

Semi-Weekly Founded

1908

Weekly Founded, 1844

# The Citizen.



Wayne County Organ  
of the  
REPUBLICAN PARTY

July 10

66th YEAR.

HONESDALE, WAYNE CO., PA., WEDNESDAY, SEPTEMBER 15, 1909.

NO. 73

## PEARY CONFIDENT.

Says He Will Conclusively Prove Cook a Liar.

### "HE NEVER REACHED THE POLE"

All White Members of Party Sign Statement—One Eskimo Was His Only Companion When He Arrived at Goal.

Battle Harbor, Labrador, Sept. 14.—Commander Robert E. Peary says he is not worrying about Dr. Cook's pole story. He states that he will be able to prove conclusively that Dr. Cook is a liar and asserts that the doctor never saw the pole.

He says that he will back his arguments with his own connected chain of observations taken on his journey north and the observations of other members of the party.

All the white members of the party have signed this statement. He also has photographs of every camp at which the observations were taken.

Further details of Peary's journeys to the pole have been gleaned from members of the expedition on the steamer Roosevelt.

The only men to reach the pole were Commander Peary and one Eskimo, Eging Wah. The white members that left Cape Columbia were sent back one by one as Peary drew nearer to the objective.

Matthew Henson and three Eskimos, the only other members of the reduced party that made the final dash, were left one march south of the pole.

On March 14 Professor Donald B. McMillan was sent back, his feet having been badly frozen. George Borup returned to land from 85 degrees 23 minutes with two Eskimos, and Professor Ross G. Marvin turned back in latitude 85 degrees 48 minutes.

The party now consisted of Peary, Bartlett, Matthew Henson, the colored man, who has been Peary's personal assistant on so many of his expeditions; the Eskimos, seven sledges and sixty dogs, and the journey northward was resumed.

The ice was perfectly level as far as the eye could see. Bartlett took the observations on the eighty-eighth parallel on April 2 and then reluctantly returned, leaving Peary, Henson and four Eskimos to make the final dash to the pole.

This reduced party started the morning of April 3. The men walked that day for ten hours and made twenty miles. They then slept near the eighty-ninth parallel.

The next observation was made at 80 degrees 25 minutes. The next two marches were made in a dense fog. The sun was sighted on the third march, and the observation showed 80 degrees 57 minutes.

Henson and three Eskimos turned back, and Peary and Eging Wah went on alone. The pole was reached April 6, and a series of observations were taken at 90. Peary deposited his records and hoisted the American flag. The temperature was 32 degrees below zero F.

The pole appeared as a frozen sea. Peary tried to take a sounding, but got no bottom at 1,500 fathoms.

Peary stayed at the pole for thirty-four hours and then started on his return journey the afternoon of April 7. Commander Peary's steamer, the Roosevelt, has been examined and found to be in good condition. He will leave Battle Harbor on Thursday or Friday for North Sydney. From that port the Roosevelt will proceed to New York and will take part in the naval parade at the Hudson-Fulton celebration.

### SAYS COOK MISSED POLE.

Mistook His Latitude by 316 Miles, Says Cleveland Scientist.

Cleveland, O., Sept. 14.—John N. Stockwell, A. M. Ph. D., a Cleveland scientist, says that Dr. Frederick A. Cook's data as published shows a great error and indicates that he mistook his latitude and missed the pole by more than 300 miles.

"Dr. Cook tells us that the night of April 7 was made notable by the swinging of the midnight sun over the northern ice," says Dr. Stockwell. "Now, we have no reason to doubt his statement that April 7 showed him the first midnight sun, as so simple an observation as seeing the sun could be made by an untutored Eskimo as well as the most intelligent white man."

"Dr. Cook gives his latitude at that time as 86 degrees and 38 minutes. There is, therefore, a discrepancy of 4 degrees and 33 minutes in his latitude, equivalent in linear distance to 316 miles."

"If his latitude on April 7 was only 82 degrees and 5 minutes, then he was 550 miles from the pole, and in order to reach it on April 21 he must have traveled thirty-nine miles a day. It

appears, therefore, that Dr. Cook was really 550 miles from the pole when he claims he was only 234 miles from that point. His observations show a discrepancy of 316 miles."

