CHAPTER VIII.

PEARY SPENDS A LIFETIME IN POLAR RESEARCH.

Peary's Tempestuous Voyage—The Start for the Pole—Explorations to West—Early Discouragement—Supplies and Personnel—Eskimos and Dogs Secured—Record of the Previous Trip—Building on Mistakes—The First March—Nine Voyages Poleward in 23 years—Peary's Picturesque Career—The Polar Resolve.

BEFORE Commander Peary left New York to pass with his ship in review under the eyes of President Roosevelt and then make for the polar lands he said:

"We are ready for the trip. I have done entirely too much work in the Arctic to be certain of anything, so I'll not promise anything before I start except that I am going to put into it every bit of energy, moral, mental and physical, that I possess.

"I feel confident that in any case I shall carry the American flag further north than ever. Unless the unforeseen happens I shall plant the Stars and Stripes at the geographical pole. If conditions are no worse in the next season than they were during the last voyage I shall hope to accomplish the object of the expedition and return in about fifteen months —that is in October, 1909."

Peary outlined the course that he would pursue and he has followed this projected course with few changes. He said that he would take the Roosevelt up to Etah via Sydney, Nova Scotia, the Straits of Belle Isle, through Davis Straits into Baffin's Bay and Smith Sound to the Greenland base of operations. There he would leave a store of food for the return trip and stopping in the Whale Sound region to take on his Eskimos and dogs he would try to push the Roosevelt through to the same winter quarters that she had occupied in the winter of 1905-06, which was under the point of Cape Sheridan on the northern coast of Grant Land.

"I propose, in my next expedition," he said, "to follow the same program and route as in the last, with such modifi-

cations as have been suggested by the experience and discoveries of the last expedition.

"I shall use the same ship, the Roosevelt; shall leave New York July 1; shall follow the same route north by way of Sydney, C. B., Straits of Belle Isle, Davis Straits, Baffin Bay and Smith Sound; shall use the same methods, equipments and supplies; shall have a minimum party of white men, supplemented with Eskimos; shall take on these Eskimos and dogs in the Whale Sound region as before, and shall endeavor to force my ship to the same or similar winter quarters on the north side of Grant Land as in the winter of 1905-06.

"Wintering here will be essentially the same as in 1905-06, though I expect next time to avoid the distribution of my dogs and a large portion of my party through the interior of Grant Land during the winter, enforced in the last expedition by the poisoning of the whale meat which I had purchased for food for my dogs.

"The sledge work will begin as before, in February, but my route will be modified as follows:

OUTLINE OF PLAN TO BE FOLLOWED.

"First, I shall follow the north coast of Grand Land as far west as Cape Columbia, and possibly beyond, instead of leaving the land at Point Moss, as I did before.

"Second, leaving the land, my course will be more west of north than before, in order to counteract or allow for the easterly set of the ice between the north coast of Grant Land and the pole, discovered during my last expedition.

"Another essential modification will be a more rigid massing of my sledge divisions on the way in order to prevent the possibility of a portion of the party being separated from the rest by the movement of the ice with insufficient supplies for a protracted advance, as happened on the last expedition.

"There is no doubt in my mind but that the 'big lead' encountered in both my upward and return marches in my last expedition, and which was also observed by me in 1902, although closed at that time, is an essentially permanent feature of this part of the Arctic Ocean. This lead extends westward from Cape Morris Jesup the most northern point of Greenland, in the general neighborhood of the eighty-

fourth parallel, toward Crocker Land, and forms the line of demarkation between the heavy, rough, nearly motionless ice embayed in the great bight between Cape Jesup and Crocker Land, and the less heavy, more mobile ice of the central polar sea, moving steadily from the ice incumbered areas north of Bering Strait, cross the pole toward the North Atlantic in a broad stream between Cape Morris Jesup and the northern point of Franz Josef Land.

"I have little doubts of my ability to make this lead (that is, the eighty-fourth parallel) instead of the north coast of Grant Land (83 degrees north latitude), my point of departure with fully loaded sledges. If this is done it will shorten the route by nearly 100 miles, and distinctly simplify the proposition.

