

LONE ESKIMO ONLY LIVING PROOF OF PEARY'S SUCCESS

He Has Harped on Fact That Dr. Cook Had no Witnesses to His Feat

ROOSEVELT'S CREW DESCRIBE EXPLOIT

Peary's Men Travelled in Relay Dropping off Until He Was Left Alone

BATTLE HARBOR, Labrador, Sept. 13.—From members of the Peary Arctic expedition on board the steamer Roosevelt a number of details of the dash to the pole have been gleaned. These details are as follows:

The only men to reach the pole were Commander Peary and one Eskimo, Eging Wah by name. The other white members of the various parties that left Cape Columbia were sent back one by one to Peary's drearier daily to his obedience. 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.

Captain Robert A. Bartlett and George Borup started February 27 from Cape Columbia, with a number of Eskimos and dogs on the march across the ice, heading north. On March 1, Commander Peary left Cape Columbia with his party, consisting of seven white men, seventeen Eskimos and 136 dogs.

On March 4 Peary came up with Bartlett, who had pitched his camp at the side of a lead of water which was impossible to cross. The combined parties had to wait until March 11, seven days, before further progress was possible. The sun was seen for the first time March 6, and a short way from the eighty-fourth parallel the supply of alcohol was running short and Borup returned to Cape Columbia for a fresh stock.

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AUTOPSY PROVES SUTTON COULDN'T HAVE FIRED SHOT

Body of Young Marine Officer Killed at Naval Academy Is Exhumed

MOTHER MISTAKEN AS TO BROKEN ARM

Surgeons Declare Bullet Must Have Been Fired at Least Five Feet From Body

WASHINGTON, Sept. 13.—When the body of Lieutenant James N. Sutton, the young marine officer who met his death about two years ago at Annapolis, was exhumed at Arlington cemetery this afternoon, an autopsy performed by physicians representing the navy department and county coroner, disclosed the fact that the bullet which was fired through his chest was not fired from the right side.

It had been Mrs. Sutton's contention that her son's arm had been broken in the fight which preceded his death and that this being the case, the shot which ended his life could not have been fired from the right side.

No Powder Burns. Dr. George Tully Vaughn, of this city, who represented Mrs. Sutton at the autopsy, said tonight that the bullet wound which caused his death was three inches above the right arm and was clean cut. There was no indication that the body and scalp had been burned by powder.

Grave Consecrated. Attorney Van Dyke, assistant counsel for Mrs. Sutton, said tonight that he was convinced that the fact that the officer's head and feet from the autopsy had been fired from the right side conclusively proved that it was a physical impossibility for Sutton to have fired the shot.

After the autopsy had been completed, the body was placed in a new coffin, provided by the government, and was re-interred in the same grave after the ground had been consecrated by Rev. Father Alonzo Oatis, of St. Augustine's Catholic church, this city.

BOATSWAIN SAYS PEARY TOOK COOK'S STORES AND SKINS

Corroborates Accusation Heretofore Made by Dr. Cook's Friends

FURS AND IVORY WERE OF GREAT VALUE

Peary Is Anxious to Get Home in Time For Hudson-Fulton Parade

ST. JOHN'S, N. F., Sept. 13.—Mat Whitten, who was first mate of the Peary auxiliary steamer Erik in 1899, and again in 1900, and his photo in the polar controversy, said in his explanation of the march of Peary and crew on Peary's plane. He was also on the Erik in the summer of 1901, when the Erik for a week in Peary's company, the schooner John R. Bradley, in which Dr. Cook was making for the pole.

