TWICE-A-WEEK
PLAIN DEALER
TUESDAY, SEPT. 28, 1909
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HURRICANE ON THE GULF

NEW ORLEANS ISOLATED FROM THE WORLD.

High Winds Cause Death of Five and Home Property Loss.

New Orleans, Sept. 22.—Via Hattiesburg, Miss.—The tropical hurricane which swept the gulf coast of Louisiana and Mississippi caused the death of at least five persons and a property loss of perhaps more than a million dollars and left New Orleans practically shut out from communication to the outside world by wire for 24 hours. The arrangement of railroad schedules has not yet been righted and it is problematical when trains will arrive on regular time.

Reports along the gulf coast are meager. No loss of life outside of New Orleans has yet been reported, but it is almost certain that the death list will be swelled. The actual property damage to New Orleans will exceed $250,000.

Devastation at Jackson.

Jackson, Miss., Sept. 22.—Several lives have been lost and property damage to the extent of several million dollars by the hurricane.

Wires are down in all directions, and Jackson has been almost entirely cut off and no passengers have reached this city over the Illinois Central south since Monday afternoon.

Charles Clayton and Karl Wooster, blacksmiths here, were caught beneath falling walls and killed. Hundreds of buildings were unroofed. The east dome of the capitol was crushed in.

Several sections of the old capitol building roof were carried hundreds of yards. The stables at the fair grounds were demolished and several of the exhibits badly damaged.

Virgin forests of yellow pine, representing one-third of the wealth of the state, were laid low and it is believed that the timber destruction will equal, if it does not exceed, that of four years ago when more than $5,000,000 worth of timber was felled.

Along the coast the water frontage was swept clear of piers and wharves from Pascagoula to Bay St. Louis, and the damage to the cities and towns in that section will amount to more than $500,000. It is feared that many vessels broke loose from their moorings and were carried out to sea.

MAYOR GUILTY OF BLACKMAIL.

Virginian Who Threatened to Blow Up Railroad, Convicted.

Philadelphia, Sept. 22.—Abram C. Ebry, the mayor of Burville, Va., who wrote to President McCrea, of the Pennsylvania railroad that unless he was paid the sum of $45,000 he would blow up the property of the Norfolk & Western railroad, was convicted by a jury in the United States court here, of using the mail in an effort to blackmail. Sentence was deferred.

Portugese King is Engaged.

Lisbon, Sept. 22.—According to the local newspaper, the engagement of King Manuel to Princess Alexandra, daughter of the Duke of Fife, will be officially announced at Windsor Castle Nov. 15, the king's birthday.

CHICAGO CAR STRIKE OVER.

Three Years of Peace Assured to Windy City.

Chicago, Sept. 22.—Peace for at least three years has been assured in the street car situation in this city by the signing by union officials representing the employees of the Chicago Railway Company, which operates the North and West Side lines ,of the wage scale offered by the street car officials. The scale is practically the same as that accepted a few days ago by employees of the South Side lines

New Scheme.

Jimmy—What yer looking so gay about, kiddo? Yer'll get a licking when yer go home fer going in swimming.

Petey—Oh, no. I told dad I had been in swimming and got the licking before I left home. Now I can swim without anything on my mind."

Her Experience.

Mrs. Brown—Do you believe that marriage is a lottery?

Mrs. Green—No. I consider it more of a faith cure.

Mrs. Brown—Why, how's that?

Mrs. Green—Well, I had implicit faith in my husband when we were at married—and now I haven't.

The Other Side.

"Say, pa," Johnny asked—and it was his thirty-seventh query—"is there two sides to every question?"

"There is," replied the long-suffering parent, as he suddenly yanked the youngster across his knee and began to apply his slipper, "and this is the other side."

Wasn't Certain.

"What is that you are reading, John?" queried the better half of the other half, who was deeply interested in a newspaper article.

"I don't know, my dear," replied her husband. "I've only read about two-thirds of it, and I'm not sure whether it is a love story or a patent-medicine advertisement."

106 Wounded, 19 Dead.

Madrid, Sept. 22.—Official dispatches from Melilla say that a convoy has returned there with 106 wounded and 19 dead.

MAY DAY AT THE POLE

Program for the Explorers' Picnic Next Summer in the Far North.

