

WE'LL YET WALK TO THE POLE

Some New Ideas About Exploration in the Ice-Bound Regions.

THERE IS NO EASY POLAR ROUTE

Feasibility of Trying to Attain the Desired Result by Starting with the Pack Train—Dr. H. A. Cook's Experience.

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There was a time in frigid lore when we wrote only of "The Pole," and everybody understood us as referring to the North pole. But we have discovered that the North pole has rivals. There are not less than four beyond the horizon of ambitious explorers today.

There are the two geographical poles, the northern and southern axes around which our globe spins; and of still greater importance the two magnetic poles, the positive and negative points of the earth at which the terrestrial and atmospheric electric interchanges currents. Though these poles are in momentary use, the regions in which they are located are the only parts of the world of which we know nothing.

As the maps of the earth's surface are being spread, the blank spaces at the poles are more and more encroached upon, but the poles still remain far beyond the borders. So many efforts have been made within the last few years to reach the one pole of greatest popular interest—the North pole—and so many failures have fallen to the lot of these pole seekers that it is time to ask, as I have asked daily, "Is the pole attainable?" This question, however, I wish to change in conformity to modern needs, and in justice to the less thought of but more important other poles. "What are the possibilities of reaching the four poles?"

The northern geographical pole, by its remoteness to the rest of the world, has a historic glory, deserves first attention. The popular idea that all Arctic expeditions have the North pole as their ultimate destination is erroneous. Only the expeditions of Nansen, DeLong, Nansen, Jackson, Andree, Peary, and the last century of Lieutenant Peary have aimed to mount the pole. All other Arctic expeditions have returned with plenty of experience and with scientific results of value, but without the pole. The public wants the pole and nothing short of it. People will haul the man whose foot has been on the exact spot, but they will condemn all efforts short of that. The hero worshipers are ready, but how is the hero to be made? By what route can he climb the ladder of polar fame, and what are the obstacles in his way?

No Royal Road to the Pole. The chimeric hopes of an open polar sea, or any other easy road to the pole, must now be abandoned. The drift of Nansen's ship, the "Fram," and the destruction of the ships of the Long and the Albatross have settled the possibility of gaining the latitude with safety or certainty by the drifting of a ship in the pack ice. The submarine boats and the ice crushers, of which so much is said at present, are entirely inoperative, owing to the inability of carrying sufficient coal. As to balloons, they are still too much of an experiment. When we can so manage balloons or flying machines that we can sail from New York to Chicago and back again on schedule time, with accident, then we may experiment with them in the polar regions. The balloons are good enough to go to heaven in, as we have learned by Andree's experience; they go up well enough, but they do not come down satisfactorily.

The talk of modern inventions, of improved and condensed foods, of a thousand boasts of latterday advantages for this kind of exploration, are based upon an imperfect knowledge of the subject. The only new thing of note in polar work which has offered a promise of success is the construction of the "Fram" with a sliding hull. It is not out of the line of ice pressure, but even this is still an experiment. Most explorers of today prefer the good old reliable sailing vessels. In foods there have been many so-called scientific concoctions, giving the greatest amount of nutrition with the least possible weight. Some of these are aids, but I have yet to find the man who would not prefer fish, seal and bear meat to the finest canned stuff. The stomach does not take kindly for a prolonged period to laboratory mixtures. As with the food and the clothing, so with the equipment. Most of the new inventions have been miserable failures. The aluminum and copper boats and sledges, and the improved clothing, and a hundred boasted novelties, if the truth be admitted, have been mistakes. All the successes which have been obtained have been with outfits based upon first principles in polar exploration. Only the old methods and simple foods have been of lasting value.

