

SAN FRANCISCO, SUNDAY, FEBRUARY 4, 1906.

EXPLORER PLANS TO REACH SOUTH POLE IN AN AUTO

Novel Scheme for Antarctic Explorations Is Proposed by Henryk Arctowski, a Belgian Scientist.

He Believes Motor Could Make a Successful Run Over the Smooth Fields of Ice in the Region

BRUSSELS, Feb. 3.—It is interesting to follow the development of a great idea. More than six years have now passed since M. Henryk Arctowski, the Belgian explorer, first laid before the public his daring project for mapping out the field of international exploration in the Antarctic regions. This was in 1898, when M. Arctowski described his plan before the meeting of the British Association held at Dover. He was then freshly returned from the Antarctic regions, and the renown which already attached to his name for the valuable work he had done as a scientist on board the Belgica on its voyage toward the south pole, and during the long Antarctic night, which the explorers on the Belgian vessel were the first to brave, secured him the eager attention of the scientific world and that of travelers and explorers. M. Arctowski's project was then already clearly sketched, both as to the great ends to be worked for, and the means of attaining them. It was no longer the discovery of new lands alone and the observation of their configuration for which exploring vessels should be fitted out. The geology of these lands, said M. Arctowski, must be studied, and also the glaciers and the condition of the sea ice which surrounds them. The various physical and natural sciences were to be utilized, taking account of magnetic and meteorological conditions, fauna, flora, etc., a labor as gigantic as its results must be valuable, for in the southern hemisphere not only are there Antarctic lands—lands or continents wholly unknown, but a very large part of the three neighboring oceans is also unknown. Further, at the present day, it is impossible to consider the land alone; the whole Antarctic area exhibits phenomena which remain imperfectly known, and which involve the great questions of atmospheric circulation, circumpolar oceanography and magnetic conditions. Hence, M. Arctowski held that Antarctic exploration should be conducted in three ways: First, at fixed stations arranged between the edge of the continents of America, Africa and Australia and the zone of ice, which stations should be supplied with all necessary magnetic and meteorological instruments, and at which work should be simultaneously carried on for at least one year; secondly, during the same year, by polar expeditions set out from opposite sides toward the south pole, in vessels strong enough to withstand the pack and equipped for wintering; and, thirdly, by a circumpolar expedition planned to proceed right around the edge of the pack, and specially equipped for oceanographical and zoological work, and including in its programme the survey of the accessible parts of the Antarctic coast.

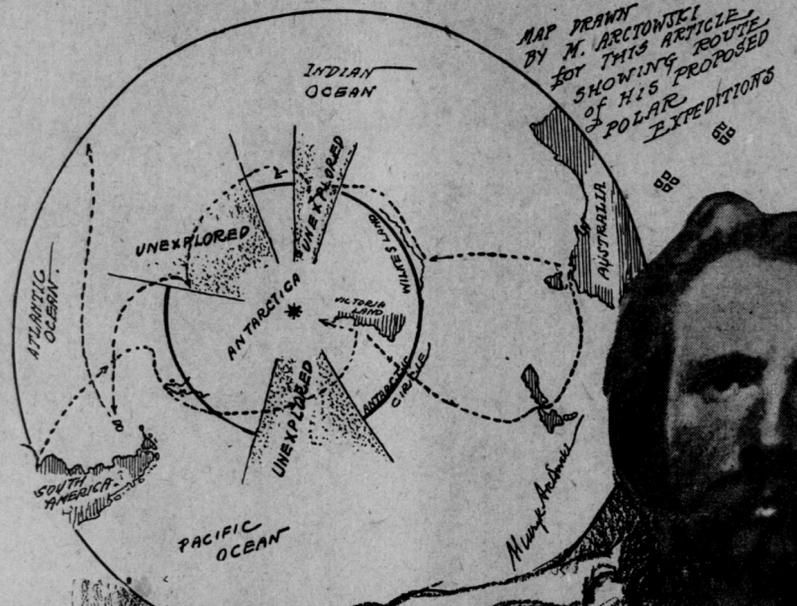
PERSISTS IN HIS PLAN. At the moment M. Arctowski laid down this great programme the interest of the public was only beginning to revive in Antarctic exploration, regarding which it is now so keen. The means were being got together slowly, and not without much difficulty, for the National Antarctic Expedition of the Discovery, which



