

polar solidity. We advanced steadily over the monotony of a moving sea of ice. Beyond the Range of All Life. We now found ourselves beyond the range of all life. Neither the footprints of bears nor the tracks of seals were detected. Even the microscopic creatures of the deep were no longer under us. The maddening influence of the shifting desert of frost became almost unendurable in the daily routine. The surface of the pack offered less and less trouble as the weather improved, but still there remained a light life-sapping wind, which drove despair to its lowest recess. Under the lash of duty, however, interest was forced, while the merciless drive of extreme cold enforced physical action.

Thus, day after day, the weary legs were spread over big distances. The incidents and the positions were recorded, but the adventure was promptly forgotten in the mental blight of the next day's effort. The night of April 1 was made notable by the swing of the sun at midnight over the Northern ice. Sunburns and frost-bites were now recorded on the same day, but the double days of glitter infused quite an incentive into our life of shivers.

Observations on April 5 placed our camp at Latitude 86 degrees 36 seconds, Longitude 94 degrees 2 seconds. In spite of what seemed like long marches we had advanced but a little more than 100 miles in nine days. Much of our hard work was lost in circuitous twistings across fields of pressure lines and high irregular fields of very old ice. The drift, too, was driving eastward with sufficient force to give some anxiety, though we were still equal to about fifteen miles daily. The extended marches and the long hours of travel were what fortune had favored us earlier were no longer possible. We were now about 200 miles from the Pole, and the sled loads were reduced. One dog after another had gone into the stomach of his hungry survivors, until the teams were considerably reduced, but there seemed to remain a sufficient balance of man and dog to push along into the heart of the mystery to which we had set ourselves.

Beyond the eighty-sixth parallel the icefields became more extensive and the crevasses fewer and less troublesome, with little or no crushed ice thrown up as barriers. From the eighty-seventh to the eighty-eighth, push to our surprise, was the indication of land ice. For two days we traveled over ice, which resembled a glacial surface. The usual sea lines of demarcation were absent and there were no hummocks of deep crevasses.

There was, however, no perceptible elevation and no positive sign of land or sea. Observations on the 14th gave latitude 88 degrees 21 minutes and longitude 95 degrees 52 minutes. We were now less than 100 miles from the pole. The pack was here more active, but the temperature remained below 40, cementing together quickly the new crevasses. Young ice spread on the narrow spaces of open water so rapidly that little delay was caused in crossing from one field to another. The time had now arrived to muster energy for the last series of efforts. In the enforced effort every human strand was strained, and at camping time there was no longer sufficient energy to erect a snow shelter, though the temperature was still very low.

Found themselves in a strange world. The silk tent was pressed into service, and the change proved agreeable. It encouraged a more careful scrutiny of the strange world into which fate had pressed us. Signs of land were still seen every day, but they were deceptive illusions or a mere flight of fancy. It seemed that something must cross the horizon to mark the important area into which we were pushing. When the sun was low the eye ran over the moving fields of color, and the mirages turned things topsy-turvy. Inverted mountains and queer objects ever rose and fell in shrouds of mystery, but all of this was due to the atmospheric magic of the midnight sun. Slowly but surely we neared the turning point. Good astronomical observations were daily procured to fix the advancing stages.

The ice steadily improved, but still there was a depressing monotony of scene, and life had no pleasures, no spiritual recreation, nothing to relieve the steady physical drag of chronic fatigue. But, there came an end to this, as to all things. On April 21 the first corrected altitude of the sun gave 83 degrees 53 minutes 46 seconds. The pole, therefore, was in sight. The advanced the fourteen seconds made supplementary observations and prepared to stay long enough to permit a double round of observations. Etukishook and Aswek were told that we had reached the "Nine Naves" and they sought to celebrate by an advance of savagely joy.

At last we had pierced the boreal centre and the flag had been raised on the coveted breezes of the North Pole. The day was April 21, 1909. The sun indicated local noon, but time was a negative problem, for here all meridians meet. With a step it was possible to go from one part of the globe to the opposite side. From the hour of midnight to that of midday the latitude was 90, the temperature 28 and the barometer 29.8. The air was calm and the wind vanished. It was south in every direction, but the compass pointing to the magnetic pole was as useful as ever. Though overjoyed with the success of the conquest our spirits began to wane. On the following day after the observations had been taken with a careful study of the local conditions a sense of intense loneliness came with the further scrutiny of the horizon. What a cheerless spot to have aroused the ambition of man for so many ages! An endless field of purple snow. No life. No land.

