

Antarctic Has First Tragedy

Captain Scott, British Explorer, and Members of His Party Succumb in the Far South

TRAGEDIES OF POLAR QUESTS.

In 1845 Sir John Franklin sailed to the Arctic with two ships. None of the party was ever seen alive again by civilized man. Many expeditions failed to find trace of the missing explorer and his men until 1850, when Captain McClintock brought back the record of Sir John's death in 1847, with relics indicating that the entire party had perished in King Williams Land. In 1870 the bodies were found by Lieutenant Schwatka.

In 1881 Lieutenant George W. DeLong and Lieutenant Charles W. Cripp, United States Navy, and more than half the members of the Jeanette expedition perished in an attempt to reach the Siberian coast after their ship was crushed by ice.

In 1884 Lieutenant James J. Lockwood and 18 members of the Greeley expedition died of starvation near Cape Sabine. The others of the party were rescued by Captain W. S. Schley, who afterward became rear-admiral.

In 1897 Lieutenant S. A. Andre left Spitzbergen in a balloon, with the intention of drifting over the polar regions. Two days later a carrier pigeon brought back a message, but no other word from Andre has ever reached the world.

In 1907 Dr. Mylius Erichsen and two companions died off the north-east coast of Greenland.

The Scott Tragedy is the only disaster in the history of Antarctic exploration, so far as is known.

THE world is mourning Captain Robert F. Scott, British explorer. He reached the South Pole. More than a year ago Captain Scott and his party came to the coveted region, January 18, 1912. At the pole Captain Scott and his men found the tent and records left by Captain Roald Amundsen when that explorer started back from the object of his expedition. That date was December 17, 1911, about a month before Captain Scott reached the goal. News of the tragedy of the Antarctic, the first of its kind, was brought to civilization by Captain Scott's ship, the Terra Nova, which had gone to Cape Evans to meet the expedition and bring its members back, providing they had completed their task or were ready to return. From the shore party left at the Cape Evans base it was learned that Captain Scott and the four men with him had reached the pole, but had perished on their way back. Captain Scott, Dr. Edward A. Wilson and Lieutenant H. R. Bowers had made their way back to within 155 miles of Cape Evans, when they were caught by a blizzard and overcome. This was about March 29 of last year. They were then within a few miles of a food depot, where sustenance and shelter would have been theirs. Previously Petty Officer Edgar Evans and Captain L. E. G. Oates of the Inniskillen dragoons, who had been in charge of the expedition's ponies and dogs, had succumbed. Evans was the first to die. His death was the result of concussion of the brain, sustained by a fall February 12. Oates died from exposure March 17. Six other men, although they had been through a perilous experience, were found to be safe. These men had been sent to make geological investigations to the east of Cape Evans. The records of Captain Scott were recovered by a relief expedition.

Under the head of Captain Scott was a written record of the trip, kept up until the very moment of death. In his diary was found what the intrepid explorer called a "Message to the Public." This message is quoted here, word for word:

"The risks are not due to faulty organization, but to misfortune in all which had to be undertaken. One, the loss of the pony transport in March, 1911, obliged me to start later than I had intended and obliged the limits of the stuff transported to be narrowed.

"The weather throughout the outward journey and especially the long gale in the 30 degrees south, stopped us. The soft snow in the lower reaches of the glacier again reduced the pace. We fought these events with a will and conquered, but it ate into our provisions reserve.

"Every detail of our food supplies, clothing and depots made on the interior ice and on that long stretch of 700 miles to the pole and back worked out to perfection. The advance party would have returned to the glacier in fine form and with a surplus of food but for the astonishing failure of the man whom we had least expected to fail.

"Seaman Edgar Evans was thought the strongest man of the party and the Beardmore glacier is not difficult in fine weather. But on our return we did not get a single completely fine day. This, with a sick companion, enormously increased our anxieties.

"I have said elsewhere that we got into frightfully rough ice and Edgar Evans received a concussion of the brain. He died a natural death, but left us a shaken party, with the season unduly advanced. But all the facts above enumerated were as nothing to the surprise which awaited us on the barrier. I maintain that our arrangements for returning were quite adequate and that no one in the world

would have done better in the weather which we encountered at this time of the year.

"On the summit, in latitude 85 degrees to 86 degrees, 10,000 feet lower, we had minus 30 in the day and minus 47 at night pretty regularly, with continuous head winds during our day marches. It is clear that these circumstances came on very suddenly and our wreck is certainly due to this sudden advent of severe weather, which does not seem to have had any satisfactory cause.

"I do not think human beings ever came through such a month as we have come through, and we should have got through in spite of the weather but for the sickening of a second companion, Captain Oates, and a shortage of fuel in our depots, for which I cannot account, and finally but for the storm which has fallen on within 11 miles of this depot, at which we hoped to

secure the final supplies."

