

The Cook County Herald.

MINNESOTA
HISTORICAL
SOCIETY.

VOLUME XV.

GRAND MARAIS, MINNESOTA, SATURDAY, FEBRUARY 2, 1907.

NUMBER 30.

Amundsen's Transit of the Northwest Passage

For a navigator to have succeeded where such world-famous seafarers as Cabot, Hudson, Baffin, Davis and Sir John Franklin failed is no small feat.

The name of Capt. Roald Amundsen will go into the Valhalla of great explorers, for he is the first man to complete a transit of the Northwest passage, a feat which has been the 500-year dream of seamen.

Huge sums of money and thousands of lives have been sacrificed and untold suffering undergone, in the hope of finding a short route across the northernmost part of America. It was the dream of such a passage that led to the discovery of the American continent.

Mighty vessels have been built which were designed to resist the fierce tides and the floating ice in the treacherous straits, and it is a curious circumstance that when the big vessels failed, success has finally come to a little cockleshell of a boat only seventy feet long and twenty wide.

The total crew of the *Gloa*, including Capt. Amundsen, numbered only eight men, yet these came through in safety where Sir John Franklin and his 129 perished.

Now that the feat has been accomplished, it cannot be denied that it represents little gain of practical value. A passage that has only been threaded once in five centuries, and then only after a dangerous trip of two years, can scarcely be said to hold out much promise of commercial reward.

Capt. Amundsen's investigation of the magnetic pole will probably prove of much greater utility, but there is that in the final conquest of the Northwest passage that appeals strongly to the imagination, and far outstrips the colder scientific achievement.

Man will reap no financial benefits from the Northwest passage, but it was his cupidity that started the quest.

The discoveries made centuries ago by the Portuguese and Spaniards in the south latitudes of Asia prompted other nations of Europe to seek a shorter route to the wealth of the Eastern country.

John Cabot, the discoverer of the American continent, reasoned that the feasible plan was to cross the Atlantic, find an avenue across the comparatively narrow expanse of northernmost America, and then by continuing westward, to reach Asia.

He made the attempt in 1497, but found his progress barred by Newfoundland and Labrador.

Three years later Gaspard Cortereal and his brother made three voyages in the same direction, and on reaching Newfoundland, sailed north. In every trial they were stopped on the coast of Labrador, and having failed to provide for any relief in case their provisions became exhausted, finally perished.

This is the first record of life lost in the quest of the Northwest passage, though in the two hundred-odd voyages that have followed there are abundant instances where starvation and cold have brought many an intrepid life to an end on the barren arctic wastes.

Seventy-nine years after the Cabot expedition, James Frobisher started out on a second important attempt. In each of the succeeding two years he repeated his efforts, but was doomed to failure.

From 1585 to 1588 the enterprise to

discover the passage received a fresh impetus through the explorations of Capt. John Davis, who sailed up the strait which now bears his name, as far as seventy degrees north, and reported open water further up yet. He then surveyed the east and west sides of the straits, but without further important results.

The great Henry Hudson, who had previously attempted the Northeast passage, which corresponds to the Northwest in theory, but seeks a transit across Asia instead of America, devoted his time in an effort to find that for which Cabot, Frobisher and Davis had sought in vain.

The outcome of his work was the discovery of the Hudson strait and bay. He believed the latter to be none other than an inlet of the Pacific

land, in the hope that it would settle once and for all the long mooted question.

The pathetic outcome of that expedition is one of the famed romances of history. Every schoolboy is familiar with the details and the surmise and conjecture that exist to this day as to whatever became of the leader and his men.

The expedition left England May 19, 1845. It was last seen at Baffin's bay. The survivors abandoned the vessel and are thought to have perished in an attempt to reach the American mainland.

But others hold the theory that they did not die, but came to the settlements of some friendly people, perhaps yet unknown to the rest of the world, there intermarried, and with their descendants, such as are spared, may be living there to this day.

The theory may be far-fetched, but it gains confirmation from the fact that fifteen relief expeditions have failed to disclose any sign of the unfortunate men. Amundsen, though he traversed this territory, and saw the rough monument which sailors erected



HENRY HUDSON.

ocean, which theory was proven erroneous by the investigations of Button in 1612.

About the time of the achievement of American independence a series of expeditions were started, which continued without a break till 1836. Without yielding success these bore important fruits in the direction of affording further knowledge.

The chief of these were those commanded by Capt. Cook, Capt. Vancouver, Capt. Ross, Capt. Parry, Capt. Franklin and Lyon and Capt. Back.

The next great expedition was that commanded by Sir John Franklin, which was lavishly fitted out by Eng-

land, in the hope that it would settle once and for all the long mooted question.

