seat and cast questioning eyes at Mrs. Peary across the carriage from him; she nodded her head and smiled. Capt. Bob, who had said in Battle Harbor that he'd rather hunt the pole than be cross-questioned by the newspaper men, evidently felt that pole hunting was better than popularity. He stood up and launched into a speech hurriedly as if he were trying to get a ship through Villainous Tickle up on the Labrador coast before the tide rip caught him.

"Some seven or eight years ago," said he, "I made up my mind that if I could command a ship for Commander Peary I would want nothing better, and here I am. When we returned to Sydney from the last trip north I was just as sure as I am that I'm standing in this wagon that we'd win out next time, and we have, praise God. Citizens, I wish you could see that man there"—here Capt. Bob pointed an extended finger at Commander Peary, in the carriage ahead—"I wish you could see that man there going ahead all the way to the pole and breaking trail, then you'd know why it is I'm proud to say that Peary nailed the Stars and Stripes to the north pole."

The skipper of the Roosevelt, ice fighter and navigator extraordinary, sat down in confusion.

THE UNEXTINGUISHABLE "ARTIST."

After that Commander Peary started to step out of his carriage. A voice from the piazza of the hotel hailed him confidently:

"Please hold up that basket of flowers, Commander," it pleaded. Peary reached for the basket and held it up on the seat where it would be out of the shadow.

"Now please look up this way, Commander Peary."

Peary looked up.

"Now everybody cheer and give us a good picture," was the general command.

Everybody did, and the Boston photographer whose nerve passeth all understanding slipped the shield over his plate and stepped back through the window.

After that an impromptu levee was held at the carriage steps. People stood in line to pass before Peary's carriage and shake his hands then they turned and took in Bob Bartlett on the return trip. For almost half an hour the pole-finder was kept flailing both hands up and down doffing his hat to the women in the crowd and smiling at the upturned faces that passed him. No babies were presented for kissing.

This finished the demonstration of Sydney's friendliness. Commander Peary passed at length into the hotel and spent the rest of the afternoon receiving friends who had come to Sydney from distant cities to greet him. The evening he spent alone with his family.

He will leave on the 7 o'clock train for the United States to-morrow. He would go straight through to Eagle Island, he said, and he could not tell how long he would remain at his summer home there. When asked if he would stop at Bangor to be fêted there, as report had it the Bangor folks were planning, he said that he had not had word of any special demonstration awaiting him there and that he was not inclined to break his resolve to go straight on to his home.

HURRICANE 400 MILES WIDE.

Wireless Reports Tell of Much Loss of Life.

GALVESTON, Sept. 21.—Wireless messages to-night show that the Gulf hurricane was 400 miles wide. The water was backed up in the Mississippi River more than six feet five miles inland.

At New Orleans the river rose four feet but the levees held. Many structures in New Orleans were badly damaged.

Seven deaths were reported from outlying districts and five more in New Orleans from live wires and falling buildings.

The Gulf coast in Louisiana and Alabama for 700 miles was devastated forty to sixty miles inland. The destruction of property and crops is estimated at $1,500,000.

The Mallory liner Brazos, from New York, reached Galveston to-night, ten hours delayed by the hurricane. Capt. W. F. Evans, commodore of the Mallory fleet and thirty-five years at sea, said he never encountered such a storm. For sixty hours the seventy mile an hour wind drove waves thirty feet high over the ship.

The Gulf is filled with wreckage.

VICKSBURG, Miss., Sept. 21.—The latest storm reports to-night brought nothing from New Orleans, but rumors make the damage there last night heavy.

There was a report of a big fire in Natchez, but this cannot be verified as no telegraphic communication could be had with that city late to-night.

Three steamboats, the Buck Elk, belonging to Capt. W. H. Morgan, and the Conners and the Fawn, of Houston Bros.' mill, were sunk last night.

MOBILE, Sept. 21.—The people in Mobile and Pensacola and along the Gulf coast spent last night in anxiety. Their fear was increased when at 2 o'clock the storm broke and dashed the waters from the Gulf high upon the shores, carrying with it many vessels and railroad bridges and causing damage that will reach millions.

No loss of life is reported as yet, but it will probably be to-morrow before any kind of an estimate can be made. The towns of Biloxi, Gulf Port, Bay St. Louis and other smaller hamlets have suffered.

The weather bureau warnings caused shipping here to seek safe harbors miles up the river. The famous Mobile Bay Shell Road is washed and lines of bath houses that dotted the shore are gone.

The water rushed into the city at 3 o'clock this morning and came up within a hundred feet of Royal street, three blocks from the river, and did not go down until 9 o'clock this morning.

MEMPHIS, Tenn., Sept. 21.—At Jackson, Miss., the east dome of the Capitol was crushed by the force of the wind and considerable damage done to other buildings.

