

CHAPTER IX.

"STARS AND STRIPES NAILED TO POLE."

Peary Cables His Success—Sends Despatches from Labrador—Telegraphs His Wife—Offers Pole to President Taft—Latter Humorously Declines Gift—Wants Whole World Reformed—Brings Ample Proof—Details of Desperate Dash—Veteran Explorer Analyzes Story—Progress Slow in Ice Floes—Professor Marvin Drowned.

THE first word received from Commander Peary out of the frozen North was a dispatch that flashed through the ocean cables on Monday, September 5, 1909. The first message came to the Associated Press from Indian Harbor, Labrador, via Cape Ray, Newfoundland, and said:

"Stars and Stripes nailed to North Pole.
(Signed Peary)."

In a moment the world was agog. Dr. Cook's marvelous discovery had electrified two hemispheres but five days before. Now excitement was at a fever heat. It was known that Cook had reached the Pole on April 21, 1908, and that Peary must have been later, since his ship did not sail from New York until after Cook had reached the earth's apex.

Nevertheless, the world waited with bated breath for the next word from the second gallant American who had nailed the Stars and Stripes to the North Pole.

Soon it came. It was a dispatch to a New York newspaper, and said:

"I have the Pole April 6. Expect arrive Chateau Bay September 7. Secure control wire for me there and arrange expedite transmission big story.
PEARY."

A short time later Peary's first message to his wife was made public. It conveyed to her the news of his triumph and confirmed the dispatches that had been sent to the Associated Press. It was as follows:

"INDIAN HARBOR, via Cape Ray, September 6, 1909.
"MRS. R. E. PEARY, South Harpswell, Me.

"Have made good at last. I have the old Pole. Am well.
Love. Will wire again from Chateau. BERT."

To this Mrs. Peary sent a reply as follows:

"SOUTH HARPSWELL, Me., September 6, 1909.

"COMMANDER R. E. PEARY, steamer Roosevelt, Chateau Bay.

"All well. Best love. God bless you. Hurry home.
"Jo."

President Taft for the second time within a week was notified that the North Pole had been discovered, this time by Commander R. E. Peary, who sent a message from Indian Harbor, via Cape Ray, N. F.

Dr. Cook's message from Copenhagen was dated the 4th, and conveyed the news that "I have returned, having reached the North Pole."

The President replied in a message that said: "Your report that you have reached the North Pole calls for my heartiest congratulations and stirs the pride of all Americans that this feat, which has so long baffled the world, has been accomplished by the energy and wonderful endurance of a fellow countryman."

The message from Commander Peary was as follows:

"INDIAN HARBOR, via Cape Ray, September 6.

"WILLIAM H. TAFT, President of the United States, Washington, D. C.

"Have honor place North Pole your disposal.

"R. E. PEARY, United States Navy."

President Taft sent the following reply:

"BEVERLY, Mass., September 6.

"COMMANDER R. E. PEARY, United States Navy, Indian Harbor, via Cape Ray N. F.

"Thanks for your interesting and generous offer. I do not know exactly what I could do with it. I congratulate you sincerely on having achieved, after the greatest effort, the object of your trip, and I sincerely hope that your observations will contribute substantially to scientific knowledge. You have added luster to the name 'American.'

"WILLIAM H. TAFT."

Then came a lull. While the entire world waited anxiously for some more definite word from Commander Peary telling of his achievement in having discovered the North Pole April

6, 1909, little came from the explorer. He sent cablegrams to half a dozen or more friends of his during the succeeding day, but they were as laconic as those which announced his success, and did not go into any details of his daring dash to the frozen top of the world.

All of the first messages from Commander Peary were sent from Indian Harbor by way of Cape Ray, Newfoundland, and most of them were dated Monday. Peary was on his way soon aboard the Roosevelt to Chateau Bay, on the Straits of Belle Isle, where he was rushing to send more complete dispatches.

In the meantime there was nothing for the anxious ones to do but wait until Commander Peary had landed and had had an opportunity to file his cablegram.

WILL RETURN FORTIFIED WITH PROOFS.

An indication that the Pennsylvania explorer would return fortified with all the necessary proofs to establish his claim to the discovery of the Pole was furnished by a cablegram he sent to Herbert L. Bridgman, secretary and treasurer of the Peary Arctic Club. In this dispatch Commander Peary said:

"Kindly rush following: Wire all principal home and foreign geographical societies of all nations, including Japan, Brazil, etc., that the North Pole was reached April 6 by Peary Arctic Club's expedition, under Commander Peary."