A DECISION MADE FOR THE RETURN.

"On the return march in the next expedition I probably shall do voluntarily what I did involuntarily last time, that is, retreat upon the north coast of Greenland (a course diagonally with the set of the ice) instead of attempting to come back to the north coast of Grant Land, (diagonally against the set of the ice).

"An adjunct of this program will probably be the establishment of a station well up the north coast of Greenland by the first supporting parties returning to the ship. This, however, would simply be a precautionary measure, as my personal acquaintance with the entire north coast of Greenland and the east coast as far south as Cape Parish, would permit the subsistence of a small party upon the game of the region.

"Such station party might be able to extend my surveys of 1900, south from Cape Parish to Independence Bay and possibly beyond, and would certainly be able to explore the interior ramifications of the great Greenland ice fjords debouching into the central polar sea between Cape Bryant and Cape Morris Jesup, presenting the most boreal manifestations of glacial conditions in the world, and bring back a synopsis of the fauna, flora, and geological features of this coast.

"It may also be possible for the second detachment of returning parties to go west from Cape Columbia along the

north coast of Grant Land to Cape Colgate, and perhaps Cape Thomas Hubard (touching Cook's route), and thence to Crocker Land, for the exploration of this new section of the unknown Arctic. In regard to this region a well-known Arctic and Antarctic writer recently stated that the exploration of Crocker Land might entirely change all preconceived notions in regard to the unknown polar area.

"A distinct advantage which work in this direction possesses is that the party, once it regained Cape Colgate, would be independent of the season and ice movements as regards traveling. The broad glacial fringe of North Grant Land, which I found in my last expedition extending West from Cape Hecla to Cape Colgate, and southwest from Cape Thomas Hubbard, is an imperial highway, second only to the 'inland ice' of Greenland, and is available for travel throughout the entire year, with the exception of about three weeks in July, at the height of the Arctic midsummer, when it is an almost impracticable labyrinth of deep lakes and rushing glacial streams, formed by the rapid melting of the snow.

"Thus it will be seen that there are interesting possibilities both east and west of my proposed winter base, in addition to the main attack upon the pole.

TWO AUXILIARY ROUTES INDICATED.

"The two auxiliary routes indicated above mean the investigation of the most northern coast line in the world (situated only about 500 miles from the Pole itself), though possibly 100 degrees of longitude. (This represents the difference in longitude approximately between the Yellowstone Park and the Azores).

"In view of the fact that in my last expedition I personally covered, within the limits of a single sledging season, one-half of the range, both latitudinally and longitudinally, contemplated in the above outline, it does not seem too imaginative to assume that the program as outlined can be carried out by three simultaneous parties, utilizing my methods and guided by my personal acquaintance with the greater portion of the route traversed by each.

"I shall take with my advance parties on the next expedition light sounding apparatus, and make every effort to

obtain a line of soundings from the north coast of Grant Land to the Pole, that may determine the general features of sea depths in this region."

The departure of the Roosevelt on this last and successful voyage to the Pole was made only after obstacles such as seemed to forebode defeat had been overcome. In the first place, Peary had planned to make his last dash for the Pole in the summer of 1907, but the Roosevelt, which was in dry dock at Shooters Island getting her seams tightened and her propeller put into shape after the squeezing by the ice on the last trip, did not get into the water in time owing to contractors' delays. It is possible that this lost him the coveted honor of being first at the Pole. When the Roosevelt was finally in shape finances failed suddenly because of the death of Morris K. Jessup, the president and one of the leading contributors of the Peary Arctic Club.

COST OF OUTFITTING AN EXPEDITION.

Nothing short of $50,000 would suffice to make complete the outfitting of the expedition, Peary believed. He only had $25,000 in hand. Contributions came in slowly, though one of the sums was $10,000, which was sent by Zenas Crane, of Dalton, Mass. At last, by July, the head of the expedition had all but about $5,000 of the funds he had hoped to get, and every cent of the cash had been invested in stores.

