

WALTER WELLMAN IS AGAIN A POLE SEARCHER

THE recent commission to go in search of the north pole in an airship, given to Walter Wellman, the well known newspaper correspondent, is attracting wide attention and exciting the most energetic speculation. This, of course, was inevitable—the magnitude of the project and the uncertainty of its outcome made it so. The element of risk is so potent that it goes far toward making the whole undertaking seem like a tragedy. It is only when the possibilities are taken into consideration and the happy ending of many another enterprise involving almost equal hazard is recalled that one breathes freely—and hopes.

It will occur to multitudes of practical minds that the risk and the aim are out of proportion. Of what value to humanity, they demand, will the most favorable result prove to be? What is there in the enterprise to counterbalance the tremendous uncertainty of its safe accomplishment? It is in answer to these utilitarian scoffers that Mr. Wellman has retorted: "Of what value is a great drama, a fine story, a noble poem? And what is this but an attempt to write an epic of human endeavor?"

Happily, Mr. Wellman's latest and most difficult assignment means more, vastly more, than the location of that elusive terminal which has thus far baffled the ingenuity of man. If it meant that only the present undertaking might be compared not ineptly with the quest of Jason and his Argonauts, Mr. Wellman's aerial expedition is an attempt which will bring into play as nothing else can the spirit of modern enterprise in the arts and sciences. It will serve to put to a practical test the very latest development in motor power, demonstrate the reliability of wireless communication and, perhaps most important of all, give character and substance to air navigation.

Mr. Wellman's airship will be the largest ever put to actual use. It is now under construction in Paris. Louis Godard, the most famous of modern balloon builders, is at work upon it, and it is to be built under the immediate supervision of M. Santos-Dumont, the Brazilian aeronaut, who is the greatest authority on flying machines of the gas bag type. The ship will be 196 feet in length, 49 feet in diameter, and its surface will measure 23,000 square feet. When inflated with gas it will have a total ascensional force of 15,300 pounds. Seven thousand pounds will be the weight of the ship and its equipment. This will leave 8,000 pounds for cargo.



WALTER WELLMAN.

The craft will be provided with three motors, with a combined energy of seventy horsepower. With only forty horsepower to use the speed of the ship will be from twelve to fourteen geographical miles an hour in calm weather. With all of the power at work the speed should be eighteen miles an hour. Provided that the winds do not hinder more than they help, and if there should be no other delays, Mr. Wellman could motor from north Spitzbergen, which has been chosen as the northern base of operations in forty-five hours. The point selected in Spitzbergen is only about 500 miles from the estimated position of the pole. That and the return flight would mean an air voyage of less than 1,000 miles, which might be accomplished in a hundred hours under favorable conditions. Santos-Dumont has repeatedly made from nineteen to twenty-three miles an hour with ships that were much smaller, and the leviathan ship made twenty-six miles.

The big flier is to be completed by May 1. During that month it is to be tested in and about Paris. It is also Mr. Wellman's intention to give it a further trial—possibly a trip across the Mediterranean or at least a flight over France. In June all the equipment will be assembled in Norway, and early in July headquarters will be established in Spitzbergen. At that point a favorable opportunity to make the flight to the pole will be awaited. Of course it is not possible to say, even approximately, when the ship will be launched on the voyage to the pole. The party will go prepared to remain in the arctic three years if necessary. Facilities will be provided for inflating the airship more than once. Trials will be persevered in until something definite results.

It is pointed out that there will be no underestimating of the magnitude of the task or of the responsibility that must be borne by the leader. It is to be a project carefully, thoroughly and technically developed. So far as possible nothing is to be accepted until the burden of proof is recorded in its favor. Every danger and difficulty is to be anticipated as fully as modern scientific attainment will admit and provision will be made against them.