The cablegram was signed "Peary." Mr. Bridgman at once set to work to carry out these instructions. He sent telegrams to the presidents of the important geographical societies in this country and abroad, and also to a number of individuals who have shown keen interest in Commander Peary's Arctic exploits.

Among the cablegrams he sent was this to former President Roosevelt, which he addressed to Nairobi, Africa:

"Theodore Roosevelt: North Pole discovered April 6 by the Peary Arctic Club expedition, in command of Peary."

Communications were sent to the Royal Geographical Society at London, Brussels and Rome, the Imperial Geographical Society at Berlin and St. Petersburg, and the Paris Geographical Society.

Mr. Bridgman took the position that Commander Peary's

anxiety that the geographical societies be notified showed beyond doubt that he would have no trouble in convincing the most captious critics that he had found the Pole. This was particularly gratifying to the secretary of the Peary Arctic Club.

"Every one will believe Mr. Peary," declared Mr. Bridgman, rapturously. "There was no need of his indicating that he had proof to back up his claim, but I am glad, just the same, that he has made it known that he will bring it. No one doubts Peary's word, but at this time it is just as well to have something from Mr. Peary to show that there will be no shadow of doubt in the public mind concerning his discovery."

MUSEUMS WILL BE ENRICHED WITH RELICS.

Commander Peary, in his pursuit of the Pole, did not forget to look for relics for the use of museums, as is evidenced in this cablegram, which was received by Henry Fairfield Osborne, of the American Museum of Natural History, in this city:

"The Pole is ours. Am bringing large amount of material for museum. PEARY."

Before the explorer left on his trip a year before he assured Mr. Osborne that if he reached the Pole he would come back with a sack full of curios that would probably make some interesting exhibits. Mr. Osborne cabled his thanks to Peary upon receiving the cable message, telling him that the museum would eagerly await his return.

Another cable message was sent to General Thomas Hubbard, president of the Peary Arctic Club, saying:

"INDIAN HARBOR, via Cape Ray, September 6.

"Thanks your assistance, the 300 years' search of North Pole is ended. Pole occupied by club's expedition April 6. Roosevelt returns uninjured. PEARY."

To this Mr. Hubbard sent a reply as follows:

"COMMANDER ROBERT E. PEARY, Indian Harbor, via Cape Ray.

"Your cable gives me the best news I have had this century. Congratulations and best wishes."

George Crocker, another member of the Peary Arctic Club, and one of the backers of the successful expedition, received this cablegram from the explorer:

"The Pole is ours. Thank you. "PEARY."

A message similarly worded was sent by the explorer to John H. Flagler, who aided Peary in his previous trips to the Pole.

These were but a few of the scores of messages that filtered out to the public through their delighted recipients, and each seemed to fan the public excitement all the higher. From every quarter of the country came a plea for the latest news from Peary, while newspapers containing even so small a scrap of information were eagerly snapped up.

A WARNING MESSAGE.

Then came a bombshell. It was in the form of another telegram from the naval officer, and said:

"INDIAN HARBOR, via Cape Ray, N. F., September 8, 4.57 A. M.—Cook's story should not be taken too seriously.

"The Eskimos who accompanied him say that he went no distance north. He did not get out of sight of land.

"Other men of the tribe corroborate their statements.
"PEARY."

This was followed by another to his wife saying:

"INDIAN HARBOR, LABRADOR, via Cape Ray, N. F.

"To Mrs. Robert E. Peary: Good morning. Delayed here by gale. Don't let Cook story worry you. Have him nailed.
"BERT."

That same day the first definite news came, telling briefly the story of the expedition's success.

This dispatch, though very condensed, told clearly the leading facts in the story, not only of Peary's journey to the North Pole, but also of a remarkably fast sledge trip over the ice of the open Polar Sea.

The dispatch said that the Roosevelt passed the winter of 1908-1909 at Cape Sheridan on the coast of Grant Land. The vessel had threaded the comparatively narrow channels,

several hundreds of miles in length, leading from Cape Sabine to the Arctic Ocean.

This journey is apt to be very difficult and sometimes impossible, but the conditions were favorable.

The ship that disappeared in the fog while the crew of Peary's auxiliary steamship Erik were watching her departure from Etah made a good passage through the long channels, and arrived safely on the shores of the sea, where the explorer was to start on his sledges for the North Pole.

