

PEARY'S AIMS IN LIGHT OF THE PAST

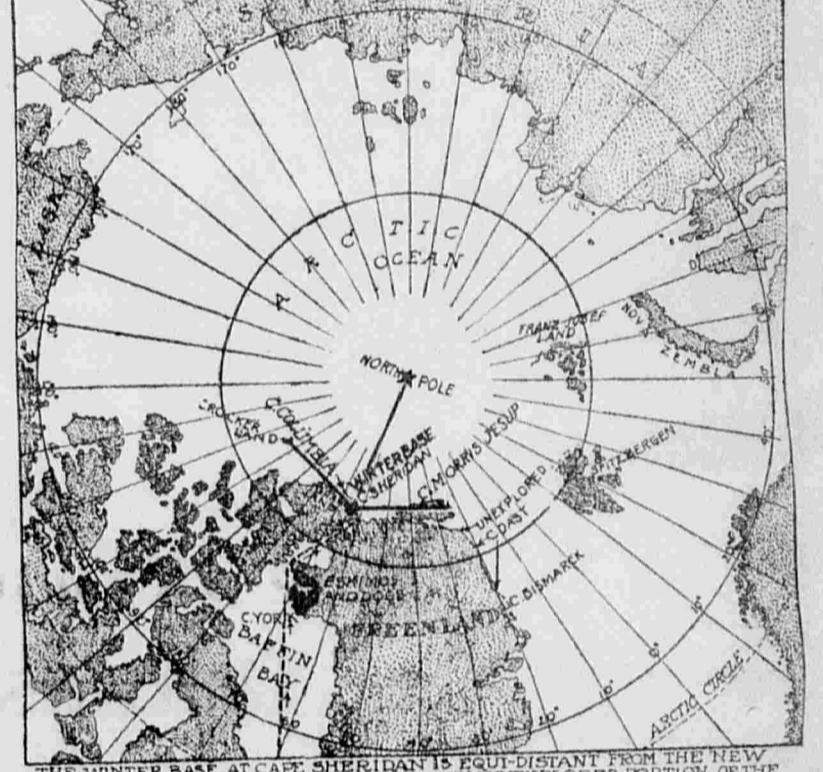
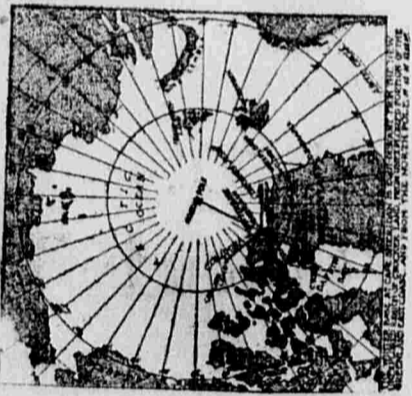
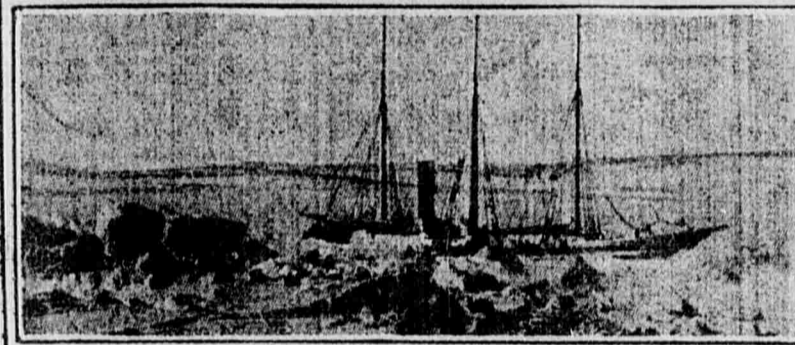
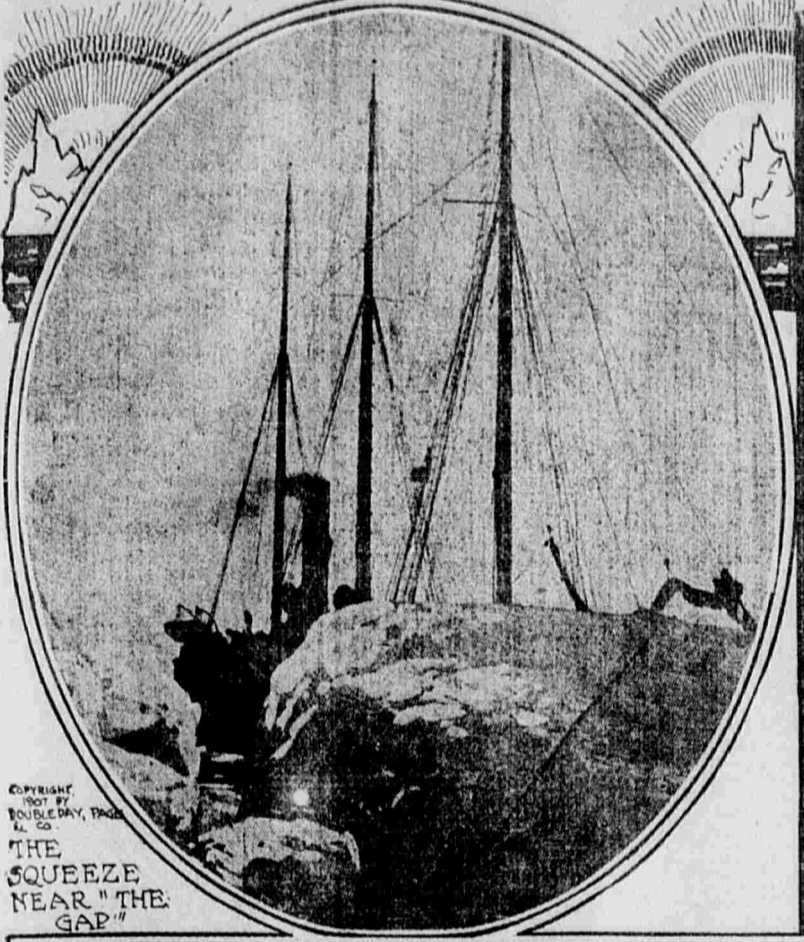
Robert E. Peary, who will soon start on another North Pole expedition, has prepared an outline of his program for the new trip. In the main he will follow the same procedure as before, as to time of start, the pack, sledging, etc., but will somewhat change his route. Peary says:

"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 enroute, in order to prevent

A Review of the Last Expedition's Principal Difficulties Which He Seeks to Avoid

a safe and (to me) well known line of retreat in the event of mishap to the ship independently of assistance. "Second, the selection of a winter base, which commands a wider range of the central polar sea and its surrounding coasts than any other possible base in the Arctic region. Cape Sheridan is practically equidistant from Crocker Land, from the remaining unknown portion of the northeast coast of Greenland and from my nearest

ships and equipment purchased and stored. Special items of camp and sledging equipment which will add to the efficiency and rapidity of work in the field are being secured and under my personal supervision. My time and energies are being devoted to raising the additional funds which I need to enable me to get my expedition started the first of next July. "The additional amount needed is \$50,000, for the purchase of the balance



In the last, with such modifications 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, via Sydney, C. B., Straits of Belle Isle, Davis straits, Baffin bay, and Smith sound; shall use the same methods, equipments and supplies; 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.

CHANGES IN THE ROUTE.

"The sledge work will begin as before, in February, but my route will be modified as follows: First, I shall follow the north coast of Grant Land as far west as Cape Columbia, and possibly beyond, instead of leaving the land at Point Moss, as I did before. 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 what 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 demarcation between the heavy, rough, nearly motionless ice embayed in the great light between Cape Jesup and Crocker Land, and the less heavy, more mobile ice of the central polar sea, moving steadily from the ice embayed areas north of Bering strait, across the Pole toward the North Atlantic in a broad stream between Cape Morris Jesup and the northern point of Franz Josef Land.

WILL SHORTEN ROUTE.

"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 (82 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. "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).

NEW WORK ON THE GREENLAND COAST.

"An adjunct of this program will probably be the establishment of a depot 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 depot party (assuming the necessary caliber in the leader) might be able to extend my survey of 1906, 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 fjord 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.

CROCKER LAND AN UNKNOWN SECTION.

"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 Hubbard, 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 mid-summer, when it is an almost impenetrable 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. "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), through 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.

SOUNDINGS AND TIDAL OBSERVATIONS.

"I shall take with my advance parties on the next expedition light sounding apparatus, and make every effort to secure 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, and the position of the continental shelf north of Grant Land, and Greenland. "An effort will also be made to obtain tidal observations at salient points on the long stretch of coast line between Cape Morris Jesup and Cape Thomas Hubbard (nearly 75 degrees of longitude), which should throw additional light upon the present discussion of tides in the central polar sea, and their relation to unknown land masses in the at present unexplored area. My personal knowledge of the entire coast between these limits, and the ability to traverse it at comparatively high rate of speed will, I believe, make such observations possible.

BY THE "AMERICAN" ROUTE.

"The main features of the above program are, first, the utilization of the Smith Sound or 'American' route. This must be accepted today as the best of all possible routes for a determined, aggressive attack upon the pole. Its advantages are a long base 100 miles nearer the pole than is to be found at any other point of the entire periphery of the Arctic ocean, a long stretch of coast line upon which to return, and

of my equipment and supplies, part of crew, expenses of outfit to go part way north with me, etc.

"The recent death of Mr. Joseph, who was my personal friend, deeply interested in my Arctic work and president of the Peary Arctic club (which financed my last expedition), has given this financial part of my work a very serious aspect. But I cannot believe that the loss of any one man, however irreparable that loss may be, will be permitted to put a stop to a work of such interest and magnitude, a work which is recognized as the greatest of international trophies, a prize which will give every citizen of the United States, high or low, intelligent or illiterate, at home or abroad, a thrill of added pride and patriotism, and by just that increment of national spirit and morale to millions, more than money and sacrifice, independent of gains to geography and science, expedient where so much in the way of preparation and equipment is already accomplished, and I believe that those to whose nature such a work appeals will come forward and aid in putting it upon a sure basis.

PRIZE OF THE CENTURIES.

"The above is my program; the object of the work is the clearing up, or at least the fixing in their general portions, of the remaining large problems in the American segment of the polar regions, and the securing for the United States of that great world trophy which has been the object of effort and emulation among practically all the civilized nations of the world for the last three centuries.

HOW THE EXPEDITION STANDS.

"The present status of the proposition is as follows: "The Roosevelt has been thoroughly repaired from her last struggles with the ice, has been fitted with two new boilers, making her an even abler ship as regards power than she was three years ago, and is now waiting for the time to come to again point nose to the northward. "I have in store of pemmican (a concentrated meat food for Arctic sledge work) and various other items of sup-

Public Reception.

All residents of Salt Lake City and neighborhood are invited to inspect the new building and plant of the Rocky Mountain Bell Telephone company on State street, any time between Friday and 11 o'clock p. m., Saturday, May 9. All parts of the building and the new apparatus will be open to inspection and will be explained to all visitors.

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