The searchers for Franklin thoroughly explored the district with the result that many straits were found that connected Davis and Bering straits.

It was Capt. McClure who really discovered the feasibility of crossing from the Atlantic to the Pacific, though he himself did not succeed in completing the transit.

Amundsen, who is a Norwegian and a comrade of Nansen, left Norway in June, 1903. He had no intention of seeking the North pole. His two goals were a completion of the Northwest passage and an investigation of the magnetic pole.

In both he succeeded. The explorer established his first base in Leopold harbor, where he made absolute magnetic observations during 1904. He established his second base station on King William's island in the summer of 1905, and erected self-registering instruments.

His discovery of the magnetic pole is of the highest importance to navigators. This part of his work has interested scientists ever since the expedition was planned. Since Columbus, in 1492, first noted the various deviations of the magnetic compass from the true north, scientists have tried, without success, to find the reason for the variations. Also, it has been disputed whether the magnetic pole is stationary, and it is expected that Capt. Amundsen's report will confirm the general belief that this pole moves at times.

The newspaper "Kysten" of Christiania, states that United States Senator Knute Nelson of Minnesota has proposed that the American government purchase the steamship *Gloa*, in order that she may be the first vessel to go through the Panama canal, and thus be the only ship that has sailed around America, and it is possible that congress may act favorably on the suggestion.

And it is so easy for a woman to have a headache when she can't think of any other excuse.



Mistress of the Home.

MOTHERS SOMETIMES LAY DOWN SCEPTER TOO EARLY.

Mistake to Allow Children to Hurry Parents Out of Middle Age, Where They Belong, into Old Age, Says Writer.

BY MARGARET E. SANGSTER.
(Copyright, by Joseph B. Bowles.)

In the history of every home a period is reached when the mothers stop training the children and the children begin training the mothers. The process of training always involves a disagreeable side to the persons trained. Children, for instance, see when grown up that the truest kindness to them was shown when they were not allowed to have their own way, but in the early years they often enough felt rebellious when restrained or denied. The moulding touch may be so gently given and education may be conducted with so much tact that pleasure predominates. As a rule, there is some friction during training whether colts or children or parents are the subjects.

Mothers arrive by imperceptible stages at the point where they cease to take the initiative and the children take it for them. Occasionally they feel a mild surprise when a grown up daughter calmly advises them to do this or not to do the other; when there is interference with their dress, their comings and goings, and when innovations are introduced in the household management. A strong-willed mother does not easily yield her precedence and in her case the children have to wait until a fit of illness, a long visit or an absence of some sort gives them their opportunity. Once she yields an inch, they take an ell. The maternal sceptre laid down temporarily is seldom resumed with its previous vigor. Often the training of the middle aged mother is so tenderly and sweetly undertaken and accomplished that she slips into the background without being aware that she has practically abdicated her position as queen.

Yet it happens every day that women by no means old, not at all weakened in mind or body, and as thoroughly conversant with affairs as ever they were, simply through granting concessions to their adoring children lose the rank of reigning sovereign to which they are entitled.

"Beware of letting your children persuade you that you must take care of yourself, that you must not go here or go there, or get too tired," said a wise man to a friend.

"Going down hill needs no exertion; it is just the lightest push here at the top of the hill and off you speed never climbing back again. Children often hurry mothers out of middle age where they belong into old age where they do not belong."

There is a very beautiful and thoughtful education of mothers, so exceptional and so gracious that it is worth mentioning in any discussion of the question. Thousands of mothers are so busy with housekeeping and bringing up children that they lose heart about keeping up their reading and they sit in the presence of their

college-bred sons and daughters feeling that they are miserably deficient and hardly fit to breathe the same atmosphere, with their gifted offspring. "I stand by the side of the road and gaze at my daughter almost with awe," confessed a mother who had no excuse for such profound humility. Another, filled with joy and pride at the triumphs of a son whose genius was admitted, dwelt continually on the incredible fact that she was regarded with constant affection by one so brilliant and commanding as her boy. This mental attitude is of course entirely wrong and much to be deprecated.

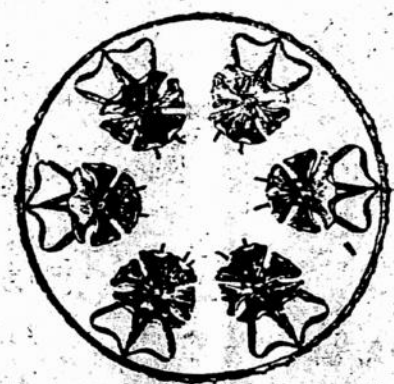
Experience has been a richer and more profitable feature to mothers than schools and colleges have been to their children. The right management of a home imparts to a woman who is responsive and receptive, sympathetic and enthusiastic, something quite as useful as a university education.