But at Cape Sheridan he was not so far west as he had probably hoped to attain. He had announced his intention in the previous year of making his sledge route to the Pole along some meridian much further to the west of his route in 1906, when he made the highest north attained up to that time—87 degrees 6 minutes.

On that occasion he was greatly impeded by the rapid drift of the ice to the east, which a little retarded his progress north, and, worse still, carried him so far to the east that he had to make his landing on the coast of North Greenland, many days' march from the Roosevelt, his base of supplies.

BAFFLED BY ICE IN 1905-1906.

On his expedition of 1905-6 he tried very hard to force the Roosevelt a good distance to the west of Cape Sheridan, but the ice baffled him. For one reason or another, on the edge of the Arctic winter last year, he did not or could not take his vessel along the northern coast of Grant Land to the west of Cape Sheridan, and so she spent last winter not so very far from her old berth in the ice in the winter of 1905-6.

The sledge expedition left the Roosevelt on February 15, while it was still practically dark in that latitude. The sun scarcely begins to peer above the hills for a few minutes a day, even several hundred miles to the south of the coast where the Roosevelt was wintering. It comes into view a little later in that more northern latitude and the party made slow time to the west as it felt its way along.

The northern Grant Land coast is likely to be exceedingly difficult to traverse, and especially in the early spring on account of the masses of sea ice that have been pressed on the shore or broken into great blocks and stranded along the sea edge.

It is no wonder that it took the party fifteen days to travel westward as far as Cape Columbia. However, Commander Peary succeeded before winter set in in cacheing supplies to the westward so as to accelerate a little the westward movement of the sledge party before it struck out northward over the sea.

Arriving at Cape Columbia on March 15 the sledges turned to the north on the sea ice. The explorer had laid much stress upon the fact that he intended to travel much further to the west than on his trip in 1906. But he did not take to the sea any farther to the west than he did on his earlier trip. If, therefore, his route was really to be much farther west than that which he had traversed earlier he must travel a considerable distance to the northwest over the sea ice.

BATTLING WITH CONDITIONS IN ARCTIC SEAS.

"No general ever prepared to battle with an adversary under more adverse conditions than Commander Robert E. Peary gave battle to natural conditions in the Arctic seas. His victory is a wonderful achievement. He planned every move with infinite wisdom. His advance and forced retreat were remarkable.

"He moved on ever on, showing the great generalship of the man. With odds enough to overcome the most indomitable courage, he never thought of despair."

This is a summary of the views of Amos Bonsall, the venerable Arctic explorer, when he learned with keen interest how Peary made his dash to the North Pole. Mr. Bonsall, who is the last survivor of the Elisha Kent Kane expedition to the far north, read the narrative in his office, that he might be better fortified to express an opinion of the Commander's journey.

"It is almost impossible for the average person to understand the conditions which Peary encountered on his dash to the North Pole," said Mr. Bonsall. "His narrative, so far as it goes reads almost like a thrilling novel. Of course to people within the realms of civilization, the difficulties of Commander Peary do not have the same significance as they do to me. I have explored a great portion of the territory described by Peary, and I may be able to express an opinion on his trip.

"After parting with the Erik, the Roosevelt ran into thick weather. Peary encountered weather that was 'dirty.' That phrase may be known to seamen, but when one is within the Arctic regions the word takes on additional meaning. Fog is dense, almost impenetrable, even though the ship may be favored with fresh southerly winds. Navigation was dangerous. Peary had Esquimaux men, women and children, dogs, sleds and so forth with him and this shows just how well he was equipped to try to find the North Pole.

MENACE OF ICE, FOG AND ROUGH WEATHER.

"One cannot imagine, unless he has been toward the North Pole, just what the Roosevelt must have encountered in the way of ice, fog and rough weather. We learn that it was in September that Peary was in his winter harbor ready to unload his supplies in his dash to the Pole. This is important, for we must remember that it was on August 18 that the Roosevelt parted company with the Erik and steamed out of Etah harbor. After the supplies were unloaded, the next thing to do was to obtain game meat for the spring expedition to the Pole. In this instance Peary and his men seem to have been successful in a large measure. Then observations had to be made.

"The men had to separate into small parties, some going north, others east and west to lay out the path, scatter the supplies and to obtain meteorological and geographical bearings. This is a very difficult matter. The atmosphere may be so thick and cloudy that it is often many days before observations are made satisfactorily. The glare of the sun on the ice is so great at times, that the scientists are almost blinded if they try to take observations for any length of time.

