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

Columbia and caches placed at points of vantage along the coast.

The sun had disappeared some days before that time and only a few hours of twilight remained each day, for the winter was approaching fast. In addition to the sledging the scientific men of the party succeeded in making some tidal observations. These, of course, are very important. Though this report did not indicate it, except in a desultory way, there was a continuous series of meteorological observations for astronomical or magnetic work, for this valuable feature of Arctic work was not neglected.

The men kept busy through the winter, for even the moonlight periods were used for sledge expeditions. Captain Bartlett was a hard worker these days, and throughout the whole account it appears that the scientific men of the party were wonderfully enthusiastic and enterprising.

A SEVERE WINTER WITH THE SLEDGES.

Bartlett, Goodsell, Borup, McMillan, Hansen, the negro, and the poor ill-fated Professor Marvin worked with the sledges, carrying provisions, and when the final decision was made, on Washington's Birthday, the gallant commander left the Roosevelt and followed in the wake of the others in their thrilling dash for the great Pole. With fifty-nine Eskimos, 140 dogs and twenty-three sledges, it was an impressive caravan.

Some rough ice was found near shore, but this did not amount to very much, because Bartlett, in the lead, succeeded in cutting a trail across this ice in one day.

The start was due north over the ice to the Pole. Peary then had difficulty with his Eskimos. Starting with 59, he had only 17 upon leaving Cape Columbia.

The usual minor disasters befell the party, such as rough going around the 1st of March, the smashing of several sledges, the loss of a man through frostbite, which is a real disaster, and the drowning of Professor Marvin. The party were also bothered at times by open water.

Early in March they saw the sun for the first time, showing its red face, distorted by refraction, above the glistening polar field. It was the first time the sun's face had been visible since October 1 of the previous year. When Peary

crossed the 84th parallel his sledge party comprised only sixteen men, a dozen of whom were Eskimos, and he had an even dozen of sledges and 100 dogs.

He had difficulty with leads and nearly lost his good man Borup when he and his dogs fell into the open water and might have drowned. Just how pleasant this experience would be is indicated by the fact that the temperature was around 50 degrees below zero.

As early as March 10 Peary had attained the latitude 85.23. Here the commander was reinforced and Bartlett was in command of the advance party. As usual, the expedition was broken up into several parties, and when Peary's party touched Bartlett's encamped party, for instance, Bartlett would break camp and start on a march and Peary's party would turn in for a rest. By this method the advance party was advancing while the main party was asleep, or vice versa. Also in this way Peary kept in touch with his advance party every day.

A SORROWFUL PARTING.

Peary describes his leave-taking of poor Marvin, and certainly his last words to that gallant young professor were pathetic:

"Be careful of the leads, my boy."

Peary was fortunate, for he frequently speaks of the unbroken expanse of comparatively smooth ice in every direction. This was not invariable, however, for once he struck a harassing open lead necessitating a heavy detour over a mass of dangerous ice and heavy snow. On occasions the party nearly escaped death by being crushed with ice blocks or from drowning in suddenly opening leads. Such are the tragic and desperate experiences in which men engage in exploring that strange country.

We learn of Peary's arrival at 87.48, a new record, beating Peary's farthest north by a number of miles. Bartlett was a real hero and worthy of great honor. But Bartlett, despite his magnificent work, was not to see the Pole, for Peary was to go alone, save for the presence of Matt Hansen, the negro, and a few Eskimos. Peary had an amazing story to tell of his final discovery of the Pole. That he should have accomplished so much in so short a time astonished the civilized world.

It is true that he was able to reach degree after degree of latitude against the heavy odds of many open leads and much bad going, but still he was wonderfully favored by the elements. That he was able to keep in contact with his advance party so well indicated that the ice was not often in motion in spite of open leads, and the fact that he made such good speed would emphasize the fact that very often he had splendid ice to travel over; in fact, he had good going the better part of the time.

Peary's management of the sledge column, with his supporting parties, followed closely the plan used by the Duke of Abruzzi on his record-breaking trip from Franz Josef Land, though Peary had the advantage of a larger number of men and dogs.

Peary's dash from the northern coast of Greenland and back was a remarkable performance in the opinion of Amos Bonsall, an Arctic explorer, who is the only survivor of the Elisha Kent Kane expedition. He bases his impression on published accounts of Peary's dispatches from Battle Harbor, Labrador, and thinks that he must have encountered unexpectedly favorable conditions to have made the speed indicated by his cabled account.