Under the hatches of the Roosevelt there was then a varied larder, of which the following is a partial summary:

Sixteen thousand pounds of flour, 1,000 pounds of coffee, 30,000 pounds of pemmican (the desiccated and compacted meat used by Arctic explorers), 10,000 pounds of sugar, 7,000 pounds of bacon, 10,000 pounds of hard bread, 400 cases of kerosene and 1,000 pounds of smoking tobacco. The stores further comprised looking glasses, silver thimbles and shot guns, which were to be the currency of the Arctic realm.

The scientists who sailed with Peary were men of note, whose investigations will fill the great gap that savants are complaining of in the records that Dr. Cook brought down from the Arctic Circle. Prof. Ross G. Marvin, of the civil engineering department at Cornell University, who had been with the previous Peary expedition, went along as assistant navigator. Prof. D. D. McMillan, a teacher in the Worcester Academy, and George Borup, of Yale, were the naturalists of the party. Dr. J. W. Kensell, of New Washington, Pa., was selected as the surgeon of the expedition, a position which had been filled by Dr. Cook himself in one of Peary's previous trips to the North. Captain Bob Bartlett, a Newfoundland man, had his old position as master of the steamer.

The Roosevelt left New York on July 6, 1908, but really after Cook had reached the Pole, though, of course, none then knew it, and steamed up to Oyster Bay, where President Roosevelt and his family inspected her on the following day. Then the ship, with all the members of the party except Commander Peary aboard, sailed for Sydney, Nova Scotia, whither the commander himself went by rail. The Roosevelt left Sydney on July 17 and sailed to Hawkes Harbor Labrador, where the supply tender Erik was taking on a cargo of coal and whale blubber. Thence, accompanied by the tender, the Roosevelt made north to Etah Fiord.

THE ROOSEVELT SETS SAIL FROM LABRADOR.

After Peary and the Roosevelt sailed out from the Labrador port nothing was heard from them until Etah was reached. Then through the circuitous routes of communication from the northlands came down a report to the Navy Department in Washington dated at Etah, August 17—the last official word that had been had from Peary since he sailed from New York fourteen months ago, until he announced that he had found the Pole. This report read in part as follows:

"I beg to report my arrival here on August 11. Leaving Sydney July 17, Cape York Bay was reached near midnight of July 31. The voyage north across the Gulf of St. Lawrence was favorable, the Straits of Belle Isle were free from fog, rendering the passage easy, and favorable weather was experienced along the Labrador coast, which was followed as far as Turnavik Island, latitude 58 degrees, 18 minutes north, with two intermediate stops for whale meat.

"From Turnavik a course was set for the cross-land coast and about twelve hours of bad weather ensued. After that the weather was moderate again until midnight of Saturday the 25th; following this were three days of strong northerly head winds and sea, accompanied by rain and fog, which

rendered the navigation of Davis Straits somewhat disagreeable and arduous. From Holsteinberg the weather was favorable again and an energetic southern squall of some hours' duration off Upernavik materially assisted us on our way. Duck Islands were passed just before midnight of July 30 and Melville Bay entered in brilliant sunlight weather with light air from the north.

"The east side of Cape York Bay was reached at 11.30 P. M. July 31, no ice having been seen on the passage across the bay. In fact, no ice has been seen on the entire voyage except the narrowing string of light scattered ice off the Labrador coast the morning of the 23d.

"Heavy weather and an unusual swell held us here until early Sunday morning, when the ship crossed to Cape York, latitude 75.53 north. Here learned that the Erik had passed the day before, but was unable to get into the settlement. Eskimos and dogs were taken on here and the ship's tanks were filled with water from the glacier. We then steamed north to North Star Bay, where I found the Erik again. Taking on more Eskimos and dogs here, the ships steamed in company to the northward end of Northumberland Island, where I boarded the Erik to visit the settlements at the head of Inglefield Gulf, while the Roosevelt proceeded direct to Etah to overhaul and trim ship for the ice.

THE ROOSEVELT COALED FROM THE ERIK.

