

BROUGHT THE LAST MESSAGE BACK FROM EXPLORER ANDREE

How the Third Pigeon the Explorer Sent Out Was Shot by the Captain of a Whaling Vessel.

It was Andree's pigeon that was killed in the Arctic Ocean on July 16 of last year, and the message that was found under its wing was written by the intrepid explorer who drifted into the unknown with his balloon five days previous.

Ever since the skin of the bird and the message were brought to civilization, over a month afterward, there has been a certain amount of doubt about the bird being genuine. There were some things lacking in the message and a few things were connected with the killing of the bird that looked a little suspicious, but all have been investigated, and there is no longer any doubt but that the bird is one that was freed by Andree from his balloon.

The Swedish Geographical Society has spent months in research and investigation, and President Gustave Retzius has given forth the society's verdict that the bird and message were both genuine. The report has been published in "Ymer," the official organ of the society, and fully sets forth in detail the work that had to be done before any conclusion could be reached. This report is a long document, and contains statements from some of the greatest scientists in Europe.

A careful perusal of the report discloses the exact facts about the killing of the pigeon, to get at which it was necessary to interview many dozens of sea captains and send messengers to all accessible parts of the northern part of Europe and Greenland. But all this only proved that the man who killed the pigeon told the truth about it, incredible as it may seem. And yet incredulous people could not be blamed, for when the captain said he killed the bird, knocking it into the sea, where it remained many hours until he came back and picked it up, he certainly told a story that one could not help doubting.

His story on the face of it does really seem too strange to be true. From the report of the Swedish Geographical Society, which must be accepted as fact, it seems that when the captain of the whaler Alken killed the pigeon his ship was on the border of the drift ice, in 80 degrees 44 minutes north latitude, in 20 degrees 20 minutes east longitude. Between 1 and 2 o'clock in the morning the helmsman called out to the captain, who was sleeping in his cabin: "A strange bird has lighted on the gaff! You must come and shoot him, it looks so queer!"

The captain, who had been sleeping soundly, gave a rather rough reply, but the next moment his curiosity brought him to his feet and up on deck. The bird resembled a ptarmigan; but as it was sitting close behind the block, the captain could not shoot without risk of injuring the block. So he climbed up the rigging, with his rifle, and shot it, the strange bird falling forthwith into the sea.

The captain commanded the man on the lookout, in a barrel fastened near the top of the mast, to come down and lower a boat, and fetch the bird. The man objected to taking so much trouble for a miserable little bird which probably was of no use.

So the captain went to bed again, and the bird was left in the way. Having sailed for some distance, following the ice, the Alken met another whaler. On hearing the story of the strange bird the captain of the second whaler exclaimed: "Perhaps it is one of Andree's carrier pigeons."

The captain of the Alken, who did not know about Andree's ascension, at once returned to the region where the bird was shot, and sent out two boats for a careful search. After a while one of the boats returned, having been lucky enough to find the strange bird, which indeed proved to be one of the carrier pigeons carrying the dispatch.

There can now be no doubt about the genuineness of the pigeon, for it has been proven as a rather human affair can be proven, that the bird was killed at the time and place mentioned.

The message, which was sealed in a paraffine tube, was as follows:

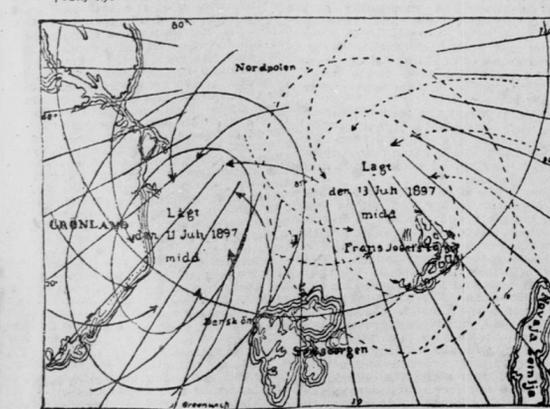
July 13, 12:30 o'clock noon.
Latitude 80 deg. 2 min., longitude 15 deg. 5 min. east. Good speed eastward, 10 deg. to south. All well on board. This is the third pigeon post. ANDREE.

