



Semi-Weekly Founded 1908

Weekly Founded, 1844

Wayne County Organ

REPUBLICAN PARTY

State Library

36th YEAR.

HONESDALE, WAYNE CO., PA., WEDNESDAY, SEPTEMBER 8, 1909.

NO. 71

PEARY VICTORIOUS

Found No Traces of His Rival in Arctic Regions.

EXULTANT MESSAGE TO WIFE

New York, Sept. 7.—Wireless dispatches from Commander Robert Edwin Peary show that he reached the north pole April 6, 1909, eleven months and sixteen days after the date Dr. Frederick A. Cook reports he got there.

Commander Peary when he reached the world's apex thought he was the first explorer to get there and nailed the stars and stripes to a post to mark the spot. He had no means of knowing that Dr. Cook had visited the scene and buried in the ice a United States flag and a tube containing a statement of his voyage. Peary will not get any word of Cook's exploit until he reaches Chateau bay, Newfoundland, where he is expected late today.

Commander Peary found no trace of Dr. Cook's expedition in the arctic regions. This news reached here through Captain Robert Bartlett of the Roosevelt, Peary's ship, en route to Chateau bay, Labrador.

The first wireless report received from Commander Peary was to the Associated Press. It was dated from Indian harbor, via Cape Ray, Newfoundland, and read as follows: "Stars and stripes nailed to north pole April 6, 1909. PEARY."

Commander Peary announced his success in discovering the north pole to his wife, who is summering at Eagle Island, Me., as follows: "I have made good at last. I have the old pole. Am well. Love. Will wire again from Chateau. BERT."

In replying Mrs. Peary sent the following dispatch: "Commander R. E. Peary, Steamer Roosevelt, Chateau Bay: 'All well. Best love. God bless you. Hurry home. JO.'"

The following message was received at St. John's, N. F., from Commander Peary by Sir Ralph Williams, governor of Newfoundland: "I have discovered north pole. Captain Bartlett and his men are returning in good health. I congratulate Newfoundland on its part in discovery."

The reference to Newfoundland is due to the fact that the captain and crew of Peary's steamer are Newfoundlanders.

A few words were added to the messenger information when there was made public this additional information sent to Herbert L. Bridgman of Brooklyn, secretary of the Peary Arctic club: "Pole reached. Roosevelt safe. 'PEARY.'"

This gave assurance that the vessel in which Peary departed had passed through the ice unscathed.

The Peary Arctic club, the Explorers' club and the Arctic club have already begun preparations for the celebration of the homecoming of the double triumph. The homecoming of the two explorers practically at the same time will afford an opportunity for the comparison of records never heretofore presented. For four hundred years man has struggled to reach the pole, and now two Americans bring back with them chronicles of their discovery and observations of the land of mystery.

From the time Peary wrote his last letters home from his depot of supplies at Etah in August, 1908, until he flashed the magic words from Indian Harbor nothing was known of the fight he had been making across the frozen crust of the north.

At Etah Peary had established a station for training Eskimos and dogs and accumulating supplies. On former expeditions it had been his plan to take his ships as far north as he could penetrate and there put into winter quarters, using Etah as a base of supplies. The expeditions proper all started from wherever winter quarters chanced to be.

This time he divided his party into three groups—one to make geological observations, another to take meteorological notations and a third of five or six picked men and dogs for the last dash to the pole, while the first two followed more slowly as supporting parties and established bases of supply for the return trip.

When the Roosevelt turned her prow northward in July of 1908 he left behind a record of his explorations and letters to friends to be opened if he never came back. There were tender messages for Marie, the snow baby born in the north, but now a miss of sixteen; words for Robert E. Peary, Jr. six years old, and now taking his first lessons in navigation, and data for his publishers, all left on condition that none of it be used except in the event of his disappearance. Then they would be valuable for the support of his family.

When Peary had to set up new boilers in the Roosevelt's hold before he could start on his last expedition he had a difficult time to raise the money. Every penny he could get together was spent on improving equipment and assembling supplies at Etah, and so close was the pinch that when the



ROBERT E. PEARY.

president of the United States came aboard the Roosevelt at Oyster Bay on July 7, 1908, to bid Commander Peary farewell and good luck he found a craft clean, but actually shabby, because Peary did not have the money to paint her.

Standing on the bridge of the Roosevelt on the afternoon of July 6, 1908, Peary, with a grave face, took his last look at New York. A day later, after President Roosevelt had said goodbye at Oyster Bay, Peary left the Roosevelt with Mrs. Peary and took a train at Sydney, where he was to meet Captain Bartlett.

MRS. PEARY VERY HAPPY.