"I repaired with the Roosevelt to Etah late on August 14 with additional Eskimos and dogs and some thirty-five walrus. All dogs were landed on an island in Etah Fiord. The Roosevelt was coaled from the Erik, coal landed for the return trip and two men landed with supplies for the relief of Dr. Cook. The season has been an unusually cold and stormy one, with almost continuous wind and frequent snow. I have on board a good supply of Eskimo dogs and walrus meat. All aboard are well. I expect to steam north some time to-night."

In the trip made previously he had left Etah just a day before the time of his last departure, August 16, and first off the Roosevelt had encountered ice off Littleton Island at the entrance into Kane Basin, a wide ice pool between Greenland and the eastern coast of Ellesmere Land. Cape Sabine, on

the western side of Kane Basin, and Prayer Harbor, a bight in the icy coast line, were jammed with ice, and the boat could not push her nose through the barriers.

The map of the explored regions about the north of Greenland shows the tortuous channel that lay open to the Roosevelt from Kane Basin north to the open expanse of the frozen ocean. It lay open in theory only, for every mile that the Roosevelt battered its way through the ice floes was increasingly difficult. In that narrow strait which extends for a hundred miles and more between the Greenland continent and the reaches of Grant and Grinnell lands on the west the Roosevelt found its daily fight.

A STOP MADE AT VICTORIA HEAD.

Peary stopped, of course, at Victoria Head to desposit there a depot of coal boats against his return from Cape Sheridan. Provisions were left weighted down by the boats so that the hurricanes that rush down from the ice fields of the northern reaches could not scatter them across the whole expanse of Grinnell Land. Then the Roosevelt put out in the face of the bergs again, trying to utilize the tides in her northing to Cape Collision. Twice the expedition reached the cape with the dour name and twice the pack ice drove the boat back.

The Roosevelt was then forced eastward into the heavy channel pack, and after a severe struggle it came into a zone of loose ice on the Greenland side of Cape Calhoun. After some delay waiting for favoring winds the trig little ship began to use her ice ram against the floes that blocked the way to Cape Constitution and Thank God Harbor. Beyond that the course was set for Cape Lupton, but here it was that the hull of the Roosevelt got its first ice hug.

"A few miles north of Cape Lupton," said Peary in his first accounts of the expedition made upon his return in November, 1906, "a sudden motion of the ice smashed the Roosevelt against the ice foot and ground her along its face until she slipped into a narrow niche after hard work with our heaviest lines. This momentary flurry twisted the back of the rudder, broke the heavy iron head bands and gave the Roosevelt a very disagreeable grinding and squeezing, but it did not seriously injure her."

As soon as the pressure relaxed the Roosevelt's screw began to turn again and the boat crawled through the leads in the ice floes around Cape Sumner. In Newman Bay, around the shoulder of this cape, the Roosevelt lay, waiting a week for the ice to open a way across Robeson Channel. Ice from the north then closed around behind her and blocked her backward trail.

"Again the Roosevelt deliberately attacked the dense channel pack," said Peary, "and after thirty-five hours of severe and continuous stress and strain, such as I believe no other vessel afloat could have withstood, we reached Wrangel Bay. Here the movement of the heavy ice twisted the back of the rudder until it was nearly torn away, but did not render it completely unserviceable."

ENCOUNTERS A TOWERING WALL OF ICE.

In Lincoln Bay the Roosevelt again ran up against a towering wall of ice and it was forced aground at every tide. After several days' wait the boat managed to thread away around Cape Union and later around Cape Rawson, stubby fingers of ice encumbered land that point out from the north coast of Grant Land into the frozen polar sea. Early in the morning of September 5 the Roosevelt squeezed in under the shadow of the ice walls at Cape Sheridan just as the ice from the northeast fields of it slipped down and blotted out the moving water on all sides.

"This ice remained stationary until the evening of the 16th," was the way that Peary described the trapping of the Roosevelt in his first accounts of his expedition of three years ago. "Then a large ice floe piled around Cape Sheridan, crushing everything before it. The Roosevelt was unmercifully squeezed, had one blade torn off her propeller and was lifted until the propeller showed out of water. On the turn of the tide she settled back somewhat, but did not float again until the following summer."

