

STEFANSSON TELLS OWN STORY OF WORK

Hundred Miles of New Coast and High Mountains Beyond Are Discovered.

FORMAL POSSESSION TAKEN

Explorer Plans Now to Strike Northwest in Continuing Work and to Cross Seas on Sleds in Spring of 1916.

(Continued from First Page.)

I, therefore, gave up further attempts of going west and traveled parallel to the west coast of Prince Patrick Island.

Kerosene Supply Exhausted. Some 75 miles off shore, near 76 degrees 40 minutes north, we were forced to realize that we could hope for no great northering so late a season on broken ice drifting rapidly southwest. We, therefore, tried to make the shore-fast ice off Prince Patrick Island in that latitude, but were carried 30 miles south before we rapidly made land about 10 miles south of the land which we had seen on June 1. Before this, the kerosene had given out and we were burning seal blubber, and the carbon meat, dried at Norway Island during the summer of 1914 for dog food, was also finished. For the men we had 20 days' rations, for we had lived partly on seals and bears.

Proceeding northward, we finished that charting of the coast line between the farther points reached by McClintock and Mechas from their winter base at Dealt Island on the south coast of Melville Island. Fog and thick weather hampered us greatly in this work. On the afternoon of June 15 we reached the north tip of the island and found a record left there by McClintock dated June 15, 1893.

New Land Is Discovered. On the morning of June 18, from a 40-foot high ice cake near the camp that we had just pitched, Storkensen sighted new land to the west. This camp was pitched at 77 degrees 56 minutes, and we landed next day on the land at a point distant about 14 miles, near 117° 17' west. The trend of the coast here was northwesterly, but thick weather prevented us seeing far. On account of the lateness of the season we followed the coast east for three days only.

Thick weather prevented sextant observations, except one day which gave 77 degrees 43 minutes north and 115 degrees 43 minutes west. We actually saw only about 100 miles of coast line, running somewhat south of east from the landing place, but mountains were seen for at least 50 miles farther east and from a height of 2000 feet 20 miles inland still higher hills were seen in all directions from north to east at a distance estimated at over 50 miles.

LONG JOURNEY MADE ON ICE

Explorer Gives Detailed Account of His Experiences.

(Mr. Stefansson in the subjoined narrative gives a detailed account of the experiences of himself and his companions. He gives a satisfactory explanation of the purposes of the Canadian expedition, tells how he took up the task of the ill-fated Karluk, and gives a complete journal of his travels over the ice.)

BY VILHJALMUR STEFANSSON. Copyright, 1915, by The New York Times Company. Also copyright in Canada. Special to The New York Times. Published by arrangement.

BANKS ISLAND, Feb. 8.—(via Nome, Alaska, Sept. 15.)—The central plan and main purpose of the Canadian Arctic Expedition is the exploration of the hitherto untraversed area lying between the American continent and west of the known American arctic archipelago. The direct attack on this unknown area was assigned to the largest of the expedition's three ships—the Karluk. The schooner Alaska was to undertake the subsidiary investigation of the Coronation Gulf region, and the schooner Sacha was to act as tender to whichever of the other vessels needed her most, and to do oceanographic work.

Meantime, when in September, 1914, the Karluk, best of the ice craft, was hurried out of the field of action, it had to be struck from the list of available resources of the expedition, the problem arose of how the main purpose could be accomplished with the resources left.

Risk of Losing Schooner Taken.

I at once decided to use the Sacha in place of the Karluk, so far as compatible. The first landing party, eight in the Coronation Gulf region, to make the success of the Alaska there assured so far as supplies were concerned. Later I developed the plan of purchasing the small trading schooner North Star, of four-foot draught, to make and, if not used, to lose her in an attempt to thread the narrow waters of the west coast of Banks Island, to establish a base on Prince Patrick Island. If possible, the first task in the programme of the Karluk had then to sail north approximately along the meridian forming the boundary between Canada and Alaska, and to make the first landing on the west coast of Banks Island, to establish a base for sled exploration.

