

## DR. COOK SPENDS BUSY DAY WITH HIS MANY DUTIES

### King Frederick Will Decorate the American With Royal Danish Order

### MANY FESTIVITIES

**Dr. Cook Says He Owe His Ability to Reach the North Pole to Captain Sverdrup, Whose Routes and Charts Guided Him Over the Arctic Wastes—Sverdrup Has Confidence in Cook's Statements—Dr. Cook Continues to Receive Homage of Scientists From All Over the World—Spends Busy Day Talking to Newspaper Correspondents, Students, Etc.—Compiling His Report Which He Will Present to International Bureau of Polar Expeditions.**

(By Cable to The Times)

Copenhagen, Sept. 6.—"I owe my ability to reach the north pole to Captain Sverdrup, whose routes and charts guided me in my Arctic explorations," declared Dr. Frederick A. Cook today.

Explorer Sverdrup and Dr. Cook held an interview, after which the Danish explorer expressed his fullest confidence in the statements of the American.

"He did not show me his observations, nor did he make public to me any data which he gathered upon his trip, and only once did he point to a map, a newspaper map, to show me his route," said Sverdrup.

"I have no reason to doubt his story. He says he found the pole and I have no reason to doubt him. I have nothing but his simple statement."

Dr. Cook, transformed into a typical American from the dilapidated Polar hero who received the king's welcome for his Arctic exploit, continued today to receive the homage of scientists all over the world, talked with newspaper correspondents, received a body of Danish students, who cross-examined him, read several scores of congratulatory cablegrams and international invitations, dodged the enthusiastic crowds of Danes, Americans and foreigners who good naturedly tried to mob him, wrote several chapters into his history of his dash and otherwise enumerated the numerous and varied duties which the discovery of the north pole imposed upon him.

"The explorer is painstakingly compiling his report, which will be presented to the international bureau of Polar exploration in Brussels, hoping by this to silence all the harsh criticism which has been visited upon him since his announcement of success.

King Frederick was so taken with the modest bearing of the hero and is so convinced that Dr. Cook really discovered the coveted pole that he is reported to have overridden the American's objections to decorations and secured his assent to conferring of the royal Danish order of merit with the crown attached, an honor never even conferred upon a Dane.

The order will be conferred, according to the program believed to exist now, after Dr. Cook's lecture tomorrow night before the Royal Geographical Society, when the king and the royal family will be present.

Cook is answering his critics one by one, but the point he impresses strongest is the fact that his word must be accepted as truth and his observations as accurate. He admits his reticence is somewhat due to the fact that he wants to reserve the bulk of his information for his book, 100,000 words of which were written during his long winter nights while he and his two Esquimaux lived in an underground ice hut at Jones Sound.

Tomorrow afternoon there will be a reception at the American legation. Other festivities are under preparation and tourists, scientists and geographers are still pouring into Copenhagen from the Continent to see and quiz the discoverer.

