



Maish Cotton Down Comforts

We are showing a splendid lot of these comforts at \$1.25, \$1.50, \$2.00, \$2.50 up to \$4.00.

Genuine Down Comforts at \$7.50 and \$10.00 just opened.

Full line of Cotton Batts from 10c. 15c to 65c a Batt.

Capt. Bartlett Begged to Go on to the North Pole

The Big Skipper of the Roosevelt Confesses He Wept When Sent Back from the Eighty-Eighth Parallel—Lure of the North Is in His Blood, and He Must Go Back.

New York Herald Staff Writer. When he was approached by the correspondent of the Herald he was the most hardy exterior-looking man who had received the orders not to attempt anything vital to his master, only that he should give to him the answer.

"I suppose you are glad to get back," was the greeting. "Thank you," he replied. "I should think you would be glad to see home, and men after being out in the snow and ice so long." "Thank you," he replied.

"I suppose you will be ready to take up your old citizenship papers," he asked. "Thank you," he replied. "What are you going to do now?" "I guess I will have to go back," he replied.

going to be any hindrance and perhaps make a dash out of it, I would turn around and go back. He said I must go, so I had to do it. But my mind had been set on it for so long I had rather die than give it up."



I Cure Catarrh

And Start You Out With a Free Trial Package To Prove My Claim. Send Coupon Below Today. The Trial Package Will Give Instant Relief.

Consider my offer. I will send you free of charge a trial treatment of the wonderful Gausz Combined Catarrh Cure. You have everything to gain and nothing to lose. Its up to you. If you wish to be cured of that foul spitting and hacking—that wretched depressed sensation—that feeling then fill out the coupon without further delay.

FREE. This coupon is good for one trial package of Gausz's Combined Catarrh Cure, mailed free in plain packages. Simply fill in your name and address on dotted lines below and mail to C. E. GAUSS, 5790 Main Street, Marshall, Mich.

"Now it all comes back to me and there is nothing for me here. I am not good for anything else. One who has not been in the Arctic does not know what it means. There is a strange fascination that you cannot resist and it just draws you back. I cannot explain it; I just know it."

"I am going back; I am going back to the north pole and I'll never die happy until I get it."

"GLORY ENOUGH FOR ALL" ONLY REFERENCE TO PEARY

(Continued from page 1.) hall without a chance of previously shaking the hand of the explorer. The reason for Dr. Cook's delay was both amusing and at the same time characteristic of Dr. Cook's simplicity. It became known that he had landed in this country without having conventional evening clothes in his wardrobe and the suit ordered since his arrival here was late in being delivered.

The Speakers. The speakers in addition to Dr. Cook were Rear-Admiral Schley, Mr. McGowan, Bird S. Coler, Com. Mattie, Professor Brewer, honorary president of the Arctic club, Representative Bennett of New York and Charles Wake of the Explorers' club.

Dr. Cook said: "This is one of the highest honors I ever hope to receive. You represent most of the frigid explorers of Europe and nearly all of the Arctic explorers of America. Your welcome is the explorer's guarantee to the world—coming as it does from fellow workers, from men who know and have gone through the same experience. It is an appreciation and a victory, the highest which could fall to the lot of any returned traveler."

The key to frigid endeavor is substance. There is nothing in the entire realm of the Arctic which is impossible to man. If the animal fires are supplied with adequate fuel there is no cold too severe and no obstacle too great to surmount. No expedition has returned because of unusual barriers or impossible weather. The exhausted food supply resulting from a limited means of transportation has turned every aspirant from his goal. In the case of the polar quest much has been tried and much has been learned. The most important lesson is that civilized man, if he will succeed, must bend to the savage simplicity necessary. The problem belongs to modern man, but for its execution we must have the food and the means of transportation of the wild man. Even this must be reduced and simplified to fit the new environment.

All Depends on the Stomach. With due respect to the complimentary eloquence of the chairman and others, candor compels me to say that the effort of getting to the pole is not one of physical endurance, nor is it fair to call it bravery, but a proper understanding of the needs of the stomach and a knowledge of the limits of the brute force of the motive power, be it man or boat.

The conquest was only possible with the accumulated lessons of ages of experience. The failures of our less successful predecessors were stepping stones to ultimate success. The real hardships of the pole were the early Danish, the Dutch, the English and the Norse, Italian and American explorers. With these worthy forerunners we must therefore share the good fruits which your chairman has put into my basket.

A similar obligation is due to the wild man. The twin families of wild folk, the Eskimo and the Indian, were important factors to us. The use of pemmican and the snow shoe which makes the penetration of the Arctic mystery barely possible has been borrowed from the American Indian. The method of travel, the motor force and the native ingenuity, without which the polar quest would be a hopeless task, have been taken from the Eskimo. To savage man, therefore, who has no flag, we are bound to give a part of this fruit.

