

COOK'S DASH TO NORTH POLE.

Explorer's Own Story of Finding the "Big Nail."

LIVED LIKE THE ESKIMOS.

Started at Land's End, 460 Miles From the Pole—Averaged Little Over Fourteen Miles a Day and "Raised the United States Flag" at Ninetieth Parallel at Noon on April 21, 1908. Left Two Days Later.

William T. Stead, the English journalist who interviewed Dr. Frederick A. Cook at Copenhagen for the New York American concerning his march to the north pole, said that there are certain things upon which Dr. Cook insisted, without variation or without the shadow of a turning, from first to last.

The statements he persisted in were these:

First, he discovered the north pole.

Second, he had his data in the shape of scientific observations, a diary and the like by which he could convince any competent scientific authority as to the truth of his assertions.

Third, that until he had made good his claim by the production of these data he asked for nothing more than to be left alone to complete his book and present his case as a whole to the scientific world.

After describing the fortunate combination of circumstances that brought him to the edge of the arctic circle at a time when good dogs, plenty of Eskimos and lots of food were there Dr. Cook told me the story of his polar march as follows:

"I started away from Annootok, near Etah, on Feb. 19, which was the sunrise of 1908. I had ten Eskimos, eleven sledges heavily laden with supplies and 103 dogs. It was the coldest part of the winter. The thermometer registered 83 degrees below zero as we passed over the heights of Ellesmere strait. We were bound for Land's End, to the west, where we were to begin our ice journey. During the trip we struck several fine game trails and secured 101 musk oxen, 335 hares and seven hares. We reached the end of the land and the beginning of the ice on March 18, 1908.

Started Dash 460 Miles From Pole.

"There we established a supply station, and I picked out the best two men and twenty-six of the best dogs for the dash across the ice. The Eskimos were Eutkishook and Ahwesh, bravest and strongest of the tribe. We were then at latitude 82.33, or 490 miles from the pole. We started our advance three days later, on March 21. During the first days we made long marches. The cold persisted, and there were strong winds.

"I lived as the Eskimos did and managed to get some comfort by sleeping in snow houses which we dug out, eating tallow and drinking tea. The sky during these days was overcast by smoky mist, so that no observation could be taken, but on March 30 an observation gave our position as latitude 84.47. We had covered, therefore, more than 130 miles in nine days. Beyond this point we encountered merely a desert of ice. There was no life. Tracks of animals and blowholes of seals were absent. Nor was there a trace of vegetation.

"Day after day from then on we progressed monotonously. The surface of the ice grew smoother and more level. It was still cold, and there was a bitter wind. I recorded daily our position and the incidents of the march, but one day was much like another.

"April 7 was worthy of especial note because the sun at midnight appeared over the edge of the northern ice. The next day I made an observation which placed our position at latitude 86.36. Our speed had increased slightly. We had traversed more than 250 miles in seventeen days.

Sunburned and Frostbitten Same Day.

"We were then a trifle more than 200 miles from the pole. We were sunburned and frostbitten on the same day, but the light enabled us to advance more easily.

"Beyond the eighty-sixth parallel the crevices became fewer and narrower, and between the eighty-seventh and eighty-eighth parallels I was surprised to find indications of land ice. For two days we traveled over ice that looked like a glacial surface. But there was no perceptible elevation, and therefore it was impossible to tell whether we were on land or sea.

"On April 14 we reached latitude 88.21 and were within a little bit less than 100 miles of the pole. We no longer had energy to make snow houses and slept in a silk tent which we carried. In the days that followed we

saw mirages—inverted mountains and queer objects that seemed to dance about. The horizon itself seemed to dance, but I made careful astronomical observations and always knew our position.

"On April 21 my observation, corrected, showed that we had reached latitude 89 degrees, 59 minutes and 48 seconds and were therefore within a stone's throw almost of the ninetieth parallel. We advanced the fourteen seconds, approximately a quarter of a mile, and there I made a double round of observations, which confirmed our position.

No Land in Sight.

"This was at noon of April 21, 1908. My observations showed that the latitude was precisely 90 degrees. The temperature was 38 degrees below zero. The barometer stood at 29.83 degrees. There was no land in sight—nothing but a depressing waste of ice and snow, which appeared purple in the light.

"The Eskimos, told that at last they had reached the 'big nail' and were the first of their race ever to have set foot there, celebrated with savage joy. I raised the flag of the United States of America to the breeze.

