

DR. NANSEN'S TOUR.

MALMO, Sweden, Aug. 13.—The newspaper Dagens Nyheter has received communications from Dr. Nansen and Lieut. Schott. Hansen, from the Island of Vardoe. These communications state that they abandoned the Fram in the autumn of 1895, and resorted to the ice.

The steamer Windward, carrying supplies to the Jackson-Farnsworth expedition, picked them up near Franz Josef Land. They expected that the Fram would eventually drift to the east coast of Greenland. Dr. Nansen failed to reach the North Pole, but he touched a point four degrees nearer than any other explorer has done.

VARDOE, Norway, Aug. 13.—Dr. Nansen left the Fram on March 14, 1895, in 84 degrees 14 minutes north latitude, situated north of the New Siberian Islands. No land was sighted north of 82 degrees of latitude, or thence to Franz Josef Land, where he passed the winter, subsisting on bear's flesh and whale blubber.

Dr. Nansen and his companions are in the best of health. The Fram is expected at Vardoe or Bergen shortly. She stood the ice well. There were no sick persons on board when Nansen left her.

MALMO, Sweden, July 13.—The steamer Windward took letters for Nansen when it started to the relief of the Jackson-Farnsworth expedition, as Mr. Jackson expected to find Nansen, and was convinced that his idea of drifting across the pole on the ice was impracticable. He was also convinced that Nansen would return in the direction of Franz Joseph Land.

Dr. Fridtjof Nansen, the Norwegian scientist, now 36 years of age, sailed from Christiania on June 24, 1893, on a voyage of discovery to the Arctic regions and with the intention of reaching the north pole if possible. He embarked on board the three-masted schooner Fram, which was provided with a 160-horse power steam engine. She was of 800-ton burden, and her sides were so constructed as to force all ice meeting the vessel to pass under it, thus preventing all pinching and screwing. The Fram was launched at Laurvik, near Christiania, on October 26, 1892, and the Norwegian Parliament gave Dr. Nansen \$52,000 in aid of his expedition. Additional funds were forthcoming from private subscriptions, including one of over \$5,000 from King Oscar.

The Fram was in every way admirably equipped and had a crew of twelve men, all of whom occupied the cabin, which measured only thirteen feet square, and which was heated by means of an English petroleum stove, which consumed three litres of petroleum a day. The Fram (Forward) had enough fuel on board to last eight or nine years, and she also had a library consisting of 1,000 books.

Dr. Nansen's plan was to make for the New Siberian islands and thence sail directly north until the Fram should be imbedded in the ice, following the west coast of any land that might be met. A dispatch was received from the doctor at Vardoe on August 23, 1893, written in the Yugorski straits on the second day of that month, announcing that the expedition was about to sail into the Kara

sea and that the Fram so far had behaved splendidly.

LONDON, Aug. 15.—The story in detail by the explorer himself of Dr. Fridtjof Nansen's Arctic expedition and the adventures of his party, together with the scientific results obtained, first of which is his success in penetrating to the highest latitude hitherto trod by the foot of man, namely, 86 degrees 14 minutes north, are given to the world by the Chronicle this morning.

Dr. Nansen says in the Chronicle: "The Fram left Jugor strait August 4, 1893. We had to force our way through much ice along the Siberian coast. We discovered an island to the Kara sea and a great number of islands along the coast to Cape Cheljuskin. In several places we found evidences of a glacial epoch, during which Northern Siberia must have been covered by inland ice to a great extent.

"On September 15th we were off the mouth of Olenek river, but we thought it was too late to go in there to fetch our dogs. We passed the New Siberian islands September 22nd. We made fast to a floe in latitude 78 deg. 50 min. north and in longitude 133 deg. 37 min. west. We then allowed the ship to be closed in by ice.

