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WHOLE NUMBER 18,008.

RICHMOND, VA., THURSDAY, SEPTEMBER 9, 1909.

THE WEATHER TO-DAY: CLOUDY.

PRICE TWO CENTS.

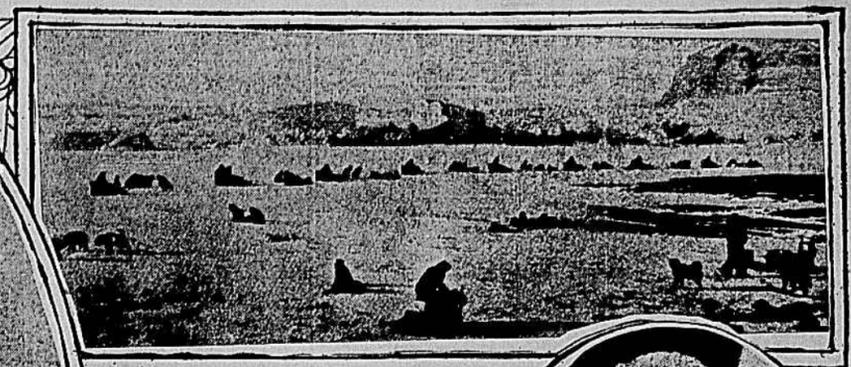
Commander Peary Tells His Own Story of North Pole Discovery



Commander Peary and the Sailing Master of the "Roosevelt."



Commander Robert E. Peary.



The "Roosevelt."



One of Peary's Eskimo Supporting Parties.
Robert Peary, Jr., with the Roosevelt mascot.

COOK CONFIDENT TRUTH WILL WIN

Ready to Submit Proofs
to Tribunal of
Scientists.

MAKES ANSWER TO CHARGE OF PEARY

Denies His Right to Honor of
"First at Pole," While Believ-
ing He Reached Coveted
Spot—Will Sub-
mit Story to
World.

QUESTION IS NOW ONE OF VERACITY

Quarrel of Peary and
Cook Supporters Grows
Into Turmoil.

DISPUTE WILL BE LONG AND BITTER

Friends of Peary Point to Dis-
crepancies in Rival's Story,
Which Are Tantamount to
Falsehood—Many Things
Said to Need Ex-
planation.

Has Cook "Nailed"

PORTLAND, ME., September 8.—The text of the message from Commander Peary to Mrs. Peary, advising her not to worry about Cook, it is learned here, was as follows: "Indian Harbor, Labrador, via Cape Race, N. F., September 8. "Good morning. Delayed by gale. Don't let Cook's story worry you. Have him nailed." BERT."

OPENHAGEN, September 8.—"I

have been to the North Pole. As I said last night, when I heard of Commander Peary's success, if he says he has been to the pole I believe him. "I am willing to place facts, figures and worked-out observations before a joint tribunal of the scientific bodies of the world. In due course I shall be prepared to make public an announcement that will effectually dispel any doubt, if there can be such, of the fact that I have reached the pole. But knowing that I am right and that right must prevail, I will submit at the proper time my full story to the court of last resort—the people of the world. I will not enter into any controversy over the subject with Commander Peary." —From Dr. Cook's statement, made last night in Copenhagen.

DAY OF MISHAPS FOR AERONAUTS

Opening of Amateur Meeting at
Brescia, Italy, Notable for Dam-
age to Machines.

BRESCIA, ITALY, September 8.—The aviation meeting, in which many noted aeronauts will take part, opened to-day under conditions that were not altogether auspicious. With the exception of short flights by Glenn H. Curtiss, the American aviator, and Bleriot, the attempts of the other aviators to fly were failures. Several accidents occurred. Bleriot collided with a tree, the propeller of his machine being broken. He himself was not hurt. Anzani also broke the propeller of his machine in a test flight, and Lieutenant Calderara later came to grief in a Wright machine, which was damaged. It was intended originally that Lefebvre, who was killed yesterday at Juvis, should be the pilot of this machine. Lieutenant Calderara took his place to-day. Scarcely had he started when the aeroplane tilted so violently that in the effort to bring it on an even keel again the rudder runner was smashed. The honors of the day went to Curtiss.