"I studied the local conditions as much as possible and took observations from various points within walking distance. I was unable to take any soundings of the sea through crevices I found because I had lost my sounding line.

"Until early in the day of April 23, 1908, we remained at the pole. Then, realizing that the flag would be torn to pieces within a few days, I took it down as we were about to depart and placed it in a brass tube, together with a signed report of my march from Etah. This I buried in the ice exactly at the north pole."

GREAT WORLD'S FLEET

Superb Feature of the Hudson-Fulton Pageant.

WAR VESSELS OF TEN NATIONS

Some Giants Among Them Will Gather For Celebration at New York—Naval Men Greatly Interested in the 25 Knot British Battleship Invincible. Uncle Sam to Make Best Showing.

The greatest international fleet of warships the western world has ever seen will soon begin assembling in the Hudson river at New York city. Ten great nations will be represented in the splendid pageant which is to be one of the principal shows of the Hudson-Fulton celebration.

The nations that have signified their intention of joining with the United States in honoring the anniversaries of the great navigator and the inventor of the steamboat are Great Britain, France, Germany, Italy, Austria, the Netherlands, the Argentine Republic, Mexico and Cuba.

England and France are sending some of their finest ships, one of the British vessels being the Invincible, a naval wonder of the age, which will fly the pennant of Sir Edward Seymour, admiral of the fleet. France is sending three sister battleships, while the United States is to be represented in the international line by the pick of the navy, including the entire Atlantic fleet.

Fleet Will Total Over 450,000 Tons.

An idea of the magnificent scope of the naval celebration may be had when it is known that the combined fleet will total more than 450,000 tons, while in the main batteries of the ships there will be four thirteen-inch, eight twelve-inch, ten ten-inch, eight 9.2-inch, four 8.2-inch, 109 eight-inch, thirty-four 7.5 inch, eighty-three seven-inch, 182 six-inch, twenty-one five-inch and fifty-four four-inch guns, making a grand total of 589 guns in the main batteries of these war giants alone. The guns of smaller caliber in the secondary batteries will treble this number.

The tonnage of the combined fleet will be divided by nations as follows:

Great Britain	66,750
United States	301,400
Germany	12,000
France	54,400
Austria (estimated)	15,000
Italy	8,800
Netherlands	2,550
Argentina	2,750
Cuba	600
Mexico	500
Total	452,650

Between 27,000 and 30,000 officers and men will man this great fleet.

Table of Foreign Fleet.

The fleet will form a line between nine and ten miles in length in the Hudson, the head of the column being off Forty-second street. A list of the foreign vessels that are to be in line, arranged by nations, follows:

BRITISH SQUADRON.
Admiral of the fleet, Sir Edward Seymour

Invincible (flagship of Admiral Seymour).
Armored cruiser Drake.
Armored cruiser Edinburgh.
Armored cruiser Argyll.

FRENCH SQUADRON.
Rear Admiral le Pord commanding.
Battleship Vette (flagship of Rear Admiral le Pord).
Battleship Justice.
Battleship Liberte.

GERMAN SQUADRON.
Grand Admiral von Koester commanding.
Protected cruiser Victoria Luise (flagship of Admiral Koester).
Protected cruiser Dresden.
Protected cruiser Bremen.

ITALIAN SQUADRON.
Protected cruiser Etruria.
Protected cruiser Aetna.

AUSTRIAN SQUADRON.
Three ships (probably armored cruisers) to be announced.

THE NETHERLANDS.
Protected cruiser Utrecht (will supply crew for Half Moon).

THE ARGENTINE REPUBLIC.
Naval training ship Presidente Sarmiento.

MEXICO.
The gunboat Bravo.

CUBA.
The cutter Hatuey.

Uncle Sam, of course, will make the best showing of the lot. He will have about fifty-three vessels in line, and they will be of all types, from the great battleship to the small submarines and fleet auxiliaries.

Invincible a Wonder.

Of the above ships the most interesting to naval men will undoubtedly be the British cruiser-battleship Invincible, a magnificent vessel carrying eight twelve-inch guns and capable of attaining a speed of 25 knots an hour. The Invincible is a sister ship of the Indefatigable and Indomitable. Her normal tonnage is 17,750, and in addition to her powerful battery of twelve inch guns she carries a second defense battery of sixteen six-inch guns of the most improved type. Her funnel arrangement is a new departure in British naval construction, there being two forward of the two amidship twelve-inch turrets and one aft. She has two skeleton military masts and is manned by a crew of nearly 1,000 officers and men. The Drake, Edinburgh and Argyll are all splendid armored cruisers.

