

Weather.

Washington, Sept. 4—Forecast for N. C. for tonight and Sunday: Partly cloudy with showers in western portion.

The Evening Times

LAST EDITION

ESTABLISHED 1876.

RALEIGH, N. C., SATURDAY, SEPTEMBER 4, 1909.

PRICE 5 CENTS

DR. FREDERICK COOK GIVEN AN OVATION UPON ARRIVAL AT THE CITY OF COPENHAGEN

THE EXPLORER THE HERO OF AN ENTIRE WORLD

Greeted With Great Throng of People Upon His Arrival at Danish Capital

A STIRRING SCENE WITNESSED TODAY

Civilized World Today Paying Honor to the American Explorer Who Reached the Pole—Torpedo Boats Thunder Salute As Cook Steams Into the Harbor—American Minister Goes Out to Meet Dr. Cook—Piers and House-tops Black With Excited, Shouting Masses of Humanity—Dr. Cook's Eyes Dim With Tears As He Witnesses the Stirring Scene—Festivities Will Continue During His Stay.

Prince Contratulates Him. (By Cable to The Times) Copenhagen, Sept. 4—In receiving Dr. Cook today Crown Prince Christian paid his prowess a high compliment. "I most heartily congratulate you on the high accomplishment of the great feat which will bring high and lasting honor on your country," said the royal representative.

Copenhagen, Sept. 4—The civilized world, through its representatives, Denmark, today paid honor to Dr. Frederick A. Cook, the discoverer of the north pole. The American arrived here at 10 o'clock this morning upon the steamer Hans Egede.

Colonial Director Ryberg, representing King Frederick, had boarded the Hans Egede at Elsinore, at 5:30 o'clock this morning, and welcomed Cook officially in the name of Denmark. A number of scientists came in upon the same vessels and not one doubted the sincerity of the American explorer's statements.

Dr. Cook today repeated his statement that he had lived entirely as an Esquimaux, thereby preserving his health and enabling him to make a successful dash. That was one of the secrets of his success, he declared, but another was the exceptionally favorable season. The explorer said: "The weather could not have been better for exploration and the ice was hard and smooth."

Fire Destroys Milling Plant. Arkadelphia, Ark., Sept. 4—Fire has destroyed the main building of the Arkadelphia's milling company's plant and the railroad station and damaged several residences.

A Statement From Dr. Cook-- Did Not Start Out to Discover Pole--Conditions Favored Him

Copenhagen, Sept. 4—Dr. Cook made the following statement about his experiences:

"I have been to the north pole and have brought back the most exact observations absolutely proving my statement. I kept a diary throughout the entire expedition in which I recorded the most minute details. "It was not my intention at the start to proceed to the pole; I was merely on an Arctic excursion. But, as I found conditions favorable I continued on to the pole. "I discovered two hitherto unknown islands.

"We missed the depots which had previously been established, but we came accidentally upon one of McVilleville's depots, where we found provisions and instruments in an excellent state of preservation. "Owing to the smallness of my expedition our requirements were not large. For the same reason we were able to proceed most quickly. As I approached the pole the Esquimaux with me became utterly frightened at the meteorological conditions.

"On the return trip the provisions became exhausted. No animal life was visible and for three days we had nothing to eat. Then, in a crevice of the ice we caught sigeit of several walrus. They saved our lives. "Then we broke up the sledges and the Esquimaux fashioned pieces of wood into spears and bows and arrows, and secured game with these arms. "Again, near Cape York, we were virtually starving to death when we found a young seal sleeping on the ice and killed it. At Cape York we found many traces of the musk ox and killed a number of them. "From Upernivik to Egedesminde I sailed on the same ship that carried the MacClintock and Franklin relief expeditions. "If any one doubts that I found the pole let him follow and I will lead the way back. I left a small brass tube bearing the message of my success beneath the flag. "Cook could only secure an entrance into the Phoenix Hotel by passing through an adjoining building. Women and girls carrying flowers pelted him with roses. At one time he was nearly suffocated by the flood of flowers which poured upon him. Dr. Cook was notified at the hotel that he would be received in private audience by the king at 3:30 o'clock this afternoon.