No spot to relieve the monotony of frost. We were the only pulsing creatures in a dead world of ice. The Final Battle for Life. We turned our backs to the pole on April 23, and began the long easterly march. Counting on a continued easterly drift, the course was forced further west. With fair weather, good ice and the inspiration of the home turning long distances were at first quickly covered. Below the eighty-seventh parallel the character of the ice changed very much, and it became evident that the season was advancing rapidly. With a good deal of anxiety we watched the daily reduction of the food supply. It now became evident that the crucial stage of the campaign was to be transferred from the taking of the pole to a final battle for life against famishing frost. The clear blue of the skies changed to a steady dismal gray. Several days of icy despair followed each other in rapid succession.

There were some violent gales, but usually the wind did not rise to the full force of a storm. With starvation on the alternative, we could not wait for better weather. Some advance was made nearly every day, but the cost of the desperate effort pressed life to the verge of extinction.

(Continued on Fourth Page.)



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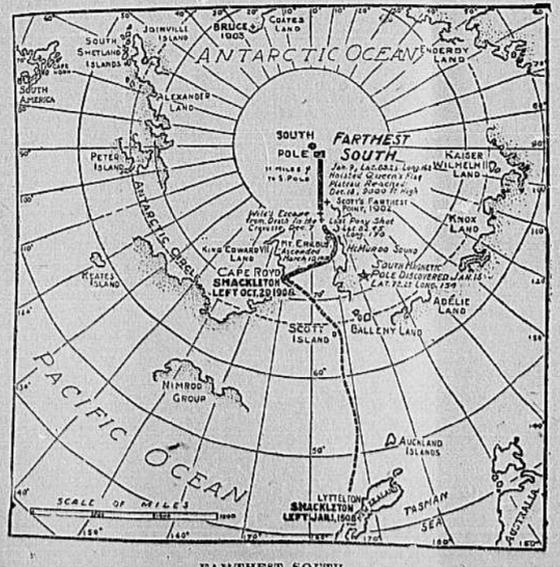
1. Sir John Ross. 2. Sir Robert M'Clure. 3. Sir James C. Ross. 4. Sir W. Parry. 5. Sir John Franklin. 6. Lieutenant Robert E. Peary, U. S. N. (from stereograph copyright, 1905, by Underwood, N. Y.). 7. Fridtjof Nansen. 8. The Duke of the Abruzzi. 9. Professor Nordenfjöld.

ROMANCE OF NORTH POLE SEARCH

Dream That Has Lured Explorers, Scientists, and Adventurers to Suffering and Failure, and Sometimes Death, at Last Realized By an American.

The dream of finding the North Pole has for centuries lured explorers, scientists and daring adventurers. This dream has now become a reality by the achievement of Dr. Frederick A. Cook, of Brooklyn. At a meeting of the Explorers' Club of New York in October, 1907, a letter from Dr. Cook, dated at Etah, August 26, gave this information: "I find that I have good opportunity to try for the Pole, and therefore I will stay here for a year. I hope to get to the Explorers' Club in September, 1908, with the record of the Pole. I plan to cross Ellesmere land and reach the Polar Sea by Nansen Strait. I hope you can induce some of the members of the club to come and meet me at Cape York. Here's for the pole with the fins." About the same time Herbert L. Bridgman, of Brooklyn, received this letter from Dr. Cook, similarly dated: "I have hit upon a new route to the North Pole, and I will stay to try it. By way of Buchanan Bay, Ellesmere Land and northward through Nansen Strait over the Polar Sea seems to me to be a very good route. There will be game to the eighty-second degree, and here are natives and dogs for the task. So here is for the pole. Mr. Bradley will tell you the rest. Kind regards to all."

POLE A LAST FIELD LEFT TO EXPLORERS



May showing the route of Lieutenant Shackleton from the day he left Lyttelton, New Zealand, on January 1, 1908, until he reached the Union Jack given him by Queen Alexandra at south latitude 88 degrees 23 minutes, 111 miles from the South Pole, thus beating the world's record by nearly 100 miles.

ing New York May 31, 1850, searched the Greenland coast as far north as practicable, returning late the same year, with no tidings of the lost explorer. Henry Collins, a New York merchant, who had given liberally to the work, renewed his offer of aid, and equipping the brig Advance, dispatched her from New York, May 30, 1853, in command of Bligh Kent Kane, U. S. N., surgeon of the De Haven expedition, with John Brooks as first officer, and Captain J. Wall Wilson navigator. The Advance wintered in Rensselaer Harbor, on the west coast of Greenland, 78 degrees 37 minutes north, but, unable to find the ice, returned to New York, where they were obliged to turn back, and on May 17, 1855, the whole company, with their boats, left the Advance, and after an arduous journey reached Upernivik, August 9. Dr. Kane found no traces of Sir John Franklin, but his explorations by sledge were extensive and the scientific results of his expedition valuable. William Morton, leading one of the sledge parties, reported that at Cape Constitution (82 degrees 27 minutes north), on June 21, 1854, he had seen the open Polar Sea, and upon this statement much depended. The expedition was predicated. One death, that of Christian Olsen, carpenter, occurred, June 12, 1854, in the Kane expedition, of which one member, Captain Anos Bonasch, of Philadelphia, still survives.