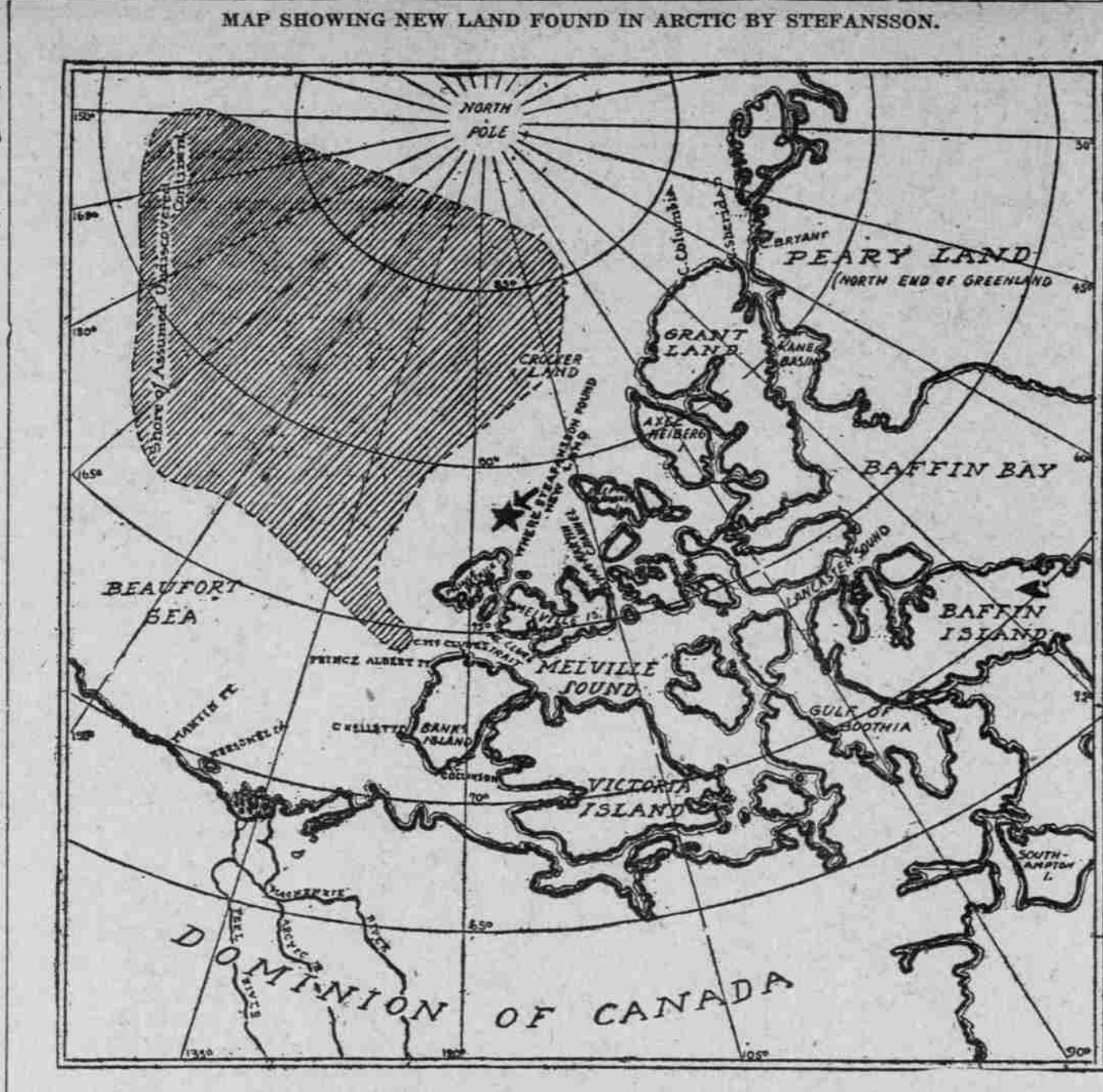
I now determined to attempt the Karluk's task by sled, if, as had been commonly believed, the drift in the ice north of Alaska proved to be to the west, we would go by sled as far north as it seemed safe, and then return to our starting point, or some other place on the mainland, going later north during the summer, along Banks Island, with the North Star and Sacha, but if either negligible or else to the north or east, we would not return to the mainland, but would proceed, if any new land were discovered, to Banks Island or Prince Patrick Island.

Arctic Animals Abundant. The land, therefore, is of considerable size. It is low-lying, first landed, but becomes higher and more rugged as one proceeds eastward.

