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HOW BRADLEY STARTED COOK TO THE POLE

Original Expedition Was For Both Hunting and Exploring Purposes. Good Weather Enabled Discovery of Pole—Wisdom In Westerly Course

The Doctor's Novel Plan of Scattering Eskimo Families Along His Route—The Camp at Etah—Weak Dogs as Food For Strong Ones

By JOHN R. BRADLEY,
Who Paid Cost of Cook Expedition to the North Pole.
[Courtesy of Recreation Magazine.]

MY voyage to the north to start Dr. F. A. Cook on his trip to the pole was my first experience in the arctic regions, though all my life I had longed to go there and get a shot at polar bear, walrus or musk ox. Dr. Cook, who had become a noted arctic explorer, and I had talked over such a trip, and the relation of his experiences in the far north had stimulated my desire to seek similar adventure. Dr. Cook urged me to accompany him, but it was not until after my trip to Mongolia in 1906 that I saw my way clear to do so. We made our plans and decided to start early in the summer of 1907.

The first step was to secure a suitable vessel. I bought a Gloucester fishing schooner of 111 tons and had her refitted, putting in a gasoline engine and having her sheathed above and below the water line with three inches of the best white oak, with steel plates fore and after, to enable her to withstand the pressure of the pack ice. We rechristened her the John R. Bradley, and I engaged Captain Moses Bartlett, who had been first officer of the Roosevelt, Peary's arctic ship, to navigate her with a crew of Newfoundland fishermen.

A Boat on Runners.

For hunting purposes I had a boat specially built which could also be dragged over the ice on runners should this become necessary. She was twenty-seven feet long and fitted with a ten horsepower gasoline engine, the whole weighing less than 1,000 pounds. We stocked the vessel with provisions sufficient to last thirteen men for two years.

Before we started Dr. Cook asked me if I would not like to make a dash for the pole. Such a project had not occurred to me, and I told him I knew very little about polar exploration, but I consented to provide everything that could be needed on such a trip and to allow Dr. Cook to remain in the north through the winter and make a dash for the pole next summer if the conditions seemed favorable.

Everything being ready, we sailed from Gloucester. We touched at Battle Harbor, Labrador, and then crossed Davis strait to the coast of Greenland, which we skirted as far north as Sisco. Just before reaching this little port our propeller had been disabled by the ice, so we put in and beached the ship for repairs. These completed, we sailed for Melville bay, where I expected to find some bears.

To Cape York For Dogs.

We pushed into the field as far as possible and saw bears a-plenty, but could not get near enough for a shot. They were on huge floes of ice, and before I could get within range they always dived into the water and got away. We had no Eskimo dogs, so we could not hunt them in the way the natives do. This decided us to get some dogs, for which purpose we sailed for Cape York, where we knew there was an Eskimo settlement.

It took us seven days to reach Cape York, for we were nipped by the ice twice and were obliged to cut our way out. And when we did reach there it was impossible to get ashore, as the coast was icebound and the weather was stormy. So we kept on north until we reached North Star bay, where we fired guns to attract the natives. These immediately put out to the ship, paddling the little canoes they call kayaks, and in less than an hour we had on board the entire population of the town, consisting of thirty-five Eskimos, men, women and children. They were a healthy and evidently a well fed lot. Here I enjoyed some excellent walrus shooting for three days. From there we sailed for Etah, Peary's winter quarters, touching on the way at several settlements, where we had more good sport. From the hills back of Etah we obtained a fine view over Smith sound, in which there appeared to be very little ice.

The Most Northerly People.

Dr. Cook, the first mate and I left the ship at Etah and went across Smith sound in the motorboat. We traveled as far as the most northerly Eskimo settlements, which are in 79 degrees north latitude, and among these most northerly people we spent several days, Dr. Cook being able to talk to the natives in their own language and meeting several old friends. The greater number of these people returned to Etah with us. They had dogs enough for any purpose, so everything was favorable for a dash to the pole. They had, however, already cached their winter supply of food, so we helped them to lay in another supply, killing seal, walrus, narwhals and white whales for them, while their women busied themselves in catching and curing birds and hares, with which to make clothes. We took most of the natives and their dogs from Etah to 79 degrees north latitude, which we had decided should be Dr. Cook's winter headquarters. When we reached there we had great difficulty in landing, but we finally managed it, and there we left Dr. Cook, with Rudolph Francke, a strong young German; about fifty Eskimos and 150 dogs, with provisions and supplies enough to last for three years.