The Justice, Verite and Liberte are three of the finest battleships in the French navy, each being of 14,900 tons displacement and carrying a crew of 800 officers and men.

With the exception of the British and French vessels none of the other foreign ships is imposing, and most of them are of the smaller type of protected cruisers.

The American fleet of over 300,000 tons will be one of the greatest ever gathered as a unit in any waters.

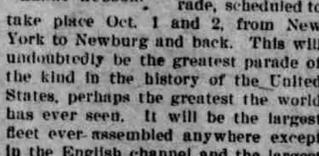
New York's Great Naval Parade

ONE of the most interesting of the many features arranged for the Hudson-Fulton celebration, which begins in New York city Sept. 25 and lasts until Oct. 9, will be the great naval parade, scheduled to take place Oct. 1 and 2, from New York to Newburg and back. This will undoubtedly be the greatest parade of the kind in the history of the United States, perhaps the greatest the world has ever seen. It will be the largest fleet ever assembled anywhere except in the English channel and the largest of an international character ever assembled in any port in the world.

About eighty warships, many of them from other countries, and ten squadrons of commercial vessels will take part in the naval parade, the American ships including sixteen battleships, three armored cruisers, three scout cruisers, twelve torpedo boats, four submarines, two parent ships, one tender, two supply ships, one repair ship, one torpedo vessel, one tug and seven colliers.

Germany will send a squadron of several vessels under the command of the ranking officer of the German navy, Admiral A. D. von Koester; England will send four cruisers under command of Rear Admiral Frederick T. Hamilton, who will be the official representative of Great Britain at the celebration; Italy will send the cruiser Etruria and her cadet ship Aetna; France will also send an official representative and ships. Five warships will come to take part in the celebration from South America. Mexico will send one gunboat under command of Captain Manuel E. Izaguirre. Guatemala is to send a coast patrol boat, and the Netherlands will send the cruiser Utrecht (from the crew of which the replica of the Half Moon

HENRY HUDSON.



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LIEUTENANT COMMANDER W. LAM, ROYAL DUTCH NAVY.

will be manned) and probably two or three other vessels. Lieutenant Commander Lam of the Utrecht will impersonate Henry Hudson.

Because of the wide difference in speed of the various classification of boats to participate they will start at three different hours.

The fleet will be divided into eight squadrons, each commanded by a flag officer. Squadrons will be divided into divisions of not less than four vessels, and all vessels in line, except the United States naval vessels, will be under command of Captain Jacob W. Miller, chairman of the commission's committee for the naval parade.

Altogether there will be about 1,000 vessels of all kinds in the parade, including steamboats, private yachts, motorboats, tugs and steam lighters. It is also planned to have a facsimile of the ship in which Leif Ericson discovered America take part with the Clermont and the Half Moon.

Another feature of the big celebration will be the electric lighting. New York city in all its boroughs will be the most brilliantly lighted spot on the surface of the earth. No illumination so stupendously magnificent and imposing has ever been planned before. Every evening at 6:30 millions of electric lights will blaze forth.

Public buildings, all the bridges, monuments, arches, men-of-war, municipal ferryboats, and so on, will be ablaze with electric lights. More than 2,000,000 incandescent lamps will be used. In addition to these, there will be 7,000 arc lights, 3,000 flare arcs, one battery of twelve searchlights, each of 100,000 candle power, and another searchlight battery of 500,000 candle power. The total amount of extra illumination will be close to 50,000,000 candle power.

This covers the public illuminations alone. This huge aggregation of electric brilliance will be further augmented by innumerable displays by individual units and firms. There will be a new crop of big electric advertising signs along the principal thoroughfares and scores of the skyscrapers, and lesser buildings will be festooned with thousands of lights. The electric lighting companies say that probably \$250,000 will be spent in this way by business houses and individuals alone.

DISCOVERY OF NORTH POLE.

Sir Robert Ball Tells What the Feast Means to the World.

Sir Robert Ball, former astronomer of the Royal observatory at Cambridge university, in Cambridge, England, one of the most distinguished scientists in England, commenting on the discovery of the north pole, said the other day:

"Two questions being asked all over the civilized world today are: First, why does any one want to go to the north pole? Second, how does he know when he's there?"