I heard not long ago a story that seemed to me full of the sweetest sentiment and the most practical suggestiveness. A daughter, who had been graduated with high honors came home with her diploma and spent her first vacation in becoming intimate with her mother. In the four years of separation the two had drifted a little apart; not in love but in acquaintance with those common affairs that form the staple of life in thought and conversation. The daughter did not go to her room or her hammock and spend hours in study and reading that would have been exclusive, though, delightful, but immediately took hold of the daily work with a will. In every possible way she lightened her mother's burden and when after her mother's burden had passed many pleasant afternoons together over books that to the mother opened a new world of culture, the daughter planned a course of study that they might pursue together. Their home was remote from neighbors and they had plenty of time. Resisting the inclination to go abroad and find a congenial field for study or professional work, the younger woman stayed by the elder and awakened her to a new world.

"After a woman is 50 years old she may as well die," was the bitter speech of a mother who realized that so far from taking the first place with her children, she had become a cipher in their estimation.

Naturally, when children have left behind them schools and school masters and are confronted with the problems and situations of maturity they have a right to independence. They must take the responsibility for their own actions. They are not unlike the birds that have learned to use their wings and get their own food and that no longer need the supervision that was once so untiring in the days of the nest. Yet it were well for most grown up children to delay too much training of their parents. How shall we train our mothers would best be answered in most instances, by an emphatic order to let them alone. Let mothers dress as they please, set their tables as they like, hold fast to little provincialisms in their dialect, unchecked, and be old-fashioned if they wish. There are endless varieties of roses in these days, but the white rose that blooms in the old-fashioned garden is sweeter than any of the newer productions.

VALAIS DESIGN.



The Valais design is traced on rather a dark colored linen, with a bold conventional poppy design, and is most effective worked out in rich, deep shades of a color.

Economical Fire Kindler.

An economical fire kindler may be made by dipping corn cobs in a mixture of melted resin and tar and drying.

"TARTANS" TO BE WORN.

The coming winter is expected to be a distinctly "tartan" one, for the Scotch plaid is seen not only in dress materials and trimmings, but is introduced into wings and quilts and even roses. Plain broadcloth costumes have been fashioned by the leading costumiers in Paris and London with short sack coats and skirts trimmed with narrow bands of pipings of tartan, and a distinct novelty is the little green and blue tartan "hip" coat trimmed with collar and facings of black silk poplin and finished with old-silver buttons. Silk poplin, one of the fashionable materials for the coming season, is being used for making these little coats, with a judicious trimming tartan, for wearing with a blue cloth skirt, and in juxtaposition is the skirt of brown and blue plaid, with orange stripe running through it to accompany a plain brown cloth sack coat, trimmed with military braiding, having on some models, a narrow flat piping of orange cloth or velvet introduced on either side of the braid

FEEDING TESTS AT THE ILLINOIS EXPERIMENT STATION

Splendid Equipment Afforded Opportunity for Exhaustive Observation.

The feeding tests carried on by the Illinois experiment station at Urbana have probably never had their equal in the United States, both from the point of extensiveness of the operations and the thoroughness with which the work has been done. The success attained has been largely due to the excellent equipment with which those conducting the experiments have had to work.

The feeding plant consists of a storage barn, sheds, feed lots, watering plant and other essentials to a complete equipment. To the south of the feed lots is a 144-foot corn crib and on the north is a 20x28 engine house.

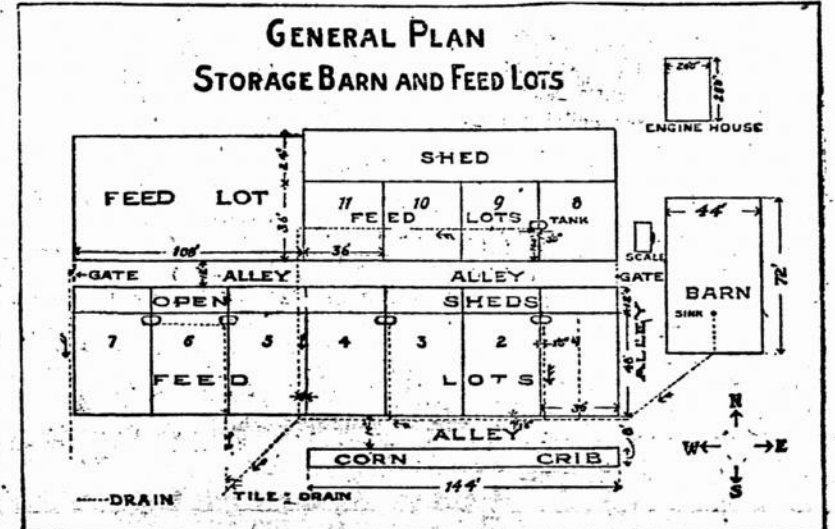
There are 12 feeding lots in the two rows mentioned, seven of which are situated on the south side of the alley and five on the north side. All face to the south and all are paved with brick with the exception of three lots on the north side of the alley, one of which is used for experimenting with cattle fed in an ordinary earth lot. The sheds on the south side of the alley are open on the south

lower bin and elevated into the one above, from which it runs into the grinder and when ground, is elevated to the bins on the second floor.