Caribou and other Arctic animals are abundant, except bears. As Storkensen was now coming on rapidly, we turned toward home. On June 22 geese and other birds had arrived, and the rivers were breaking out. We discovered some small islands between Melville Island and the new land, took formal possession of these lands, and left a record of discovery.

We followed the west coast of Melville Island south, crossed to the Bay of Mercy and stayed there from July 14 to July 20, to rate pocket chronometers and provide new packs for the dogs. We caught the sled at McClintock's wintering place, and traveled diagonally across Bank's Island to Kellett, arriving home on August 8 to find everything well.

On this trip we had no accident more



CROSS AND ARROW MARK SCENE OF NEW DISCOVERY.

serious than the wetting of one sled load. We had no sickness and brought home in good flesh every dog we started with. We were all of us in our ordinary health and strength. We used the ordinary Eskimo bechive snow-houses. Besides the provisions brought from home we used about 10,000 pounds of meat and fat for food and fuel. Seals furnished most of this, but there were besides 17 caribou, four bears and two musk oxen, the last in Melville Island. Musk oxen in Bank's Island are extinct. We had no hardships at any time and were never in imminent danger, so far as we know.

Further Explorations Planned. On August 11 the schooner Polar Bear, Captain Louis Lane, came into Kellett. He reported the North Star long overdue at Baillie Island, and that the expedition supplies had arrived at Herschel Island. Evidently the non-arrival of the North Star, I chartered the Polar Bear to get supplies from Herschel Island, and attempt by landing there to form a more northern base for next year's work either on Banks or Prince Patrick Island. I plan to make a further journey next year into Beaufort Sea and explore further the new land already discovered. We sail for Banks Island tomorrow.

Commander to Use Discretion. To cover that event I gave definite instructions for the North Star to follow as soon as she could to Norway Island, at which port her commander was to decide if he did not find us whether to winter there or to proceed to Prince Patrick Island. Because of her twin propellers the Sacha is not so well adapted to ice-filled waters as the North Star, and for that reason I directed that after she got through with her freighting for the Alaska she should proceed to Banks Island to winter, preferably near Cape Kellett, to form there a base upon which we could retreat in case of the loss of the North Star.

But for some unfortunate misunderstanding and consequent delays at Collision Point, while I was absent, the Sacha was not able to make the coast, going north over the ice, about March 5, 1914. On my arrival home from the North Star, however, some of the most important work of preparation for the ice exploration had not yet been done. The Sacha was to be used to make the first landing on the west coast of Banks Island, to establish a base for sled exploration.

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bank that had sprung a leak to have it replaced from our shore camp by a boat haul. The team should have made the round trip over the beaten trail to camp and back in four, or at most six, hours. None of us thought it would be longer, till we saw them again, but within two hours a gale was blowing and I have learned since that when they get ashore the force of the wind was such that they were unable to walk against it and had to crawl.

Return of Men Impossible. Return was impossible for them that evening, and when the gale lessened the next day we were encamped on a cake of ice a mile or two in area which had been driven 50 miles to the east and were separated from the land-fast ice by several miles of water, filled with ice fragments, so we lost two of our best men, seven of our best dogs, our best sled, and some equipment we needed badly. Half our fuel intended originally for 30 days was gone. Our party now consisted of Andreassen, Crawford, Johansen, McConnell, Storkensen and myself. Crawford and McConnell had joined the party when Captain Benard was disabled. The temperature still continued from 28 above to four degrees below zero Fahrenheit, and this was not enough to solidify the ice which was continually carried back and forth by the wind.

Ice motion, however, and on those days we were able to cross from ice cake to ice cake where their corners touched. Some of these cakes were only the size of a city block or less. Others were a mile or two across, but all were three to six feet deep, so traveling over them was not particularly hard. By April 9 we were 50 miles from land, but we had made little nothing, for the currents had carried us parallel to the land (which here runs well south of east), a distance of nearly 70 miles.

Violent Gale Encountered. As we needed dogs badly ashore, for the scientific work being done there, and as two of our sleds were so fragile for the rough ice and kept continually breaking, I now decided to send three of the men back. Accordingly on the evening of April 7 Crawford, Johansen and McConnell, with two teams, started for shore, which I have since learned they reached without serious trouble on April 17.