She Thought at First the News Was Too Good to Be True.

South Harpswell, Me., Sept. 7.—The happiest woman in the world, according to her own statement, is Mrs. Robert E. Peary, the devoted wife of Commander Peary, to whom word of her husband's success in reaching the north pole after twenty-three years of effort and hardship was first brought by a messenger in a motor boat from the mainland to Eagle Island, the summer home of the Pearys in Casco bay.

The messenger was met at the door by Miss Marie Peary, the sixteen-year-old daughter of the explorer.

"Your father has nailed the stars and stripes to the north pole," said the man.

Miss Marie clapped her hands excitedly and called aloud to her mother upstairs: "Oh, come down, mamma, come down. Papa has reached the pole."

Mrs. Peary ran swiftly down and approached the messenger with outstretched hands. Again he repeated the news and gave the message from her husband announcing his success. Mrs. Peary covered her face for an instant with her hands and exclaimed: "It is almost too good to be true! I am very happy—the happiest woman in the world!"

After sending her reply to her husband's message Mrs. Peary said: "You have brought me the very best news possible. I cannot find words to express my feelings. Mr. Peary's twenty-three years of work and hardship have been crowned with success. God bless him!"

POPE HAS FAITH IN COOK.

Says We Must Believe a Man Who Has Come Through Such Perils.

Rome, Sept. 7.—The pope is keenly interested in the story of Dr. Cook's achievement, and he is following the newspaper accounts of his expedition with interest. He expressed the opinion that one must believe in the truthfulness of a man whose character had been tried by such perils and who had faced death alone.

The pontiff was acquainted with Lieutenant Querino, who died on the Abruzzi expedition of 1900, and through him became much interested in a polar exploration.

TWO KILLED IN AUTO.

Electric Car Strikes Doctor's Machine at a Grade Crossing.

Round Lake, N. Y., Sept. 7.—Two persons were killed and two others seriously injured at a grade crossing here in a collision between the automobile in which they were returning from the Country club and an electric car on the Hudson Valley railway.

The dead are Dr. Pierson C. Curtis of Round Lake and Mrs. Blanche D. Silverman of Rochester, N. Y. The injured are Mrs. Curtis and Mrs. E. B. White of this place.

OLD HOME WEEK GRAND FESTIVITIES HONESDALE IN ITS GALA-DAY ATTIRE!

THE MIDWAY A SCENE OF SPLENDOR, RE-SPLENDENT IN A BLAZE OF ELECTRICITY AND A MASS OF BUNTING.

On Saturday evening, September 4th, began the preliminary ushering in of the Old Home Week celebration. When the electrical display was turned on, the Honesdale Band paraded the main streets, rendering patriotic tunes. Soon the streets were crowded with people who massed in great number around and about the Union depot to greet the arrival of a delegation of the Pennsylvania Wayne County Association from New York City. As the Erie train steamed into the depot amid vociferous cheers of the people and the band playing "Home, Sweet Home" the members of the delegation alighted from the cars and were received by the reception committee and escorted to the Allen House where hand shaking and greetings were continued far into the night. Main street was crowded until midnight with our citizens and their guests who took delight in looking over the scenes of their earlier days, and what a bright and brilliant aspect our main thoroughfare presented with its abundance of flags and bunting, its gorgeous bulbs of light, its merry-go-round, the handsomely decorated store windows, and with all its big, good-natured crowd of sight-seers.

Monday being Labor Day, was devoted to the reception of guests from out of town who came by train, automobiles and carriages. The day was spent by the civic societies and firemen in closing up their preparations for the parades. In the evening the great crowd of humanity took the town by the ears and had their own way, enjoying themselves by throwing confetti, and doing all the numerous things that go to make merry an occasion of this kind.

Tuesday opened up with an expectant crowd of home-comers and visitors from neighboring towns, who filled our streets to overflowing, to witness the wonderful civic parade. The parade formed at the lower end of the town and shortly after 2 o'clock took up its line of march as follows:

- William Katz, Grand Marshal, John Weaver, John Kimble, Joseph Jacobs, Theodore Lane and Theo. Herbert assistant marshals. Honesdale Band. Capt. James Ham Post, Grand Army of the Republic in carriages. Business Men's Associations. Oseik Tribe of Red Men. Knights of Columbus. Tribe of Maccabees. Junior Order of American Mechanics. Honesdale Drum Corps. Mannerchor Society. Ancient Order of Hibernians. Independent Order of Eagles.

SECOND DIVISION.