This, then, was the limit of the Roosevelt's northward journey in the autumn of 1905, about 62 degrees west longitude and 83 north latitude. If he has been more successful in jamming the Roosevelt through the ice on this last expedition he left her at Cape Columbia, a hundred miles or so to the northward, and with winter quarters at that cape he

started out over the frozen polar sea in the direction of the shadowy Crocker Land that Peary himself discovered and named in the winter of 1906.

It is upon the mistakes committed in this expedition of 1905-06 that Peary was building for a successful dash in 1908. When he started his trip across the ice from a point set down as Cape Hecla on the map the trend of his march was northwestward, but it did not bend to the west sufficiently, and it was from this experience of Peary's that Dr. Cook says he profited. Cook started out over the polar ocean from Cape Thomas Hubbard, west of the 90th parallel, and the movement of the ice, which in 1906 had carried Peary far out of his course, aided Cook in reaching the Pole.

It was on February 28 that the first pioneer party left Cape Hecla northward, Peary following over the frozen field. Eighty miles away from shore the parties were held up by a broad lead at latitude 84.38, which after having caused a delay of six days was closed over with a film of ice so thin it bent under the hurried footsteps of men and dogs.

ICE FLOE PARTING IN A SEVERE GALE.

Later under the spur of a howling gale the floe upon which Peary and one-half of his party was camped parted and was driven seventy miles to the eastward. After the storm had abated Peary sent back some of his meagre number to try to locate the supporting party, cut off during the gale. This party reported that a lead behind had cut off the retreat to the other division of the expedition. Then it was that Peary prepared to strip his equipage to the bone for the final dash poleward.

"The first march of ten hours in the lead with the compass, sometimes on a dog trot, the sledges following in Indian file, with drivers running beside or behind, placed us thirty miles to the good. Four hours out on the second march I overtook Mr. Henson in this third camp beside a lead which was closed. When I arrived he hitched up and followed behind my hurry party. I had with me now seven men and six teams with less than half a load for each.

"As we advanced the character of the ice improved, the floes becoming much larger and rafters infrequent, but the

cracks and narrow leads increased and were nearly all active. As dogs gave out, unable to keep the pace, they were fed to the others. April 20 we came into a region of open leads leading nearly north and south and the ice motion became more pronounced. Hurrying on between these, a forced march was made. Then we slept a few hours and starting again soon after midnight pushed on until noon of the 21st.

" My observations then gave 87 degrees, 6 minutes.

" I thanked God with as good a grace as possible for what I had been able to accomplish—but I felt that I had cut the margin as narrow as could be reasonably expected. My flags were put out from the summit of the highest pinnacle near us and a hundred feet or so beyond this I left a bottle containing a brief record and a piece of the flag which six years before I had carried around the northern end of Greenland.

" Then we started to return to our last igloo, making no camp here."

Thus just two years to the day prior to the time that Dr. Cook was putting his records in a brass tube on the floating ice at the Pole Peary was putting his records of his " farthest north " in a bottle on the floating ice at 87 degrees, 6 minutes.

CULMINATION OF ACHIEVEMENT LONG DEFERRED.

This 87-6 marked in the April of 1906 the culmination of successive efforts at hoisting the " farthest north " mark just as Peary's achievement of April 6, 1909, crowned those years of struggle. Nine voyages has Peary made to the polar lands and twenty-three years of his life has he spent in the effort which was rewarded this year. More than any other explorer of any nation has this officer of the United States Navy striven without ceasing to unlock the secret of the frozen North.

Peary was born in Cresson, Pa., May 6, 1856. He was graduated from Bowdoin College in 1877 and became a civil engineer in the navy in 1881. His first important task under the Government came in 1884-85, when he was an assistant engineer in the Nicaragua Canal route survey. Two years later he was made engineer-in-chief of the survey, and he stayed with that work until the Government abandoned the Nicaraguan route and withdrew its engineers.