"Peary was fortified in this expedition by taking the advantage of his past experiences. He knew the route he was going over, as far as he had gone previously. He knew what obstacles to overcome, where to remedy defects, and, in general, he was far better prepared for his dash to the pole than any other explorer was.

"Peary established relay stations all the way towards the Pole. This sounds easy, but no one knows how difficult it is to place these stations where they do the most good.

"The men may travel on and on for hours at a time, thinking they have gained a great many miles. When they take observations, they often find that they have drifted back with the ice as far as they thought they had travelled. The ice floes are often so large that it is impossible to obtain the size of them. They drift back, faster than an expedition can travel. The Arctic dogs are most valuable in the trip. They can go for a week in some instances without being fed. Then they must be halted and given enough nourishment to last them for another dash of perhaps three days or one week. Often the dogs fail, they drop from exhaustion, and then they fall a prey to the other dogs.

DIFFICULTIES INCREASED BY DAMAGE TO SLEDS.

"The sleds are often damaged. Sometimes they can be repaired with wood from other sleds. It happens though, that the sleds get so worn out by going over the hummocks of ice, and from being bumped and buffeted about, that they get to be useless. Then all the provisions have to be unloaded and placed on another sled. It is all right when open leads of water or smooth paths of ice are found. In this connection Peary and his men were evidently favored, for climatic conditions were such as to make the path free from dangers at time, and they made rapid progress.

"No one but those who have been in Arctic regions can imagine the sound of the ice as it is churned by the currents of the water and ground into a conglomerate mass. At times the roar of the ice is deafening. It clashes into other pieces of ice, as though it was churned in a large cauldron, then catapulted in all directions. Thick, black volumes of water are cast out of the seas with the ice. In all directions one may look and see nothing but huge cakes of ice smashing into other pieces. The scene is awe-inspiring and dreadful enough to take the courage out of the bravest heart. The wind blows from the north in biting waves. The stoutest fur, and nothing else, is able to withstand this. It whips the face into deep furrows, it drives one back as fast as he can walk, and often faster. It howls around the head as though an earthquake was approaching.

"Look around and one will see nothing but desolation, bleak despair and ice and water, water and ice. There are

times when the explorers can walk with the sleds. What dreary marches they are, too. Through snow banks and ice floes the faithful dogs pull the sleds until they get them on a smooth surface. Then it is all right again. The men can ride on the sleds, go a few miles, then they have to get off again and drive the dogs on, on to a goal, they know not what or where.

"Day after day, night after night passes, and still the end is not in sight. The men build ice-huts, or 'Igloos.' They throw their weary bodies on the frozen surface of the huts and soon fall asleep from sheer exhaustion. Suddenly a roaring sound is heard. 'Get ready. The ice is separating!' one shouts. Then up you jump, seize your instruments and whatever you can get quickly, and have barely enough time to leap to one side of the ice before it cracks directly under the spot where you may have been sleeping.

EMPLOYMENT OF SYSTEMATIC METHODS.

"The water rushes by you. Gradually the expeditions are reduced in number of men, dogs and equipment. A relay goes ahead, another retreats to find the party left in the rear. In this way one or more supporting parties is on the entire route to lend aid and help the entire expedition.

"The temperature is so cold that no one in this section of the country can imagine just how cold it is. Fingers are frozen, feet are frost-bitten, ears are benumbed unless muffled to the tips. Still on, on they go, unless they drop in their tracks and may not be rescued by the supporting party. The trail toward the North Pole is strewn with the bodies of the most courageous men.

"As the journey goes on the sledge may be hurled against a hummock of ice.

"Then there is renewed terrors. Will the ice hold together until the sledge is repaired. There is no telling. It is the men who strike out on the pioneer trail, who have about the most difficult task to perform. It is these men, who have to find the leads for the expeditions in the rear. I await anxiously the details from Peary, to tell us who was at the Pole when it was reached.

"These are but a few of the terrible conditions which confront the Arctic explorer. How great then is the glory of

Dr. Cook and Commander Peary. Who can tell yet what awful conditions faced the men on their return trip? Who knows yet how many dogs were sacrificed in the home journey or whether the provisions held out, or if there was enough alcohol to fill the lamps to light the gloomy way at times. All things considered, too much credit cannot be given Peary and his brave assistants. Who knows what illness has been contracted in the Arctic regions by some of these men, and whether those who now return will be normal and healthy for the rest of their lives?"

