DESERET EVENING NEWS: SATURDAY, JULY 4, 1903.

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AMUNDSEN'S EXPEDITION.

Proposed Journey in Interest of Science.

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tion is carried on at great expense in stove, table, benches, drawers, and two bunks on each side, fitted with withall modern requirements and much comparative luxury, it is refreshing to find a man who, following the example of Frobisher and Davis, and other daring seafarers, intends to set out on a scientific venture to the North Magnet. ic Pole in a little sloop of some 46 tons register, and, if all goes well, to continue the voyage through many an intricate channel, and the open Polar sea to Behring gtralt, and onwards, and ac. complish, if possible, that which the old ploneers, and even Baffin, failed to do when ordered to "pass through the northwest passage, touch at Japan, and · so return." Capt. Roald Amundsen, the so return. Capt. Roald Amundsen, the leader of the expedition, is a Norwegian master mariner, of considerable arctic and antarctic experience, as well as much scientific knowledge, gained on voyages to the Greenland seas, and as chief officer of the Belgicas, under comchief officer of the Belgicas, under com-mand of Capt. de Gerlache, to the ant-arctic waters south of the Horn. For his present pirpose he has pirchaged an ordinary, stoutly-built Norwegian walrus sloop, the Gloa, which he has had fortified, and fitted with a petrol-man structure which under furgestile had fortified, and fitted with a petroi-tumi engine, which, under favorable conditions, can propet the vessel at a speed of four knots. The estimated cost of the expedition is £5500, a great part being defrayed by Capt. Amund-sen himself, the rest by contributions from the king of Norway and Sweden, the Royal Geographical society, and va-tion, related by the society. The Royal Geographical society, and var-rious private persons. The party, in addition to the leader, consists of Lieur, Gotfred Hansen, Royal Danish may, second in command, and six other den. The Gloa herself is a fine seaworthy craft, though to modern ideas far too small to combat the heavy seas of the Atlantic and struggle through the fee-bergs and floes of Greenland and Amer-ican watersi still she is far better built and fitted out than were Frobisher's Gabriel, of 20 tons: the Sunshine of 60 tons: the Moonshine, of 3 tons, and even pinacces, such as the North Star, of 10 tons, in which Davis and his men ventured to regions then unknown, and from which there was no chance of re-turning if any disaster occurred to their from which there was no chance of re-turning if any disaster occurred to their ships. The Gjoa is 70 feet long by 20 feet beam. She has two cabins, one aft and one in the bow, each to contain four men, a small engineroom, and comparatively capacious hold, now well filled with stores of all kinds. The ca-bose is on deck, but will be romeved to the hold during the autumn, when, by the establishment of depots and con-sumption of provisions, room will be available for it. The water casks are also carried on deck, while the spaces between the bulwark stanchions are ocboose is on deck, but will be romeved to the hold during the autumn, when, by the establishment of depots and con-sumption of provisions, room will be svallable for it. The water casks are also carried on deck, while the spaces between the bulwark stanchions are oc-cupied by tins of petroleum, for every stom of room has to be utilized. The

In these days, when arctic explora- | after cabin is a snug but tiny apartreindeer hair mattresses, and coverlets which can be used as sleeping bags if which can be used as sleeping bars if necessary. The fore cabin is furnished in a similar manner, and, until there is room in the hold to allow of com-munication between it and the after saloon, is connected with the latter by means of a speakingtube. Capt. Amund-sen's experience has certainly enabled him to make wonderfully great use of a minimum of space. The outline of the voyage, as most kindly explained by Capt. Amundsen, is as follows: Leaving Christiana in May, the ex-pedition sails for Godhava, in Green-land, where some 10 dogs will be ship-¹⁰ ped to increase the stock of six which are being taken from Norway. A large depot of stores will be established at Cape York, after which the course will be set across Baffin bay to Lancaster Cape York, after which the course will be set across Baffin bay to Lancaster sound, and probably down Peel and Victoria straits past the Magnetic Pole in 70 degrees 5 minutes, uorth latitude, 96 degrees, 47 minutes, west longitude, and on to some secure har-bor in Matty island, or the adjoining shores of King William Land. Depots will be established at various points, and magnetic and other observations will be taken systematically. In the early part of 1904 the Magnetic Pole will be visited, and a series of obser-vations carried out at different sta-tions in that region in order to deter-mine all points at which the needle as-sumes a vertical position. This work mine all points at which the needed as-sumes a vertical position. This work will occupy most of the season of that year, and, if satisfactory, will repre-sent the accomplishment of the princi-pal part of the plan, though the results will be verified during the spring of 1906. Everything connected with such inconstitutions being well concluded. will be verything connected with such investigations being well concluded, the voyage will be continued down Rae, and through Simpson straits, to some creek in Victoria Land, where the ex-pedition will winter. In 1906 it is pro-posed to proceed up the other channels until the open Palor Sea is reached, and the voyage through the Northwest Passage from the eastward becomes an established fact, in which case the Gioa will be the first essel to succeed in crossing from the Atlantic to the Pa-cific side, or vice versa. The winter of 1906-7 may be spent at Herschell isl-and in Mackenzie bay, and the summer be occupied in getting through Behring strait to Japan on the homeward voybe occupied in getting through Behring strait to Japan on the homeward voy-age. A quantity of provisions for the expedition is being conveyed by Scotch whalers this year to a station in Lan-caster sound, and next year the Nor-wegian Prof. Birkeland will send and assistant with valuable scientific in-struments for its use to the sense sta

TYPICAL IDAHO UTAH WOOL LOADING SCENE. How Over Half a Million Pounds of Wool Was Put On a Train in 39 Minntes.