Lawrence's Band, of Scranton. Central Labor Union. The following floats were in line: A. Eberhardt, tobacconist; Honesdale High School; Murray Co., hardware; Ferber Bros., tobacconists; Katz Bros. Department store; Durland-Weston Co., shoe manufacturers; Central Brewing Co.'s; American Knitting Co.; E. H. Pohle, tobacco; F. A. Jenkins, Music Emporium and pianos; W. G. McIntyre, pianos and sewing machines; Henry Freund, grocer; Honesdale Milling Co.

THIRD DIVISION.

W. W. Wood, Marshal—Floral Parade. Mrs. McArdle, Master McArdle, Miss Nan Brown, Mrs. E. T. Smith, Mrs. Dr. Gavitt, Mrs. J. D. Weston, Miss Margaret Weaver, Miss Kimble-Kulbach, Mrs. W. F. Suydam, Miss Murray, Mrs. J. S. Brown, Mrs. Taylor, R. P. VanKeuren, Miss Laura Cortright, Miss Jacobs, Miss Robinson.

The line of march took in all the principal streets and ended at the Court House, where Hon. J. Benj. Dimmick, former Mayor of Scranton, delivered an eloquent address. Hon. Thos. J. Ham, ex-Mayor of Honesdale, spoke very eloquently upon Old Honesdale and delighted his hearers with the reminiscences of other days.

Base ball at Athletic Park, a band concert in the evening by Lawrence's band with a splendid display of fireworks from Irving Cliff, crowned up the events of the day.

Excelsior Hose Co. from Port Jervis, arrived on a special train this morning having a number of the prominent men of that city, among whom are some of the city officials of that place.

Hendrick Hook and Ladder Co. of Carbondale, arrived on a D. & H. train this morning. They presented an excellent appearance. The company was accompanied by a number of Carbondale's best men as guests. Dickson Hose Co. came last night.

Dr. Cook Hears of His Rival's Success.

SAYS NEWS IS GOOD

"His Report of Conditions Must Confirm Mine."

CALLS COMMANDER HIS FRIEND

Copenhagen, Sept. 7.—Copenhagen was electrified by Commander Peary's announcement that he had reached the north pole. Dr. Frederick A. Cook was immensely interested and said: "That is good news. I hope Peary did get to the pole. His observations and reports on that region will confirm mine."

Asked if there was any probability of Peary's having found the tube containing his records, Dr. Cook replied, "I hope so, but that is doubtful on account of the drift."

Dr. Cook added: "Commander Peary reached the pole more than eleven months after I got there. Last year his route was several hundred miles east of mine. We are rivals, of course, but the pole is good enough for two. "His description of conditions at the north pole must confirm those which I saw and described."

"That two men got to the pole along different paths," continued the explorer, "should furnish large additions to scientific knowledge. Probably other parties will reach it in the next ten years, since every explorer is helped by the experience of his predecessors, just as Sverdrup's observations and reports were of immeasurable help to me. I can say nothing more than that I am glad of his success. We have always been good friends."

It is doubtful if history furnishes a more dramatic episode than the breaking of the news to Dr. Cook that Peary had realized the goal of his life's ambition and repeated struggles. Dr. Cook was seated at dinner, surrounded by explorers and correspondents, in the gilded ballroom of the Tivoli Casino.

Around his neck was hung a garland of pink roses, according to the Scandinavian method of honoring heroes, which the explorer wore blushing and with visible embarrassment. Several speeches acclaiming him had been given and repeated toasts to him drunk with clamorous cheers.

Amid this scene a whisper went around that Peary had planted the stars and stripes at the pole. Cook was perfectly cool and unmoved. He made a striking speech, in which he paid high tribute to the work of Sverdrup, who sat near, to whose discoveries he largely owed his success; to John R. Bradley, who had financed the expedition; to the Eskimos who had accompanied him.

Dr. Cook did not permit the whispers which came to his ear of Peary's success to move him in the least, but when he had finished he was surrounded by correspondents, who looked for some sign of emotion, but the explorer said smilingly, "I am glad."

Dr. Cook lectured today before the Danish Geographical society and was afterward guest of honor at a banquet.

FRANCE THRILLED BY NEWS.

More Ready to Believe in Peary's Success Than in Cook's.

Paris, Sept. 7.—Commander Peary's announcement that he has carried the American flag to the north pole has caused a profound impression in France.

It was with a genuine thrill that people discussed the dramatic incident of two American explorers reporting within a few days of each other the attainment of the goal for which man has been struggling for centuries.

Prominent French scientists say that Commander Peary's prominence as an explorer and his glorious achievements in the past cause his report of success to be immediately accepted without question, in contradistinction to that of Dr. Cook, whose unobtrusive and solitary voyage raised doubt.