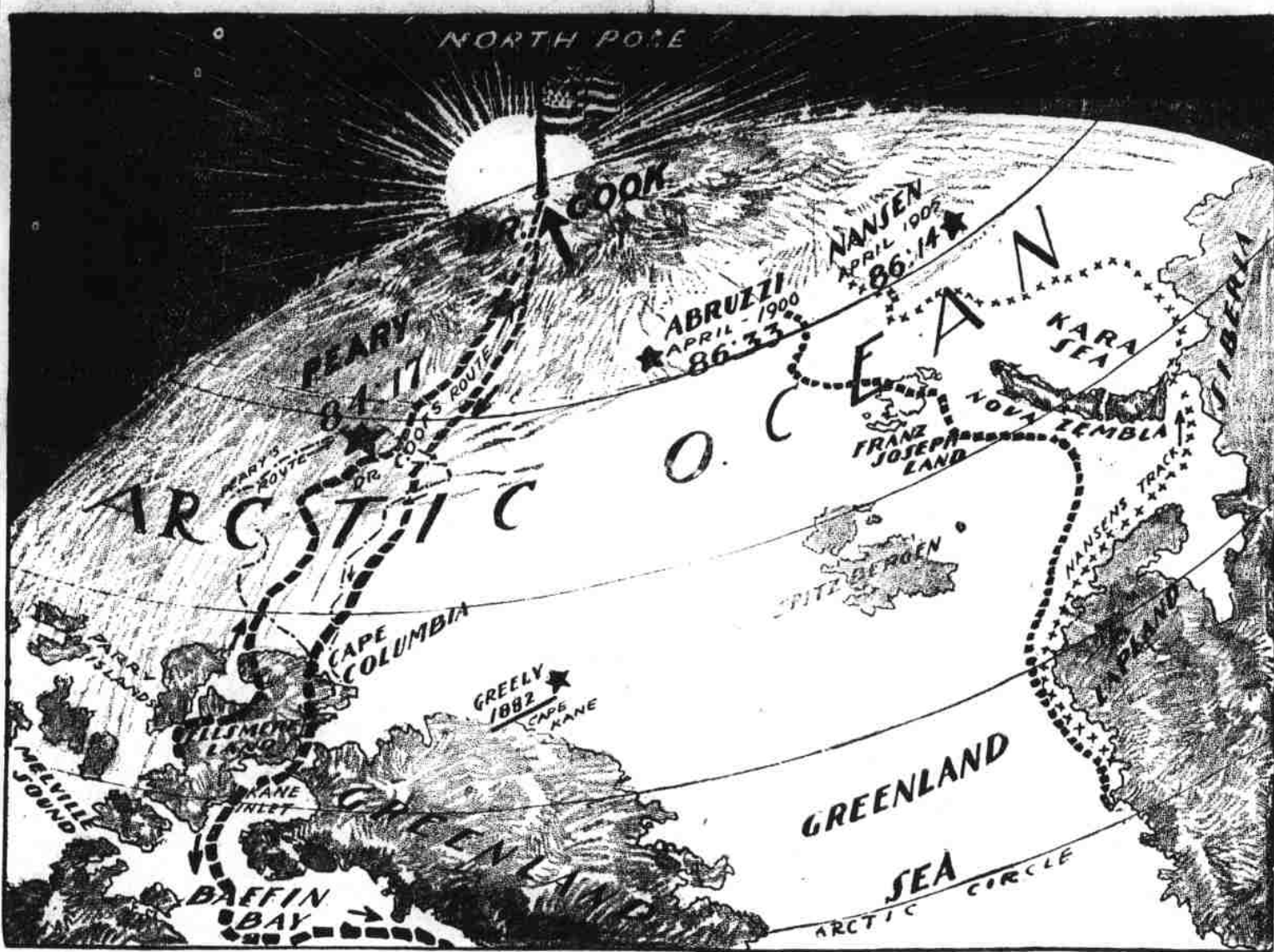
Captain Sverdrup declared that he is confident there is only one practical route by which the north pole can be reached, and that is the route laid down by Dr. Cook. Sverdrup is of the opinion that the present Arctic trips which are under way over other routes will result in failure and perhaps disaster.

Dr. Cook today took occasion to answer the criticism that he could not have traveled over 30,000 square miles of territorial ice.

"In traveling more than 500 miles to the pole," said Cook, "we had a view on each side of 15 miles, which

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Diagram showing route taken by other explorers and route probably taken by the daring American, Dr. Cook, in his dash to the Pole.



## GREAT CARNIVAL OPEN AT LOWELL SPEED COURSE

### Three Days of Reckless Racing by Death Defying Drivers

### THERE ARE THREE CLASSES

Three Days of Speed Carnival Opened on the Merrimac Valley Today by Some of the Most Reckless Drivers in America—Event of the Day the Light Car Sweepstakes—Three Classes in the Races—Five Hundred Patrolmen Guard the Course. Twenty Starters For National Stock Chassis Event of Wednesday—The Race 318 Miles Long—President Taft Will Attend the Race Wednesday—Mile Straightaway Events For Tomorrow.

