

WHIZZING To The NORTH POLE IN 8 HOURS



Dining En Route.

Tourists on This North Pole Summer Cruise Will Not Suffer from Fatigue and Can Cover as Great a Distance in One Hour as a Dog Sledge Can Make in Eight Days.

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It may sound strange to hear people talk about going to the north pole and back as a summer cruise, but Count Zeppelin and Prince Henry, the latter the brother of the kaiser, are confident that tourists will soon be able to visit the north pole the fjords of Norway and to see the land of "the midnight sun."

Count Zeppelin and Prince Henry, assisted by the German emperor, have already undertaken the first long step in making their daring dream a strong reality.

Last year they went up as far as Spitzbergen on one of the German steamers which makes this trip regularly during the summer months. Count Zeppelin had with him an air balloon and they made a number of ascents to study meteorological conditions near the north pole. They had with them Prof. von Hergesell, a German scientist, who has a reputation as an aerologist and is president of the international committee for scientific aeronautics.

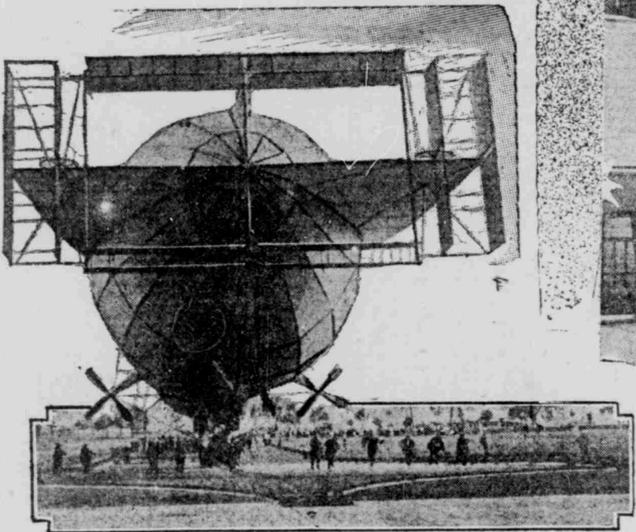
In planning a dash to the north pole, though they will have to secure with the wind, they will have easier work than the men who made the journey with snow sledges. Andree was compelled to adhere to certain wind conditions. He was driven from his course and was probably drowned. The danger from snow is also unimportant, but the rays of the sun will furnish some difficulties, for the sun is constantly in the heavens and in the pure atmosphere throws off strong rays.

Summer Temperature Around Zero.
In the unexplored polar districts landings from mailships will be possible only on ice floes, which are splendidly suited to that purpose. The ascent from these floes is purely a balloon engineering problem. The low temperature is of small consideration, for in July and August, the two "hot" months, and the period in which the Zeppelin expedition are planned to take place, the thermometer is never more than slightly below zero.

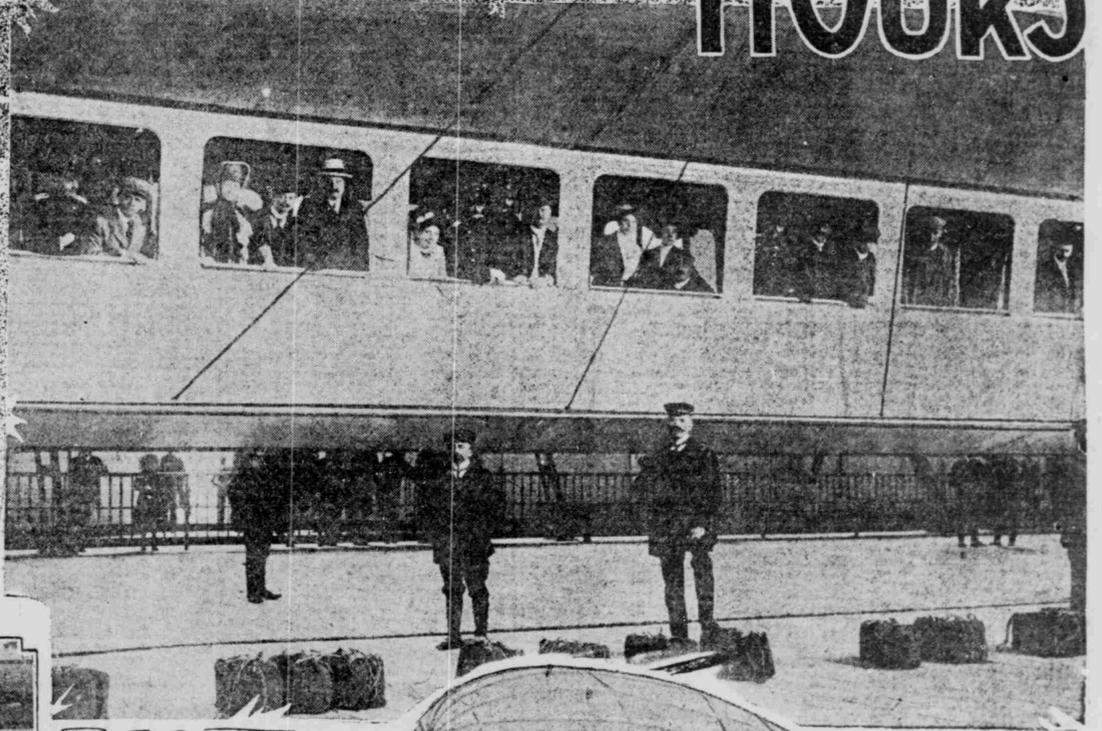
Fog, that arch enemy of the aeronaut in all latitudes, is a frequent phenomenon in the polar regions in the summer. Nansen, during his three years' voyage in the Fram, found an average of 20 foggy days in July and August. On the other hand, the polar fog is never so thick but it leaves the surface of the ice visible from an airship and is therefore an obstacle that causes Count Zeppelin few qualms.