Cody Makes a World Record.

LONDON, September 8.—Captain S. F. Cody made a magnificent flight at Aldershot to-day. He established a world's aeroplane record for cross-country flying by covering forty-seven miles in 63 minutes. Captain Cody ascended on Laffan's plain at 8 o'clock. Rising steadily, he circled the plain at gradually increasing speed until he reached a height of 200 feet, when he struck off across country, flying over the garrison where the troops drill and being cheered for his performance. The aviator then flew northward to a district church, where he descended low enough to encircle the steeple. After that he returned over Laffan's plain on the way to the town of Fleet. Coming back over Farnborough, at a height of 400 feet and again manoeuvring above the cheering, cap-waving garrison, Captain Cody continued his flight over Laffan's plain and the adjacent country. At one time he reached a height of 600 feet. He descended at last with his tank absolutely empty, and just managed to effect a successful landing.

GREAT RAILROADS IN NORFOLK FIGHT

Suits to Recover City's Water
Front Property Likely to Reach
U. S. Supreme Court.

(Special From a Staff Correspondent.) NORFOLK, VA., September 8.—Last night's developments in the city's fight to regain possession of the waterfront, now leased by transportation companies, is still the absorbing topic of conversation here. The decisive opposition which the City Attorney encountered last night in the Council, when he asked for permission to sue any and all leaseholders on the city's property, is taken as an indication that the railroads and other interests mean to prevent the question from coming into court if possible. It is pointed out that the Southern and Atlantic Coast Line Railroads, the Baltimore Packet and the Norfolk and Washington Companies, have their terminals on this property, and will be heavy losers if the city should win its suit. The action of Judge Wilcox and Colonel Taylor in asking that they be made parties to the suit is warmly commended. These men are both interested in Town Point lots, and their willingness to have their rights tested is regarded as highly creditable. While these matters are discussed with interest by lawyers and politicians of the city, there is even more speculation as to who are backing Frick and Williams in demanding that the cityoust the present lessees on the water front.

Counsel Continue Rehearsal.

When seen to-day Theodorick A. Williams, junior member of the firm, declined to state who had employed his firm to bring the question into court. He said that the citizens who are thus pitting themselves against the political and corporate interests of Norfolk were not organized. "They are simply a number of tax-payers," he said, "who think that this question should be settled once and for all." No one seems in a position to say precisely who these men are, but it is presumed that a portion of them signed the original petition, asking the Council to investigate the question. The names attached to this petition included F. D. Gill, B. F. Batchelder, Frank St. Clair, Frank Dusch, O. F. Baxter and R. W. Whitehurst. These men are among the most prominent citizens of Norfolk and they will probably fight the corporate interests to a finish. Lawyers are divided as to the legal questions involved. Many reflect the opinion expressed by R. W. Tunstall in the Council last evening. They contend that even if the city has the right to the Town Point property it should not be asserted against tenants who bought leases in good faith. This position is opposed strongly by Frick and Williams, and by the dis-

FEAR HARRIMAN IS NEAR HIS END

Alarming Evidences at Tower
Hill in the Early Morning
Hours of To-Day.

ARDEN, N. Y., September 8.—Rumors that E. H. Harriman was in a critical condition gained renewed currency here shortly after 1 o'clock this morning. At the same time the brilliant arc light which has heretofore burned on Tower Hill all night was suddenly extinguished. Repeated calls to the telephone exchange at Highland Mills, which gives connection to the Harriman residence, afforded no response. Previously connection could be obtained at all hours of the night. While these occurrences may have no direct bearing on Mr. Harriman's illness, they tended to increase the alarm. There is no doubt that Mr. Harriman's recent condition has been desperate. Evidence of this was furnished to-day by two empty oxygen tanks that were sent down from Tower Hill this evening to be returned to the manufacturer in New York. It was learned on good authority to-night that Harriman has been in bed since Friday, too weak to be moved that he is under care of a corps of physicians and nurses, and that he has a high fever, which is being relieved by ice packs and alcohol baths. His condition is still extremely critical. A report that he was operated on for a cancerous growth was denied to-night.