This was written in Andree's hand on the special blank which was furnished him by the Aftonbladet (Evening News) of Stockholm. The editors of the paper say that none of the blanks could have got into the possession of any one but Andree. Furthermore, the pigeon was recognized by people who had seen it before it was taken north. It was a young bird, and one of Andree's pets. He had great confidence in it, and prophesied that it would come back, even if none of the others did.

Making calculations from the dispatch and the place where the bird was found, it is shown that it had flown about 120 miles from the balloon toward Stockholm, and some twenty-four miles north again, from the nearest land to the whaler, on the gaff of which it sat down, so utterly tired that

WIND CHART FROM JULY 11 TO 13 INCLUSIVE.

From the Time Andree Left Spitzbergen Until the Pigeon Was Released.



VALS and arrows show the direction of the air currents which indicate plainly that the balloon could not have been carried toward the pole, but must have drifted either eastward or westward. The chances are in favor of the former.

The circle shows where the balloon was when the message was sent. The black disk shows where the pigeon was shot on July 15.

The fact that the pigeon reached this point is conclusive that the wind tended toward the east at the time the bird left the balloon. This indicates that there is a hope that Andree is now wintering somewhere in Franz Josef's Land.

From address received from Aftonbladet Stockholm
d. 13 juli
kl. 12 30 midn
Lat. 80° 2'
Long 15° 5' öst
god part af
post af 10
allt väl
omvärd.
Delta a
från de def.
posten.
Andree

Facsimile of the only message that has been received from Andree since he started on his famous balloon trip in search of the north pole. The rounded figure is a picture of the capsule in which the message was placed. It was fastened under the pigeon's wing.

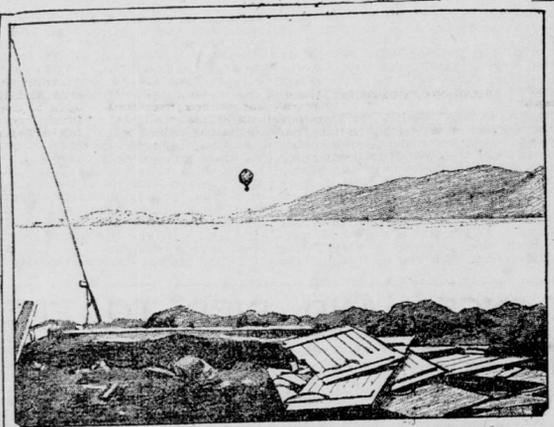
It at once put its head under its wing until it was shot. It could, of course, have been easily caught alive if the captain had known it was a carrier pigeon.

At first thought it appears strange that the captain of the Alken could see to kill the bird at 2 o'clock in the morning. But it must be remembered that this was in the far north and at that hour at that time of the year the sun was already peeping over the horizon.

As well as investigating the genuineness of the pigeon the Swedish Geographical Society has also been gathering data, at the same time making efforts to ascertain where Andree's balloon is likely to be at the present time.

To this end the log books of all the ships in the Arctic at that time that could be examined were carefully gone over so that it is known pretty well how the wind was blowing for several days after the pigeon was tossed from the balloon.

From the information that has been obtained it is shown that there were two active storm centers at that time. From Andree's position he must have been caught in the wind from one of them and carried away from the pole.



LAST SIGHT OF THE BALLOON AS IT DISAPPEARED IN THE NORTH.

It must be borne in mind that the rope drags and steering gear of the balloon were broken just as it was rising and that the occupants of the car were at the mercy of the wind.

It appears that a cyclone or "low" passed from the west to the east, north of Spitzbergen during the three first days of Andree's journey. The 11th of July it passed west of Spitzbergen, the 12th it was north of these islands, and the 13th of July it must have been somewhere north of Franz Josef Land. The two circles on the map indicate points of the same pressure.