The ice party now consisted of Andreassen, Storkensen and myself, with a 208-pound sail and 1325-pound load, consisting of food for men and dogs for about 40 days, permanent equipment and 350 cartridges for two rifles. Two days after the support party left we had the most violent gale of the journey. The wind varied in direction from the southeast to the northeast for 12 feet high had formed 30 feet away from the tent, and the wind was so strong that had one of them happened to topple over on the tent it would have ended the chapter. Early in the evening we tried to stand with our backs to the wind, but the wind was so strong that we could not stand and the tent was blown down. The noise of ice pressing into ridges could be heard miles away. We did not sleep a wink, and the whistle of the wind was not comfortable.

Water Courses Become Boulevard. We were never in particular danger. After getting beyond 50 miles from shore we never had strong winds. The day after this gale the cold weather came at last, and we had ideal traveling for the remainder of April, with light breezes and clear skies, and temperature ranging about 20 degrees below zero Fahrenheit. The water lanes, which had in warm weather been impassable for boats, now became smooth boulevards, and instead of two miles a day we now frequently made more than 20. This would probably mean a continual ice drift to the east had seemed likely when the support party started for shore, and I had accordingly sent them with letters emphasizing the probability of our not returning to the mainland and repeating the instructions for the North Star to follow us to Northwest Banks Island.

The easterly drift did really continue, and although we traveled each day from 10 to 20 degrees west of true north, our instrumental observations showed that we were barely keeping a true north course. By April 27 we were near the intersection of the 134th parallel and the 140th meridian. During the preceding fortnight we had crossed the ice from the west coast of Banks Island, and had been open water in the March gales. The daylight was now continuous throughout the 24 hours and the sun was becoming more aggressive. It would be but a week or two till all this thin ice would become uncrassable. With the strong currents to the west which prevail on the Alaska coast in Spring it would have been unwise under the circumstances to try to return the 240 miles or so south to land. Neither was there any knowledge to be

gained by retracing the route we had just come over.

Safety Lies in North.

Our work lay to the north, and safety lay there also, for then we should be traveling away from summer. Besides we had already arranged for going to Banks Island for the information to be gained on the way there, and after landing, also to try for deer meat for dog feed on next year's sled trips, for nearly all our pemmican had gone with the Karluk. Accordingly on April 27 I finally decided definitely not to attempt to return to Alaska, but to proceed to Banks Island or Prince Patrick Island, according to circumstances. Because of the rapid approach of summer we eventually landed for Cape Alfred, on the northwest corner of Banks Island. Our kerosene gave out on May 5. For 10 days after that we melted a little ice morning and evening for drinking water, with the five pounds of lard we had along for roasting our seals in the sea about us. Two real seals in the sea about us. Two real seals in the sea about us. Two real seals in the sea about us.

By May 15 we were getting a bit hungry and the dogs were not so fat as formerly. They had harder work than we to do on the same amount of food, although they ate our skin clothing, which we had melted milk and pemmican. It seemed that wisdom now dictated a halt rather than hurry, and so we stopped for sealing at a lead near the shore, which had ordinarily ferried in our improvised drift in two hours. Not much more than the corresponding two hours had been spent watching for seals which we were to the surface some 300 yards away and we got him with a lucky brain shot.

Stock of Food Accumulated. This turned out to be 43 days before we were finally able to reach the land coast, but for the whole of that time we had lived in abundance. For fuel we burned seal blubber, using the blubber of seals which we had killed, as it were, for blubber will not burn by itself in the manner of kerosene. During these 43 days we killed bears and about 40 seals and accumulated a stock of food against possible future needs.

This was, of course, had to abandon our opportunity to go to the 40th parallel. When we got within about 100 miles of the west coast of Banks Island, the wind varied in direction from the southeast to the northeast for 12 feet high had formed 30 feet away from the tent, and the wind was so strong that had one of them happened to topple over on the tent it would have ended the chapter. Early in the evening we tried to stand with our backs to the wind, but the wind was so strong that we could not stand and the tent was blown down. The noise of ice pressing into ridges could be heard miles away. We did not sleep a wink, and the whistle of the wind was not comfortable.

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(Continued on Page 5, Column 5.)

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