### FLAG RAISING NOT ENOUGH.

**Claim That North Pole Must Be Occupied to Give Sovereignty.**

Paris, Sept. 14.—The Temps, discussing the sovereignty of the north pole, expresses the opinion that the relative permanence of the ice there might properly raise the question whether this territory comes under the ordinary

international rules applying to land and the high seas.

It insists, however, that exploring expeditions such as Peary's cannot give title and quotes Calvo to the effect that the acquiring of sovereignty is involved with effective occupation accompanied or followed by the commencement of administrative organization or commercial and industrial exploitation.

A majority of the authorities agree, the Temps says, that the simple planting of the flag is not sufficient.

It points out that this doctrine was affirmed by the international conference at Berlin of 1884 and that it was applied by the pope when he acted as mediator between Germany and Spain in 1885 in the dispute regarding the Caroline Islands. The pontiff held that Spain was obliged to occupy the islands effectively.

### GOLD MEDAL FOR DR. COOK.

**Arctic Club Declines to Take Sides in Peary Controversy.**

New York, Sept. 14.—After a meeting of the executive committee of the Arctic Club of America here Dr. R. O. Stebbins, its chairman, gave the club's attitude on the controversy.

"The Arctic Club of America," he said, "has nothing to do with the controversy over the discovery of the pole. All that the Arctic club recognizes is that Dr. Cook is the discoverer of the pole and that Peary reached there. Our only desire is to honor the discoverer. Neither side has proved its case to America, but since the Danish government has recognized Dr. Cook we feel that the burden of proof now falls on his opponents."

"The Arctic club will present to Dr. Cook a gold medal two and a half inches in diameter showing in bas relief Dr. Cook standing on the top of the globe waving the stars and stripes."

Preparations to honor Dr. Cook are more advanced than those for Peary because the latter's arrival is more distant. Singing societies of Brooklyn have arranged to go down the harbor in a chartered steamer to welcome their hero. Bells will ring and whistles blow from factories, ferries and all the water craft of the bay.

Preparations are being made at the American Museum of Natural history here to set apart a special section of the building for a display of Peary's arctic collections.

### WAITING FOR MISS ELKINS.

**Hitch In Wedding to Duke of Abruzzi Not Due to Family.**

Paris, Sept. 14.—A high personage in touch with previous preliminary arrangements regarding the marriage of the Duke of the Abruzzi and Miss Katherine Elkins says that, contrary to the popular impression, the real hitch is not due to objections on the part of the Italian royal family, but to the attitude of Miss Elkins herself.

"If Miss Elkins would accept the duke," said this authority, "there would be no obstacle placed in the way of the marriage by his family. I know that the king and the royal family have offered to grant their consent not to a morganatic union, but to a marriage which would include the privileges and rank for Miss Elkins herself."

The queen mother perhaps was not pleased with the prospect of the duke contracting a union with an American, but her objections would have been withdrawn. The duke's fate rests with Miss Elkins herself. If she should say the word the duke would be at her side tomorrow, and the marriage would not be delayed."

### M'GOVERN WINS BOUT.

**Punishes Joe Wagner Severely In Ten Round Fight in Brooklyn.**

New York, Sept. 14.—Phillie McGovern, a younger brother of "Terrible Terry," and Joe Wagner of New York, bantamweights, fought ten hard and fast rounds at the Bedford Athletic club here. Wagner got the worst of the fight.

McGovern had the better of the leading in all but the third, seventh and ninth rounds. His most effective blow was a hard right smash to the heart, and in the sixth he landed a staggering uppercut flush on the jaw. The seventh, however, saw Wagner tearing in again as fast as ever.

McGovern was fresh at the close and unmarked. Wagner showed his punishment in a closed left eye and a bleeding right. A decision would have gone to McGovern.

## PRESIDENT OFF. LOVETT ELECTED.

Leaves Beverly to Begin His Eight Weeks' Tour.

### MRS. TAFT TO REMAIN THERE

First Stop Will Be Made Tonight at Boston, Where Nation's Chief Speaks at the Chamber of Commerce Banquet.

Beverly, Mass., Sept. 14.—President Taft said goodbye to Beverly today, for many weeks at least, and started on the long western trip which really had its beginning when he motored into Boston to attend the banquet of the chamber of commerce. The president will spend the night in Boston, leaving there for Chicago tomorrow morning.