At the height of 2100 feet the balloon must then have followed the directions of the wind. It must have sailed toward the northeast, and after only a few hours perhaps entered the very light winds in the center of the low pressure area. From here the balloon must have been carried further, the 13th, when it again entered stronger winds.

During the first hours it must thus quickly have been carried to 82 and 83 degrees latitude and then remained there for perhaps a day stationary. From here the balloon must have been carried further to the northeast. A

new cyclone, or "low," started then in existence, which must have changed again the direction of the balloon.

It is therefore most likely that the balloon never left the Arctic circle; that its passengers were obliged to land on Franz Josef Land or elsewhere, and that no news from them can be had until next summer.

It is not likely that they ever reached Siberia or Alaska or any other part of the American continent. It is improbable that the aeronauts were driven as far as Siberia or Nova Zembla. Had they reached the former country in July last they would ere this have been heard from, even from the remotest parts. If they had reached Nov. Zembla the chances of returning to civilization by means of the sailing sloops which leave the west coast of that land as late as September would have been good.

It is not likely they were caught in adverse currents and carried back to Spitzbergen or to Greenland, for the general movement of the storm was to the east.

There are three probabilities as to the approximate point of descent, each strong enough to merit attention. The first of these is that the "Ornen" remained in the air till Franz Josef Land was reached. Once over this land the aeronauts would be able to distinguish it by the changed appearance of the ice sheet beneath them and by the black cliffs at the edges of the fords. Here Herr Andree may have become convinced of the usefulness of waiting for further advance toward the pole, and in consequence decided to descend.

In such case, and if the descent were made in safety, the voyagers might without great trouble make their way to Cape Flora, about the eightieth parallel, where Jackson left a comfortable house and ample supplies for a wintering.

In case their descent were made so far from Cape Flora that they were unable to reach the Jackson camp before the winter closed in upon them, Andree and his companions might shoot enough bear, walrus and seal to support them through the winter, and throw up a hut to live in, as did Nansen and Johnson in the same region.

The second probability is that the Ornen came down in the ocean to the southeast of Spitzbergen.

When Herr Andree was asked a few days before his start what would happen if he descended in the sea, the adventurer replied coolly, "Drown."

A certain actress, having been disengaged for some time, had packed her wardrobe in pepper to preserve it from moths. She was recently called on in a hurry to take the part of the queen in "Hamlet." Being rather late for her first scene, she omitted to shake out her royal robes, and her dignified en-

trance had an astonishing effect. The King, after a brave resistance, gave vent to a mighty sneeze that well nigh made the stage vibrate. All the royal courtiers and maids of honor followed suit sympathetically.

Hamlet came on with a most sublime tragedy air, but after a convulsive movement of his princely features he buried them in his somber robe, while sneeze after sneeze was all that was heard. Amid the hubbub on the stage and the shrieks of delight from the audience, the stage manager between sneezes rang down the curtain.

WORKINGMAN'S TRIALS IN GUATEMALA.

GEORGE E. LLOYD has just returned from Guatemala after a peculiar experience there in quest of a chance to better his fortune.

Some months ago contractors started to build a railroad there and Mr. Lloyd was one of scores of young Americans who accepted the contractors' offers under a firm belief that Guatemala offered golden chances to ambitious young fellows eager to better their fortunes.

"On December 17, 1896," he said, "I shipped from New Orleans under agreement to do railroad work in Guatemala. The understanding was that I should pay for my passage down out of moneys earned after getting there. There were over a hundred other men who sailed at the same time on the battered old steamer Stillwater. Forty-four of us were put into one cabin that was scarcely large enough to hold ten. Most of the boys were not allowed on deck and the fetid atmosphere of our close quarters was poisonous to several of the men.

"Numbers of the men were almost physically wrecked after the seven days at sea, but nevertheless they were compelled to go right to work as soon as we reached our destination, a deserted spot on the sea coast about 150 miles from Guatemala City.