Commander Peary's preliminary story came with the news of his first success in arriving at Cape Sheridan, Grant Land, on September 1, 1908, by steamer Roosevelt, giving him the advantage of a high northern base at about 82 degrees 30 minutes north latitude, an advantage he enjoyed on his last record-breaking trip.

LEAVES ROOSEVELT FOR SLEDGE EXPEDITION.

He told of his early start on February 15, 1909, when his sledge expedition left the steamer Roosevelt and started in a westerly direction toward Cape Columbia, which is also more north than Cape Sheridan and about 83 degrees north latitude. From Cape Columbia he made his wonderful journey north.

From there on his story is simply a statement of dates which is interesting in the extreme, for in it he tells of the days when he passed the records of previous explorers. He speaks of much open water.

He left Cape Columbia on March 1 and then was delayed by open water for two days. He was held up by open water from March 4 to 11, a loss of valuable time in the best sledging season of the year. The next date we have is this same March 11, when he enjoyed the wonderful success in the very beginning of his trip of crossing the 84th parallel of latitude.

He thus succeeded in making a distance of almost seventy miles since leaving land in about two or three marching days, in which only one must have been good going, because on that day he passed the British record of 83 degrees 20 minutes. He encountered another open lead on March 15, but it did not delay him long, for he succeeded in crossing the 85th

parallel three days later and then with tremendous speed in that icy country succeeded in crossing the 86th parallel March 23, five days later.

So in less than a month he had succeeded in getting up to the eighty-sixth parallel, though bothered by open water to a great extent; in fact, seven days of that month he was, in his own words, "held up." Even his supporting party had been successful in reaching the eighty-sixth degree of latitude before starting on the return which cost Professor Marvin his life.

On March 23 again he encountered an open lead, but that did not prevent him from passing Dr. Nansen's record of 86 degrees 13 minutes, and on the following day he crossed the Italian record of 86 degrees 34 minutes made by Captain Cagni, of the Duke of Abruzzi's party, April 25, 1900. He had bad luck again with an open lead on March 26, but on the following day succeeded in passing the eighty-seventh parallel, and in one day more passed his own record of 87 degrees 6 minutes made April 21, 1902.

A RECORD BREAKING DAY.

That same record-breaking day he encountered an open lead and was held up by open water on the following day, but with the tremendous speed he had been making he succeeded four days later in crossing the eighty-eighth parallel, and only two days after that crossed the eighty-ninth parallel. Then he required only two days to make the North Pole.

It is a marvelous story of travel over the polar ice. To accomplish it he made thirty-five miles a day for many days, which only could have been possible on smooth ice. It's a story that takes the breath away.

His return speed seems to be even more wonderful. He left the North Pole on April 7 and reached Cape Columbia April 23, a distance of about 490 miles as the crow flies, and in that moving, shifting ice with the curves necessary to get out of the way of obstacles, considerable more distance would have had to be covered.

In the sixteen days' march from the Pole to Cape Columbia, he averaged more than thirty-one miles a day and with the open leads he was bothered with and the loss of time that they caused to reach Cape Columbia on April 23, he was

obliged to make the phenomenal speed of forty miles many a day. There was one way to account for it, which was also explained by both Dr. Cook's and Commander Peary's success.

Dr. Cook saw land to the west and to the north around the 87th parallel. Dr. Cook also passed some ice which seemed to him like glacial ice, and which possibly may have been grounded floes in shoal water. Between these grounded floes on the east and archipelago of islands, say on the west, and the land to the south, there would have been a great triangle in this polar basis of possibly immovable ice; ice which had not moved all winter, and so there would be a remarkable absence of pressure ridges and the rough moving ice which bothered all other explorers. In fact, neither Dr. Cook nor Peary mention rough ice. These open lanes then were simply fissures in the ice caused by tidal action.

THE ONLY VICTIM OF THE EXPEDITION.

Prof. Ross Gilmore Marvin, of Cornell, the only man who lost his life with the successful Peary expedition, had himself gone further north than all Arctic expeditions save the Nansen, Abruzzi and Peary expeditions, and he was only leading the supporting party, which followed slowly in the footsteps of the "light" party which made the polar dash, to supply them with food on the return trip.

Marvin was accidentally drowned, forty-five miles north of Cape Columbia, while returning April 10, after having procured food for Peary.

Professor Marvin, though still in his twenties, was first assistant to Peary and chief scientist to the party. He was born in Elmira and worked his way through Cornell College, in which he was a lecturer. He was an expert civil engineer and a man of great personal strength.

