

ANDREENOW GIVEN UP

SWEDISH AERONAUT THOUGHT TO HAVE PERISHED.

Daring Explorer Yields Life in Search of Far-Away Arctic Pole—There Is No News of the Missing Man During the Past Four Years.

It is now nearly four years since S. A. Andree, the Swedish aeronaut, in his balloon rose in air on Amsterdam Island and confidently set out for the north pole. To him was attracted at



PROFESSOR S. A. ANDREE.

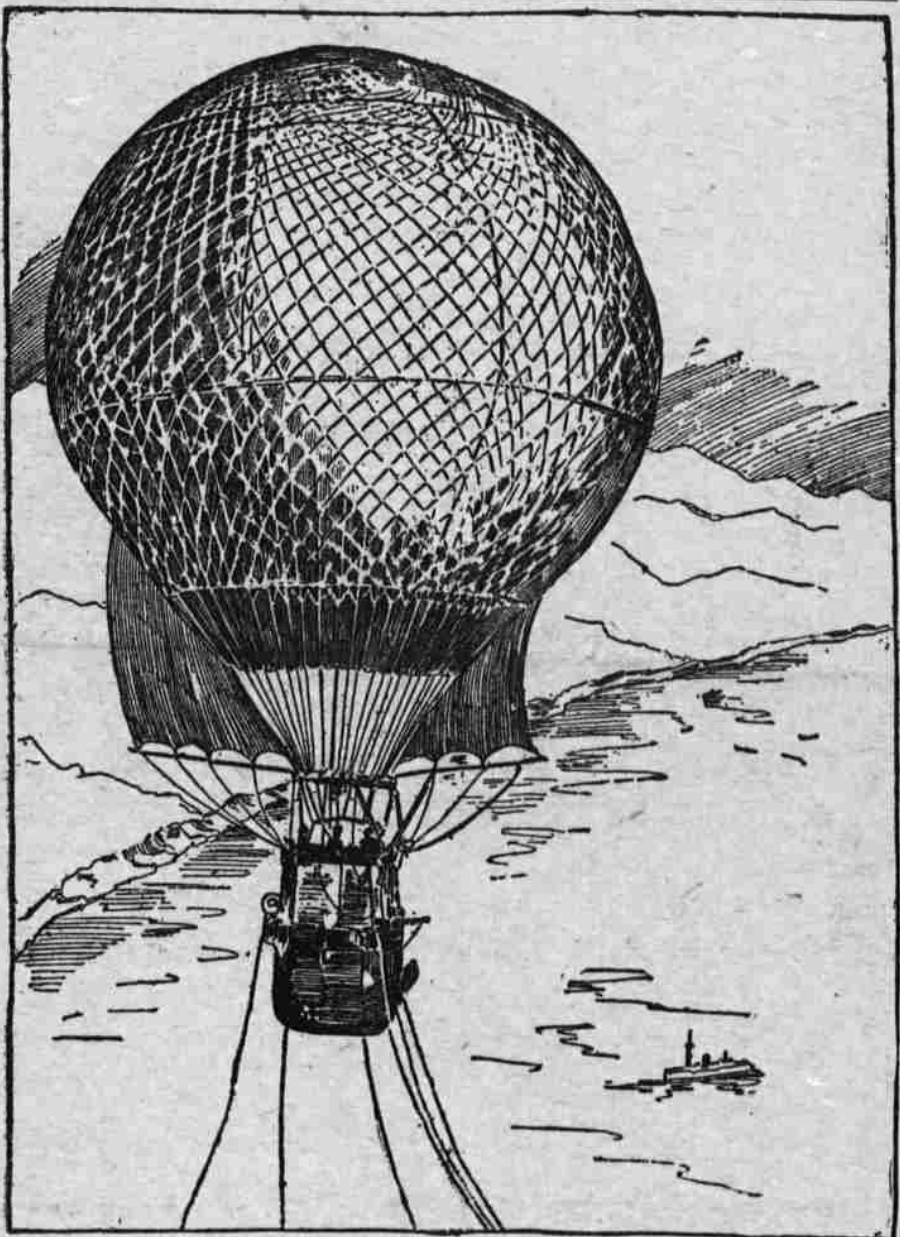
once the hopeful and the anxious notice of both the scientific and the unscientific in every country. It was the most wonderfully daring attempt ever conceived of in aeronautics and it absolutely eclipsed all previous enterprises

him twelve dispatch buoys, each containing a sphere of cork twenty centimeters in diameter, coated with a thick coat of paint, partly blue and partly yellow. At the upper portion was a copper stopper inscribed with the words, "Andree's Polar Expedition, 1896," and a number. This stopper closed a cavity cut in the cork, to receive a tube in which documents or messages from the explorers were to be inclosed. The buoys were to be thrown out at different points of the voyage of the balloon. A thirteenth, larger than the others, was to be left at that point of the route that should be nearest to the geographical pole that could be reached by the balloon.