"As anticipated, we were gradually drifted north and northward during the autumn and winter from the constantly exposed and violent pressures, but she (the Fram) surpassed our expectations, being superior to any strain. The temperature fell rapidly and was constantly low, with little variation for the whole winter. During weeks the mercury was frozen. The lowest temperature was 62 deg. below zero. Every man on board was in perfect health during the whole voyage. The electric light generated by a windmill fulfilled our expectations. The most friendly feeling existed and time passed pleasantly. Every one made pleasure his duty, and a better lot of men could hardly be found.

"The sea was up to 90 fathoms deep south of 79 deg. north, where the depth suddenly increased and was from 1,600 to 1,900 fathoms north of that latitude. This will necessarily upset all previous theories based on a shallow polar basin. The sea bottom was remarkably devoid of organic matter. During the whole drift I had good opportunity to take a series of scientific observations, meteorological, magnetic, astronomical and biological soundings, deep sea temperatures, examinations for the salinity of the sea water, etc. Under the stratum of cold ice-water covering the surface of the polar basin, I soon discovered warmer and more saline water, due to the Gulf stream, with temperatures from 31 deg. to 33 deg.

"We saw no land and no open water except narrow cracks in every direction. As anticipated our drift northward was most rapid during the winter and spring, while the northerly winds stopped or drifted us backward during the summer. On June 18, 1894, we were in 81 deg. 52 min. north, but we drifted then southward only. On October 21st we passed 82 deg. north. On Christmas eve, 1894, latitude 83 deg. north was reached, and a few days later 83 deg. 24 min., the farthest north latitude previously reached by man.

"On January 4th and 5th the Fram was exposed to the most violent ice pressure we experienced. She was then firmly frozen in ice of more than thirty feet of measured thickness. This floe was overridden by great ice masses which were pressed against the port side with irresistible force, and threatened to bury if not to crush her. The necessary provisions with the canvas kayacks and other equipments had been placed in safety upon the ice. Every man was ready to leave the ship if necessary, and was prepared to continue with the drift, living on the floe. But the Fram proved even stronger than our trust in her. When the pressure rose to the highest and the ice was piled up high above the bulwarks, she was broken loose and slowly lifted out of the bed in which she had been frozen, but not the slightest sign of a split was to be discovered anywhere in her. After that experience I considered the Fram almost equal to anything in the way of pressure. Afterwards we experienced nothing more of the kind, but our drift was rapidly continued north and northward.

"As I now with certainty anticipated that the Fram would soon reach her highest latitude north of Franz Josef Land and that she would not easily fail to carry out the program of the expedition, viz.: to cross the unknown polar basin, I decided to leave the ship in order to explore the sea north of her route. Lieut. Johanson volunteered to join me, and I could not easily have found a better companion in every respect. The leadership of the expedition on board the Fram I left to Captain Sverdrup. I have no fear but that he will bring all the men safely back, even if the worst should happen and the Fram be lost, which I consider improbable.

"On March 3rd we reached 84 deg. 4 min. north. Johanson and I left the Fram on March 13, 1895, at 83 deg. 59 min. north and 102 deg. 27 min. east. Our purpose was to explore the sea to the north and reach the highest latitude possible, and then go to Spitzbergen via Franz Joseph Land, where we felt certain to find a ship. We had twenty-eight dogs, two sledges and two kayacks for possible open water. The dog food was calculated for thirty days and our provisions for 100 days. We found the ice in the beginning to afford tolerably good traveling, and so made good distances and the ice did not appear drifting much. On March 22nd we were at 83 deg. 10 min. north. Although the dogs were less enduring than we had hoped, still they were tolerably good. The ice now became rougher and the drift contrary. On March 25th we had only reached 85 deg. 19 min. north.

"Our progress was very slow. It was fatiguing to work our way and carry our sledges over the high hummocks constantly being built up by the floes grinding against each other. The ice was in strong movement and the ice pressure was heard in all directions.

"On April 3rd we were at 85 deg. 50 min. north, constantly hoping to meet smoother ice. On April 4th we reached 86 deg. 3 min. north, but the ice became tougher until on April 7th it got so bad that I considered it unwise to continue our march in a northerly direction."