

Office: Struve Str. 5, I. Dresden A. Telephone 1755.

The Daily Record

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THE POLAR DISPUTE.

The Governor of Newfoundland has received a telegram from the Secretary of State for the Colonies, congratulating Capt. Bartlett and the Newfoundland crew of the Roosevelt on the Arctic record. The passengers who have arrived at St. John's by the Labrador mail boat, which spoke Com. Peary's vessel on the coast, state that the explorer claims that there is an unbroken chain of observations, supported by the evidence of white men, as far as the 88th parallel, where Capt. Bartlett stopped, after planting the Newfoundland flag. Hensen, Peary's coloured companion, proceeded 70 miles further, from which point Peary himself, with one Eskimo, advanced to the Pole. Peary found no drift at the Pole during a stay of 30 hours, whereas Dr. Cook says he found a decided drift the previous year.

A CONVINCING PARALLEL.

The New York Herald, which continues to champion Dr. Cook, very tritely enquires, "why are Dr. Cook's statements criticised and those of Commander Peary accepted?" It is pointed out that both men are experienced in Arctic exploration, both had worked out a route plan which gave every promise of success, both were well equipped. Their two narratives are stamped with sincerity, and all the objections that can be made to the claims of Dr. Cook are applicable with even greater force to the claims of Commander Peary.

We give below in parallel some of the most striking points of agreement in the narratives of the rival explorers:

DR. COOK.	COMMANDER PEARY.
Reached the Pole accompanied by two Eskimos.	Reached the Pole accompanied by one Eskimo.
Stopped at the Pole 48 hours.	Stopped at the Pole 30 hours.
Made an average daily speed of 15 miles.	Made an average daily speed of 25 miles.
Found a temperature at the Pole of 38deg. Fahr. below zero.	Found a temperature at the Pole of 33deg. Fahr. below zero.
Mentions the "endless fields of purple snow."	Mentions the "sapphire ice of the previous summer's lakes."
Remarks that the ice about the 88th parallel "resembled a glacial surface."	Remarks that the ice about the 88th parallel "was as level as the glacial fringe."
States that the Pole was situated on a floating ice-field.	States that the Pole was situated on a floating ice-field.

These parallelisms could be added to. But those instanced above are sufficient to show that each explorer virtually corroborates the other. And they should convince the world that both reports are entitled to the same reception. Both must be accepted—or rejected.

DR. COOK'S HOME LIFE.

(FROM OUR NEW YORK CORRESPONDENT.)

The little town of Calicoon, lying among the hills of Sullivan County, N.Y., has suddenly acquired historical importance through the feat of one of its townsmen, Dr. Frederick Cook. Hitherto it has been a quiet place, far from the turmoil of big-city life, and intimately known, outside its own immediate neighbourhood, only to summer visitors who fly to the Calicoon hills from New York and other cities when the hot weather sets in. The news of the discovery of the North Pole by Dr. Cook electrified the Calicoon people, generally so absorbed in their own business affairs. Calicoon and the country for ten miles around is inhabited by a population of German origin. In the year 1850 hundreds of German immigrants arrived in Calicoon county, having heard in New York of the fertility of the soil and the charms of the scenery. The journey from New York then took three days. Many of these original Calicooners are still alive; among them was Dr. Theodore Koch, the father of the North Pole discoverer. Dr. Koch came from Hamburg to Calicoon about 1850. Hitherto the fact that Dr. Frederick Cook came of a German stock has been but little known, although he has generally chosen a German district when he wanted a permanent residence. His last home was in a purely German quarter in Brooklyn. In the last few days the people of Calicoon have had a great deal to say of the young Cook's activity, his wanderings about the wild and romantic surroundings of the town; of long tramps in which his daring and love of adventure and exploration showed themselves; how he used to climb the highest peaks and penetrate into the darkest ravines. In later years Dr. Cook's name appears among the members of important expeditions of re-



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search. None of his fellow townsmen who knew him well were in the least degree surprised when they heard of his having reached the North Pole, though few, if any, knew that when he started on his last journey northwards he had any thought of making the attempt. Now that Cook's name is on every tongue, tragic episodes of his life are made public. The present Mrs. Cook is the explorer's second wife. In 1890 he married a Brooklyn lady who bore him a child a year later. But both the mother and her infant died. Some time afterwards Dr. Cook became engaged to his sister in law, a school teacher, who besought him to give up his Arctic voyaging. But he had agreed to accompany the Belgian Antarctic expedition in the capacity of medical officer, and the tears of his betrothed failed to keep him from fulfilling that agreement. The pair took a heart-rending farewell of each other; and when Dr. Cook returned, he heard at Montevideo that his intended wife had died of grief at his long absence.

COMMANDER PEARY AND BARTLETT.

(FROM A CORRESPONDENT.)