"It was there that we learned for the first time that under the laws of the country we were 'peons' and had no rights of any kind until we had paid back the money we owed the contractors for passage to the awful place. We were constantly kept under guard and fed only on the poorest kind of beans and coffee.

"The treatment we received here was simply awful. We were worked from daylight to dark, and many a poor fellow unused to the hardships dropped dead from exhaustion.

"The nature of the country at this point was low and marshy, and fever and malaria were common. Scores died and were buried in the mire without any mark raised above them to tell who they were. Numbers at present are still lying there as far as I know none ever succeeded. A Spanish commandant and a file of soldiers were constantly on guard and quickly stopped and brought back any man who attempted to leave.

"Those who attempted to escape and were captured were made to pay for all they had earned, and also to pay double

for their passage. The guard who made this capture was paid \$10.

"Thomas Judge, an Odd Fellow of Chicago, William Strickland, a printer, of Houston, Texas, and Frank Story, an artist, of Coburg, Ontario, were never again heard of. They signed the labor contract, in Laminitas office, New Orleans, agreeing to work out the price of their passage and advances, as working men on their arrival in the Spanish republic. For these Spanish laws prevail, and a man must 'work out' his debts as a 'peon' to get a passport to travel



THE ONLY PIGEON OF ANDREE THAT HAS COME TO HAND.

The only pigeon of Andree that has come to hand. The bird brought the only message that has been received from the intrepid explorer. It was killed in the far north, on the edge of the ice floe, by the captain of a whaling vessel. The lettering on the bird's wings was put there by Andree as a means of identification.

Drawn from a Photograph of the Mounted Bird.

that if I were cast on a desert island with a bundle of lead pencils and plenty of paper I wouldn't care a cent whether a sail hove in sight or not. I saw that you needed a shave, and that set me to thinking. Why do you shave, anyhow? I never do. Look here: 'Well suppose that you began shaving at 18 years of age and that you keep it up until you are 70. That makes fifty-two years. You have a heavy beard. We'll suppose that you shave

feller assured him that as long as they were both alive and the Standard Oil Company existed he should be connected with it in an official capacity.

About ten years ago Mr. Hopper purchased Elmwood farm, near Cleveland, and started in to lead the life of a gentleman farmer.

Many amusing stories are told of him in this connection. He decided to turn it into a stock farm. The first thing he did was to purchase Bell Boy, a stallion, for \$51,000. Six months later Bell Boy and the stables were burned. Mr. Hopper became disgusted with the idea of raising stock and gave it up.

He was seized with the idea at one time that it was the proper thing for a gentleman of elegant leisure to own a yacht. He had one built and christened it the "Florence, in honor of his eldest daughter. When the yacht was completed it was found to be too big to enter the creek at the farm, and, there being no natural harbor at the place, it had to be kept at Ashtabula, twelve miles distant. Hopper hated the yacht from the day it was built. It was

launched without ballast, and as it struck the water a big wave hit it and it capsized and went to the bottom with the crew on board. The yacht was raised, but Hopper never again put his foot upon it. Whenever any one wanted a sail he caused the crew to scan the horizon carefully, and if the indications were that there would be fair weather for three or four hours, he would permit his friends to go cruising in it for that length of time.

Hopper's whole career as a farmer was an amusing failure. He owned a beautiful orchard of peach trees, and a friend one day remarked that he would come down in the peach season and partake of some.

"Do," said Hopper, "do," grasping him by the hand warmly, "but let us know when you are coming so we can get some peaches from Geneva."

Hopper was of a nervous, restless disposition, and had lived such a busy life that it was agony for him to be idle. Therefore he employed men to build a stone wall around his park, not that the wall was at all necessary, but that it gave him something to superintend.



RIGHT WING OF PIGEON SHOWING ANDREE'S NAME WHICH WAS BRANDED AS A MEANS OF IDENTIFICATION.

through the country and show he is a free citizen.

"This was one of the conditions of the concession granted Sylvanus Miller for building the road. The contractors were autocrats. Their will was law.