There is Only One Way. The man who succeeds in reaching the North pole must be one who, by habit and occupation, has given the greatest possible care to the minor details of daily life and work. One who is certain to make sure of big things, but neglects little ones, will quickly fail in his effort. One who secures his big stock of clothing and food, but who forgets about the matches, will soon come to grief. All our experience in the past proves this. There is but one way to reach any of the poles, and this way is the plain old-fashioned way of walking to it. It is a path full of obstacles, hardships and difficulties, demanding of the explorer, except those which are mingled with a thousand little incidents as the elements of nature and the failings of man are overcome.

If we must walk to the pole, and that, as I believe, is exactly the way, we must abandon all our costly and cumbersome machinery; we must leave our high perch of modern flight; we must come out of our balloons and go back to mother earth and to the habits of her aborigines to get our schooling. If we take our lessons from nature the necessary equipment for a polar walk must be simple in conception. In final adaptation and adjustment to the changing conditions of frigid traveling, however, it will be very complex with little details. The ship must be pushed to the limit of navigation. At this point permanent headquarters and an inexhaustible base of supplies must be established.

Expected attack. The path to each pole is somewhat different. For an attack upon the Northern Geographical pole the route is almost certainly over rough and moving sea ice. It is possible to pitch headquarters, or at least plentiful way stations within ten degrees of the pole. This would leave 600 miles to cover on foot. Perhaps advance supplies may be pushed still nearer. In order to make advance foot camps, however, land is necessary. It seems reasonable to expect some rocky islets north of Greenland as far as the 85th parallel, surely to the 84th. If stations were placed here there would be only 300 miles to cover.

For the inexperienced traveler who hopes to make a quick dash to the pole, with no other object but to gain a rapid road to fame, even 300 miles is impossible. To the man who understands polar conditions and is willing to bunk on snow and feed on frozen meat for three months or three years, however, there is absolutely nothing impossible in crossing this five or ten degrees of latitude. Journeys of greater length were made by the search expedition after Franklin and DeLong, and a journey of nearly 1,000 miles across the highlands of northern Greenland, a region once bleak and inhospitable than ultimate polar regions can be expected to be.

Established. Caches or way stations must be advanced poleward as far as possible. Now all is ready for the great life-battle, the attack upon the pole. Everything depends upon this final march, hence every detail connected with it is of the utmost importance. If an Eskimo plans a long journey, he takes his wife and family and the entire outfit for camping and marching leisurely, but his outfit is meager. A team of dogs, a sledge and his fittings, a few furs, a needle and thread, a stone upon which to make a fire, a piece of flint and a piece of ivory pry to make spars, and a few pieces of frozen meat, comprise his outfit. Herein lies the difficulty. If one could depend upon the game, as do the Eskimo upon the march, there would be no serious obstacles. A pole seeker can learn to eat raw and frozen meat and become quite adept. Frozen meat is more digestible as a regular thing than predigested



DR. COOK IN ARCTIC COSTUME.

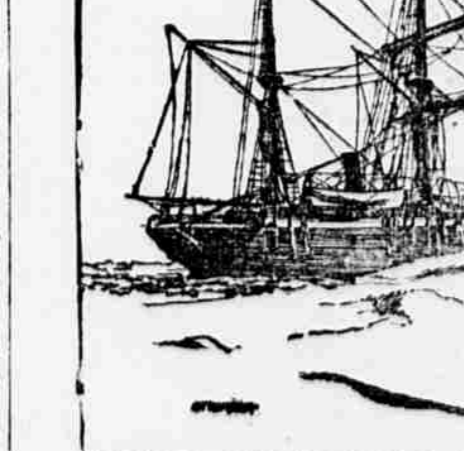
food, but even frozen meat is a luxury, though its freshness becomes doubtful when it is carried five months.

What the Outfit Should Be. I should like to take up this part of the subject, the daily use and down, and the comforts and discomforts of the future pole walker, but space will not permit.