There was no formality about the president's going, and, in fact, his departure seemed like the usual afternoon automobile ride, for Mrs. Taft

had planned the trip effectively. The office which Lovett assumes is by far the most important in the management of the company and insures for the time being a continuation of the Harriman policy.

While the Union Pacific still remains without a president, well informed men express the opinion that L. F. Lorree, president of the Delaware and Hudson, will be offered that position to succeed Mr. Harriman. Lovett and Lorree are more familiar with Harriman's point of view in the undeveloped plans of the Union Pacific and allied lines than any other men.

As the executive committee of the Union Pacific stands today, with the members increased from five to six, it remains a Kuhn, Loeb-Standard Oil board. Besides Jacob H. Schiff and William Rockefeller the other members are H. C. Frick, Marvin Hughtt, R. S. Lovett and Frank A. Vanderlip.

Robert S. Lovett came to this city three years ago, having been brought here from Texas by E. H. Harriman as counsel of the Harriman lines. He was born in Texas in 1860, the son of a farmer. As a youth he worked upon the farm and later went to Houston as a railroad freight clerk.

While serving as freight clerk young Lovett studied law at night and was admitted to the law firm of Charles Stewart, then a representative in congress. He soon returned to Texas a country counsel of the railroad in which he formerly had been employed, journeying from village to village, trying cattle cases, in which he was remarkably successful. The receivers of the road made him a district counsel. He straightened out the affairs of the bankrupt company and incidentally earned promotion as general counsel.

Governor Brown made him assistant general counsel for the Texas and Pacific railroad at Dallas, and when Brown retired Mr. Lovett became general counsel for the Gould property. His next step was to become counsel for the Southern Pacific. He amalgamated the system under Harriman and was elected to the presidency of the Houston and Texas railroad.

### RICH BANKER A SUICIDE.

**President of Trust Company Goes to Hotel and Cuts His Throat.**

New York, Sept. 14.—John W. Castles, president of the Union Trust company, took his life in a room at the Grand Union hotel by slashing his throat with a razor, severing the jugular vein and windpipe.

Mr. Castles was up to the 1st of last January president of the Guaranteed Trust company. At that time he was elected president of the Union Trust company, but for almost every minute of the time elapsing since his election he has been suffering from nervous breakdown. He has given no time to the duties of his new office by reason of his ill health.

He had been treated for nervous troubles and upon the advice of Dr. Dana went to Kenhonson, N. Y., where he entered a sanitarium. He had been there for the past four months, returning last Wednesday.

He was constantly under surveillance, but escaped from his nurse, registered at the hotel and committed suicide. He was a man of large wealth and had no financial troubles.

### CANAL ZONE EXEMPT.

**New Tariff Law Does Not Apply There, Says Attorney General.**

Washington, Sept. 14.—The new tariff law does not apply to the isthmian canal zone, according to decision given by Acting Attorney General Wade H. Ellis to the secretary of war. The canal zone is not one of the "possessions" of the United States within the meaning of that term in the first clause of the tariff act, says the acting attorney general, but, rather, is a place subject to the use, occupation and control of the United States for the construction and maintenance of a ship canal connecting the waters of the Atlantic and Pacific.

The effect of this decision will be to continue the present system by which the Panama government collects duties on all importations into the canal zone which are not for the use of the commission or its employees in connection with the canal construction and on such importations as are not in transit across the isthmus.

### SUCCEEDS HARRIMAN AS UNION PACIFIC CHAIRMAN.

### STANDARD OIL IN DIRECTORATE

William Rockefeller and Jacob H. Schiff Elected Members of the Executive Committee—Loe ree to Be President.

New York, Sept. 14.—Robert S. Lovett was elected chairman of the executive committee of the Union Pacific railroad to succeed Edward H. Harriman at a special meeting of the directors here, and Jacob H. Schiff and William Rockefeller were elected directors in place of Mr. Harriman and H. H. Rogers. Both of the new directors will have places on the executive committee.

The office which Lovett assumes is by far the most important in the management of the company and insures for the time being a continuation of the Harriman policy.

While the Union Pacific still remains without a president, well informed men express the opinion that L. F. Lorree, president of the Delaware and Hudson, will be offered that position to succeed Mr. Harriman. Lovett and Lorree are more familiar with Harriman's point of view in the undeveloped plans of the Union Pacific and allied lines than any other men.