No License Was Required. "One of the most remarkable charges brought out is that I did not seek a geographic license to start for the pole. Now, gentlemen, to the large public that may be a mystery, but you who know will appreciate that no explorer can start and say that he will reach the pole. Many good men have tried before. All have failed. All who understood the problem know that success is but barely possible when every conceiv-

able circumstance is favorable. It is only necessary to make announcement that an expedition embarks for the pole to start an undesirable bombardment of letters. This I had done and flourish of trumpets. This I have to excuse. Mr. John B. Bradley says the founder of the destiny of the expedition. For the time being the business concerned us only. I believed then, as I believe now, that if we succeeded there would be time enough to fly the banner of victory. You are here tonight, Mr. Bradley is here and I am here. We have come together to celebrate that victory.

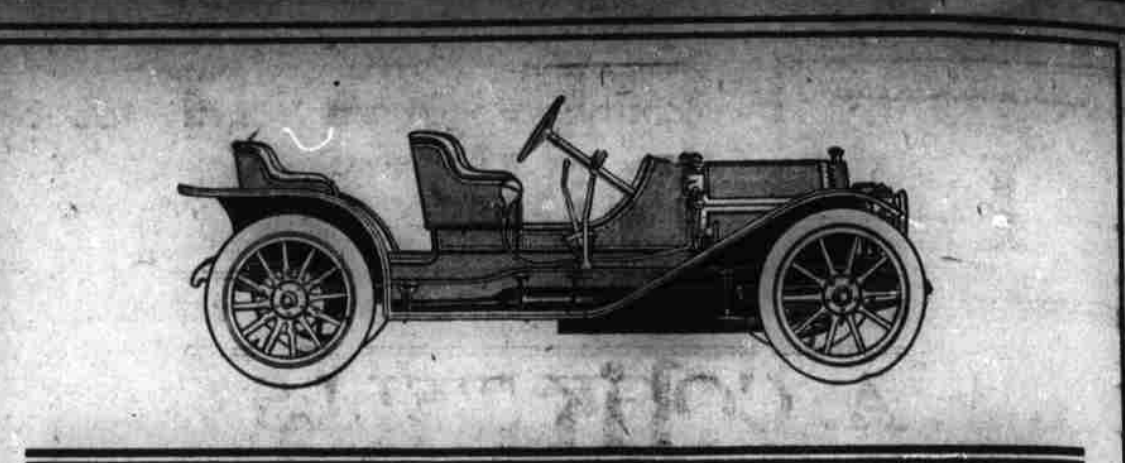
As to Equipment. "Another criticism is the charge of our insufficient equipment. We have met this. You know that we had every possible aid to succeed in sledge traveling. A big sledge is no advantage. An army of white men, who at best are novices, is a distinct hindrance, while a cumbersome luxury of equipment is fatal to progress. We chose to live a life as simple as that of Adam and we forced the strands of human endurance to scientific limits. If you will reach the pole, there is no other way. For our simple needs Mr. Bradley furnished sufficient funds. We were not overburdened with the usual aids to pleasure and comfort, but I did not start for that purpose.

Now to the equipment of the press to force things of their own picking from important records to print. In reply to this I have taken the stand that I have already given a tangible account of our journey. It is as complete as the preliminary reports of any previous explorer. The data, the observations, the records are of exactly the same character. Heretofore such evidence has been taken with faith and the complete record was not expected to appear for years, whereas we agree to deliver all within a few months.

Now, gentlemen, about the pole. We arrived April 21, 1908. We discovered new land along the 102d meridian between the 84th and the 95th parallel. Beyond this there was absolutely no life and no land. The ice was in large heavy fields with few pressure lines. The drift was south of east, wind was south of west. Clear weather gave good, regular observations nearly every day. These observations, combined with those at the pole on the twenty-first and twenty-second of April are sufficient to guarantee our claim. When taken in connection with the general record you do not require this. I can see that, but this and all the other records will come to you in the due course of events.

I cannot sit down without acknowledging to you and to the living Arctic explorers my debt of gratitude for their valuable assistance. The report of this polar success has come with a sudden force, but in the present enthusiasm we must not forget the fathers of the art of polar travel. There is enough glory for all. There is enough to go to the graves of the dead and to the heads of the living.

Many are here tonight. The names are too numerous to mention. Special mention for honors must be made to Greeley, Schley, Melville, Peary, Flin, Nansen, Abuzul, Hann, Sverdrup, Amundsen, Norenskold, and a number of English and other explorers."



Chalmers-Detroit "30"

The \$1,500 Car, Knipper Driving, WINS AT LOWELL

It won on Labor Day the classic Merrimac Valley Trophy, making 127 miles in 148 min., 43 sec., an average of 51 1-2 miles an hour, repeating the remarkable performance when it won the Western Vanderbilt (Indiana Trophy Race) making the 232 miles of that race in 271 minutes.