The explorer also took with him thirty-two carrier pigeons. Some were expected to return to Dane's Island, where they had stayed for more than a month, but it was feared they would never return to Sweden, as from Spitzbergen alone they would have had to travel a distance of nearly 2,500 kilometers in order to find their dove cote. From the pole to Sweden would be 3,500 meters. Such a distance has, as far as is known, never been traversed by carrier pigeons. After these means of conveying messages had been exhausted Andree would naturally have recourse to the familiar method of inclosure in bottles.

Three days after starting a seal hunter to the west of Phipps Island, north of Spitzbergen, killed a carrier pigeon which had come from Andree's balloon. From the pigeon this message was taken:

July 13, 12:30 o'clock noon, latitude 82 degrees 2 minutes, longitude 15 degrees 5 minutes east.—Good speed toward the east; ten degrees to south.



DEPARTURE OF THE EAGLE.

conducted in ships and looking to the discovery of the north pole.

Mr. Andree had been known as an aeronaut for twenty years, but he was something more than that. He was a theoretical mechanic, whose theories were believed to be more sound than any other man's in Sweden. He was indeed more than a theorist—he had accurate knowledge of the practical arts and inventions of his time. So well were his knowledge and abilities known that the Swedish government appointed him chief engineer of the patent office. These facts, being generally in possession of the world public, strongly predisposed a large part of that public to believe that he would be successful in his surpassing aeronautical undertaking. Nor was the idea of crossing to the pole in a balloon a new one. It was of French origin and first conceived by Sivel, who in 1873 laid his project before the French Society of Aerial Navigation. But Sivel lost his life soon afterward in the accident to the balloon Zenith. The project lay in abeyance until 1890, when it was taken up again by two Parisians—Hermite and Besancon—who submitted a plan that was carefully and scientifically thought out to the minutest detail, but the means could not be raised to carry the plan into even experimental effect. Mr. Andree, however, carefully examined it and compared his own with it and studied the design for the balloon that was not built.

Proudly and majestically the balloon rose and Andree gazed with happy confidence on those who remained behind, and then he and his comrades, waving their caps, he cried out, "Greetings at home to Sweden."

To communicate with the world, Andree, when he started on his balloon voyage on July 11, 1897, took with

All well on board. This is the third pigeon that we have sent out.

ANDREE.

This dispatch indicated that the balloon had only traveled a fifth of the distance separating Spitzbergen from the pole, and that it was no longer going toward the north, but toward the east.

About July 22 of that year it was



PROBABLE FATE OF ANDREE.

learned from the captain of a vessel that one of the crew had shot a pigeon between North Cape and Seven Islands, on the north coast of Lapland, bearing a message addressed to the Aftenbladet, Stockholm. It read:

Eighty-two degrees passed. Good journey. Northward. ANDREE.

From Kasnovarsk, whence a dispatch stated that on Sept. 14 at 11 o'clock at night, people in the village of Antzifrowskoje, in the district of Yeneseisk,

saw the Andree balloon for five minutes.

It is certain that Mr. Andree did not take sufficiently into account all the meteorological conditions. But at least four learned professors did take them into view on their comments at the time on Mr. Andree's daring venture. Professor Bezold held that as the winds at the pole cross one another a direct passage could not be hoped for. He argued that the distance the aeronaut must travel would be extended from 3,400 kilometers (the distance in a direct line from Spitzbergen across the polar region) to from 12,000 to 20,000 kilometers, and that the balloon could not possibly keep aloft long enough for that. But should this not prove true, the professor continued, he thought it very possible that Andree might sail over the polar regions without knowing it, since it is precisely in that part where the usual methods of navigation are likely to be faulty and difficulty would be experienced in determining one's whereabouts. These difficulties, he pointed out, consist not in the absence of the means of help afforded by the stars, but also in the fact that the midnight sun, even if it be not veiled for hours and days in mist, alters its altitude so little that the exact moment of noon, so important for taking observations, cannot be determined. The rapid changes of longitude, moreover, which the balloon must make would render the operation of observation additionally difficult. Even should Andree succeed in crossing the pole, an extraordinary concatenation of favorable circumstances would, in Professor Berson's opinion, be necessary to render a safe landing possible.