COMMANDER PEARY'S RECORD OF VICTORY

Details of Long and Arduous Journey That Resulted in the Discovery of the North Pole

(Continued from last issue)

NO BOTTOM TO SEA.

Five miles from the pole a narrow crack filled with recent ice, through which we were able to work a hole with a pickax, enabled me to make a sounding. All my wire, 1,500 fathoms, was sent down, but there was no bottom.

In pulling up the wire parted a few fathoms from the surface and lead and wire went to the bottom. Off went reel and handle, lightening the sledges still further. We had no more use for them now.

Three marches brought us back to the igloos where the captain turned back. The last march was in the wild sweep of a northerly gale, with drifting snow and the ice rocking under as we dashed over it.

ICE FAVORED THEM.

South of where Marvin had turned back we came to where his party had built several igloos while delayed by open leads. Still further south we found where the captain had been held up by an open lead and obliged to camp.

Fortunately the movement of these leads was simply open and shut, and it took considerable water motion to fault the trail seriously.

While the captain, Marvin, and as I found later, Borup, had been delayed by open leads, we seemed to bear a charm and with no single lead were we delayed more than a couple of hours. Sometimes the ice was fast and firm enough to carry us across; sometimes a short detour, sometimes a brief halt for the lead to close, sometimes an improvised ferry on an ice cake, kept the trail without difficulty down to the tenth outward march.

MEET SLIGHT HANDICAP.

Igloos there disappeared completely and the entire region was unrecognizable. Where on the outward journey had been narrow cracks, there were now broad leads, one of them over five miles in width, caught over with young ice.

Here again fortune favored us, and no pronounced movement of the ice having taken place since the captain passed, we had his trail to follow. We picked up the old trail again north of the seventh igloos, followed it beyond the fifth, and at the big lead lost it finally.

JOY OF THE ESKIMOS.

From here we followed the captain's trail, and on April 23 our sledges passed up the vertical edge of the glacier fringe, a little west of Cape Columbia.

When the last sledge came up I thought my Eskimos had gone crazy. They yelled and called and danced themselves helpless. As Ootah sat down on his sledge he remarked, in Eskimo:

"The devil is asleep or having trouble with his wife, or we never should have come back so easily."

A few hours later we arrived at Crane City, under the bluffs of Cape Columbia, and, after putting four pounds of pemmican into each of the faithful dogs to keep them quiet, we had, at last, our chance to sleep.

AT CAPE COLUMBIA.

Never shall I forget that sleep at Cape Columbia. It was sleep, sleep, then turn over and sleep again. We slept gloriously, with never a thought of the morrow or of having to walk and, too, with no thought that there was to be never a night more of blinding headache.

Cold water to a parched throat is nothing compared with sleep to a numbed, fatigued brain and body.

Two days we spent here in sleeping and drying our clothes. Then for the ship. Our dogs, like ourselves, had not been hungry when we arrived, but simply lifeless with fatigue. They were different animals now, and the better ones among them slept on with tightly curled tails and uplifted heads and their hind legs treading the snow with pistonlike regularity.

HEARS OF MARVIN'S DEATH.

We reached Hecla in one march and the Roosevelt in another. When we got to the Roosevelt I was staggered by the news of the fatal mishap to Marvin. He had either been less caution or less fortunate than the rest of us, and his death emphasized the risk to which we all had been subjected, for there was not one of us but had been in the sledge at some time during the journey.

The big lead, cheated of its prey three years before, had at last gained its human victim.

The rest can be told quickly. McMillan and Borup had started for the Greenland coast to deposit caches for me. Before I arrived a flying Eskimo courier from me overtook them with instructions that the caches were no longer needed and they were to concentrate their energies on the ideal observations, etc., at Cape Morris K. Jesup and north from there.

ROOSEVELT STARTS HOMEWARD.

These instructions were carried out and after their return in the latter part of May McMillan made some further tidal observations at other points. The supplies remaining at the various caches were brought in and on July 18 the Roosevelt left its winter quarters and was driven out into the channel back of Cape Nion.

It fought its way south in the center of the channel and passed Cape Sabine on August 8, or 39 days earlier than in 1908, and 32 days earlier than the British expedition in 1876.