This was Professor Marvin's second journey in search of the Pole. He accompanied the Peary expedition of four years before. During that expedition Marvin accompanied Peary in his final "dash" from the last camping place of the expedition in the desperate search for the Pole.

After they had traveled northward for several days in their dog sleds, it was discovered that they did not have sufficient food to keep them both on the dash. So, taking just as

little food as he could subsist on, Marvin left Peary and retreated southward to the camp, leaving Peary to make the final dash alone. Peary was unsuccessful, but he paid high tribute to Marvin's courage in making his trip almost without food.

When Peary prepared for his successful polar dash he asked Marvin to accompany him. The authorities at Cornell did not wish Marvin to leave, but finally consented to give him leave of absence.

That Peary placed confidence in Marvin is shown by the fact that Marvin commanded the "supporting" expedition. In polar dashes one small party is told off to make the dash. This party travels with the main party as far north as possible. Then, traveling "light," it leaves the main body to proceed more slowly and makes a flying trip toward the Pole.

PROF. MARVIN A COURAGEOUS ASSISTANT.

The main body, moving slower because it carries the supplies, follows to furnish food to the lighter party when it returns. The supporting party goes as far north as possible. This supporting column, led by Prof. Marvin, reached the 86th parallel. Only three other parties had ever gone further north. Nansen got to the 86 degrees 5 minutes; Cagni (in the Abruzzi expedition) to 86 degrees 34 seconds, and Peary got to 87 degrees 6 minutes.

Marvin was five feet eleven inches tall and weighed 160 pounds. He followed Peary to the 86th degree and there waited for him, furnishing him food for his return trip.

It was upon the saddest errand of his life that L. C. Bement, of Ithaca, N. Y., who was a member of the Peary expedition in 1901, went to Elmira to break the news of the death of Prof. Marvin, to his aged father and mother, who were waiting expectantly for his return home, when they read the dispatch that Peary had reached the goal of his ambitions.

Mrs. Marvin, mother of Peary's young lieutenant, greeted him at the door, her face wreathed in smiles.

"Isn't it fine," she said. "Isn't it great that Mr. Peary finally accomplished his greatest desire. And I am so happy, too, that Ross was with him. And to think that it will only be a few weeks now when I will see my boy again!"

Mr. Bement could hardly bring himself to tell this happy

mother that her only son would not return, but that he had been drowned among the ice floes of the Arctic zone.

As tenderly as he could he said that Ross had met with an accident and it was feared that he could not come back with the others.

The mother seemed to realize at once that something had happened and that the news was being kept back from her.

"Tell me," she pleaded, "is Ross dead?"

Mr. Bement slowly bowed his head and then reached out to catch the frail little woman, who had fainted. It was feared at first that the shock would cost her life, but she later recovered and asked to be told more about her boy.

A movement was on foot by the students of Cornell to give Marvin a rousing welcome when he returned home. There are very few young professors in the university more popular than he.

CHAPTER X.

WINTERING NEAR THE POLE.

Names Settlement Hubbardville—Plans well Laid—Disaster Befalls Party—Elements Favor Daring American—Veteran Explorer Further Lays Bare Details—Explains How Peary Succeeded—Praises Own Record—Mr. Bryant's Comment.

SLOWLY the real news filtered in. Peary's detailed story of success came by wireless. In our comfortable homes through this modern magic we were able to read Peary's interesting story about his fight with the forces of frozen nature and his marvelous dash to the Pole.

From his report he left Etah on the afternoon of August 18, 1908, having on board his ship forty-nine Eskimos, of which seventeen were women and ten children. He had also the splendid equipment of 226 dogs, as many dogs as any explorer could wish for. He spoke of some troublesome ice in channels and sounds, but in spite of it succeeded in reaching with the Roosevelt the high northern winter quarters not far from Cape Sheridan.

As is true of all Arctic expeditions, just as soon as the ship was ready for winter quarters and the place had been decided upon, all hands started in to sledding supplies and equipment to a place of safety on shore. House and workshop were built of boards, covered with sails, fitted with stoves and made comfortable for the winter, and the ship brought into shoal water, where the heavy ice of a polar pack could not reach her and cause destruction. Commander Peary named this Arctic settlement Hubbardville.

Hunting parties were sent out to secure fresh meat and augment the supply of provisions, and, from Peary's account, these parties enjoyed much success. He had his plans all settled at that early date, for the sledge work that was to take place in the following spring, and in those fall days, while light still remained, supplies were transported to Cape