Double Use For Boxes.

Dr. Cook and I had our supplies put up in big boxes, about three feet square, with tin inside, and the outside was wood. That is the way I had them filled, so that we could use the wood for building the winter house and then have the stuff inside the tin in good shape. I left him plenty of coal and plenty of gasoline, etc. You see, we did not want to carry a lot of wood up there. The use of wood around the tin boxes was to save space and to build the house.

Dr. Cook spent the winter occupied with preparations and planned to start northwest in February over the ice of Smith sound and over Ellesmere Land in order to reach the sea at about 83 degrees north latitude. He arranged to take with him several families of Eskimos and a canvas boat. If all went well I was sure he would reach the pole and get back to Kennedy channel within three months. He fed the dogs on musk ox, of which there is plenty. He had Eskimos at five points in Ellesmere Land to cover his retreat, as it were, and when he made his final dash he traveled light, with only two sleds and two Eskimos.

The success of his now historic trip was due largely to favorable weather.

Left Eskimo Families Along Route.

Dr. Cook's plan to leave groups of families of Eskimos at different points along his route was undoubtedly another big aid to his success on his dash to the pole. His route lay more to the westward than that of many others.

His object in going to the far west was to get away from the sea drift of the ice, so that the drift of ice to the east would not interfere with him on the return. The natives traveled to the east again to cover his retreat when he came back from the pole and struck land again. He figured it would take 100 to 120 days on the ice. In his winter house he had a drying room, with 150 feet of stovepipe, which he wound around his room so that he could dry all the walrus I killed when I was up there, which he was to carry for his dogs. Of course they had plenty of meat and everything else for all hands for three years, so that even if he did not get musk oxen he had plenty of other food. If he could get musk oxen, so much the better, and he could keep the other, as it keeps indefinitely. As he lightened up on his dash to the pole Dr. Cook abandoned one sled and killed his weak dogs to feed them to the strong ones, so that he could make fast time.

Planted Two Flags at Pole.

Dr. Cook told me he would plant two flags at the pole if he reached it, one the American stars and stripes and the other the little green and white emblem known as the Bradley arctic expedition flag.

I may say that I had to forego insurance on my yacht during this trip, as the insurance companies told us arctic exploration was too perilous to permit of the vessel being accepted as a good risk. No one need fear illness up there in those regions, for, as every arctic traveler has testified, sanitary conditions are ideal.

On the return trip on the John R. Bradley after leaving Dr. Cook we encountered fierce gales and came near going down in the awful gale of Sept. 18 off Labrador, in which seventy ships were lost. The John R. Bradley had to be refitted at North Sydney and had to wait for a wind to take her to Gloucester, as her engine was disabled.

Dr. Cook couldn't wait long at the pole, as he had to get back off the ice. He had to be gone two years from the time he left America. He could not get back any sooner. You can't go up one year and go on to the pole. You must use one year to go up as far north as possible with your vessel. For instance, Peary got up with the Roosevelt a little farther north than we did and put his vessel up for the winter. He built his sleds then and did everything necessary for the time to come to make his dash. It is total darkness all this time, but they do have beautiful moonlit nights. Dr. Cook arranged to start in January, when it is dark. The sun begins to come out every day a little lighter, and in July and August you have the midnight sun and no darkness whatever.

Wasp Taming as a Business.

Miss Marian Black-Hawkins of Andover, England, has conceived the idea of taming the common wasp and of making it a house pet to kill the pestiferous flies and noxious insects that get into a household. She holds she can identify each wasp, that she can fondle them without injury and that they can be trained. She captures the wild wasps, keeps them until they are almost dead of hunger, then feeds them with honey, lets them grow hungry again, and finally domesticates them with more honey. Miss Hawkins says they will not sting the hand that feeds them.

NEW ERA IN OCEAN TRAVEL.

The Lusitania's Transatlantic Record Forecasts a "Three Day Boat."