(By Leased Wire to The Times)  
Lowell, Mass., Sept. 6.—The three days speed carnival was opened on the Merrimac Valley course today by the reckless, death-defying automobile drivers of America. The event of today was the light car sweepstakes. There are three classes as follows:

- Class 2.—For the Vespers trophy, minimum weight, 2,200 pounds. Distance 20 laps (212 miles).
  - Class 3.—Cars of 231 to 300 cubic inches piston displacement; minimum weight 1,800 pounds. Distance 15 laps (159 miles).
  - Class 4.—For the Merrimac Valley trophy, cars of 161 to 230 cubic inches piston displacement, minimum weight 1,500 pounds. Distance 12 laps (127.2 miles).
- Entries.—Class 2: Chalmers-Detroit, L. B. Lorimer, Knox, Joseph Downey; Acme, Syrus Patschke; Benz, Arthur Stoeker, Renault, Charles Basle; Buick, Louis Chevrolet; Shalmers-Detroit, B. W. Shaw; Buick, Bobby Burman; Knox, Fred Belcher. Class 3: Columbia, John J. Coffey; Buick, George Dewitt; Atlas, driver not named; Buick, Louis Strang; Moon, Fred Davis. Class 4: Buick, Arthur Chevrolet; Maxwell, William Slickinger; Chalmers-Detroit; Billy Knipper; Buick, Jimmie Ryall; Maxwell, Arthur See; Maxwell, J. Costello; Chalmers-Detroit, Joe Matson; Chalmers-Detroit, Frank Galnaw.
- Five hundred patrolmen were on guard along the course today. It is announced that 20 starters are assured in the national stock chassis event Wednesday. This race is for 318 miles, 30 circuits of the course. Among the starters will be Louis Strang, Robert Burman, Louis Chevrolet, Herbert Lytle, Al Poole,

George Robertson, Ralph DePalma, and Harry F. Grant. The national event winner will receive a \$5,000 trophy, together with a major share of \$2,100 in cash.

At the races Wednesday it is understood President Taft will occupy a private box set apart for his use in the center of the administrative section, where will be seated the governors of the New England states and members of the Massachusetts legislature.

There will be held Tuesday a series of mile straightaway events against time, with Barney Oldfield and Walter Christie as the starters.

Greeted with a beautiful day, though tempered with a stiff northeaster, which swept unbroken down the course, the daring speed pilots went over the 10-mile circuit to the cheers of over 125,000 people. The huge grandstand was filled, while the entire course was packed with humanity.

The crowds surged over the course and Chairman Hower, after trip over it, refused to allow the race to be called until the police and militia had cleared it.

Awaiting Starter Wagner's shot, cars lined up at the wire puffing and snorting, eager to get away, while crowds cheered and the band played. There were four withdrawals, as follows:

- In Class 2—First race, two Stoddards and one Acme withdrawn.
- In Class 4—Last race, Velle, new entry.
- In class 2—A Sharp Arrow, driven by Sharp.

When the course was cleared Starter Wagner signalled Lorimer in the Chalmers to be ready.

At 10:30 Lorimer got his fassa and amid a mighty cheer sent his car roaring and plunging over the line. The pilots started in this order, the list showing number, driver, and then car:

- A2, Lorimer, Chalmers.
  - C2, Sharp, Knox.
  - E2, Stroker, Benz.
  - G2, Strang, Buick.
  - H2, Dingley, Chalmers.
  - J2, Burman, Buick.
  - K2, Belcher, Knox.
  - L2, Sharp, Sharp-Arrow.
- The cars in order went over the line 15 seconds apart.
- The start in Class A, second race, was as follows, driver and car in order named:
- Coffey, Columbia; Harronn, Buick.
  - E. G. Knox, Atlas; Chevrolet, Buick.
  - Fred Davis, Moon.
  - Chevrolet was greeted with cheers.
- The start in Class 4, third race, was as follows, drivers and cars in order named:
- Grenvem, Buick; Slickinger, Maxwell; Knipper, Chalmers; Dewitt, Buick; See, Maxwell; Costello, Maxwell; Matson, Chalmers; Disbrow, Buick.
- No flaw marred the start and all the cars were gotten away in the remarkably short time of 5 minutes and 45 seconds.