We picked up Whitney and his party and stores at Etah. We killed seventy odd walrus for my Eskimos, whom I landed at their homes. We met the Jeanie off Saunders island and took over its coal and cleared from Cape York on August 26, one month earlier than in 1906.

FIRST MESSAGE TO WORLD.

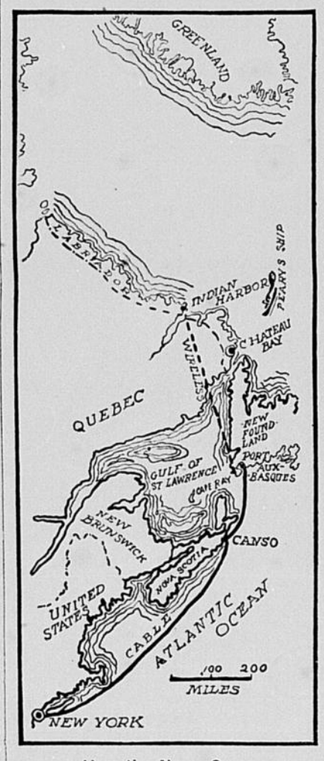
On September 5 we arrived at Indian Harbor, whence the message, "Stars and stripes nailed to north pole," was sent, vibrating southward through the crisp Labrador air.

The culmination of long exprience, a thorough knowledge of the conditions of the problem gained in the last expedition — these, together with a new type of sledge which reduced the work of both dogs and driver, and a new type of camp cooler which added to the comfort and increased the hours of sleep of the members of the party, combined to make the present expedition an agreeable improvement upon the last in respect to the rapidity and effectiveness of its work and the lessened discomfort and strain upon the members of the party.

PRAISES ALL AIDS.

As to the personnel, I have again been particularly fortunate. Capt. Bartlett is just Bartlett—tireless, sleepless, enthusiastic, whether on the bridge or in the crow's nest or at the head of a sledge division in the field.

Dr. Goodsell, the surgeon of the expedition, not only looked after its health and his own specialty of microscopes but took his full share of the field work of the expedition as well, and was always ready for any work.



How the News Came.

Profs. Marvin and McMillan have secured a mass of scientific data, having made all the tidal and most of the field work, and their services were invaluable in every way.

CREW OF ROOSEVELT.

Borup not only made the record as to the distance traveled during the journey, but to his assistance and his expert knowledge of photography is due what I believe to be the unequaled series of photographs taken by the expedition.

Henson in the field and Percy as steward were the same as ever, invaluable in their respective lines.

Chief Engineer Wardwell, also of the last expedition, aided by his assistant, Scott, kept the machinery up to a high state of efficiency and has given the Roosevelt the force and power which enabled it to negotiate apparently impracticable ice.

Mr. Gushue, the mate, who was in charge of the Roosevelt during the absence of Capt. Bartlett and myself, and Boatswain Murphy, who was put in charge of the station at Etah for the relief of Cook, were both trustworthy and reliable men, and I count myself fortunate in having had them in my service.

The members of the crew and the firemen were a distinct improvement over those of our last expedition. Every one of them was willing and anxious to be of service in every possible way.

Connors, who was promoted to be bos'n in the absence of Murphy, proved to be practically effective.

Barnes, seaman, and Wiseman and Joyce, firemen, not only assisted Marvin and McMillan in their tidal and meteorological observations on the Roosevelt, but Wiseman and Barnes went into the field with them on their trips to Cape Columbia, and Condon and Cody covered 1,000 miles hunting and sledging supplies.

PRESENTS TO ESKIMOS.

As for my faithful Eskimos, I have left them with ample supplies of dark fish walrus meat and blubber for their winter, with currants, sugar, biscuits, guns, rifles, ammunition, knives, hatchets, traps, etc.

For the splendid four who stood beside me at the pole a boat and tent each to requite them for their energy and the hardship and toil they underwent to help their friend Peary to the north pole.

But all of this—the dearly bought years of experience, the magnificent strength of the Roosevelt, the splendid energy and enthusiasm of my party, the loyal faithfulness of my Eskimos—could have gone for naught but for the faithful necessaries of war furnished so loyally by the members and friends of the Peary Arctic club.

And it is no detraction from the living to say that to no single individual has the fine result been more signally due than to my friend, the late Morris K. Jesup, the first president of the club.