"Surely misfortune could scarcely have exceeded this last blow. We arrived within 11 miles of our old One Ton Camp with fuel for one hot meal and food for two days. For four days we have been unable to leave the tent, the gale blowing about us. We are weak. Writing is difficult, but for my own sake I do not regret this journey, which has shown that Englishmen can endure hardships, help one another and meet death with as great a fortitude as ever in the past. We took risks; we knew we took them. Things have come out against us and therefore we have no cause for complaint, but how to the will of providence, determined still to do our best to the last.

"But if we have been willing to give our lives to this enterprise, which is for the honor of our country, which is for our countrymen to see that those who depend on us are properly cared

for. Had we lived, I should have had a tale to tell of the hardship, endurance and courage of my companions which would have stirred the heart of every Englishman.

"These rough notes and our bodies must tell the tale, but surely, surely, a great rich country like ours will see that those who are dependent on us are properly provided for. (Signed) R. Scott, March 25, 1912."

These few words, manly and unassuming, mark the finest monument to the memory of Captain Scott and the brave men whose lives ended with him. Formal honor will, of course, be paid them. The world stands ready to do that. Already England has held memorial services for these men; already England has answered that appeal, "to see that those who depend on us are properly cared for."

Surgeon Atkinson, in charge of the relief party, gathered the records and effects of the dead and read burial services over their bodies. A cairn and crosses were erected to their memory, over the tent in which they were buried. A record of the finding of the

bodies was attached to the cross. A search for the body of Captain Oates was of no avail. A cairn and cross were left to mark the approximate scene of his death, however.

The bodies will probably remain in the Antarctic, although there is a demand in England that the dead heroes be brought back for honorable interment in Albion. Still, there is the feeling on the part of Captain Scott's friends that he should be allowed his last rest in the land of his life's work.

He was not an old man. He was born June 6, 1868, in England, entering the navy in 1882. He engaged for years in exploration in the Antarctic, after a splendid career as a naval officer.

Looking It Over

(Continued from page one)

contract was filed with the county recorder, according to the terms of which Mr. and Mrs. Perkins agree to stay away from each other.

The Chicago police have finally done something. Teddy Webb, the "automobile bandit," accused of murder and robbery of the boldest sort, was captured a few days ago, after a revolver battle with policemen and detectives. Webb telephoned to a friend for money. A telephone operator overheard the message and notified the policemen. Webb was to meet the friend at a certain street corner. A hundred detectives were hurried to the neighborhood. The corner was surrounded on all sides. Webb recognized the officers as he approached the rendezvous and tried to escape, but was captured and clubbed into submission. There were enough officers around to attend to that.

Legislators frequently take long trips on the people's time and money, but nothing like the journey just made by three men in Alaska has attracted the attention of the taxpayers. Territorial Senator Freeding and Representatives Gaffney and Aldrich have just arrived at Valdez, after traveling 2,000 miles on sledges, drawn by dogs. They left Nome January 7, on their way to attend the meeting of the territory's legislative assembly. The 700-mile journey from Valdez to Juneau will be made by steamer. There was no other way for the three legislators to make their long trip.

The Robinson Crusoes of the future will have a soft time of it for the isolated islands in the Pacific where a voyager might possibly be cast away have been stored with supplies by the various governments which claim them. Food and clothing have been deposited and matches in sealed boxes have been left where they cannot but be found. These islands, however, have not been stocked with "Fridays."

For the first time in baseball history, a dentist is to be made an attaché of a major-league training camp. Manager McGraw of the New York Nationals has announced that he will take a dental surgeon with the Giants on their training jaunt into the south. According to McGraw, the stomach troubles that many young players are bothered with on training trips are due to poor teeth.

Lin Powers, a boxer, found out a few nights ago that ammonia is not good to drink. Between rounds, his seconds attempted to let him smell the fumes of ammonia, that his condition might be bettered. Powers took the bottle to contain stimulants and seized it. He drank a healthy mouthful and was in agony at once. A physician among the spectators soon relieved Powers, but he was unable to continue the fight.

Earl Learmore of Oakland got into an argument with his wife. Because he couldn't have the last word, or for some such reason, he retired to the rear of their home and shot off his index finger. His father-in-law thereupon whipped Learmore soundly for this indiscretion and caused his arrest.

CONSOLING.

Adam heard them blame the cost of living on the middleman. "The only thing they don't blame on the first man," he thankfully observed.—New York Sun.

AN EVEN BREAK.

Gunman—"Ha! ha! I fooled ye all right. This here gun ain't loaded." "Don't mention it, old top. That roll I gave you is stage money."—Life.

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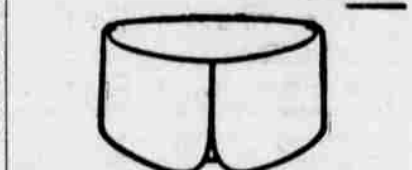
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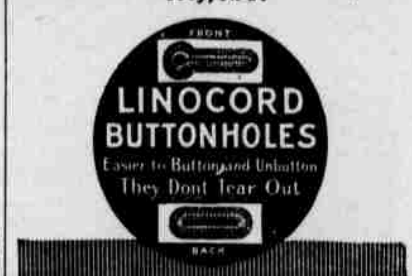
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