"During the first breathing space Dr. Cook got at his hotel after the first vociferous welcome he assured the newspaper men who surrounded him that he would never try for the north pole again. "I shall never go back," he declared with grim earnestness. "To undertake the experience I have undergone twice in one life-time is too much to ask of frail humanity." Speaking further of the records he had left at the pole to establish the fact of his presence there, he said: "I depend upon the careful records I have brought back with me rather than on the flag and tube I planted underneath it to substantiate my claim that I have actually stood upon the earth's most northernmost point. "Unless some other explorer duplicates my feat in the comparatively near future there is little likelihood that my flag will be found where I planted it. The drift of the ice-fields on which I fixed the flag staff probably will be to the eastward and in the course of time another field of ice will take its place at the site of the pole. "However, my instruments were the best that an explorer ever took into the polar regions and the observations I took with them will satisfy the savants, and through them the public, that the pole actually has been found. I had a pocket watch, three chronometers, and a sextant, all of them in perfect condition. Every observation and calculation was verified and my observations were taken daily from the 85th degree of latitude until I reached the pole. I know that they will stand the test and I welcome the opportunity to subject them to the most captious scientists."

KING RECEIVED MRS. COOK IS DR. COOK AT NOT TALKING PALACE DISCOVERY

Copenhagen, Sept. 4—King Frederick VIII, of Denmark, this afternoon at 3:30 received in audience Dr. Frederick A. Cook, the American discoverer of the north pole, who arrived here at 10 o'clock this morning upon the steamer Hans Egede to receive the greatest ovation of modern times. Dr. Cook, attired in the same suit of clothes he had worn since he left the pole, except for the furs, and wearing moccasins was ushered into the royal presence and warmly congratulated by his majesty as a representative of the civilized world who told him that he had brought glory to himself and his country. "It was an impressive sight as Cook, once a poor boy eking out a living as a milk-wagon driver at \$5 a week, stood in the presence of a king, the two met together upon the common ground of science, each seeing in the other merely the scientist and the man. Dr. Cook left the palace at 4:15. Present during the interview in addition to the king and Dr. Cook were the queen, three princesses and United States Minister Egan. The explorer gave a short account of his journey. Cook and Egan then drove back to the Phoenix hotel, through throngs of cheering Danes.

Dr. Cook and his wife have no foundation. I never knew a more devoted wife—devoted both to Dr. Cook, the man, and his career. Mrs. Cook was of great assistance to her husband in his work. "Although Dr. Cook's absence and the depletion of the family finances resulting from his expedition has been hard for Mrs. Cook and her daughters, I have never heard her complain. She has always been confident of her husband's success and ready to make sacrifices to help him."

"At present I believe she wants time to adjust herself to new conditions and fully realize the significance of her position before she talks for publication."

(By Leased Wire to The Times.) New York, Sept. 4—Mrs. Frederick A. Cook today telegraphed Mrs. R. T. Davidson, of Brooklyn, that she is still in Portland, Me., and she did not say when she would come to this city.

Mrs. Cook's reluctance to talk about her husband's exploit was explained by Mrs. Davidson: "I think," she said, "that Mrs. Cook is merely overcome by the magnitude of the news that came as unexpectedly to her as the rest of the world."

"Reports of a coolness between Dr. Cook and his wife have no foundation. I never knew a more devoted wife—devoted both to Dr. Cook, the man, and his career. Mrs. Cook was of great assistance to her husband in his work. "Although Dr. Cook's absence and the depletion of the family finances resulting from his expedition has been hard for Mrs. Cook and her daughters, I have never heard her complain. She has always been confident of her husband's success and ready to make sacrifices to help him."