In 1860 Dr. Isaac L. Hayes, surgeon of the Kane expedition, returned to the North in the schooner United States, and during the spring of 1861 accomplished a memorable sledge journey, crossing Smith's Sound, and carrying the flag of his country to Cape Lieber, Grinnell Land, 81 degrees 25 minutes, and losing by death the astronomer of his party, Sonntag, at the head of Pointe Harbor, the winter quarters of the United States. In 1871 Captain Charles Frederick Hall, who had extensive experience, principally among the Eskimos of Labrador and Baffin Land, sailed from New York on the steamer Polaris, outfit and equipped by the United States, and on September 10 went into winter quarters in Thank God Harbor, latitude 81 degrees 33 minutes north, longitude 61 degrees 44 minutes west. Captain Hall, on October 10, left on a sledge a trip, reaching 82 degrees 2 minutes north, and on November 8, after an illness of a few days, died on board the Polaris, Captain Samuel Budington succeeding to the command. Scientific investigations were continued during the winter, but no extensive field work attempted, and on August 12, 1872, the Polaris started south. During the night of October 15 the ice to which the ship had been fastened parted from it, and from that date nineteen men and women and children drifted over 1,500 miles, until they were picked up, April 26, 1873, off Grady Harbor, Labrador, by the Newfoundland sloop Tigress. Captain Budington and the remainder of the party wintered at L'Anse-au-Loup, north of Littleton Island, and retreating southward in the spring, were picked up June 22, by the whaler Ravenscraig and landed in due course at Dundee, Scotland, a relief expedition, under command of Captain (afterwards Admiral) D. L. Braine, with Lieutenant (afterwards Captain) George F. De Long, of the Jeannette, second in command, having made a fruitless search of the Greenland coast and of Melville Bay as far as Cape York.

Other Expeditions. The United States, participating with the principal European countries in a system of circumpolar weather stations, on July 21, 1881, dispatched from St. John, N. F., in the chartered steamer Proteus, an expedition under command of Lieutenant Adolphus G. Greely, Fifth Cavalry, U. S. A., which took station at Lady Franklin Bay, Grinnell Land, latitude 81 degrees 44 minutes north, longitude 61 degrees 45 minutes west, the Proteus returning after discharging supplies and equipment. The station, named Fort Conger, in honor of the Senator from Michigan, to whose efforts it was largely due, was manned, equipped, and early in the season Dr. Octave Peary, surgeon of the expedition, made a sledge journey over the eastern coast of Grinnell Land to its extreme northern point, near Cape Joseph Henry, and there field parties were sent to the interior, discovering abundant deposits of coal at Water Course Bay, but a few miles from the station. In April, 1882, Lieutenant James B. Lockwood, accompanied by Sergeant E. B. Kiekas, Brainerd and Frederick, returned, supported by other members of the party, crossed Rosebank Channel to the Greenland coast, and on May 5, 1882, reached 83 degrees 23 minutes 5 seconds north, longitude 51 degrees 15 minutes west, and was then attained by man, and for many years the highest reached by the American flag. On August 9, 1883, the entire party retreated from Fort Conger, and in September went into winter quarters near Cape Sabine, whence they were on May 26, 1884, rescued by Captain Peary, Schley, commanding the Bear and the Thetis, nineteen of the party, including Lieutenant Lockwood, having perished from starvation. The scientific work of the party was of the first importance, and its magnetic and meteorological data, all of which were preserved, complete and valuable. A privately equipped expedition, that of the Jeannette, under Lieutenant George W. De Long, U. S. N., left St. Petersburg in 1879, and passing through Behring Strait, entered the ice at about the eighty-third parallel. The Jeannette was crushed and sunk on June 11, 1881, at latitude 77 degrees 14 minutes 57 seconds north, longitude 154 degrees 58 minutes 45 seconds east, and upon retreating to the Siberian coast in three parties, one boat, commanded by Lieutenant Charles W. Chipp, U. S. N., was separated from the other, and never again heard of. Captain De Long, reaching the mouth of the Lena Delta, perished from starvation, while the third boat, under command of Chief Engineer (now Admiral) George W. Melville, U. S. N., reached land in safety without the loss of a man. The English government in 1875 dispatched the Discovery, Captain George Nares, and the Alert, Commander Edward Ingham, by way of Smith Sound, to the North. During the following winter sledge parties accomplished much of the work to the westward of Cape Joseph Henry, carrying the reconnaissance to 75 degrees 30 minutes west, and a party advanced from Cape Hecla directly over the ice to the pole to 83 degrees 26 minutes. Both ships were beached during the winter, but were successfully floated the following summer and returned in safety.