Meridian, Miss., suffered a loss of $50,000 by fire last night during the storm. At Vicksburg several houses were demolished and a number of steamboats wrecked. Pascagoula, Miss., reports all wharves and a number of cottages swept away

Proposed New Hospital.

Plans have been filed with Building Superintendent Murphy for remodelling the old fashioned four story and basement dwelling at 203 Second avenue for the proposed People's Hospital of which M. Greenbaum is president. The necessary improvements are to be made at a cost of $15,000 and will provide a dormitory on the main floor, wards and private rooms on the first, second and third stories and operating, sterilizing rooms and laboratory on the top floor and also a nurses' room.

The Weather.

The storm from the Gulf was central over eastern Arkansas yesterday, accompanied by high winds and rain in the Gulf States and lower Mississippi Valley.

Although the pressure was high in the Atlantic States north of Florida the conditions were generally cloudy.

Showers occurred in the upper lake regions.

Generally fair weather prevailed throughout the West.

It was warmer in all the Atlantic States from Georgia to New Hampshire and in the upper lake regions.

Lower temperatures prevailed in the Ohio and middle Mississippi valleys and it was considerably cooler in the Northwest.

Temperatures were close to the freezing point in North Dakota and Wyoming.

In this city the day was fair and warmer; wind, light northwest to east; average humidity, 51 per cent.; barometer, corrected to read to sea level, at 8 A. M., 30.32; 3 P. M., 30.30.

The temperature yesterday, as recorded by the official thermometer, is shown in the annexed table:

	1909.	1908.		1909.	1908.
9 A. M.	64°	63°	6 P. M.	69°	68°
12 M.	70°	68°	9 P. M.	66°	65°
3 P. M.	70°	69°	12 Mid.	65°	62°

Highest temperature, 71°, at 6:10 P. M.

WASHINGTON FORECAST FOR TO-DAY AND TO-MORROW.

For New England and eastern New York, increasing cloudiness, with showers late to-day and to-morrow; warmer to-day; brisk east to south winds.

For eastern Pennsylvania, showers to-day and probably to-morrow; warmer to-day; brisk southeast to south winds.

For New Jersey, showers to-day and to-morrow; brisk east to south winds.

For the District of Columbia, Delaware, Maryland and Virginia, showers to-day and to-morrow; warmer to-day; brisk southeast to south winds.

For western New York and western Pennsylvania, showers to-day; to-morrow, probably showers and cooler; brisk and high southerly winds shifting to northwesterly to-night.

THE FIFTH AVENUE BRANCH
of The Farmers' Loan and Trust Company,
475 FIFTH AVENUE,
near 41st Street.
Interest allowed on Deposit Accounts.
Acts as custodian of personal property and manager of real property.
Letters of Credit. Foreign Money and Travelers' Checks. Vault Boxes for Customers' use.

Henry Hudson landed on the site of Evans' Brewery, Sept. 17th, 1609, 177 years too early to get a glass of
Evans' Ale
Robert Fulton was in better luck. When he sailed the Clermont to Hudson in 1807 Evans' Brewery was a thriving youngster of 21 years. Still doing well, thank you, in 1909.

FEARS SPAIN MEANS CONQUEST.

Mulai Hafid Invites the Powers Into the Moroccan Mess.

Special Cable Despatch to THE SUN.

MADRID, Sept. 21.—The exact tenor of the note addressed by Mulai Hafid, Sultan of Morocco, to the Powers is not yet known. According to the version given by Sid Mohammed Guebbas to the Papal Secretary of State Merry Del Val, the Sultan submits to the Powers the fact that Spain has assembled more than 60,000 men in Morocco without making known her object.

The note goes on to say that alarm is caused to his Shereefian Majesty by this fact, which is increased by a rumor that the Cabinet at Madrid will not confine itself to punishing the assassins of miners. Such a gathering of troops indicates that Spain has other aims.

Consequently the Sultan begs the foreign Governments to call the attention of the Spanish Government to these facts and inferences. The note declares, in conclusion, that the responsibility for the outcome, financial or other, should not fall upon the Sultan. Members of the Spanish Government will not discuss the note until its exact text is known.

WILL PAINT LETTER BOXES.

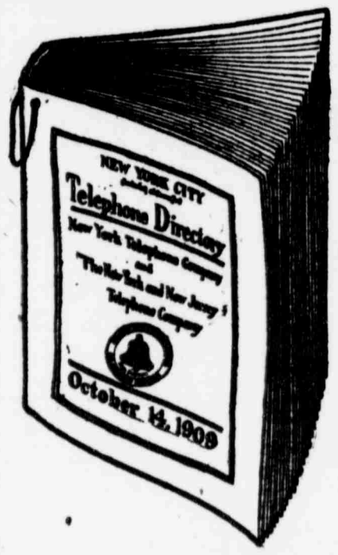
Post Office Department Opens Bids for Supply of Pigment to Do the Job.