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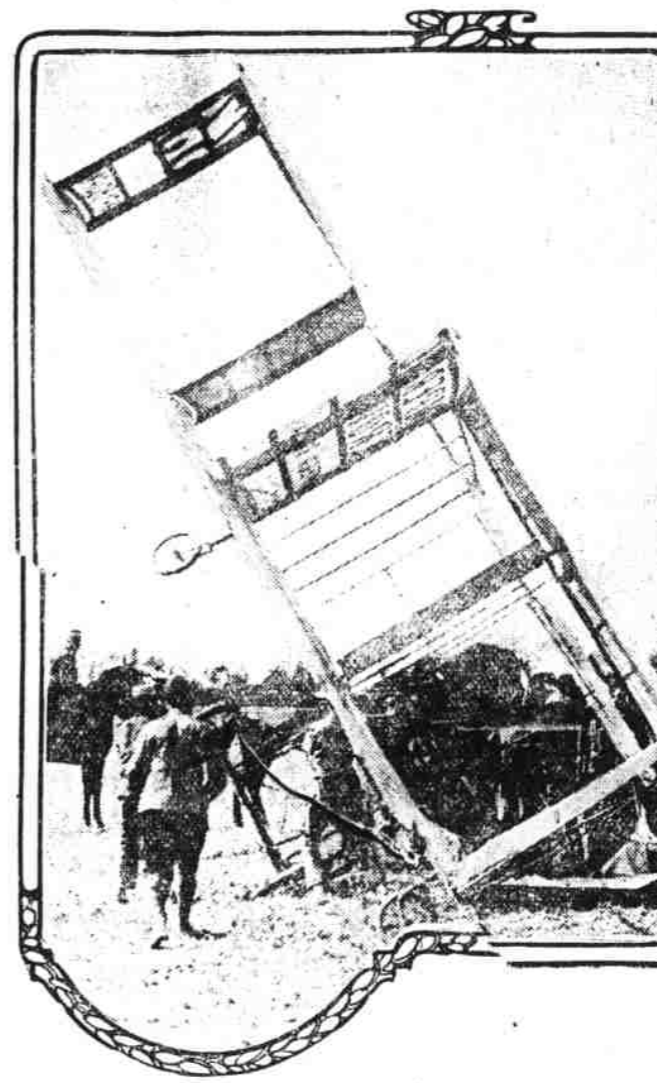
ROBBERS WRECK FAST PASSENGER TRAIN ON B. & O.

Train Going Fifty Miles An Hour is Hurled into 30 Foot Ditch

TWO MEN ARE KILLED

Train Made Up of Baggage and Mail Cars, Two Day Coaches and Two Pullmans Thrown into Ditch by the Removal of a Rail—Two Men Killed Outright and More Than Forty Injured—Wreck Occurred Near An Out-of-the-way Junction in Pennsylvania—Wrecking Crews and Physicians Hurried to the Scene and Injured Removed to Hospital, No Clue to Wreckers. Newcastle Junction, Pa., Sept. 4—Two men are dead, another is dying and about 40 persons are injured today as the result of the wrecking by train robbers of the Royal Blue Express train No. 5, of the Baltimore & Ohio Railroad, bound from New York to Chicago at midnight. The dead: John Dill, engineer, Chicago. John Wheeler, baggage-master, Chicago. The train was going at a rate of more than fifty miles an hour when the locomotive ran upon a rail which the spikes holding it to the ties had been removed. The locomotive at once left the track, dragging with it the entire train consisting of two pullman coaches, two day coaches and the baggage car, all tumbling in to a ditch about 30 feet deep. The cars turned over in the plunge, and practically all the passengers and train men were imprisoned. Messages were at once sent out in all directions for help while the residents of Newcastle Junction did all they could to extricate the persons imprisoned in the wreck. The cries of the injured could be heard for many blocks and it was feared for a time that the wreckage would catch fire. To prevent this water was poured on it from several lines of hose. In less than half an hour relief trains with surgeons from Ellwood City, Newcastle and Wampum, Pa., had reached the scene and as fast as the injured were brought from the wreck they were given attention and then sent to the Shenango Valley Hospital at Fish Castle. The bodies of engineer Dill and baggage-master Wheatcroft were taken from the wreck by the wrecking train, which was sent from Ellwood. They were crushed beyond recognition. As soon as it was learned that the train was wrecked by robbers, men were sent to scour the entire country for them. It is believed, however, that they had a good start, and have made (Continued on Page Five.)