Their assistance has enabled me to tell the last of the great earth stories, the story the world has been waiting to hear for 300 years—the story of the discovery of the north pole.

ROBERT E. PEARY.

DENIES COOK REACHED THE POLE

Battle Harbor, Labrador (via Marconi wireless, Cape Ray, N. F.), Sept. 10.—Do not trouble about Cook's story, or attempt to explain any discrepancies in his statements. The affair will settle itself.

He has not been at the pole on April 21, 1908, or at any other time. He has simply handed the public a gold brick.

These statements are made advisedly, and I have proof of them. When he makes a full statement of his journey over his signature to some geographical society, or other reputable body, if that statement contains the claim that he has reached the pole, I shall be in a position to furnish material that may prove distinctly interesting reading for the public.

ROBERT E. PEARY

Eskimos of the Arctic Region.

FAR VISION.

Willie Bug—Percival, what on earth are you doing with those field glasses?

Percival Pincher—Oh, I'm merely looking over this account book.

Doesn't Blaze Easily.

'Tis tough, the college grad who left
His school and went to set
The world afire gets nine a week,
And has not done it yet.

Placing the Order.

"Wot's yourn?" asked the waiter of a quick-lunch patron.

"Doughnuts and black coffee," was the reply.

And the waiter sent in the order to the cook by wireless: "One in the dark an' two rubber tires."

Since the Auto Craze.

Stubb—Some years ago you used to read of rich society women giving up their jewels for the benefit of the heathen. You don't hear of it now.

Penn—No, they are too busy giving them up to get their chauffeurs out of the police stations.

Human Weakness.

It was at the Bertillon room.

"You have the system down pretty fine," commented the visitor.

"Yes," responded the police examiner, "even to the identification by finger prints."

"But how do you get the finger impression when the prisoner is unwilling to let you have it?"

"Oh, through strategy. We just hang a 'Wet Paint' sign on the wall, and the prisoner is certain to touch it when we are not looking."

OPENING OF THE STANDING ROCK AND CHEYENNE RIVER INDIAN RESERVATIONS

Registration at Mobridge, Lemmon or Aberdeen, S. D., October 4 to 23.

The opening of the Standing Rock and Cheyenne River Indian Reservation in South Dakota and North Dakota in October will give about ten thousand people 160 acres of fertile farming lands for a small sum per acre. The government has appraised these lands at 50 cents to $6 per acre.

If you intend to engage in farming or are now farming and wish to change your location, why not register for one of these farms? You may be successful in the drawing for these lands.

ABERDEEN, South Dakota, on the CHICAGO, MILWAUKEE & ST. PAUL RAILWAY, and MOBRIDGE and LEMMON, South Dakota, on the CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY, are points of registration. You can register any day from October 4 to 23. The drawing will take place at Aberdeen on October 26.

The land in the counties to the east of these reservations now sells at $25 to $30 per acre.

This land opening will also give you a splendid opportunity to see the wonderfull country opened through the construction of the new line to the Pacific Coast, at small additional cost over your railroad fare to points of registration.

Folders regarding this land opening and the country along the new line in Suth Dakota, North Dakota and Montana, free. F. A. Miller, General Passenger Agent, Chicago, Milwaukee & St. Paul Ry., Chicago. 5w3

LOW ONE-WAY FARES TO THE PACIFIC COAST VIA CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

Every day from September 15 to October 15, 1909, inclusive, this Railway will sell low one-way colonist tickets from stations on its line to Seattle, Tacoma, Spokane, Portland, Victoria, Vancouver, Butte, San Francisco, Los Angeles, Salt Lake City, Ogden, and to dozens of other points West and Northwest. Stop-overs allowed.

Low one-way tickets will also be on sale between above dates from stations on this Railway to Montana, Idaho and Washington stations on the new line to the Pacific Coast—the CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY.

Stop-overs will also be allowed on these tickets, affording an excellent opportunity to see the wonderful new country opened by this new line.

For complete information regarding cost of ticket, sleeping car service and fares, routes and train service, see nearest ticket Agent of the Chicago, Milwaukee & St. Paul Railway. Descriptive folders regarding the country along the line, from F. A. Miller, General Passenger Agent, Chicago. 5w3