The accompanying picture, taken a few days ago at Rexburg, Ida., illustrates a scene that has been duplicated at various points in that state and in Utah during the past two months. The picture was taken after one of the "tallest" pieces of hustling that has been engaged in in the direction of loading wool for many days. In all 552,950 pounds of wool were transferred to the 20 cars waiting on the siding in a very short space of time. The wool, which was purchased by Rowe, Morris & Summerhays of Salt Lake for shipment easd was turned over to General Agent Starkweather of the Great Western and H. W. Prickett to load for consignment over the Short Line, Union Pacific and Maple Leaf-incidnetally these two gentlemen captured 61 cars out of a possible 75 for their road in the district. It looked as though a storm was about to break in the afternoon and the two crows at work on the loading were doing great hustling to get the bags under cover. "Come, boys," said Mr. Starkwoather, "see if you cannot get it all cleaned up inside of an hour," He said this by way of a joke. A party who was present said that he would bet that no single crew could load 40 bags in 50 minutes. Mr. Starkweather promptly took him up and offered to bet that his gang could load 50 bags on an average of one a minute for 50 consecutive minutes. The bet was solmenly made and then the fun began. The bags of wool had to be weighed, marked and placed in the cars. Mr. Starkweather still avers that the first 27 bags went into the car in exactly 11 minutes. Then the rope broke and they lost eight minutes in fixing and splicing it. However, things went with a rush with the result that the 50 bags were put in the cars in 39 minutes. Then the boys posed for their picture, which is reproduced. It is fair to state that the bags were simply marked, no weights were put down on the burlap. The wool fetched at the corrals from 14% to 15 cents a pound.

make its way to Lancaster sound, find return in one of the whaters which vis-

return in one of the whaters which vis-it those waters each senson. The expedition has been fitted out solely for scientific purposes, and when Capt. Amundsen was asked if he did not cherish a secret idea of attempting to reach the northern axis of the earth, he promptly replied: "I trust my expedition will return with more im-

If all goes well, the entire voyage may be accomplished in four years. Ald any disaster occur to the ship, it is well to know that the expedition can portant scientific results than those summa of Skinker and is separated obtainable from a race to the North Pole," a sentiment with which all lox-ers of science will agree. Capt. Amundsen's expedition will be watched with the greatest interest .-- London Graphic.

A PALACE OF HORTICULTURE.

The palace of horticulture at the World's Fair at St. Louis is on the ened by the use in the main entrance

=And Now Comes the Great=

summit of Skinker hill, and is separated extreme measurements, is in the form of a cross, with a center pavilion 400 feet square, and two wings, each 204 by 230 feet. The wings are divided from the center pavilion by glass partitions, and the floor of each is nine feet lower than that of the center pavilion. This difference in elevation produces a monu-mental effect, which is further height-ened by the use in the main entrance



The eastern wing of the building is almost entirely of glass and will be used as a conservatory. A water-heat-ing plant is to be installed in the cellar and the pipes are led throughout the wing. Plants will be forced during the winter and early spring for outdoor planting, and in the conservatories will be kept tropical plants. At the close of the exposition many of the valuable plants that would, periab from the cold of the exposition many of the valuable plants that would perish from the cold will be stored therein and kept during the winter. The glass sides allow the admission of the sun throughout the day. In this wing will be shown speci-mens of plant cultures grown in differ-ent countries for use and ornament, and forced culture of vegetables and

The west wing is used for general horticultural exhibits. In the basement of this wing cold storage is provided for the fruit to be exhibited, the cellar having double walls packed with saw-dust. In the basement is an unpacking to 48 feet over the side aisles.

on the north front of two towers 150 feet high. WILL GROW PLANTS NEXT WIN-TER. The eastern wing of the building is almost entirely of glass and will be used as a conservatory. A water-heat-ing plant is to be installed in the cellar and the pipes are led throughout the wing. Plants will be forced during the ing force of the department of horticul-

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GREAT POMOLOGICAL DISPLAY.

The center pavilion will contain the olomogical exhibits, including, according to the classification, pomaceous and stone fruits, such as apples, peaches, nectarines, etc.; citrus fruits, such as oranges, lemons, limes, etc.; fropical and subtropical fruits, such as pineapples, bananas, olives, figs, etc.; small fruits, such as strawberries, guosober-

des, etc., and nuts. The construction of the buildings shows the charge from the accepted method of the other buildings. The exhibit spaces are covered by trusses, which range in span from 72 feet over the center nisia



And Remnant Lots, Broken Lines, Odds and Ends, Etc.