Wreck of Viosin Aeroplane.



Wreck of Viosin aeroplane piloted by M. Fournier, which fell to the ground. Fournier escaped with minor injuries.

GETTING AFTER MONEY SHARKS IN WASHINGTON

District Commissioners Will Insist on Having Effective Law Passed

A GRASPING BUSINESS

Money Lending Evil by Sharks is One of the Greatest in Washington—Washington a Most Profitable Field for the Grasping Money Lender—These 170 Persons in That City Who Have No Other Occupation Than Lending Money—One Money Lender to Every 200 Persons in the District—Ninety Per Cent of Borrowers Are Government Clerks Who Pay Interest at Rate of Ten Dollars a Month—Officials Want System Abolished.

(By Leased Wire to The Times.) Washington, Sept. 4—Usury, that has for so long flourished in Washington will probably be curbed at the next session of congress. Philanthropic persons and reformers in the national capital have for several years made efforts to break up the money lending evil in the District of Columbia, but their most vigorous efforts have always been defeated by the powerful and wily money "sharks," who accumulate fortunes from the shiftlessness or misfortune of residents of Washington, principally government clerks, although no class is overlooked by the "shylocks" in their search for victims. That Washington is the best and most profitable field for the grasping money lender is evidenced by the fact that in the district there are more than 170 persons who have no other occupation than lending money. Washington has a population of approximately 350,000, there is therefore one money lender to every 200 men, women and children in the district. The Washington money "sharks" are not all men, about one-half of the persons engaged in the business being women. While there are many female money lenders who conduct business on their own account, most of the employees of men who are engaged in the business are of the opposite sex. Of the total who are in the "sharking" business, as it is called here, probably 90 per cent have capital of only about \$2,000 or even less. Some who started business ten years ago with only \$1,000 cash, now possess fortunes, all made in the money-lending business. Probably 95 per cent of all the business transacted is done with government clerks, the balance with employees of merchants. Several companies owned by one or more of the same persons do business under half a dozen names with as many branch offices. Few employ more than three assistants, while the majority conduct their operations personally, and without the aid of employees. The greater part of the loans range from \$10 to \$50 in amounts, for it is seldom that the government clerks in search of a loan to tide him over until the semi-monthly pay day can secure more than \$50 at one time. The interest invariably charged is 10 per cent a month. If the loan is returned in small monthly installments the interest is sometimes greater than 120 per cent a year. The clerk who borrows \$25 usually agrees to pay it back in three monthly installments, and is often charged by the money lender \$10 interest for the loan. Another class of government employees, mostly ignorant negroes, who are drivers, porters, and sweepers in the department buildings and who are chronic borrowers, usually borrow \$10 at a time from their "sharks," whom they probably have done business with for years. For the loan they must pay back the principal and \$3 interest. There are many of this class who have been in the clutches of money lenders for years and who have paid hundreds of dollars of interest for smallest financial accommodations. The evil is universal here and has become so notorious that the commissioners of the district, it was recently announced, will make another effort to get a bill passed that will act as a strong deterrent to the persons now in the business. At the request of the commissioners, Senator Gallinger, chairman of the senate committee on the District of Columbia introduced a bill in the last congress which was designed to (Continued on Page Five.)

UNION DEPOT TO BE REPAIRED BY RAILROAD IN NEAR FUTURE

At a Cost of About Twenty Thousand Dollars, On The Condition That The City of Raleigh Close Up Harrington Street Entirely.

Regular Meeting of the City Fathers Last Night—Light Ordered For Johnson Street Crossing—Last Notice to Repair Sidewalks—One Near Beer License Granted—Wake County Savings Bank Asks For Permission to Build at Place Now Occupied by A. Dughi—Boylan Bridge to be Replaced With One of Concrete.

The regular meeting of the board of aldermen was called to order last night at 8:25, with Alderman Brown, Ellington, Peebles, Wrigat, and Epchurch present. The minutes of last regular meeting were read and approved.