These difficulties are few and easy compared with the trials and hardships encountered with sledges and dogs. The dogs often die and many of the sledges are lost before half the trip is over. With the Zeppelin airships every precaution known to engineering skill will be used in their equipment and there will be two ships, the accompanying one to be used in case of accident.

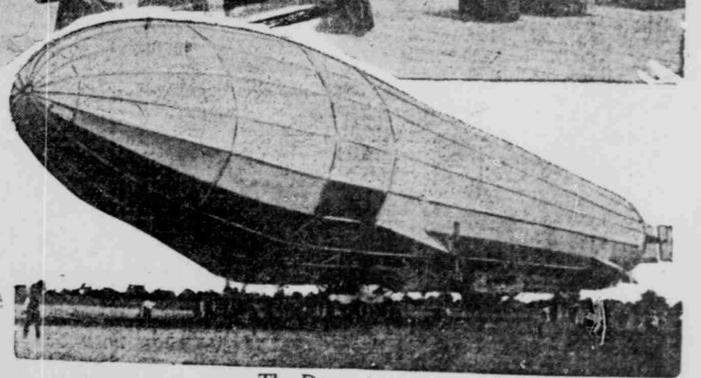
Nine miles a day is considered good speed with dogs and many hundreds of miles have to be traversed, while with the Zeppelin the 240 miles can be made in eight hours. Eight hours of combat with winds and storms is nothing compared with the blinding storms and low temperatures that the northern explorers have struggled with for days and days at a time. Explorers in the past have had to endure these hardships, suffering from hunger and resting or traveling in darkness, while the airship can be equipped with plenty of food for a day's



The Ascent.



Most Comfortable
of All Modes
of Travel.



The Descent.



Journey and will not have to combat with total darkness.

Air Travel Delightful.

The traveler in an airship will not suffer from fatigue nor think of exhaustion, and still can make as great a distance in one

hour as a man with a sledge and dog can cover in eight days.

The expense will be in proportion. A trip in a Zeppelin airship will cost about \$200 a passenger. Though this is a goodly sum for an eight hours' cruise, it is nothing compared with the cost of fitting out a northern expedition. To be sure, each of the airships will cost in the neighborhood of two millions, but the expense will soon be reimbursed by the many travelers who will certainly be eager to make his voyage. I have ridden in the Zeppelin dirigibles

and can say that there is no more comfortable mode of travel. Once up in the air and the dread caused by the fear of mounting, the sensation is perfectly delightful. There is no feeling of dizziness or seasickness. I had the feeling that the world and it many panoramas were unfolding themselves slowly and gradually for my pleasures.

Captious critics shake their heads at Zeppelin's venture and point to the fate of Andree, but such men as Prof. von Hergesell, a polar authority; Maj. von Parsevel, constructor of Germany's "nonrigid" mili-

tary airships; Prof. von Drygalski, the famous Munich northern explorer, and Sven Heden, Swedens intrepid explorer, all believe that the time is near at hand when Zeppelin's wonderful dream will be a reality.

The first step has been taken, for two ordinary buildings have been built at King's bay, the station chosen for the ascent. Two German scientists are placed there and they will live in dugouts during the winter.

In making the flight the party will go as far as Spitzbergen in a German steamer and then will fly north in the airship.