As the executive committee of the Union Pacific stands today, with the members increased from five to six, it remains a Kuhn, Loeb-Standard Oil board. Besides Jacob H. Schiff and William Rockefeller the other members are H. C. Frick, Marvin Hughtt, R. S. Lovett and Frank A. Vanderlip.

Robert S. Lovett came to this city three years ago, having been brought here from Texas by E. H. Harriman as counsel of the Harriman lines. He was born in Texas in 1860, the son of a farmer. As a youth he worked upon the farm and later went to Houston as a railroad freight clerk.

While serving as freight clerk young Lovett studied law at night and was admitted to the law firm of Charles Stewart, then a representative in congress. He soon returned to Texas a country counsel of the railroad in which he formerly had been employed, journeying from village to village, trying cattle cases, in which he was remarkably successful. The receivers of the road made him a district counsel. He straightened out the affairs of the bankrupt company and incidentally earned promotion as general counsel.

Governor Brown made him assistant general counsel for the Texas and Pacific railroad at Dallas, and when Brown retired Mr. Lovett became general counsel for the Gould property. His next step was to become counsel for the Southern Pacific. He amalgamated the system under Harriman and was elected to the presidency of the Houston and Texas railroad.

Robert S. Lovett came to this city three years ago, having been brought here from Texas by E. H. Harriman as counsel of the Harriman lines. He was born in Texas in 1860, the son of a farmer. As a youth he worked upon the farm and later went to Houston as a railroad freight clerk.

While serving as freight clerk young Lovett studied law at night and was admitted to the law firm of Charles Stewart, then a representative in congress. He soon returned to Texas a country counsel of the railroad in which he formerly had been employed, journeying from village to village, trying cattle cases, in which he was remarkably successful. The receivers of the road made him a district counsel. He straightened out the affairs of the bankrupt company and incidentally earned promotion as general counsel.

Governor Brown made him assistant general counsel for the Texas and Pacific railroad at Dallas, and when Brown retired Mr. Lovett became general counsel for the Gould property. His next step was to become counsel for the Southern Pacific. He amalgamated the system under Harriman and was elected to the presidency of the Houston and Texas railroad.

Robert S. Lovett came to this city three years ago, having been brought here from Texas by E. H. Harriman as counsel of the Harriman lines. He was born in Texas in 1860, the son of a farmer. As a youth he worked upon the farm and later went to Houston as a railroad freight clerk.

While serving as freight clerk young Lovett studied law at night and was admitted to the law firm of Charles Stewart, then a representative in congress. He soon returned to Texas a country counsel of the railroad in which he formerly had been employed, journeying from village to village, trying cattle cases, in which he was remarkably successful. The receivers of the road made him a district counsel. He straightened out the affairs of the bankrupt company and incidentally earned promotion as general counsel.

Governor Brown made him assistant general counsel for the Texas and Pacific railroad at Dallas, and when Brown retired Mr. Lovett became general counsel for the Gould property. His next step was to become counsel for the Southern Pacific. He amalgamated the system under Harriman and was elected to the presidency of the Houston and Texas railroad.

Robert S. Lovett came to this city three years ago, having been brought here from Texas by E. H. Harriman as counsel of the Harriman lines. He was born in Texas in 1860, the son of a farmer. As a youth he worked upon the farm and later went to Houston as a railroad freight clerk.

While serving as freight clerk young Lovett studied law at night and was admitted to the law firm of Charles Stewart, then a representative in congress. He soon returned to Texas a country counsel of the railroad in which he formerly had been employed, journeying from village to village, trying cattle cases, in which he was remarkably successful. The receivers of the road made him a district counsel. He straightened out the affairs of the bankrupt company and incidentally earned promotion as general counsel.

Governor Brown made him assistant general counsel for the Texas and Pacific railroad at Dallas, and when Brown retired Mr. Lovett became general counsel for the Gould property. His next step was to become counsel for the Southern Pacific. He amalgamated the system under Harriman and was elected to the presidency of the Houston and Texas railroad.

Robert S. Lovett came to this city three years ago, having been brought here from Texas by E. H. Harriman as counsel of the Harriman lines. He was born in Texas in 1860, the son of a farmer. As a youth he worked upon the farm and later went to Houston as a railroad freight clerk.

While serving as freight clerk young Lovett studied law at night and was admitted to the law firm of