FAMOUS BELGIAN EXPLORER, WHO PROPOSES TO GO TO THE SOUTH POLE BY AN AUTO CAR, A MAP OF THE REGION AND ILLUSTRATIONS OF THE MODE OF TRAVEL.

later, under Captain Scott, R. N., achieved such magnificent results; the possibility of the successful organization of the expedition planned by Mr. Bruce, an expedition which has also since then been brought to a highly successful end, seemed at the time very slight. The German expedition under Drygalski was only being planned; nothing, clearly, could as yet be done for the realization of a project so wide and intense as M. Arctowski's. Nevertheless M. Arctowski did not lose courage, and the following year he again laid his plan before the German Association of Scientists and Medical Men, and before the International Geological Congress which met at Paris. Still the time was not ripe, and when the International Geological Congress met at Washington no practical steps had been taken to carry out the scheme. M. Arctowski again formulated his scheme for international co-operation in Antarctic exploration before the Washington Congress on lines nearly the same as he had laid down at the Dover meeting of the British Association, and again the scientific world listened with attention. But for the realization of an idea for which the co-operation of many na-

Henryk Arctowski, the Belgian explorer, has proposed a scheme for the exploration of the Antarctic regions by the use of a motor car. His plan has found favor with noted scientists and may receive the support of his Government. He believes an auto could be successfully navigated on the ice.



M. HENRYK ARCTOWSKI.

the oceans which bathe the Antarctic circle, the Atlantic, the Pacific and the Indian Ocean. His mature consideration of the subject has brought to M. Arctowski the conviction that the greatest importance attaches to the preliminary circumpolar expedition, which is to clear the ships of the international expeditions can lay up, and from which they can send out expeditions by land or over the ice, according to circumstances. Taking advantage of the knowledge opened up to explorers by the recent discovery, M. Arctowski proposes penetrating toward the south pole along the coast of Victoria Land, and along the route followed by Scott and his companions in their famous march over the ice fields to the farthest south yet reached. Sailing by Cape Horn, and following the route of the Belgica, passing through the straits of the Belgica, M. Arctowski plans sailing across the as yet unexplored region facing the Pacific Ocean, skirting any land, continent or islands which may be found there, and finally landing on the ice barrier, in one of the natural harbors in the ice, where safety can be found, and where no difficulty attaches to the disembarkment of stores, such as the "low quay of ice in 164 degrees west," to which Captain Scott moored the Discovery in 1902. It is at this point that M. Arctowski proposes that the explorers should call motor power to their aid. Scott and his companions, as Dr. Mill relates in his excellent work on "The Siege of the South Pole," found, on disembarking, at their ice quay, that there stretched before them a flat surface of ice barrier, extending for hundreds of miles, and free from hummocks or crevasses. It was over this plain that the English explorers traveled for 280 miles, a slow journey of fifty-nine days, crowded with hardships, which nothing but "indomitable will" enabled them to surmount. SPECIALLY BUILT MOTORS. At the end of the fifty-nine days these determined explorers were forced to turn their backs on the unexplored land which stretched before them, their supply of food being so reduced that they could only hope to reach their ship in safety if no retarding chance befell them and if they were able to exist with never a full meal during the tramp back. M. Arctowski hopes to cover the ground these men trod so wearily across in ease and swiftness by means of specially constructed vehicles, part motor-car and part sledge, vehicles propelled by motor power, but, when the nature of the ice or ground to be traveled over permits it, throwing the weight of the loads they carry on the sledges which form their body, and having broad, leather-clad iron-spoked wheels instead of the wheels usually associated with motors in our climate. M. Arctowski is busy at the present time perfecting the last details of his plans, the question of the construction of motors suitable for the work required of them along the ice barrier has been taken up by engineers, and it is very probable that even at the time of the meeting of the polar explorers in May all the details of the preliminary expedition will be worked out. Besides the interest which attaches to it from the novelty of the idea, M. Arctowski's project for the use of motor-power on the ice-barriers is most likely to prove of great value. By the use of motors instead of dog or hand-drawn sledges, not only can speedy and safe transit be attained, but also heavy loads can be carried, stores of food, clothing, the materials for building a hut, etc., so that at Scott's point farthest south, or possibly still farther south, a permanent station may be built for the explorers, whence they can penetrate farther south still; perhaps to