"One night a sub-contractor named M. H. Guthrie of San Antonio, who boasted he had killed his twenty-eight men, caused one of our boys to be stripped and placed in the stocks so that the mosquitoes would torture him till he was again put to work in the morning. The man's offense was dropping over from sheer exhaustion and want of proper food while working in the gravel pit in the hot, burning sun at 110 degrees temperature.

"At last I paid up my passage to Panama, Guatemala, and received my passport, at a cost of \$39 for the horrible passage there and \$103 for supplies furnished me."

WHAT SHAVING COSTS.

The statistician who had been busy with his pencil looked up at the man who hates figures and said: "Didn't have anything to do and thought I'd figure a little. You know

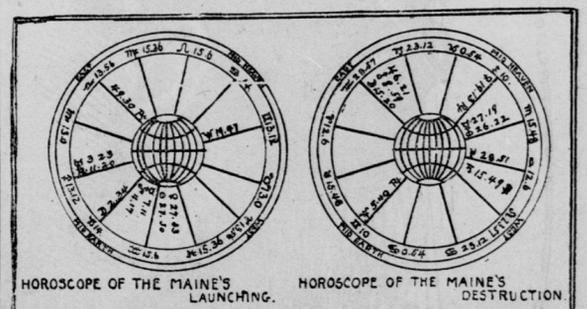
twice a week. That costs 15 cents a shave, and you get rid of one-eighth of an inch of hair. That will be a quarter of an inch a week, or one inch a month. To get rid of that inch you pay \$1.20. An inch a month is twelve inches a year, costing you \$14.40.

"Now"—and the statistician drew a long breath—"twelve inches a year for fifty-two years is 624 inches, or fifty-two feet. It will cost you \$748.80 to get that amount of whiskers out of your system. Then suppose you give a nickel tip every time to the barber."

But the fellow who hates figures had fled.

Dr. F. E. Yoakum of Los Angeles, Cal., has applied the X-rays to the determination of gold in quartz. In a photograph he was taking there was a vacant space on the plate, and he placed a piece of gold-bearing quartz on it. When the plate was developed, the outline of the quartz came out on it, with specks here and there which showed the presence of gold.

FATE OF THE MAINE AS FORETOLD BY THE STARS



ASTROLOGY is said to have cognizance of distinct laws under which such occurrences take place, as was set forth in the writings of the great English astrologer, William Lilly 250 years ago. As late as 1835 the Turkish Government launched a large man-of-war, and, as was still the custom, the Sultan's astrologers appointed the most fortunate day and hour, to be discovered by them, as propitious for the event.

The two horoscopes, or charts, of the heavens accompanying this article show the positions of the planets at the exact times of the launching and the destruction of the battle-ship Maine. Without going into the astrological situation very deeply, certain astrologers claim these two horoscopes show:

First—That the launching would be accomplished successfully.

Second—That the ship would meet with a sudden, violent and unexpected end, not at all in the line of her exposure to the ordinary risks of warfare.

Third—That her destruction would be caused by fire from beneath, the fore part of the ship being chiefly injured.

Fourth—That this would result from the act of an enemy.

Fifth—That the ship would be wholly or partly restored to her original condition.

Sixth—That she would lose nearly all on board.

The method of reaching these conclusions consists in a comparison of the two horoscopes. Such comparison shows that at the time of the ship's destruction the evil planet Mars was in the ascendant of the horoscope of the launching and at the same time in the fourth or "House of the Grave" at the moment of the disaster.

The evil planet Saturn of the first horoscope came in the twelfth or "House of Sorrows" of the second. The sun was in evil aspect with its own place in the first horoscope. Mars in the first horoscope came in the second to a conjunction with the moon. Herschel and Saturn had progressed in the second to the mid-heaven of the first, in opposition to Neptune, while Neptune in the second had made the square of Saturn in the first. All of these are evil positions and aspects, and fully portray the exact event foreshadowed in the horoscope of the launching of the ill-fated ship.