Walter Wellman is no novice in arctic exploration. He has served a long and instructive apprenticeship. According to his own account, he has "learned the arctic trade in the only way that it can be learned, and that is in the field, just as sailing must be learned at sea, as woodcraft must be learned in the woods." He has already passed three summers and one winter beyond the eightieth parallel, a paltry 600 miles from the pole. His first expedition, in 1894, took him to the very spot which he now expects to use as his base—

Spitzbergen. In that year Wellman tried to reach the pole by sledge and boat, using a ship at Spitzbergen as his base. His boat was crushed by ice floes, but he continued to press northward by sledge until he was compelled to abandon the search near the eighty-first parallel.

Mr. Wellman's second venture into the frozen north was made in 1898-99. On this occasion he went to Franz-Josef Land in the Norwegian steam sealer, Frithjof, a famous arctic craft, which he chartered himself. At the far northern Russian city of Archangel he took on eighty-four dogs, which had been brought 1,000 miles over the Siberian wastes. Then he made for Franz-Josef Land, arriving there July 25. As luck would have it, it was an unusually hard season in the arctic, and he found it impossible to push farther north. He remained until autumn and was forced to establish his base at Cape Yageloff. An outpost was left seventy miles farther north, and two experienced arctic navigators volunteered to remain there all winter, Wellman promising to relieve them in the spring. In the latter part of February, accompanied by three faithful Norwegian comrades, he set out on the relief journey. It was very early for sledging, and the little party had a hard time of it. At last, however, they reached the outpost. One of the sledges had died, but the survivor was well and in good spirits.

The party then made a dash for the pole. Good progress was made until two accidents ruined all chances. One was an injury to Wellman's leg and the other an ice movement at night which caught the camp and destroyed most of the supplies, forcing the party to beat a hasty retreat. Further advance was out of the question, and Wellman was obliged to give up the effort. He returned to headquarters, and here he received a visit from the Duke of the Abruzzi, who had come northward with the Stella Polare.

Walter Wellman was born at Mentor, O., the home of President Garfield. He went to Michigan at an early age, and when he was fourteen made his first journalistic venture. When he reached his majority he established the Cincinnati Evening Post. For more than twenty years he has been Washington correspondent of the Chicago paper now known as the Record-Herald. He is married and has five daughters. Mr. Wellman has written much on arctic exploration and has delivered addresses before the British Association for the Advancement of Science and the National Geographical society. His home is in Washington, and he is one of the best liked frequenters of the capitol.

EDWIN O. FULLER.

THE NEW PRESIDENT OF SANTO DOMINGO

Ramon Caceres, the new chief executive of the West Indian republic of Santo Domingo, was formerly vice president and succeeded to the presidency when President Morales thought it prudent to abdicate and depart in haste. Caceres is of the same political



faith as his predecessor, and he is well liked in the republic by all classes that it is believed that his accession to the chief magistracy will bring peace and prosperity to the country. Morales has never been able to unite the warring elements in his party, and his position became untenable.

THE FIRST FICTION.

The "Tale of Two Brothers" written 3,200 years ago by the Theban scribe, Ennana, librarian of the palace to King Menepthah, the supposed pharaoh of the Exodus, is the oldest work of fiction extant. The tale was written apparently for the entertainment of the crown prince, who subsequently reigned as Seti II. His name appears in two places on the manuscript—probably the only surviving autograph signature of an Egyptian king.

This piece of antique fiction, written on nineteen sheets of papyrus in a bold hieratic hand, was purchased in Italy by Mme. d'Orbigny, who sold it in 1837 to the authorities of the British museum, where it is now known as the d'Orbigny papyrus.

Other specimens of ancient Egyptian fiction have since come to light, which appear to prove that the Nile valley was not only the birthplace of the arts and sciences, but was also the cradle of romance.

INTERESTING!

BEAUTIFUL!

AMAZING!

The Paris Spring Millinery Opening!

MONDAY, TUESDAY and WEDNESDAY, MARCH 19th, 20th, 21st.