PRETTY ENGLISH WOMEN BATTLE FOR THE VOTES

Titled Dames Take the Stump in Behalf of Husbands.

RESORT TO FEMININE WILES



M. HENRYK ARCTOWSKI.

LONDON, Feb. 3.—Many a candidate in the election just over owes his success at the polls to feminine influence among the voters. In no previous political contest have so many society women been engaged in canvassing and dodging the corrupt practices act. Politicians have learned by experience that a few feminine wiles often accomplish more than eloquent speeches. A smart little wife, who is pretty and daintily dressed, may do more with a glance to win over a wavering voter than her husband's gift of the gab at its best. A smile, even through a veil, or the touch of a lily white hand, though gloved, convinced many susceptible electors on whom masculine rhetoric failed. Arrayed in their most bewitching gowns, and looking their prettiest, the women of Mayfair played the game for all it was worth. They drove around in motor cars; they made house to house visits; they lent their charming presence to committee rooms and they appeared on public platforms and bestowed their smiles on the audience. Not infrequently they made speeches themselves. STUNNING GOWNS WORN. Mrs. George Cornwallis West, better known as Lady Randolph Churchill, proved herself one of the most successful canvassers in England. During the campaign she worked hard in the interest of her son, Winston Churchill. The other night on a platform at Manchester no less than nineteen magnificent bouquets were presented to her, and her rooms at the hotel have been veritable bowers of flowers—gifts from admiring voters. She usually dresses very quietly, black and white being her favorite colors, but for the contest she provided herself with some really gorgeous frocks, in which she carried all before her. At a meeting the other night she wore a Paris gown of cardinal velvet trimmed with Point de Venise lace, and in her dark hair wore ruby butterflies, similar ornaments appearing on the corsage. She looked wonderfully young and strangers took her for her son's wife or sister. Winston has always been enormously proud of his handsome mother, but now more than ever. She got hold of scores of the Conservative voters and talked and coaxed them round to her way of thinking. She has had no end of opportunities of emulating the example of the famous Duchess of Devonshire, who kissed the butcher on condition that he would vote for her husband, but history does not yet record if she made use of her chances. LIBERAL IN PROMISES. In the absence of her husband through illness, Lady Edmund Talbot effectively superintended the organization of his contest. Mrs. Alfred Lytton, wife of the ex-Colonial Secretary, made speeches in his behalf. The Marchioness of Tweeddale assisted Sir William Evans-Gordon in that by no means defensible borough of Stepney. Lady Wilmshurst helped her son, Iver Guest, at Plymouth. Viscountess Dalrymple was in the thick of the fray at Wigtownshire. At Thirsk, Viscountess Helmsley did battle for her husband. Lady Bull was her husband's most active canvasser at Hammer-smith. By her beauty and wit Lady Beatrice Pole-Carew won many votes for her husband at Pembroke. The Countess of Warwick made speeches in behalf of Socialist candidates, and drove hard-fisted sons of toil to their meetings in her motor car. Most of the titled dames, of course, were on the Conservative side, but so far as numbers go, the Liberals had quite as many pretty women on their side. If all the promises made by the petticoat politicians on either side were fulfilled, England would be a veritable paradise for the workingman and everybody else.