Peary's Account. Lieutenant Robert E. Peary, U. S. N., having, in 1886, made a summer's reconnaissance of the Greenland icecap, sailed from New York June 6, 1891, in the Kite, accompanied by Mrs. Peary and his own party of five, the expedition being sustained wholly by private resources and the assistance of a few friends. Establishing winter quarters on the eastern side of McCormick Bay, latitude 78 degrees 18 minutes, longitude 69 degrees west, the winter quarters were passed in the land journey, and on April 10, 1892, accompanied by Elvind Astrup, Peary began his attempt to cross Greenland to the westward. On July 4, at Cape Smyth, Academy Bay, latitude 82 degrees 27 minutes, longitude 61 degrees 10 minutes, where he gained an unbroken and commanding view of the Arctic Ocean, demonstrating the insularity of Greenland, an achievement for which he subsequently received the gold medal of the Royal Geographical Society and the Cullum gold medal of the American Geographical Society. Returning in 1893 with a larger party, Peary established headquarters at the head of Bowdoin Bay, also an arm of the Inglefield Gulf, latitude 77 degrees 43 minutes, longitude 63 degrees 10 minutes, where on September 12, 1893, Marie Ahnighito Peary was born, and in March, 1894, renewed his attempt to cross the inland icecap and to push his explorations farther to the northward. An unprecedented equinoctial storm and a plague among the dogs frustrated his plans, and on August 23 the party, except Peary, Hugh J. Lea and Mat Henson, returned to the States. In the following spring the three men made a successful attempt to again cross the icecap, though failure to recover the provisions cached the previous year, 120 miles from headquarters, was a serious obstacle, and compelled return with only about fifteen miles farther north than had been made two years before. In 1895 and 1897 Peary again visited Greenland, bringing home on the former the sledge and on the latter the meteorite, the ninety-ton meteorite, which had been seen seventy years before by Sir James Ross at Meteor Island, near Cape Sabine, and which had furnished the natives with tools and cutting implements, and is the heaviest meteorite in the world. Having organized the Peary Arctic Club of a few of his personal friends, on July 4, 1898, Peary sailed from St. Johns, Newfoundland, in the Winward, wintered in her in Smith Sound, latitude 79 degrees 19 minutes, longitude 75 degrees 20 minutes, on the west side of Smith Sound, retreating and recharting the whole Bache Peninsula and Buchanan Sound country, and on January 1, 1899, returned, along the coast, reached Fort Conger, isolated since General Greely's departure, eighteen years before. In June, Peary pushed westward, crossing the divide of Grinnell Land, and looking down upon the open sea, left the ice beyond the icecap, and his quarters at Etah early in March, 1900, and Fort Conger, April 15, he reached "Lockwood's farthest." May 8, and a "disintegrated pack" and an open sea presented further advance to the pole, and the northern end of the Greenland archipelago, discovering the most northern known land in the world, which he named in honor of the president of the Peary Arctic Club, Captain Robert E. Peary. Pushing his exploration southward to 82 degrees 19 minutes, 81 degrees 30 minutes west, on May 21 Peary saw before him to the south the peaks of Independence Bay, which he had discovered nine years before, and realized that the demonstration was complete, and that the mystery which had surrounded the northern end of Greenland for a thousand years had been dispelled. The winter of 1900-1 was passed in the field, near Cape Sabine, and on May 6, and on May 6, 1901, Peary joined the Winward with Mrs. Peary and Miss Peary on board, which had been ice-bound since the previous September at Rayer Harbor, near Cape Sabine. Peary, accompanied by his wife, in February, accompanied only by Matthew I'verson and natives, Peary returned to Fort Conger and endeavored to attain the pole, from Cape Hecla as a point of departure, but on May 19, at 84 degrees 17 minutes, he was never attained by the American flag. He was compelled by insurmountable pressure ridges and the condition of the ice to give up the attempt, and returning to Cape Sabine he was met, August 5, by the Winward, with Mrs. Peary on board, and reached Sidney, C. B., September 15, thus concluding twelve years of arduous and most successful work, far more than accomplished by any other explorer, and in honor of which, the Royal, the Royal Scottish, the American and the Philadelphia Geographical Societies each awarded gold medals.