From the lessons of the past, from a study of the Eskimo habits and from personal experience, let me tabulate what I regard as an ideal outfit for the man who wishes to pin the stars and stripes to the poles. The clothing should be made after the Eskimo pattern, of strong but light furs. For the bed a bag made of reindeer skins is sufficient; for shelter, a light silk tent is on hand for use when it is not possible to build a snow house; as food, the staple diet must be ever be pemmican, a mixture of dried beef and beef tallow. These with tea and milk and biscuits make a satisfactory menu. By way of traveling gear the old McKittrick sledge is the best. It has been somewhat modified by Nansen and Peary, but it still remains the old pattern in essentials. It has broad runners, curved at both ends, with a light elastic framework.

Snowshoes are indispensable. Regarding these there is room for a difference of opinion, but, in my judgment, for hard work, there is nothing equal to the rackets first made by the Canadian Indians. The number and variety of instruments will depend upon the character and amount of expected scientific work, and last, as a means of traction, there is nothing equal to the Eskimo or Siberian dogs. It is possible to accomplish much by human force, but dogs are a great advantage over man in that they are more economical in the consumption of food, and, strange as it may seem, dogs are more tractable and more easily brought under command than man under similar conditions. To these dogs this life is normal; to man it is abnormal.

The equipment must be somewhat modified to conform to the conditions of the expected attack. The path to each pole is somewhat different. For an attack upon the Northern Geographical pole the route is almost certainly over rough and moving sea ice. It is possible to pitch headquarters, or at least plentiful way stations within ten degrees of the pole. This would leave 600 miles to cover on foot. Perhaps advance supplies may be pushed still nearer. In order to make advance foot camps, however, land is necessary. It seems reasonable to expect some rocky islets north of Greenland as far as the 85th parallel, surely to the 84th. If stations were placed here there would be only 300 miles to cover.



THE "BELGICA" WITH ROYAL PENGUIN IN THE FOREGROUND.

It is the center of an utterly unexplored region, about 5,000,000 square miles in extent. Previous to the voyage of the "Belgica" no expedition had been sent beyond the polar circle for sixty years, and there never has been an expedition properly fitted out to reach the South pole. The nearest approach made to it was by the British explorer, James Ross, in 1841. With two ice gunboats under sail he pressed beyond the zone of the sea-ice, which guards the Antarctic, to a large ice-free bay. On the western side of this bay he discovered a high mountainous country, blanketed with perpetual ice, and extending from latitude 71 degrees to 49 minutes to the head of the bay at about 79 degrees 50 minutes.

From what we saw of the Antarctic lands south of Cape Horn it is clear that the previously conceived impossibility of landing on the south polar lands is a misconception. The Belgica made twenty debarments and it was discovered that it was possible to land on nearly every island and neck of land offering a projecting northerly exposure. From the experience of the Belgica it would seem that permanent bases of operations might be established close to the seventy-eighth parallel of the Victorianland of Ross. This is the only point offering a promising route to the South pole. The possibility of reaching it will depend upon the character of the inland ice. If it is a smooth, even surface, without mountain ridges or extensive crevasses, such as the interior of Greenland, and if this land-ice extends to the pole, then it is within the power of man, with proper means, to extend to the spot; but if it is otherwise, then there is only a small prospect of reaching the southern axis.

As we Americans have a special interest

in everything polar. The hardy Norwegian, Nansen, has taken from us the honor of the first voyage to the Arctic seas. The Norwegian newspapers inform us that Norwegians only are fit for polar service, we shall ere long find many Americans on foot in efforts to dispute with Nansen and his countrymen the honor of the "farthest north." The North and the South poles, by right of extension of territory, and by the newer right of "expansion," belong to the Americans. There is surely no good reason why the stars and stripes, in the hand of a Yankee, or perhaps his wife, should not be flung to the virgin breezes far beyond the present borderland. Why not pin it to all four poles? FREDERICK A. COOK.

(Note by the Editor—With reference to Dr. Cook's qualifications to write authoritatively upon polar exploration, it should be explained that the Antarctic voyage in the Belgica was not Dr. Cook's first experience in polar explorations. He went with the first Peary expedition to North Greenland in 1891-2; he was in the schooner, which had an expedition to West Greenland in 1892, and he was in charge of the Miranda expedition in 1894.)