Railroad Official Shot.

Huntington, W. Va., Sept. 7.—I. N. Chapman, supervisor of the Huntington division of the Chesapeake and Ohio railroad, was shot and fatally wounded by Carl Dudding, a leading business man of this city.

Miss Stewart Made a Princess.

Vienna, Sept. 7.—Emperor Francis Joseph has conferred upon Miss Anita Stewart of New York, whose marriage to Prince Miguel of Braganza will take place Sept. 15, the rank of princess in her own right.

LAURENTIAN WRECKED.

Passengers and Crew Reach Shore in Steamer's Boats.

St. John's, N. F., Sept. 7.—Thrilling scenes attended the loss of the Allan line steamer Laurentian, bound from Boston for Glasgow, which piled upon the rocks near Cape Race during a dense fog. The vessel is a total wreck, but passengers and crew escaped.

The steamer carried twenty cabin passengers and thirty persons in the steerage, the crew numbering forty. When the ship struck she rebounded heavily, the shock throwing the passengers from their berths. They stampeded for the deck, and excitement prevailed. Captain Imrie and his officers succeeded in quieting them.

Twenty-five of the passengers, mostly women and children, were placed in the first boat, but the bow tackle collapsed, and several were thrown into the sea. Others who managed to cling to the half-returned boat were injured by the thumping of the small craft against the sides of the collapsing Atlantic liner.

Finally six more life boats were put over, but some of the seamen of the Laurentian did not know how to row, and the passengers were obliged to handle the oars. The seas constantly drenched them, and it was only by constant bailing that the life boats were kept afloat.

No one knew just where the ship had struck, and it was decided not to approach too closely to the beach lest the life boats be dashed to pieces on the iron-bound coast. After the boats had been adrift two hours there was a rift in the fog, and a boat from a fishing village piloted the life craft to a harbor.

GAYNOR TO RUN FOR MAYOR.

New York Judge Says He Will Accept Independent Nomination.

New York, Sept. 7.—Justice William J. Gaynor of the supreme court, who has been mentioned as mayoralty candidate on the Democratic and Independent tickets, announces that he will accept an independent nomination to run for mayor.

He writes to a committee of independent supporters as follows:

I put myself in your hands and consent to be a candidate for nomination for mayor.

I have long been of those who look upon extreme partisanship in city or local elections as most unfortunate. Its main result is to play everything year after year into the hands of party machines. In years gone by I have worked shoulder to shoulder with Republicans and Democrats alike and together in efforts to prevent official wrongdoing and lift city government up and make it intelligent and decent.

We never paused then to inquire of one another's politics or to put any ban or bar on one another because of politics, and we shall not do the like now.

The great bulk of the voters here who are Democrats in national politics are in favor of intelligent and good local government the same as the corresponding bulk of Republican voters are.

These men are in the minority in all parties and everywhere. There are 75,000 or more voters in this great city who now never allow national politics to influence their vote in city elections. What, they ask, for instance, has one's belief in a high tariff or a low tariff to do with the capacity or fitness of a man for a city office?

Through I am putting myself in your hands, it is with a reservation that I feel I need not make to honorable men—namely, that I shall not take a nomination from any organization to which is annexed any pledge, promise or condition whatsoever, other than to be mayor in fact and do my duty if elected.

GERMAN BOAT LOSES.

Havella Now Out of the Race For the President's Cup.

Marlborough, Mass., Sept. 7.—The Ellen, owned by Charles P. Curtis of Boston, won the fifth of the international sander boat races off here, and once more America has triumphed over Germany in a contest between yachts of a type fostered by Emperor William.

As a result of the victory of the American craft the German challenger Havella is eliminated from the series, and today the Ellen and the Joyette, the latter owned by Commodore Charles H. Childs of the Bensonhurst Yacht Club of Brooklyn, will fight a marine duel over a wharfed and leeward course to determine which owner shall receive the President Taft cup.

The loser of the encounter will win the Governor Draper cup, as both yachts were tied at seventeen points in the first four races, and by the rules the winner of the chief trophy cannot also receive the cup given by the governor of Massachusetts.

SUFFRAGETTES MOB PREMIER.

Asquith and Herbert Gladstone Obligated to Flee Golf Course.

Hythe, England, Sept. 7.—The militant suffragettes have pursued Premier Asquith into his vacation privacy. They climbed to the windows of Lympne castle while the premier and his family were at dinner, throwing stones through the windows and shouting suffragist messages. They then made their escape in the darkness.

Later while the premier and Herbert Gladstone were engaged at golf suffragists accosted and pestered them until a scuffle occurred and the ministers fled to their motor car.