Lorimer made the lay, 10.6 miles, in 10:48.

Order of first lap: First race, 1, Lorimer; 2, Strocker, 3, Burman; 4, Dingley; 5, Belcher; 6, Strang; 7, Sharp; 8, Knox.

First race, Burman, in Buick, made the first lap in 10:28, the best time for the lap.

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## FINAL DASH IN SONDER RACES

(By Leased Wire to The Times.)

Marblehead, Mass., Sept. 6.—A brisk westerly breeze, a strong factor in favor of the American yacht Jovette, ruffled the waters of Marblehead Bay today at the opening of the final dash in the Sonder class races between America and Germany. With but three yachts left in the contest, the American boats Jovette and Ellen and the German craft Havella four of a dollar were left for today's racing. However, the day rained crisp and clear and with a breeze, dangerously choppy, blowing, not stiff enough to make the breeze.

The keen interest in the Sonder races culminated today and, drawn by the exciting finish and the fair weather, great throngs of spectators filled gaily decorated launches and sailing craft watching the Sonder boats get under way over the course.

It was freely predicted that, under the conditions prevailing through the morning, the Jovette ought to win the President Taft cup. Preparations were made to engrave the name of the winner upon the cup as soon as the race was finished so that there will be no delay in presenting the splendid trophy to the victors on Thursday.

Labor Day at Marblehead is always a great occasion and with the additional attraction of international racing the celebration became even more enthusiastic than in former years. Thousands of visitors came into town today and small boats in the harbor were at a premium.

## MOB LYNCHES THE WRONG MAN

Clarksdale, Mississippi, September 6.—"It's all in the family," said a mob here last night, when, failing to get a negro murderer, they grabbed his brother and lynched him.

Nathan McDaniel, the murderer of Policeman Walter Marshall, was caught in a swamp near Clarksdale by Sheriff Wray, of Bolivar county, who hurriedly boarded a train for Jackson with his prisoner, where he was taking him for safe-keeping. The Clarksdale mob came up just as the train left, and, boiling with anger, caught Hiram McDaniel, brother of the murderer, and swung him to a tree.

## ELEVEN DROWNED AT SEA.

Danish Steamer Sank at Eleven Persons Go Down.

(By Cable to The Times)  
Copenhagen, Sept. 6.—Eleven persons were drowned when the Danish steamer Holland sank in the North Sea on September 1, according to a Swedish bark, which came into port today with six survivors on board. The Holland went down in a great gale and the Swedish vessel picked up the survivors.

## DUKE OF ABRUZZI COMING HOME

(By Leased Wire to The Times.)

Rome, Sept. 6.—While preparations are being made to receive the Duke of Abruzzi at Naples with a squadron of Italian warships, a new mystery has developed in the reported possible matrimonial alliance of the young Italian nobleman. The most luxurious suite of rooms in the Excelsior Hotel in Naples has been engaged for an American family which will arrive shortly and it is currently reported that the family is no other than Mrs. R. E. King and her daughter, Miss Katherine, who was reported engaged to the duke at one time. It is said they are coming to await the duke's arrival from India.

## PITCHER DROPS DEAD.

Struck Out Three Men in Succession and While the Crowd Cheered He Dropped Dead.

(By Leased Wire to The Times.)  
Pittsburg, Pa., Sept. 6.—John Stauffer, a pitcher, dropped dead of heart disease after he had struck out three men in succession with the bases filled and one run needed to tie the score. The crowd was still cheering Stauffer when he expired. A postmortem examination showed that death was due to a heart valve failing. It was a game between the Carnegie Steel Company's team of Duquesne and the visitors of Pittsburg.

## NO COMPLAINT TO OFFICIALS

Washington, Sept. 6.—Officials of the treasury say no complaints have been received by them from persons returning from Europe about the undue zeal of customs house inspectors. Collector Loeb, they say, is simply enforcing the law, and it is only after passengers leave a ship that smugglers are caught. Sometimes, they say, an inspector makes a mistake, but usually the inspector's suspicion is confirmed.