In 1886 during a leave of absence from work in the tropics he followed the lure that had called him since boyhood, and in a modest expedition he made a reconnaissance of the Greenland inland icecap east of Disco Bay, in latitude 70 degrees north. From this time until he sailed on his first real expedition to Greenland in 1891 all his leisure was given to the study of the scientific equipemnt of polar expeditions and preparation for participation in Arctic research.

Then in June, 1891, he started with his expedition to northwestern Greenland. It was not then known whether or not Greenland was a great island or embraced at its northern extremity by an open polar sea. Even the west coast of the northern land beyond Kane Basin was but imperfectly known and little charted. Peary's first scientific expedition opened the eyes of the world to his daring and the greatness of his purpose.

FROM McCORMICK BAY IN SMITH SOUND.

He journeyed from McCormick Bay in Smith Sound to the extreme northeast angle of Greenland, latitude 81.37, making a round trip of 1,300 miles. During the course of this journey he had to travel over the inland ice from 5,000 to 8,000 feet above the sea, sledging all the way with the Eskimos, whose services had been little appreciated by former explorers in the frozen north.

He proved that the northern extension of the great interior ice cap ends below latitude 82 degrees. He also established for the first time the insularity of Greenland and ascertained the existence of detached ice free land masses north of the mainland and the fact that the east and west coasts of the great island converge north of the seventy-eighth parallel. Added to his discoveries was the ethnological work he conducted among the Eskimos from Cape York to Smith Sound.

The year following Peary's return from Greeland in 1892 he organized a second expedition to the country which had fascinated him. In the Falcon he started north again in the summer of 1893, making for the same territory which he had partially explored the year before. His wife accompanied him on this trip and shared with him all of the dangers and hardships he had to undergo.

In this trip Peary again made a direct line across the top

of Greenland from the shore of Smith Sound on the west coast of Peary Channel and the great Academy Glacier on the upper edge of the eastern unexplored coast of the island. His project was to map the whole north Greenland country from Victoria Inlet to Cape Bismarck.

Peary's work carried him through all of the northeastern extremity of Greenland, where he gave names to many of the mountains and the features of the seacoast. The land at the extreme northeast of Greenland has been called Peary Land since, because of his discovery of it. He discovered the famous meteorites near the coast of Melville Bay which, weighing about ninety tons apiece, are the largest fragments ever found.

After summer voyages to the Melville Bay regions in northeast Greenland in the years 1896 and 1897 Peary started north again in 1898 on a more serious mission. This occasion for the first marked his determination to reach the Pole itself. He determined to remain in the far north until he should have reached the Pole, if it took him five years to do it.

DEPOT OF SUPPLIES AT FORT CONGER.

He established his main depot of supplies at Fort Conger, in Lady Franklin Sound, the same Fort Conger which had once been the camp of the ill-fated Greely party. As a result of his stay at this scene of a past tragedy Peary brought away with him the complete records of the two and a half years' life and work of the Greely party during its habitancy of the place. Among other geographical discoveries that Peary made on this voyage was that Grinnell Land and Ellsmere Land were but parts of the same big island. He also made resurveys of the coast line in the neighborhood of Smith Sound, filled in the blank spaces of unexplored land on the west side of Grinnell Land and the northern coast of Greenland.

"Past Greenland," was the cry that came with the return of the part of the Peary expedition in September, 1901. "Past Greenland," and Peary was still at it. In the spring of 1902 Peary started over the frozen polar ocean from Cape Hecla, on the north coast of Grant Land. He attained 84 degrees, 17 minutes north, the highest point that had been

reached in the American Arctic. Some charting of the coast of Grant Land and the Garfield coast came as a byproduct of this endeavor. Then came the trip of 1905-06, when Peary attained 87 degrees, 6 minutes and uncovered just the edge of a new land in the polar ocean which he named Crocker Land.