WASHINGTON, Sept. 21.—The Post Office Department has decided that it is about time to give the letter boxes of the country another coat of paint and to-day specifications asking for bids for supplying paint to do the job were sent out. There are about 120,000 letter boxes in use. Green paint will probably be used.

Sealed proposals for supplying this paint will be received at the Post Office Department until October 6. It has always been difficult to obtain paint suitable for this use. Paint that wears well in one section will peel and rust in another.

Exceptionally well-made
Traveling Bags for Men & Women
The superior merits of these Bags are not conjecture on our part. Both materials and making are in accordance with our own ideas and specifications. The models are thoroughly in accord with the most advanced designs of the leading luggage makers.
Sole Leather Hand Bags
Hand-capped corners, solid brass sliding catches, sunken English locks, padded handles; leather lined. In brown or russet.
SIZE 16 IN., 6.75 17 IN., 7.25 18 IN., 7.75
Fitted Bags
Containing accessories of nickel, silver, ebony or solid ivory, for every possible need of the toilet. The leathers: seal, walrus, calf, sole leather, alligator, pigskin or morocco.
Prices—14.50 to 135.00—about 1/3 less than are usually asked for equal grades
Grain Leather Bags for Women
Of black, long grain goat leather; imported frames and leather lining. The most recent model.
SIZE 16 IN., 8.75 17 IN., 9.25 18 IN., 9.75
Broadway Saks & Company 34th Street

New Jersey Central
SANDY HOOK ROUTE STEAMERS FOR Hudson-Fulton Celebration
Steamer "SANDY HOOK"
Saturday, September 25th — $2.50 Fare on STEAMER — GRAND NIGHT WATER PAGEANT. Leave Atlantic Highlands Pier 6:00 p. m., Jersey City (C. R. R. Terminal), 7:15 p.m.
Sunday, September 26th — DAYLIGHT RIDE 'ROUND WARSHIPS. Leave Atlantic Highlands Pier 9:00 a.m., 2:00 p.m.; Jersey City (C.R.R. Terminal), 10:15 a.m., 3:15 p.m. — $1.00 Fare on STEAMER
STEAMER "MONMOUTH" Lv. Atlantic Highlands Pier 7:45 a.m.
Friday, October 1st —GREAT NAVAL PARADE— $5.00—Fare on Steamer—$5.00
Up the Hudson to NEWBURG Lv. C.R.R. Terminal Jersey City 9:00 a.m.
FARE FOR ONE TRIP ON STEAMER $1.00 EACH DATE
Steamer "ASBURY PARK" will make delightful trips up the Hudson to the Warships, Reviewing the Fleet and running down the Bay to the Narrows and return on the following dates and Schedule:
FARE FOR ONE TRIP ON STEAMER $1.00 EACH DATE
SUNDAY, SEPTEMBER 26th.
Leave Pier 10 N. R., Foot of Cedar Street, 10:00 A. M., 1:00, 3:30, 7:30 P. M.
Leave Jersey City Station, C. R. R. of N. J., 10:15 A. M., 1:15, 3:45, 7:45 P. M.
Leave Pier 81 N. R., Foot of W. 42d Street, 10:30 A. M., 1:30, 4:00, 8:00 P. M.
SEPTEMBER 27th, 28th, 29th, 30th.
Leave Pier 10 N. R., Foot of Cedar Street, 10 A. M., 1:00, 3:30, 7:30 P. M.
Leave Jersey City Station, C. R. R. of N. J., 10:15 A. M., 1:15, 3:45, 7:45 P. M.
To see the HUDSON-FULTON WARSHIPS now gathering in the Bay and off Staten Island, take Sandy Hook Route Steamers.
Leave Pier 81, Foot W. 42d St. (except Sept. 25), 9:35 A. M., 12:30, 3:15, 4:15, 7:45 P. M. Sundays, 9:30 A. M., 1:00, 7:45 P. M. Pier 10, Foot of Cedar st., 10:20 A. M., 1:00, 3:45, 4:45, 8:10 P. M. Sundays, 10:00 A. M., 1:30, 8:10 P. M.
SANDY HOOK ROUTE STEAMERS
Owing to river conditions will not land at Pier 81 N. R., foot of W. 42d St., on Saturday, Sept. 25.



Fall Telephone Directory Goes to Press October 14th
The Fall Edition of the New York City Telephone Directory goes to press Thursday, October 14th. New directory listings must be received at one of the Company's Contract Offices on or before above date if desired for this issue.
NEW YORK TELEPHONE CO.
15 Dey Street, N. Y. City
115 West 38th Street, N. Y. City
127 West 125th Street, N. Y. City
866 East 180th Street, N. Y. City
THE N. Y. & N. J. TELEPHONE CO.
81 Willoughby Street, Brooklyn
1313 Fulton Street, Brooklyn
825 Ninth Street, Brooklyn
563 Broadway, Brooklyn
8 Hardenbrook Avenue, Jamaica