## YOUNG MILLIONAIRE DEAD.

Seven Year Old Son of C. Oliver Iselin Dead At Baden Baden. New Rochelle, N. Y., Sept. 6.—William Goddard Iselin, the seven year old son of C. Oliver Iselin, is dead today at Baden Baden. The boy was Mr. Iselin's first child by his second marriage. His mother was Hope Goddard, daughter of the late Colonel William Goddard of Providence, R. I. At the time of the christening of the child, it was said that Colonel Goddard had invested \$1,000,000 in gas and electric stocks and bonds for the child and that principal and accrued interest would be his when he came of age.

## CAPTAIN PEARY HAS ALSO FOUND THE NORTH POLE

### Another American Explorer Has Been Successful And Reached the North Pole

### WORD IS AUTHENTIC

Word Was Received From Cape Sable Today That Captain Peary Had Also Been Successful in His Latest Exploration and Had Reached the Pole—Some Such Announcement had Been Expected Ever Since the Had Been Made—Peary Said on Departing That He Would Find the Pole or Bust—The Last Heard From Peary Was September, 1908. Since Then Has Been Buried in the Far North.

(By Leased Wire to The Times.)

Indian Harbor, N. S., Sept. 6.—According to a report received here today Captain Peary has also reached the North Pole and is on his way home.

The information comes from Cape Race and is apparently authentic. It has been expected ever since word came that Cook had discovered the North Pole that Captain Peary, his American competitor, would also be successful. The news received from Cape Race apparently confirms this expectation.

Friends Not Surprised.

(By Leased Wire to The Times.)  
Washington, Sept. 6.—Friends of Commander Peary here were not surprised to hear the report today that he had reached the North Pole. Several of them expressed their belief last June that the explorer then had reached his goal and planted the stars and stripes at the earth's northernmost point. At that time no news of him had been received since he left Etah, North Greenland, on August 17, 1908, and the prediction then was made that news of his discovery would be heralded to the world late in August or in the fore part of September.

## North Pole or Bust.

New York, Sept. 6.—The latest Peary expedition set out from New York on July 6, 1908, in the steamer Roosevelt, which had been thoroughly equipped to force her way through the ice floes of the north. Peary did not leave New York on the Roosevelt, but joined the ship at Sydney on July 17. Forty guests of the Peary Arctic club and Mrs. Peary boarded the Roosevelt and sailed as far as City Island and returned to New York later on the navy tug Narketka.

"If I do not find the pole this time I will never try again," was the parting message from Peary to the world.

Never before had the Arctic explorer of so many expeditions been so well equipped for the arduous northern journey.

Former President Roosevelt was keenly interested in the present Arctic trip and immediately before leaving, the commander and Mrs. Peary journeyed to Oyster Bay and took luncheon with Colonel Roosevelt. Colonel and Mrs. Roosevelt inspected the vessel which had been named after the president immediately before sailing.

"Good luck, good luck, good luck; remember America must be first to reach the pole," cried Roosevelt as he was leaving the Peary vessel after inspecting it off Oyster Bay.

"Thanks, Mr. President, it's the North Pole or bust for us," cried Peary, waving his hat while the crew stood about and cheered.

Captain Bartlett, of the Roosevelt, was Peary's most trusted lieutenant and took entire command of the trip until his master joined it at Sydney.

In the initial stages of the northward trip Peary made extraordinary good time. On July 21 he left Hawks Harbor, Labrador, for Greenland. Before leaving that point Peary sent the following dispatch to the Arctic Club in New York City:

"Leaving for Greenland 4 p. m., today. Everybody well and outlook bright. July 21, 1908. Robert E. Peary."

Peary and his crew were more sanguine over the outlook of the present expedition than any other yet attempted by the veteran explorer. Peary predicted, upon his setting out, that he would return to the United States in October, 1909, after having successfully attained the goal.

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