Whether Peary feared he might not return no one knows. At any rate, he voiced only his hopes, but when the Roosevelt turned her prow northward in the summer of 1908 he left behind a record of his explorations and letters to friends to be opened if he never came back. There were tender messages for Marie, "the snow baby," born in the North, but then a miss of 16; words for Robert E. Peary, Jr., 6 years old and taking his first lessons in navigation, and data for his publishers, all left on condition that none of it be used except in the event of his disappearance. Then they would be valuable for the support of his family.

That Peary's friends foresaw some of the criticisms likely to be evoked by Doctor Cook, and that they undertook to guard against such a situation, is shown by the remarkable plan arranged for reporting the discovery he hoped for.

SUCCESS TO BE HERALDED IN SIMPLE SENTENCE.

It was agreed that if Peary found the Pole he should notify the world in a simple sentence. Then a messenger from his publishers was to start north from New York to meet him and get his story of the expedition. This man was to travel post-haste to Labrador. There he was to charter a fishing smack and sail northward as far as possible toward Cape Chidley. On those bleak shores he was to camp and wait for the faint trace of smoke over the horizon which would herald the Roosevelt.

With that signal instantly the messenger would set sail again and when the two craft came within hailing distance, the Roosevelt was to heave to while the messenger sailed as near as he dared alongside. Peary was to cast over a waterproof packet containing the account of his expedition, with photographs or undeveloped films, and with these the messenger was to turn his little ship to the south, while the Roosevelt was to point for Hudson Bay, where with Peary and all on board she was to be lost to civilization for six

weeks behind the mists which curtain the northern boundary of the continent.

Until as late as June, one month before his departure, this plan was agreed upon and accepted by Peary. But it was he who abandoned it at the last moment. He said:

"No, the newspapers and the public have always treated me fairly, and I owe it to them to give out all the information they want regarding my explorations. I should have no right to withhold any important data whatever from the world at large in case I reach the Pole."

These were Peary's words as repeated to-day by a friend who heard him make the declaration.

It may have been one of the ironies of nature that Peary should start for the Pole on the last day of the hottest spell New York city had seen for 36 years, but so it befell. On that day a reporter aboard the Roosevelt found a seaman sitting disconsolately in a companionway.

START FROM NEW YORK IN TORRID HEAT.

"Isn't there anything you want to take with you that you haven't now?" asked the reporter, thinking he was speaking to Captain Bartlett.

"If you've got anything to read you might send it aboard," replied the seaman.

The next morning a story appeared in a morning newspaper saying the Peary expedition wanted books and reading matter. Immediately the stream started. Trucks, hand carts, messenger boys, automobiles and private carriages began arriving with books and magazines. Before noon all the extra space between decks had been filled. In the afternoon they were packed on the decks and finally in Captain Bartlett's cabin, and that officer told Commander Peary he would have to hunt among them for his instruments.

Finally before the sailing hour, with all hands at work the most desirable had been selected and the others were dumped into the bunkers of the Roosevelt to be fed to the fires. It is a fact that the steam which propelled the vessel out of the East River was made by books and magazines contributed by the people of New York.

When it came to cash contributions it was a different story. When Peary had to set up new boilers in the Roosevelt's

hold before he could start, he had a difficult time to raise the money. Every penny he could get together was spent on improving equipment and assembling supplies at Etah, and so close was the pinch that when President Roosevelt came aboard to bid Commander Peary farewell and good luck, he found a craft actually shabby because Peary did not have the money to paint her.

Standing on the bridge of the Roosevelt on the afternoon of July 6, Peary, with a grave face took his last look at New York. A day later Peary left the Roosevelt with Mrs. Peary and took a train for Sydney, where he was to meet Captain Bartlett.

The Commander's two children, Marie, "the snow baby," and little Robert, went with Captain Bartlett. When he left the Roosevelt Peary handed the children over to Matt Henson, the negro body servant. At Sydney, when the Commander rejoined the ship, the children were taken ashore. Mrs. Peary spent the following winter in Washington, where the family home is, and early this summer went to Eagles' Island, South Harpswell, Me. Oddly enough, Dr. Cook's wife was also at the same small resort when the news of her husband's victory was flashed to her.