Professor Neumayer, of the admiralty office, did not agree with those who regarded Andree's venture as a pure act of suicide, but he emphasized the impossibility of prognosticating in any degree the direction the balloon would follow. Though not denying that the voyage might be scientifically useful, he failed to see how Andree could make the necessary meteorological observations at the time he should believe himself to be crossing the pole.

Tedious Waiting for News.

Definite news was expected to be received of Andree before he had been many days out, for, as has been stated, he was prepared with supposedly reliable means of communicating with the lower world, but days passed and no news came. A month elapsed and still no news of him out of which anything much could be made. Then Andree's friends and the scientists and the public began to feel great anxiety. Six weeks elapsed and as nothing was heard of the aeronaut that could be credited, an expedition was sent out by the Swedish Geographical and Anthropological Society in search of Andree. This expedition reached the neighborhood of the Lena delta, where a most perilous portion of the journey lay before them. There they built a boat and in the necessarily frail craft crossed the open sea to the mouth of the Olenek and thence proceeded to the new Siberian Islands, where, it was believed, traces of the Andree expedition might be found. But no traces were found and the searchers made their way back to Sweden as best they could. Since then the search has in various ways been continued, but all without avail.

Imagined or faked reports of Andree's safety and exact whereabouts have from time to time been sent over the world, whose effect has been to keep alive in many people the hope that he may yet be found alive. But the opinion of the most is that he was lost but a few hours or possibly days after his floating away from the sight of his friends, and yet if such were the fact it would seem strange that some indisputable evidence was not long ago discovered. But it is not so strange that no evidence of the disaster has been discovered, as would be Andree's survival after all these years in the polar region. And now again men of science and meteorological observation are going over the known facts and so long after the almost certain catastrophe are able satisfactorily to themselves to establish that Andree was ignorant or disregarding of meteorological conditions and that he was more foolhardy than any of his predecessors had been. And this appears to be true enough.

Horns' shoes for Luck.

The custom of keeping horseshoes for luck is said to have originated at the time when in every home was the picture of the patron saint. About the head of the saint was the distinguished halo, which was frequently made of metal, sometimes the shape of a horseshoe. When anything happened to the picture the halo was kept and remained fastened to the door, in order that the saint's influence might still prevail. As the bit of metal was the most substantial part of the picture it soon became the custom to make a charm of this part only, and the horseshoe followed logically as a prevention against evil.

Grace—"I thought you were never going walking with that Snaggs" Nell—"I wasn't; but I've got a beautiful new cloak and I just had to go walking."—Syracuse Herald.

Some people never get beyond a house and lot in prosperity.

THREE BIG CHURCHES

NEARING COMPLETION IN NEW YORK, LONDON AND PARIS.

Choir in Gotham Structure Will Seat 1,500 Persons—English Edifice Over a Block Long—The Paris Cathedral Is to Cost \$5,000,000.

In each of the three great capitals of the world a splendid cathedral is being built. All of the gorgeous edifices are near completion, and for each it is claimed that it will be "the finest in the world." New York, London and Paris are the cities to which reference is made. The Episcopal cathedral of St. John the Divine in the first named city will represent when finished an expenditure of at least \$1,000,000 and probably a great deal more. The choir alone of this beautiful structure would be esteemed a great architectural undertaking. It is 154 feet long, 92 feet wide and 150 feet from the floor to the ridge of the roof, with seating capacity for 1,500 persons. To support this six granite piers have been built. These are twenty-eight feet long by twelve feet wide and twenty feet high, set on solid beds of concrete averaging twenty feet in depth. On these rests the floor of the choir, which is about thirty feet above the level of Morningside drive.

Eight mammoth monolithic pillars, next to the largest stones ever quarried, are to surround three sides of the altar. The stones have been taken from the quarry at Vinalhaven. Each



CATHEDRAL OF ST. JOHN.

stone is 54 feet 6 inches long, with an average diameter of six feet and a weight of more than 100 tons. The total cost of the eight when finally in position will be over \$200,000.

Only one structure in the world contains single stones surpassing or even remotely approaching these in size and cost. It is the Cathedral of St. Isaac at St. Petersburg, the facade of which is supported by monoliths of sixty feet in length and seven feet in diameter. Some of the monuments and windows in the cathedral will be among the finest of their kind in the world.