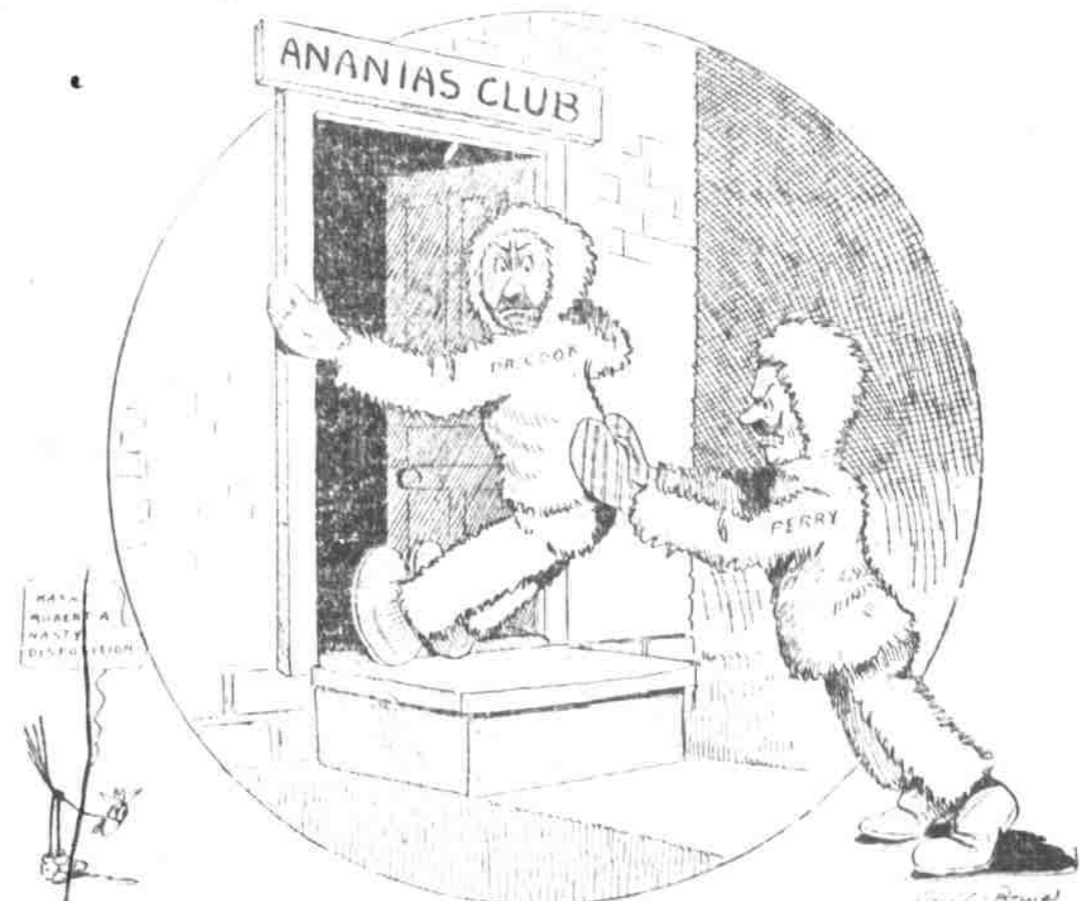
Whitten says that the Bradley was apparently equipped for a coast expedition, having supplies for at least three years. He continues the charge made by Dr. Cook at Copenhagen that Peary, despite such coastal provisions, adding that not only did the crew of the ship take goods stores that were at Etah, but that boats were sent to Annetok, thirty miles distant, to remove Cook's provisions, which were stored there.

Took Everything. Whitten admitted, however, that he did not know if the removal was by arrangement between Rudolph Frankel, who was left in charge of the provisions and Peary, or Peary's representatives.

The boatsman also made the statement that both Cook's and Frankel's collections of ivory and skins, some of them very valuable, likewise were taken. He said that the trouble with Peary's previous expeditions had been the lack of supplies. Instead of remaining away for three years, Commander Peary was compelled to return after about fifteen months, the real reason, Whitten declared, was that he did not have enough supplies to remain longer.

EAGER FOR HOME. FATHER HARBOR, Sept. 13.—The Associated Press man, Thomas Douglas, arrived at here this afternoon. Commander Peary's summer Roosevelt was at the harbor.

Peary Thinks He Has Found a New Member.



BANKERS MUST HEED DEMAND FOR GREATER SAFETY TO DEPOSITS

Public Clamor for Postal Savings Banks and Agitation of the Matter in Political Campaigns Has Brought the Issue Squarely to the Front Say the Experts.

CHICAGO, Sept. 12.—Out of a multiplicity of conferences today preliminary to the convening of the annual convention of the American Bankers' association, tomorrow, one fact stands out supreme in the opinion of the bankers, and that is the bill of banking legislation. This will soon be settled in the opinion of the hundred and more bankers, bankers and shippers representatives who held an all-day conference on the subject.

The cry of the bankers has long been for a bill of banking which would make the carrier of deposits responsible so that it would be a safe negotiable instrument.

Mr. Jay said in part: "Since we met in June 1900, a question in which we are vitally interested, the safety of bank deposits, has been made one of the major issues of a great political campaign. The result has been the election of a president, pledged by his platform to create a postal savings bank."

That he should have a free hand in selecting his assistants. That his staff should be large enough to make thorough semi-annual examinations. And since I am no longer a supervisor, I may add that the salaries paid should be large enough to secure a high grade of men as supervisors and examiners.

FRENCH INAUGURATE CONTENTION AS TO WHO IS OWNER OF THE POLE

All Precedents of International Law at Fault in This Particular Case.

MUST BE GOVERNED

PARIS, Sept. 11.—The Temps today discussing the sovereignty of the North pole, expresses the opinion that the relative permanence of the ice there might properly raise the question whether its territory comes under the ordinary international rules applying to land and the high seas. The paper insists, however, that exploring expeditions, such as Cook's and Peary's cannot give title, and to this end it quotes a valuable effect that the acquiring of sovereignty is involved with effective occupation, namely accompanied or followed by the commencement of administrative organization or commercial and industrial exploitation. A report of the authorities agrees, the paper says that the simple planting of the flag is not sufficient.

The Temps also again severely criticizes Commander Peary's declaration about taking possession of the pole in the name of the president of the United States contrasts strongly with the commercial spirit he displayed in copyrighting his story.

BRYAN IS STILL ON THE REAR PLATFORM OF THE TRAIN OF PUBLIC WEAL

His Latest Occupation Is the Discussion of Democracy and Tariff.