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REPRESENTATIVE and authoritative display of Correct Millinery. Come to this Spring Festival and note how beauty is wedded to fashion. The Paris Millinery Opening is always looked forward to with a great deal of pleasure. Weeks, days and nights have been spent

in hard labor preparing for this great event; skill, intelligence and energy have been combined to eclipse all efforts of the past. The main-spring of action has been touched, and we are now ready with the most charming collection of the season's most beautiful creations of Millinery ever exhibited in Salt Lake.

The collection embodies many distinctive artistic touches, which distinguishes this store's individuality and exclusiveness. Hundreds of New styles arrived this last week, making the collection so superbly grand that it looks like a rainbow in a summer sky, all of such striking beauty, thoroughly expressing the highest development of the designers artistic skill, exciting the admiration and wonder of all. Imported models and copies of French models in beautiful tints and soft, delicate shadings, besides hundreds of exclusive creations from our own workrooms, scores of smart effects in the New Metropolitan and pyroxylian braids, bent and twisted into all conceivable shapes and styles—one of the most fetching ones being the new Hood Shape that has so suddenly bounded into popularity, the new Walking Hat with round satin crown and straw brim; the sailors in Milan chip and other fashionable straws, and also the new English high crown sailor that is so becoming. It is impossible to adequately depict the beauty of them all, yet we must say that they are all moderate in price. But we determined to leave no stone unturned but to have the best millinery the market has produced, and our showing next week will be the finest in the city.



Opening Display of Spring Suits!

TEMPTINGLY PRICED.

This department is going ahead by leaps and bounds, and the many pretty styles that are being shown this season at such popular prices will still mean greater things for it. Among the many smart things that are represented in the line are the jaunty Eton with three-quarter length sleeves. Some are plain white others are daintily trimmed and stitched. Skirt is full circular model, with foot folds around bottom, all nicely tailor stitched. The new pony bolero and boulevard, make striking street suits, come in the beautiful chiffon, panama, broadcloths and the high eastern luster, comes in all the popular light and dark shades, including the charming Alice blue, twilight gray, coral, russet, forest green, blue and black, all betraying grace and beauty in every line and curve.

All Are Invited To This Unrivalled Showing.

"The Paris."

Smart Showing of Spring Coats!

EXCEPTIONALLY ATTRACTIVE AND PLEASING LINE OF WOMEN'S COVERT JACKETS AND THREE-QUARTER LENGTH TOPCOATS.

Our ambition to maintain our reputation as leaders in this line has resulted in securing many clever styles and reasonably priced for opening week. Women's Covert Jackets, in the snug tight fitting hip length, in splendid tan covert, trimmed with narrow tailored straps and taffeta silk lined. Handsome new pony coat, made of excellent quality of English covert, collarless style. Short topcoats in the 3/4 length, made of soft gray cheviots and overplaid, fly front, full loose back, velvet collar, and new shaped sleeves.

Extraordinary Showing

OF WAISTS IN BEAUTIFUL LINGERIE EFFECTS.



WE HAVE justly earned our reputation as the best shirt waist house in the state, and this season there will be no letting go, as every department must make an increase over last year. And in order to do so we have doubled our stock, and the showing that we are making in all the new sheer white materials is beyond descriptive power. There is the new French lawns, the high luster batiste Japanese silk chiffon taffetas, the new silk crepe. All beautifully trimmed in laces, embroideries and tucks, some long sleeves and others three-quarter lengths. The most beautiful showing and the largest assortment in the city.



SPRING SKIRTS—WONDERFUL VALUES!

—THE ALWAYS BUSY DEPARTMENT.

A WONDERFUL Showing of Skirts in all the new fabrics and style, consisting of all the new shades and colors, the line represents every fabric, such as the new chiffon, broadcloth, chiffon, Panama, voiles, English and French serges, the shadow plaits and checks, full circular model and semi-circular, trimmed with tailor stitched self, strap and foot folds. Be sure and visit this department when attending the opening.

The Best Assortment in the City.