Vast Edifice in London.

London's new cathedral is to be at Westminster. For some years now it has been in course of erection, and the scaffolding still surrounds portions of the mighty edifice. The cathedral is some 350 feet long and about 160 feet wide, rather wider than that at Canterbury. The style of architecture is early Christian Byzantine, similar to that in which St. Sophia at Constantinople is built. Although the shell of the building will first be completed, it will be some time before the finishing touches to the edifice are made. The interior of the cathedral when complete will de-



CATHEDRAL AT WESTMINSTER.

serve the adjective "magnificent." The walls of the nave will pictorially illustrate the history of the Roman Catholic Church in Britain from the earliest times down to the end of the nineteenth century. The first site for the cathedral was purchased in 1868 by the late Cardinal Manning for \$172,500, but after a time the site was changed for that on which the present structure stands, although another \$100,000 had to be raised in addition. Altogether, when the foundation stone was laid in 1895, over \$375,000 had been promised in subscriptions, but that figure was by no means sufficient.

It is estimated that the new cathedral at Paris—the Church of the Sacred

Heart, to give the edifice its full title—by the time it is finished will have cost over \$5,000,000. It has been so long in building that it has been possible to raise this huge sum gradually, though a large proportion of it was given when the idea of its erection was first mooted. When France was defeated by Germany there were many who averred that it was due to the sins of the nation, and it was suggested that a monster cathedral should be put up as a token to succeeding generations that the French nation repented of its



SACRED HEART CATHEDRAL.

sins. When the project was first mentioned it made a stir in the world, but there are thousands of people living today who do not know that the new cathedral of Paris is in reality a gorgeous

poesance. The cathedral at Paris is a trifle larger than that at Westminster, and the indications are that it will be more beautiful. But Paris has a start of twenty years, and by that time London may outstrip its rival. Many churches in England have been built on the brick system. Children and adults are asked to pay three halfpence or twopence for a brick each week, and by that means large sums have been raised. The same plan has been adopted in Paris for raising the funds for the Church of the Sacred Heart, only, of course, stones were necessary instead of bricks. Big subscribers have their names or their initials on the stones which they have subscribed.

Dead to Her Family.

A young Hindoo girl, a convert to Methodism, has been on a visit to Boston during the past few weeks. Her name is Sooboonagum Ammal, which is shortened to Sooboo for purposes of friendly conversation.

Sooboo is particularly interesting from the fact that she belongs to a high-caste family—a caste deemed superior in India to ordinary mortal association. The girl heard the mission preachers at first with contempt, but she ended by running away from her aristocratic home to the mission and said she had become a Christian. In leaving her gods behind her she left also her jewels.

First the angry and desperate father came to the mission and threatened to put Sooboo's new friends in jail for kidnapping. The girl was produced and elected to stay where she was. The father went away uttering the final word, "Outcast!" which is a sentence of "death."

But soon the broken-hearted mother, who never goes forth and whose visit to the mission was contamination, came and pleaded with Sooboo to return to the home of those who had reared her and loved her. The girl declared her love for her mother, but refused to go back. Then came funeral services, as of on dead. The mother, called "accursed" because of her visit to the mission, could not be present, but walked 1,000 miles to the River Ganges and held mourning service there. Then she came home and walled up the door of Sooboo's room.

Telephone Protection at Sea.

It has been suggested that the dories of the codfishermen who ply their industry on the Newfoundland banks in the path of trans-Atlantic steamers, and who are frequently lost in fogs or run down by vessels, should be furnished with a telephonic apparatus for detecting the approach of steamers in time to give a warning signal. Sound is transmitted very distinctly under water, and advantage is taken of this fact in the suggested appliance. It consists of a sensitive microphone, which is submerged in the water, and a telephone and battery connected with it. By this instrument the thrashing and fluttering of a steamer's screw can be heard about three miles, thus giving time enough for the boatman to make the usual signals.

How Fans Were Invented.

The following Chinese legend accounts for the invention of the fan in a rather ingenious fashion: The beautiful Kan-Si, daughter of a powerful mandarin, was assisting at the feast of lanterns, when she became overpowered by the heat and was compelled to take off her mask. As it was against all rule and custom to expose her face, she held her mask before it and gently fluttered it to cool herself. The court ladies present noticed the movement, and in an instant 100 of them were waving their masks. From this incident, it is said, came the birth of the fan, and to-day it takes the place of the mask in that country.