Commander Peary's conscience would appear to have smitten him with regard to his conduct in not allowing Bartlett—to whose management of the Roosevelt and energetic pioneer work on the march over the ice to and from the Pole he has attributed a full share of his own success—to accompany him all the way, but sending him back at the eleventh hour. In an interview with a Reuter representative at Battle Harbour, reported by cablegram from St. John's dated Thursday, he expressed his regret at not having taken Bartlett with him to the Pole; but said he had had no reason to alter the programme that had been arranged beforehand, and according to which Bartlett was to turn back as soon as the 88th parallel of latitude was reached. He thought the evidence and the notes taken by his comrades would prove that he had crossed the 88th parallel, and that the evidence of his black servant and of the Esquimaux would suffice to confirm his claim to have reached the Pole. Commander Peary went on to tell the Reuter interviewer that Dr. Cook has no proof of his having reached any point beyond the coast; and that, when he himself came South in the Roosevelt in August a witness informed him that he had heard from Dr. Cook at Etah in April that he had reached the Pole with two Esquimaux. The two Esquimaux, the witness had added, were then at Etah, and he, Commander Peary, had found them there on his arrival. From them he had received statements and rough sketches which showed that Dr. Cook and the two Esquimaux had only made a two-days' march over the Polar ice and had then returned. Commander Peary concluded by assuring the interviewer that on this last journey he had proceeded just as he had done on his previous journeys, on which no doubts had been cast. On the other hand, he remarked, Dr. Cook's claim to have ascended Mount Mackinley had been disputed.

NEWS OF THE WORLD.

The Fifth International Esperantist Congress, notwithstanding the recent disturbances in Barcelona, proved a success. The experiences of some of the English delegates are somewhat amusing. At Port Bou the authorities apparently had made no special preparation for the extra traffic between the border town and Barcelona; the supply of tickets ran out, the train was filled, and many delegates were left to pass the night in the station. Even among the "fortunate" who succeeded in boarding the train to Barcelona, several were unable to find beds for the night owing to the fact that the train due at Barcelona at 7.26 p.m. did not arrive until 1 a.m. the following morning. The Catalans, it would seem, are not particularly precise in their time arrangements. The concert, which should have commenced at 9.30, actually began at 10.45 p.m., and was nearly half through at 1 a.m. the following morning.

A good deal of interest is likely to be aroused by a cabled statement from Honolulu, published at New York, that Mr. W. C. Irwin, a British subject, has laid claim to the ownership of Lanai, one of the small islands of the Sandwich group. Mr. Irwin, it is stated, has filed a deed proving the purchase of the territory, the document being apparently in order, but the question is raised whether or not the sale was legally permissible. The claim, of course, affects the United States vitally. Lanai is only about 180 square miles in extent, and its population is dwindling with extraordinary rapidity, but from a strategic point of view it has considerable importance, being less than a hundred miles distant from the American naval station at Honolulu and lying close to the route to and from Panama.

It is announced that a group of well-known American yachtsmen, including Mr. W. K. Vanderbilt, jun., Mr. R. Rainey, Mr. W. S. Kilner, and Mr. L. V. Harkness, have decided to bring a combined action in the Courts, in order to test the legality of the new tariff on foreign-built yachts. They contend that the Shipping Agreement arrived at with Great Britain in 1815, and still in force, forbids any tariff discrimination against British-built vessels.

Reuter's Paris correspondent telegraphs:—Reports continue to arrive of the extraordinary havoc wrought by the storm on Sunday night. At Nancy, between Paris and Fontainebleau, the railway line was covered with hailstones to a depth of over six feet. At other points the line was torn up. Whole districts were ravaged and the crops destroyed and swept away. The vineyards in the Jura district were blotted out. In the department of Aveyron eleven bridges were swept away. It is curious that, while this devastating storm was raging within 20 miles of Paris and over the whole of the south, the Sunday evening promenaders on the boulevards were conscious only of distant summer lightning.

A despatch published by the New York Tribune on Thursday states that Capt. Thomas Phelan, a retired Irish sea captain, who gained great notoriety in the sixties by his exploits as a Fenian raider, died on Tuesday at Bremerton. Later in life Phelan became a loyal subject, and it was he who revealed to the British Government the plot of the Clan-na-Gael to blow up the ship Queen.

Mr. Thompson, the United States Ambassador at Mexico City, has secured control of the Pan-American railway by the purchase of 9,600,000 dollars of stock.

The death is just reported from Queenstown, South Africa, of Desirez Cornelius Mesdom, who was born on 2nd August, 1805. As a boy of ten he was a drummer in Napoleon's Army at the Battle of Waterloo, his father, Josephus Mesdom, being also present as a soldier in the ranks. Desirez fought for the cause of France in the Crimea, during the course of which his nine brothers were killed and he was wounded ten times. After wanderings in various parts of the globe, he arrived with the German Legion in South Africa in 1857. Finding his way to Queenstown, he became a member of the Dutch Reformed Church, of which shortly afterwards he became caretaker, a post he held for nearly 40 years.

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