When ear corn is fed in the form of corn and cob meal, it is scooped from a wagon into the grinder and elevated as in the case of shelled corn or other grain. If fed finely broken (similar to crushed corn) it is run through an ensilage machine and blown into bins on the second floor, as is also done with hay when fed in a chaffed state; but if fed broken by hand it is scooped from a wagon to the second floor, through the same opening by which the feed carriers leave the barn.

Other feeds, such as oil meal, cotton-seed meal, gluten meal, bran, etc., which are always purchased in sacks, are conveyed to the second floor by hand from a wagon in driveway of barn. As these feeds are needed they are weighed during the day, placed in feed carriers, and conveyed at feeding time to the lots south of alley.

The lots on the south side of the alley are each 48 feet long by 36 feet



General Plan of Beef Cattle Experimental Plant.

side, while those on the north side are enclosed, and provided with large sliding doors. None are paved.

Feed carriers convey the concentrates and chaffed roughage from the second floor of the storage barn to the lots on the south side of the alley. For general plan see cuts on this page.

The storage barn, containing a silo, feed grinder, cutter and shredder, feed bins, stalls, and storage room for roughage, is of plank-frame construction, all the framing material being of two inch lumber sized to 1 1/2 inches. It is 44 by 72 feet and is divided into five bents.

Beginning at the north, the bents are spaced as follows: 15 feet, 14 1/2 feet; the driveway, 12 feet; 14 1/2 feet

wide, exclusive of shed, with a 12x36 shed open to the south. Each lot is enclosed by a board fence four feet eight inches high. All lots are paved with brick. The sheds are not paved.

These lots have gates leading into each other, to the alley, and out of the south end of the lots. There is also a gate in each lot so placed that it, together with the gate between the lots, can close the space between the fence and feed bunk, thereby making it possible to confine the cattle under the shed while the lots are cleaned and in the lots when the sheds are cleaned. Each lot is furnished with a feed bunk for concentrated feed and two mangers for hay. One watering tank is provided for two lots.

The grade used in paving these lots



A View of the Sheds and Feed Lots.

and 15 2/3 feet. The foundation is a brick wall 13 inches thick extending below the frost line and rising one foot above the grade line.

The ground was excavated six inches for the floor and the resulting space filled 3 1/2 inches with gravel, well tamped, then 1/2 inch with fine sand over which were laid No. 1 paving brick flushed with cement. The brick were laid flat in all places with the exception of the driveway, where they were placed on edge.

The two north sections contain a 30-ton silo, feed bins, cutter, and storage for baled hay.

The walls are 18 feet high; curb, 31 feet; peak, 40 feet; studding 2x6, 24 inches on center; plates, 2x6, two ply; drop siding, 1x8 inches; rafters, 2x6 inches, 24 inches on center; roof sheathing, 1x2 1/2 inches, three inches apart; cedar shingles, 5x2 laid 4 1/2 inches to the weather.

A feed cutter and grinder are located near a 4x14 foot bin on the first floor. This bin has a capacity of 300 bushels. Just above this bin and in connection with it, is a smaller one with a capacity of 100 bushels. Grain is scooped into the south end of the

was one slightly above the surrounding level and given enough slope (6 1/2 inches from north to south and 3 1/2 inches from east to west of each lot) to allow the water to run to the southwest corner of each lot where tile were laid to carry it away.

The shed south of the alley is 250 feet long and 12 feet wide and is divided into seven equal compartments. The feed bunks are five feet nine inches by 18 feet and are located five feet six inches from the shed. The posts are 4x4s, nine feet apart one way and six feet apart the other way. All extend from the pavement above the bunk to form the framework of the feed carrier's track.

Two hay mangers in each lot are built of material of the same size and in the same manner.

The entire length of the track is 270 feet and the total fall, 11.25 feet, which means a fall of one foot in 24 feet. However, the fall from the door of the barn to the west side of lot 4, a little over half the distance, is one foot in 19.8 feet, while the remaining fall is only one foot in 36.5 feet. Thus it is seen the greatest fall is allowed just after the carriers leave the door.



CAPT. ROALD AMUNDSEN.