It may interest you to note that our stock "Forty," the \$2,750 car, in the 210 mile Vesper Club Trophy race, same day, led all the others, all the time, all the way, running away from the field, and was more than 14 miles ahead at 180 miles, which distance it made in 182 minutes—practically 60 miles an hour. With victory absolutely assured, Lorimer was obliged to ditch his car to avoid running into the crowd. Its performance was the sensation of the day. It led its nearest competitor by two laps, and broke every road record for a car of this class, and making by far the fastest laps of the race.

Chalmers - Detroit Stock Cars Won the Auto Classics of 1909

The Jericho Sweepstakes, the Indiana Trophy, The Santa Monica Road Race, The Minneapolis Tribune Trophy, The Brighton Beach Marathon, The Glidden Tour (Detroit Trophy.)

The series of other victories in speed trials, endurance contests, hill climbs, efficiency contests, etc., are a matter of public record. All these events were won by stock cars—the kind we sell you.

We Have Never Built a Racing Car

You should inspect our 1910 cars SOON. They are bigger, faster, handsomer than our famous 1909 cars. They are being purchased with a rapidity which is far ahead of all records.

We Have Sold Half Our 1910 Cars

Orders for delivery will be filled exactly in rotation. We have a delivery sheet which will show you just when you can get YOUR car. Isn't it better to place your order NOW and be SURE of getting a car just when you want it in the Spring?

Chalmers-Detroit Motor Company, DETROIT, MICHIGAN, U. S. A.

Asheville Cycle and Auto Co.,

PHONE 1510. 15 AND 17 S. LEXINGTON AVE.

The Delightful Flavour of Post Toasties

has won the favor of particular folks at home and abroad.



It is a crisp, delicious food, made of pearly white corn. Cooked, flaked, toasted, a crisp "brown," and is served from the pkg. with cream and sugar.

Enjoyable at all meals—but especially for breakfast and supper.

"The Memory Lingers." Popular pkg. 10c. Family size, 15c. Sold by Grocers. Postum Cereal Co., Ltd., Battle Creek, Mich.

NOTHING BUT THE BEST.

We carry the best line of Trunks, Hand Bags and Suit Cases, fitted for all purposes. They are simple and unadorned goods. A complete line of Baseball Goods and Fishing Tackle, Guns and Revolvers of all description. Everything in Sporting Goods at

H. L. FINKELSTEIN'S PAWN AND LOAN OFFICE

A CAR LOAD OF ASSORTED FRUIT

Just received, containing: Concord Grapes... 25c basket. Niagara Grapes... 30c basket. Delaware Grapes... 35c basket. Bananas... 10 to 15c doz. Cocosnuts... 5c to 10c each. Fancy Peaches, Suckle Peas, etc.

CHARLIE MASCARI, 58 Patton Ave. Opp. Postoffice. 295 ft.

Try Gazette-News Want Ad.

SOUTHERN RAILWAY SCHEDULE, EFFECTIVE JUNE 7th, 1909. Schedule figures published as information and not guarantee. Eastern Time.

ARRIVES FROM—	DEPARTS FOR—
No. 5 from Lake Toxaway 9:05 a.m.	No. 6 for Lake Toxaway 3:50 p.m.
No. 7 from Lake Toxaway 6:15 p.m.	No. 7 for Wayneville 4:30 p.m.
No. 8 from Wayneville 7:35 a.m.	No. 8 for Lake Toxaway 4:05 a.m.
No. 9 from Charleston 2:10 p.m.	No. 10 for Charleston 4:10 p.m.
No. 11 from New York 3:45 p.m.	No. 11 for Cincinnati 3:05 p.m.
No. 12 from Cincinnati 2:25 p.m.	No. 12 for New York 2:25 p.m.
No. 13 from Charleston 9:15 p.m.	No. 14 for Charleston 7:00 a.m.
No. 17 from Terrells 7:50 a.m.	No. 17 for Murphy 8:30 a.m.
No. 18 from Murphy 8:40 p.m.	No. 18 for Terrells 7:00 p.m.
No. 20 from Murphy 1:20 p.m.	No. 19 for Murphy 2:00 a.m.
No. 21 from Goldsboro 8:15 p.m.	No. 22 for Goldsboro 8:00 a.m.
No. 25 from Washington 2:30 a.m.	No. 25 for Memphis 2:40 a.m.
No. 26 from Memphis 8:50 a.m.	No. 26 for Washington 7:10 a.m.
No. 41 from Jacksonville 7:00 a.m.	No. 42 for Jacksonville 8:10 a.m.
No. 103 from Bristol 10:35 p.m.	No. 101 for Bristol 7:10 p.m.

Through sleeping cars to and from New York, Philadelphia, Baltimore, Washington, Norfolk, Jacksonville, Charleston, Macon, Atlanta, New Orleans, Memphis, Chattanooga, Cincinnati, Louisville.

Chair cars to and from Goldsboro, Charleston, Lake Toxaway and Wayneville. For further information apply to J. H. WOOD, District Pass. Agt. B. B. GRHAM, C. T. A.