The report of the street committee was read, showing what had been done during the month of August. It stated that the committee was making every effort to remedy the conditions of our streets.

A petition was filed by the railroads asking that that portion of Harrington street which passes under the depot should be discontinued.

Mr. Henry W. Miller appeared for the petitioners, and explained that they proposed to make a number of changes in the union depot, and that these changes could be better made if that portion of Harrington street was closed. He said the proposed improvements would cost \$15,000 or \$20,000. These changes included concrete platform, tearing away the partition between the ladies' and gentlemen's waiting room, put the baggage room where the present negro waiting room is, and making the present baggage room the negro waiting room, with the ticket office so that it would have windows in both the negro and white waiting rooms.

The railroads further promise to bear all expense if anyone should bring suit against the city for closing up this street. Alderman Brown moved the matter be referred to the street committee and city attorney, with power to act, and was seconded by Alderman Epchurch. The motion was carried.

The Wake County Savings Bank asked permission to build on the spot now occupied by A. Dughi, and allow the columns to project 15 inches on the sidewalk. Mr. J. W. Bailey appeared for the petitioners and said that the ground that they asked for this permission was that the architects had so drawn the plans as to make the building as beautiful as possible, and to carry out this architectural plan it would be necessary to have 15 inches of the columns project upon the sidewalk. This was left open until the permission of the adjoining property owners could be secured, then the board will grant permission.

Wm. Lawing filed claim for \$15 for the 12 days he was out of the use of his horse killed by the fire department. No action taken. Col. Chas. E. Johnson appeared in behalf of the trustees of St. Mary's College and asked that sidewalks in front of the college be built, the college to furnish the ground and the city to build and maintain a walk. On motion of Alderman Brown this was referred to street committee.

Attorney J. W. Bailey appeared for the Greater Raleigh Land Company and asked that the Boylan bridge be replaced by a concrete bridge, 40 feet wide. The land company will furnish the gravel and contribute \$1,000 towards this. He also stated that the railroads would join in this, and if they did not, he asked the city to carry the matter before the corporation commission. Mr. Bailey also asked that Cabarrus street be opened to Boylan Heights, and that a complete circulation in the water system in that section be made. These requests were referred to committees. Reports from building and plumbing inspector, city physician, Rex hospital, St. Agnes, and school committee were received. On motion of Alderman Brown it was ordered that M. B. Durham be paid \$325 out of the emergency fund for loss of horse. A motion was made that the near-beer license money should be appropriated to the emergency fund. Alderman Cooper thought it should go to the street fund. Motion carried, Alderman Cooper voting against it. On motion of Alderman Epchurch a light was ordered placed at the Johnson street crossing. The matter of sidewalks was taken up, and it was decided to notify the property owners that unless the sidewalks were put in good shape immediately the city would do it. License to sell near-beer was granted to W. A. Curtis, 207 South Wilmington street. Board adjourned at 10:40.

CHEAPEST AND BEST ADVERTISING!

Newspaper advertising is the cheapest and best channel of communication every established by man. A thousand letters with fifteen-cent stamps will easily cost fifty cents and not one envelope in ten will be opened, because the very postage is an invitation to the wastebasket. It's only "the man who has not looked at it that way" who hesitates for an instant over the advisability and profitability of newspaper publicity. If there were anything cheaper or better, rest assured that the greatest merchants in America would not spend individual sums ranging up to half a million dollars a year and over in this form of attracting trade. It is no longer a question of whether it pays to advertise in the newspaper. Instead, it is up to the advertiser to find out which newspaper will bring him the greatest returns from his advertising. Most Raleigh merchants unhesitatingly declare in favor of The Evening Times—because they have had abundant undoubted proof of its superiority as an advertising medium. No matter how big or little you may contemplate advertising, it is certainly to your interest to "talk it over" with one of The Evening Times ad-men.

River Packet Burned. Paducah, Ky., Sept. 4—The River Packet Gracy Childers was burned at the wharf here last night.