"To answer the second question first, the mariner who finds his latitude in the northern hemisphere to be 90 degrees knows he can be nowhere else than at the north pole. The astronomer will tell you that to any one standing at the north pole the sun rises and sets only once a year—six months daylight, six months night, mitigated only by a little twilight at the beginning and end of a period of awful gloom, broken by occasional moonlight or aurora.

"The pole is truly a unique spot on the globe. Cook, standing there, faced due south whichever way he looked. He was some thirteen miles nearer the center of the earth than if he stood at the equator. His weight was greater than anywhere else on the surface of the globe. A plumb line in his hand pointed vertically upward to the pole of the heavens, around which all stars revolve. Half of the stars he could never see; the other half never went below his horizon and would be visible throughout the six months of night. The famous constellation Orion ever stood around and around his horizon.

The pole star stood directly over his head.

"The gain to knowledge from Dr. Cook's discovery is inestimable. There still is much to learn of tides, currents and the ocean. Meteorologists have a perfect torrent of questions to ask of any one speaking with authority from the north pole.

"But there is another problem of the highest importance justifying all efforts to discover the pole. Many scientists believe the arctic regions have borne at certain times in the mighty history of our globe a very different aspect from that which they show now. The ice and snow, which have preserved the mystery of the poles, probably have not existed continuously throughout the ages.

"It is believed that in the course of geological time the regions around the poles have more than once enjoyed a temperate climate, permitting highly organized animals and delicate plants to flourish. If specimens of rocks containing the remains of fossil animals and plants have been brought home their scientific value could not be exaggerated. Thus and thus only could a very great chapter in the history of the earth be completed. Until the poles are explored, man's knowledge of his dwelling place will be sadly defective."

NEW WAY TO CURE TOBACCO.

If Government Approves System It May Revolutionize Present Methods.

If a quick method of curing tobacco discovered by Dr. W. W. Garner of the department of agriculture at Washington, who has been experimenting on the plantations at Suffolk, Conn., proves to be practical it bids fair to revolutionize the present old fashioned and crude system of curing, which is the most hazardous feature of the tobacco raising business as well as the most tedious and annoying.

A sample of tobacco leaves which had been put through the quick drying and curing process at the farm of William S. Pinney has been sent to Washington, where a chemical analysis will be made of both the sample and of some leaves cured in the ordinary way. The new method, which is without steam heating, is expected to obviate any possibility of the dangerous pole sweat.

COMET WITH FAMOUS HISTORY

The Halley Encouraged William the Conqueror and Evoked a Papal Bull.

The cablegram recently received at Harvard observatory, in Cambridge, Mass., from Professor Wolf of Heidelberg announcing that the Halley comet had been seen and photographed by him, gave great pleasure.

Professor E. C. Pickering, the head of the observatory, said:

"I was highly elated by Dr. Wolff's wire and immediately cabled him my congratulations. Although the comet in this case appears earlier than expected, astronomers all over the world have had one eye open on the lookout for it. It is, you know, located in close proximity to the constellations of Gemini and Gemma.

"It was the first periodic comet whose return was predicted. Its discoverer based his deductions on the fact that its orbit was found in 1682 to be nearly identical with the comets of 1067 and 1531 and that he also found records of the appearance of a great comet in 1456, 1301, 1145 and 1066. From these facts he drew his conclusions on the time that should elapse between its visible visitations.

"He noticed, however, that the intervals in certain years differed somewhat, but wisely saw that the differences were no way greater than could be accounted for by the attraction of Jupiter and Saturn. At its return in 1835 it did not appear as an extremely bright comet, but was occasionally conspicuous with a tail of the first type.

"The most remarkable of its appearances were in 1066 and 1456. The comet of 1066 figures in the Bayeux tapestry as a propitious omen for William the Conqueror.

"In 1456 Pope Callixtus III. proscribed belief in the comet during the threatened invasion of the Turks in Europe and issued a bull."

CROPS HIT IN WAR GAME.

Farmer Claimed \$600 For His Hay—Another's Parlor Organ Damaged.

The recent war game in Massachusetts was a theoretical affair, but the damages farmers are claiming from the federal government are not of that nature.

"About \$300" for a slightly damaged fencepost is one claim.

"About \$600" for a damaged hay crop which had been stored in a barn before the mimic war started was another.

"About \$280" was the claim of a farmer who said his parlor organ had been "turned over" when Battery B was at the theoretical invaders.