COMPARATIVELY SMOOTH ICE AT POLE.

"Peary must have found comparatively smooth ice all about the Pole," said Mr. Bonsall. "He went from the eighty-eighth degree of latitude to the Pole, or the ninetieth degree, in four days. He left the eighty-eighth degree April 2 and reached the Pole April 4.

"That is a distance of about 138 miles, there being a little more than sixty-nine miles to the degree. Such speed is surprising, though if he encountered smooth ice, it would be easy enough.

"From my understanding, he says it took him about fifty days to go from Cape Sheridan, where he left the Roosevelt, to the Pole. The return trip to the ship he made in only twenty days. The explanation for his greater speed in coming back, I suppose, is the fact that he knew the route. It was a truly remarkable achievement.

"The distance from the Pole to Cape Sheridan is approximately 500 miles. Peary left the Pole April 7 and reached

the Roosevelt April 27. That would mean an average daily travel of twenty-five miles. It was stupendous."

Taking up Peary's cabled itinerary, from the time he left the Roosevelt, Mr. Bonsall said:

"The ship reached Cape Sheridan at the north of Grant Land September 1, 1908, from Etah, according to the dispatches. Naturally, as Peary says, he would not push on to the Pole then, but would spend the winter at Cape Sheridan and wait until early spring, when conditions for the sledge trip would be more favorable.

"The dispatches say that he left the ship February 15 and went westward along the coast of Grant Land to Cape Columbia, reaching that vantage point March 1. Well, that is a pretty tough trip, and I can well understand that it took him fifteen days.

"He says after striking out northward from Cape Columbia, he passed the British record March 2. I presume that this was the mark established by Sir James Nares at about 83 degrees. That day and the next, he says, he was held up by open water and met a similar obstacle from March 4 to 11.

OPEN LEADS CAUSED BY IMMENSE CREVICES.

"This open water, or open lead as it is often called, is caused by immense crevices in the ice pack due to pressure. The ice splits asunder for miles in extent, leaving open water like a river or lakes. The only thing to do if the crack is too long to circumvent, is to sit down and wait for it to close up again, which it sometimes does very soon.

"On the Kane expedition, in 1853, we often traversed the open leads by floating on huge cakes of ice, taking our dogs and sledges and whole equipment with us. I supposed Peary had boats with him for that purpose, but he apparently has not mentioned them.

"The dispatches say that Peary crossed the eighty-fourth parallel March 11, the eighty-fifth March 18 and the eighty-sixth March 23. That is pretty good going, 138 miles in twelve days. On March 27, he says he passed the eighty-seventh degree and passed the American record the following day. This was probably his own record of two years before.

"It must have been with a feeling of exultation that he

remembered this mark and found himself able, this time, to push onward toward the coveted goal with dogs and men still strong. On March 28 and 29, he states, he was held up by open water, but reached the eighty-eighth parallel April 2.

"Only two degrees now from the Pole, he gathered himself together for the final dash, and a remarkable one it was. In only four days, or April 6, he was at the Pole. His dogs must have been good ones, and he must have husbanded his strength well. But those dogs are wonderful. They recuperate from a day's exhaustive travel in an astounding manner.

"But the return trip to the Roosevelt was the most surprising feat. He must have profited well by the northward journey and avoided obstacles with great success. He says he got back to Cape Columbus April 23 and reached the Roosevelt April 27.

PEARY'S ACCOUNT OF TRIP INTERESTING.

"Peary's detailed account of his trip should be highly interesting to every explorer and man of science. He is a man they can trust, and it will doubtless be accepted without question."

Henry S. Bryant, president of the Geographical Society of Philadelphia, said that the message from Peary was satisfactory as far as it goes.

"Commander Peary's dispatch gives his itinerary in a condensed form and shows that he made an unusually early start and very good time both on his advance and return journey," said Mr. Bryant. "As on his previous attempts, he encountered open leads of water which detained him in idleness seven whole days and baffled him for lesser periods at other times.

"On his return, either from knowledge gained on his advance or fortuitous circumstances, he was able to reach Cape Columbia in remarkably good time—sixteen days. The record shows that he secured a full series of observations in his advance and bears on its face the mark of truth. The dispatch does not state explicitly that he began his sledge journey over the Polar Sea at Cape Columbia; but this may be assumed. In such an event, he started from near his former base and did not attempt to leave the mainland from a more westerly point, as some assumed he would do.