Nansen and Amundsen. In 1893 Fridtjof Nansen, of the Fram, specially constructed for the purpose, entered the ice off the northern coast of Asia and for the next three years drifted northward, one of the objects of the expedition having been to demonstrate the theory of the drift from east to west. On March 12, 1896, Nansen, accompanied by Lieutenant Johannsen, left the Fram, in latitude 84 degrees, and with dogs and sledges pushed his way over the sea ice poleward to 86 degrees 14 minutes. Retracing his course, Nansen and Johannsen finally, without dogs, landed on the northern coast of Franz Josef Land, where in a hut and subsisting upon seal and walrus meat, they spent the winter. While advancing southward on May 12, 1897, they were deserted by Frederick Jackson from his headquarters at Cape Flora, and remained with him at his camp until his return, the following summer. The Fram, under command of

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Captain Otto Sverdrup, after Nansen's departure, drifted still farther to the north, attaining only eighteen miles less than Nansen highest, and by almost superhuman exertion, was broken out of the ice late in the season, reaching Thomsoe but a few days after Nansen. The entire party and ship returned together to Christiania, from which they had departed three years before.

Alfred C. Hearnsworth, proprietor of the Daily Mail and other London publications, in 1892, dispatched an expedition, led by Frederick C. Jackson, with Lieutenant Albert H. Armitage, R. N., second in command, to Franz Joseph Land, for a thorough reconnaissance of the archipelago and an advance to the north as far as possible. The Winward remained ice-bound near Jackson's headquarters at Cape Flora for the first winter, and for three succeeding summers visited the station with supplies and reinforcements. The work of Jackson included the charting and recognition by the scientific bodies of the Franz Joseph Land archipelago, though in consequence of unfavorable conditions not attaining a latitude higher than had been previously accomplished. In 1891, Erling Luigt, Duke d'Abrozzi, in the Stella Polaris, reached Spitzberg, on Franz Joseph Land, where the ship was beached and winter quarters established. The following spring the sledge party, led by Captain Umberto Gaspard, arrived on April 3, 1892, at 83 degrees 43 minutes, the highest latitude ever attained by man, for which achievement both the prince and Gaspard received upon their return gold medals from the Royal Italian Society and recognition by the scientific bodies of the world. Other attempts upon the pole by the Franz Joseph Land route have been made by Walter Wellman and Evelyn B. Baldwin, the latter under the patronage of William Ziegler, whose second expedition, led by Anthony Fiala, left Thomsoe in July, 1903.

Recent Voyages. Captain Otto Sverdrup, of the Nansen expedition, sailed in 1898 to Smith Sound in the Fram, and after having been ice-bound for the winter of 1898-'99 in Rice's Straits, in the autumn of the latter year entered Jones Sound, where he remained for the next two winters, pushing a line of extensive exploration northward, and westward, by the former of which he practically determined the insularity of Grinnell Land, and by the latter carrying the flag of his country to 85 degrees 43 minutes, and definitely mapping much of the coast of the Arctic Ocean, oratory or imaginary. Captain Sverdrup's expedition, Dr. Jensen, died during the first winter in Rice's Straits, but with this exception his entire party, after a diligent and arduous three years, returned in good health.

Walter Wellman left the Island of Spitzberg in the pole in a balloon on August 13, 1901. His airship became disabled after he had traveled thirty miles, and he was forced to return.

In 1906, Commander Robert E. Peary, United States Navy, reached 87 degrees 6 minutes, equivalent to about 202 miles from the pole. Commander Peary is now in the polar regions on another expedition. A relief ship was sent a month ago to endeavor to pick him up. He started from Sydney, N. S., July 15, 1908.

On September 3, 1905, Captain Roald Amundsen, a Norwegian, completed a first voyage through the northwest passage. He left Christiania on the Gjoa, June 1, 1905, and arrived at Herschel's Island, in the Arctic Ocean, in September of 1905. In 1904, Baron Toll, a Russian, led a polar expedition partly by way of Siberia, but all the members perished from the cold. In 1903, Erickson, a Dane, headed an expedition and got as far as Saunders' Island, where they were rescued in a destitute condition. In the same year, Anthony Fiala, a young Brooklyn explorer, sailed on the ship America and proceeded further north than the Duke of the Abruzzi. His party endured great hardship before they were rescued.

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