TALKS ABOUT POLE

DALLAS, TEXAS, Sept. 12.—William J. Bryan arrived here today from Mission, Texas. He spent the day here in preparing an outline of the address he is to deliver here tomorrow. The subject of the address is "The country and the Pole."

Mr. Bryan said that his presence in Texas was for the purpose, first, to deliver a new lecture, second, to visit his farm at Mission, which was reported in some danger from the drought, and third, as a sort of possibility. From the other day he delivered a few addresses on democratic subjects in connection with the tariff.

PUBLIC SENTIMENT IS FAST MOVING TO THE STANDARD OF DR. COOK

Prominent Men Declare Their Faith in Brooklyn Explorer Is Unshaken.

RARE TESTIMONY

NEW YORK, Sept. 12.—That public sentiment is fast moving to the standard of Dr. Cook is the testimony of prominent men in Brooklyn. Explorer is Unshaken.

NEW YORK, Sept. 12.—Bryan is a crowd of several hundred men and women in Wall street today. Dr. W. H. Williams, of the city of New York, delivered an address at the meeting of the late Edward B. Hart, who is now in the city of New York.

EULOGIZES HARRIMAN TO TRADERS IN WALL STREET

Minister from Trinity Advises Young Men to Take Him for Their Model.

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ADMIRAL DEWEY TICKLED WITH FLEET'S SHOOTING

Declares Marksmanship of American Gunners Best in the World.

WASHINGTON, Sept. 12.—Admiral George Dewey, back aboard with glowing reports, is the recipient of the special word being sent by the navy of the navy, and the navy of the navy, and the navy of the navy.

TARIFF DOES NOT FOLLOW FLAG INTO THE CANAL ZONE

's Not a Possession but Subject Only to Use for Building Ditch.

WASHINGTON, Sept. 12.—The new tariff law of August 5 last, does not apply to the Isthmian canal zone, according to an opinion given by Acting Attorney General Wade H. Ellis, to the secretary of war, and announced today.

MORGAN'S PEOPLE FAIL TO GET INTO HARRIMAN BOARDS

Judge Lovett Succeeds Dead Railroad Wizard In U. P. Executive Committee

LOREE WILL PROBABLY BE OPERATING MAN

Kunh-Lee Standard Oil Interests Still Paramount in Harriman Roads

NEW YORK, Sept. 12.—The conduct of the Harriman policies in the management of Union Pacific, Southern Pacific and the chain of allied railroads was made certain today temporarily at least, when Robert S. Lovett, J. H. Harriman's personal counsel and close friend, was elected to succeed Mr. Harriman at the head of the executive committee of the Union Pacific railroad.

The office which Judge Lovett assumed today is the most important in the management and financial supervision of the Union Pacific. The directors of the Southern Pacific will meet tomorrow. It is taken for granted that their action is fully represented by today's meeting and that Judge Lovett will be seated as chairman of that executive committee also, in Mr. Harriman's place, with Jacob H. Schiff or some other partner in the firm of Kunh, Loeb & Co. at his right hand as director and member of the executive committee.

As it stands today the executive committee remains in the parlance of the street, a "Kunh, Loeb-Standard Oil" board, for besides Judge Lovett, Jacob H. Schiff and William Rockefeller, the members are H. C. Frick of Pittsburgh, Marvin Huggitt, president of the Chicago and Northwestern, and Frank A. Vanderlip of the National City bank, New York.

The failure of the Morgan interests to gain a place on the reconstructed board was a surprise to Wall Street, where last weeks rumors had been given credence.

Judge Lovett, who in view of his new office, becomes for the moment one of the most prominent railroad men in the public eye. Born in Texas forty-nine years ago, he entered the railroad business while a boy, as a 130 a month freight clerk for the Houston, East and West Texas railroad at Houston. While serving as a freight clerk he studied law at night, and eventually became a country counsel for the railroad, a district counsel and then general counsel. His next step was membership in a firm which represented the Southern Pacific. He became so valuable to the system under Mr. Harriman that he was made general counsel, with offices at Houston. Three years ago Harriman brought him to this city.

TAFT MAY HAVE TO SAIL UNDER A FOREIGN FLAG

American Shippings Seant in New Orleans Harbor It Is Reported.

WASHINGTON, Sept. 12.—Depreciating the suggestion that President Taft's party which will inspect New Orleans harbor on October 20 next must make the trip under a foreign flag. Acting Secretary of Commerce and Father McHarg, has advised the chief of customs of that port that efforts will be made to secure American vessels for the president's inspection of New Orleans harbor and the lower Mississippi. Mr. McHarg says in his letter dated today:

"The department prefers not to answer the legal question until efforts have been made, for which there is ample time, to secure American vessels for the purpose. It is reluctant to believe that of our principal Gulf port American shipping has so dwindled that to enable the president of the United States and a relatively small body of representative Americans to spend a few hours on the greatest American river with a view to its improvement, they must make the trip under a foreign flag."



WASHINGTON, Sept. 12.—Forecast for North Carolina: Fair and warmer Tuesday. A squally breeze, light cloudiness, light variable winds.