TELL OF SOLDIER'S KILLING

Order to Fire Alleged to Have Been Given by Superior. ATLANTA, GA., September 8.—Following a rehearsal of the scenes incident to the killing of Private Edward Coulter, at Fort McPherson, in which Private Grover Eiam indicated how he had shot Coulter, on the order of Lieutenant L. W. Hazlehurst to "fire," the trial of Hazlehurst was resumed to-day before the general court-martial. The principal testimony of the morning was given by two negro eyewitnesses, who described the chase and shooting of Coulter. The two negroes, Charles Orlotree and Otis Williams, testified that they heard the lieutenant give the command to fire, after repeated orders that he would stop at the command to halt. Counsel for Hazlehurst attempted to shake the testimony given by the negroes, but they held to their story. Private Pinkston, who ran out of the saloon with Coulter, said he halted when he heard the command to do so, because he feared that he would be shot. He said it was against orders for the men to be in a saloon. He said that while Coulter had taken but four glasses of "near beer," he was pretty well under the influence of drink.



Captain "Bob" Bartlett, of the "Roosevelt."

GIVES TO WORLD TERSE SUMMARY OF ARCTIC DASH

By Wireless, Famous Explorer Recounts How
He Forced Way to Top
of Earth.

ONE FATALITY MARS JOURNEY, PROF. MARVIN MEETING DEATH

Leaving "Roosevelt" February 15, 1909, Peary and His
Sledge Party Reached Long-sought Destination on
April 6th—He is Now at Battle Harbor
and Journeying Southward.

Notice to Publishers

Sent by Wireless from Battle Harbor, Labrador

The following preliminary account, sent by wireless from Battle Harbor, Labrador, by Commander Peary of his successful voyage to the North Pole, was issued on September 8 by the New York Times Company, at the request of Commander Peary, and for his protection, as a book only, copyrighted and exposed for sale before any part of it was reproduced by any newspaper in the United States or Europe, in order to obtain the full protection of the copyright laws. The reproduction of this account in any form without permission is forbidden. The penalties for violation of this form of copyright include imprisonment for any person aiding or abetting such violations. (Copyright, 1909, by the New York Times Company.) The Report on the Discovery of the North Pole by Robert E. Peary, Commander, U. S. N., copyright, 1909, by Charles H. Miller, as vice-President of the New York Times Company. This preliminary account will be followed on subsequent days by dispatches from Commander Peary covering his entire journey to and from the pole.

BY COMMANDER ROBERT E. PEARY. BATTLE HARBOR, LABRADOR, Via Wireless, CAPE RAY, N. F., September 8.—As it may be impossible to get my full story through in time for publication to-morrow, partly as a prelude and partly to forestall possible leaks, I am sending you a brief summary of my voyage to the North Pole. SUMMARY OF NORTH POLAR EXPEDITION OF THE PEARY ARCTIC CLUB.

The steamer Roosevelt left New York on July 6, 1908; left Sydney on July 17; arrived at Cape York, Greenland, August 1; left Etah, Greenland, August 8; arrived Cape Sheridan at Grantland September 1; wintered at Cape Sheridan. The sledge expedition left the Roosevelt February 15, 1909, and started for the north; arrived at Cape Columbia March 1; passed British record March 2; delayed by open water March 2 and 3; held up by open water March 4 to 11; crossed the 84th parallel March 11; encountered an open lead March 15; crossed 85th parallel March 18; crossed 86th parallel March 23; encountered open lead March 23; passed Norwegian record March 23; passed Italian record March 24; encountered open lead March 26; crossed 87th parallel March 27; passed American record March 28; encountered open lead March 28; held up by open water March 29; crossed 88th parallel April 2; crossed 89th parallel April 4; North Pole April 6. Returning, left North Pole April 7; reached Cape Columbia April 23; arriving on board Roosevelt April 27. The Roosevelt left Cape Sheridan July 18; passed Cape Sabine August 8; left Cape York August 26; arrived at Indian Harbor with all members of expedition returning in good health except Professor Ross G. Marvin, unfortunately drowned April 10, when forty-five

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