The sensational transatlantic record of the steamship Lusitania marks a wonderful advance in oceanic travel. In crossing from lightship to lightship in 4 days, 11 hours and 42 minutes she opens the era of the "four day boat." Now the nautical sharps are figuring just how soon a "three day boat" can be built.

Never before has man crossed the Atlantic so quickly as did the passengers who stepped ashore from the giant Cunarder. They had clipped a day from the ocean barrier. They had set a new standard for speed. They had smashed all previous records for transatlantic travel. They were the first voyagers to leave London on Saturday and Queenstown on Sunday and arrive in New York on a Thursday.

Science, skill and unlimited expenditure have been striving for a quarter of a century for the prize captured by the Lusitania. The six day boat set the early records more than twenty-five years ago. The five day boat came along ten years later. Friday landings in New York have been common ever since the christening days of Lucania and Campania, fifteen years ago.

Then began the tremendous struggle to eliminate another day. St. Paul and St. Louis of the American line clipped off a few hours. The Cunarders got speed up to reach New York Friday morning. The Germans entered the race. Deutschland made wonderful speed and established records that lasted for years. Kaiser Wilhelm II. cut off more minutes.

Lusitania and Mauretania came out two years ago and saved more hours, but only to be forced to anchor late at night down New York bay outside the four day goal. Now that it has been gained there will start afresh the race of shipbuilders and engine builders for a three day record.

FACTS AND FIGURES OF LUSITANIA'S GREAT RACE.

Time of voyage, 4 days 11 hours 42 minutes.
Average miles per hour, 25.85.
Full day's runs in knots, 650, 652, 651, 647.
Distance from Daunt's Rock lightship to Ambrose Channel lightship, 2,784 miles.
Number of passengers and crew, 2,800.
Coal consumed, 1,050 tons per day.
Cost of coal at $3.25 per ton, $3,412 per day.
Total coal consumed on voyage, 5,000 tons; cost, $16,250.
Passengers landed and mails delivered four days from Queenstown for first time.

WOMAN SAILS AIRSHIP.

Mrs. S. F. Cody of London Also Conquers the Air.

Soon we shall have a war of the sexes in the air. The inevitable woman has invaded the field made famous by the Wright brothers, Bleriot and Curtiss. Mrs. S. F. Cody of London won her husband's co-operation when she told him she had the only practicable idea about airships. The English newspapers relate how the British woman sailed without accident for seven miles at Aldershot, returned to her starting point, took her husband along and covered three miles more. The machine cost less than $2,300 and can be made by the dozen for $1,500 apiece. Mrs. Cody says the sensation of flying is just the thing women need for their nerves and, while her monoplane cannot make long flights, it is just the thing for house parties in the big estates of merry England. Twenty thousand persons saw her fly. They had faith in what she could do, as she is the successful owner of a patent for electric photography.

Men's Dress.

According to the opinion of Mr. Thornton, who presided at a recent conference of the foreman tailors of London, men's dress will soon undergo a great change and the present styles will give way to "more classic" garments. Knee breeches and fancy waistcoats will be introduced, and the superiority of these garments over today's long trousers and waistcoats will insure their popularity. A Russian nobleman who visited London a few weeks ago said that he cared little whether the style was introduced or not; he would adopt it. Two things were necessary, he said, "shapely calves and courage." He took with him forty-eight waistcoats made of various patterns of embroidered silk.

Japs to Outdo Dreadnought.

The Japanese government announces its intention to build cruisers of 36,000 tons.

The Dreadnought is only of 17,900 tons, the super-Dreadnoughts 20,000 tons or less; the British Invincible class of cruisers are 17,250 tons. The biggest ship talked of for the United States navy is to be about 25,000 tons.

A 36,000 ton cruiser would be in the class as to size with the greatest Atlantic liners, the Mauretania and Lusitania alone excepted.

A Fertile Desert.

A unique series of experiments in American country life is now being conducted in the Imperial valley, in southern California. What less than twenty years ago was sheerest desert has been made to blossom like a garden since the advent of water in the irrigation canals. The country is being experimented with to find what it won't raise. Dates and Angora goats and figs and cantaloupes have proved successful, and now even cotton is being raised.