"Doubtless the full account will give many additional details which will enhance the scientific value of his report—as to deep sea surroundings, ice movements, presence of animal life, etc.

"The untimely death of Professor Marvin after heroic service gives a touch of tragedy to the achievement, and is, I believe, only the second life sacrificed in Commander Peary's series of expeditions."

Robert E. Peary's daring dash crowns the heroic struggle of a lifetime. No one will question the success he has won or challenge his achievement.

He has given his days to the work. He began twenty-three years before. He has for years together made Greenland his abode, when he was not by lecture, book and personal plea raising money for his next trip. He has added great tracts to geographical knowledge. He has stormed the icy barriers of the Pole again and again.

DEFEATED BUT NOT DISHEARTENED.

Foiled and defeated, he has returned to the charge. A single great effort satisfies most Arctic explorers. Once they go and not again. Peary has never stayed his long march to the Pole. Maimed and lamed, one foot part gone and the other not whole, risking life year by year, facing unimaginable perils, his last food gone, more than once close to death from starvation, nearly drowned in his previous trip, saved from a crevasse by the veriest chance in another, knowing every risk and daring every danger, he has kept to the life purpose of his youth.

Success came at last in full measure. If another was early in that icy solitude, this clips nothing from the unconscious effort of Peary. There is glory enough for each, and each deserves glory. Happy the nation which has two citizens equal to resplendent achievement, to planting two flags at the Pole where one would have been a world honor.

Nor will science forget that Robert E. Peary has in all his work displayed a care, a fastidious precision of observation, a frutful garnering of every fact which make his explorations a model to all. He has added more to our exact knowledge of northern Greenland and the wastes of ice and ocean beyond than all other explorers put together. His push to

the Pole crowns long years of patient, persistent, fruitful discovery, whose scientific value outtops any other record and makes the attainment of 90 degrees north latitude no mere dash for fame, but the sound and sure result of heroic service in extending human knowledge.

For many years the North Pole has been the unreached, the unattainable goal of adventurous explorers of this and other lands. All sorts of means have been adopted in vain in the desperate efforts to reach the north tip of the earth's axis where now the Stars and Stripes fly.

It is not for us, who belong to the ordinary, unlearned portion of mankind, to dwell upon the scientific value of the North Pole's discovery. Far be it from us even to speculate upon the possible changes it will make in world affairs. We do not even know whether the North Pole will be a good summer resort or not.

Seriously, however, we rejoice that the flag that now flies there is the American flag. Long may it wave!

CHAPTER XI.

WATER AT POLE MILES DEEP.

Peary Makes Soundings Near Earth's Apex—At the Pole at Last—Photographing the weird Scene—Narrow Escape—Cosy Sleeping Quarters—In Sight of the Cape—Light Kit Helped Speed—Peary Practically Alone at Finish—Notifies Navy Department of Feat—Commander Peary's Official Status—Continental Sheef Defined—Peary's Significant Soundings—Amundsen's Proposed Trip.

FIVE miles from the North Pole, on his return trip, Peary made a sounding through a crack in the ice. For 1,500 fathoms his lead and wire went down, but struck no bottom.

That settles it. There is no longer any question as to whether there is water or land at the Pole. Peary has answered this question about which men have speculated for ages. He has proved that there is water, and water that is at least a mile and a half deep.

Amos Bonsall, Arctic explorer and survivor of the Elisha Kent Kane expedition, commented on the dispatches from Commander Peary, in which is recounted his actual arrival at the Pole.

Mr. Bonsall read extracts from Peary's detailed account of the final stages of his journey and his remarkable sledge dash back to the shore of Greenland. Interesting comment was interspersed by the one-time explorer, showing his keen appreciation and understanding of the difficulties encountered.

"Fortune assuredly smiled on the expedition," said Mr. Bonsall. "As I said when an outline of his daily progress first came from him, his trip from the Pole back to the coast of Grant Land in twenty days—a distance of nearly 500 miles—was truly amazing. Nothing like it has ever been heard of before, and I knew then that he must have found smooth ice, remarkably free from hummocks, all about the Pole. And this is just what he now says he did find.

"'We seemed to bear a potent charm,' he says, in telling of the rapid trip, and I think he was right. The amusing