LABOR AND INDUSTRY. Exports of American manufactures last year increased 10 per cent over 1898, reaching a total of \$280,000,000. Five hundred St. Louis barbers, who either failed to pass the state examination, or did not care to take it, have left that city.

The first annual exposition of the Des Moines State Fair, which is to be held during the six days commencing February 26 and ending March 3, will be held in Des Moines.

In nineteen states silk mills have been established and the 750 factories are distributed in 200 towns. Last year American manufacturers produced \$100,000,000 worth of raw silk, or 50 per cent more than in 1898.

The success attending the efforts in behalf of the Pennsylvania Railway in other cities. Daily new establishments are being started, and new localities are taking up the question.

As a result of the adoption of the new pension law on the Pennsylvania Railway in January, 1899, the employees eligible to the pension list were transferred to the same. It is believed that the rules allow more employees than the present regulations permit.

The proposed bill of the Central Association of the New York State engineers for a state license law provides that all engineering and architectural work shall be done by a person who has received an annual salary of \$100,000.00. The bill also provides that the board of engineers shall have the right to suspend or revoke the license of any person who fails to comply with the regulations.

The United Hatters of North America recently reported that two of their members, the receipts for the year 1899 were \$18,000, with \$14,000 expended. Since the adoption of the union label in 1888 \$200,000.00 have been issued and distributed through the various local organizations. Inquiry is being made as to the interest of the increase.

The notice posted in the car barns of the Union Traction Company, announcing an increase in pay to conductors and motormen, brought forth a protest from the employees. They demand a 15 cent an hour, or from \$2 to \$2.16 for a day's work of twelve hours.

Measures seeking to restrict and regulate immigration have been introduced in the senate by Senators Kyle and Lodge. The purpose of the new legislation is to bar out illiterate, who form so large an element of the present immigration. The bill also provides that the government shall have the right to deport any alien who is found to be a public charge.

The agent of the British and Foreign Society, who is in charge of the distribution of the bible for the last twelve months without going outside of Manila and Cebu, has a ready sale for bibles throughout the city.

Moody and McGlynn, says the Congregationalist, are in the city of Manila, and are far in harmony in work and aim that the same inspired entipath would appropriately mark the graves of both yet making many rich.

The students in the great center of India, who are a population of about 100,000,000 and are for the most part Brahmins, Calcutta has seventy-four Hindu temples and two hundred and thirty-two Mosques.

The Rev. Dr. C. R. Dieffenbacher has resigned his position of pastor of the First Baptist church in Greensburg, Penn., after serving for twenty-two years. The church has had but four pastors since the death of the Rev. Dr. Dieffenbacher, who served fifty-nine years.

The Rev. Dr. Charles A. Dickey of the Boston church, "Philadelphia," has aroused a sharp discussion there over a sermon in which he characterized many of our cities as "cities of the dead." He said that the city of Philadelphia is a "city of the dead," and that the city of Philadelphia is a "city of the dead."

Archbishop Keane thinks that in the coming century the struggle of Christianity will be between the power of the pope and the power of the secular states. He calls attention to the philosophy of doubt, and says: "I do not know." In the opinion of the archbishop such an inert and ignorant condition of the human mind is the greatest requirements of humanity.

Interfered with His Dream. Atlanta Constitution: The old man was sleeping soundly, although the morning sun was well up in the sky. "What you bein' up to?" he asked, giving him a vigorous shake. The old man raised himself in bed, rubbed his eyes, then, jumping to the floor, began to rail his wife with the broomstick.

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"I was clerking in a small store in northern Illinois when gold was found in Colorado," writes A. P. Hazard of Hebron in the Conservative, "and on the 5th of May, 1859, crossed the Missouri river at Atchison, Kan., and as a hiker, with a pack on my back, I went to West Greenland in 1852, and he was in charge of the Miranda expedition in 1894."

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