

Local News Items

W. C. Cawood of Danville was here on business Monday.

Balloon ascension each day at the Moultrie county fair.

H. A. Silver was a business visitor in Danville Wednesday.

Dr. W. P. Davidson was in Quincy the fore part of this week.

J. C. Hoke was in Boston last week looking at some high priced horses.

Fred Gaddis has planned to enter the State school at Normal this fall.

WANTED—To buy or rent a good property, must be close in. See Siskafus. 37-2

An orchestra has been engaged to play at the Candy Kitchen every night commencing June 19.

A "special" piano bargain at the Beckwith Piano House EVERY DAY of the week days.

Your dollars will go further if you hold them until the new stock arrives at N. B. Nathans.

B. McDavid left Wednesday for Centralia, Missouri, to look after his farming interests.

Walter Randolph of the Sullivan Dry Goods Co., spent Sunday with relatives in Mattoon.

Charles Lindsay has succeeded Edson Millizen as manager of the DeCATUR Review at this place.

Mrs. Adah Bristow and Mrs. Jesse Connell went to Mattoon Wednesday to attend the M. E. conference.

Judge W. G. Cochran and court reporter, Nina Ashworth, have been in court at Monticello this week.

John Kirk and family returned Monday from a visit with his brother, James Kirk, and family at Olney.

McCall's patterns for sale at A. E. Eden's at the usual prices. Beginning with the September numbers.

I am paying the highest market price for good clover seed.—Wm. EMBEL, 2nd door south of laundry 37-4

Ewing Juvenile band and Zouave Spectacular Drill daily at the Moultrie County Fair September 21 to 24.

Charles Marris and James Foster of near Findlay made a trip to Sullivan Tuesday in Mr. Marris's automobile.

Rev. C. S. McCollum and wife were in Sullivan Tuesday on their way to the M. E. conference at Mattoon.

Work on the Church of Christ has begun. The basement is done. They hope to have it ready for services before winter.

John M. Wolf returned Monday from the south part of the state, where he has been looking after his farming interests.

A. J. McElfresh and wife, living north of town, left Tuesday for a three weeks' visit in the northern part of Virginia.

FOR SALE—A desirable five room cottage on west Harrison street, a bargain if taken soon. Get busy.—W. I. STICKAFUS 37-4

The Indians and wolves belonging to the Daniel Boone show company attracted no little attention on the streets Monday evening.

Miss Bertha Seass, living east of town, and Miss Anna Daugherty went to Dalton City Tuesday to attend the Moultrie county W. C. T. U. convention.

Mrs. Sally Shepherd left Tuesday for her home in Texarkana, Texas, Tuesday, after a two weeks' visit with relatives in Sullivan and Lovington.

Enoch Purvis has returned to Sullivan and is giving his attractions at the Air Dome, just east of Birch & Newbold grocery on west Jefferson street.

Mr. and Mrs. Theodore Layton were business visitors in Sullivan Monday. They very kindly favored the HERALD office with a basket of choice peaches.

FOR SALE—Excellent fire wood good and dry. Delivered at \$3.00 per load and cut any length desired. Sunnyside Machine Shop, W. A. Caldwell, proprietor. 35-1f

Dr. S. T. Butler and wife are visiting the former's mother in Louisville, Kentucky. At the termination of their visit there they will go to Harrisburg, Arkansas, to look after their farming interests.

Rufus Hagerman left Monday for Denver, Colorado. His object in going is for the improvement of his health. His wife who has been visiting in Idaho will meet him in Colorado.

Moultrie county fair and races next week.

Miss Creia Seass visited Miss Ida Bunting of Mattoon Sunday.

Jesse Armantrout and wife visited relatives on Whittley Monday.

A. T. Jenkins and family have moved into their new residence.

Homer Shepherd of Lovington was a business visitor in Sullivan Tuesday.

Glen Silver of Mowqua visited his cousin, Roy Silver, several days last week.

You can purchase a season's ticket to the Moultrie county jig agricultural fair for \$1.00.

An orchestra has been engaged to play at the Candy Kitchen every night.

If you have town property or farms to rent or sell give us your list. Subscriptions taken at this office for the Chicago Daily Journal at \$1.50 per year.

Go to the Empire for your Sunday dinner fried chicken and cream gravy, 35 cents.—W. L. HANCOCK 36-4

Illinois Central excursion to Chicago, Ill., September 11th to 17th, fare \$5 15. Limit September 20, '09.—W. F. BARTON, Agent.

Home visitors rates via the Wabash railroad, September 28, 1909, Kentucky, Indiana and Ohio. For rates see Wabash agent.—W. D. POWERS.

Two hundred county fair tickets have been placed with County Superintendent of Schools J. C. Hoke for distribution to school children under fifteen years of age.

Voltaire Florence, a former resident of Sullivan and Moultrie county, arrived in Sullivan Tuesday morning after twenty-nine years absence. He has been living in the state of Washington.

The "Great American" player-piano that plays itself. Anyone can play it. On exhibition daily. Come in and try it for yourself. The greatest invention of the piano age.—at Beckwith Piano House, Sullivan, Ill.

Miss Carpenter and another have rented furnished rooms of Mrs. Amanda Wright. Miss Carpenter is the instructor in music and art in the public schools of this city.

Judge W. G. Cochran and Atty. E. J. Miller were selected from the local M. E. church of this place to attend the Methodist conference in Mattoon this week. A number of the church members were also in attendance.

H. M. Millizen and family and Mrs. Amanda Wright departed the first of the week for Champaign, where they will take up their residence for a time in order that the student members of the families may attend the University of Illinois for a time.

John Davis of Chesterville and his brother, E. W. Davis, of Arthur have purchased the Bartlett-Kuhn elevators at this place and at Cadwell. The two families will move here. The elevator in the east part of town is the one they now own at this place.

FOR SALE—A desirable home, four lots, with a good six room house, good barn, buggy shed and necessary out-buildings. Nice assortment of fruit, apples, peaches, small fruit. Good well. North of west of square. A splendid bargain. For further particulars call at the Herald office.

The members of the Ladies' Association of the Methodist church gave a surprise reception to Mrs. T. J. Wheat Friday of last week at the home of Mrs. M. G. Kibbe. Mrs. Wheat was the former president of the association. This was given as a farewell reception as Mrs. Wheat and her husband will leave Sullivan. Mrs. Wheat received a gold pin and a gold thimble from the ladies.

Season tickets for the Moultrie county fair and races to be held at Sullivan September 21 to 25, are now on sale at the following places. C. Fred Whitfield's clothing store, J. R. Pogue's drug store, Smith & Ward's clothing store, E. R. King's restaurant, M. B. Whitman's barber shop, Baker Bros. clothing store, Al Lindsay's barber shop, W. W. Eden's book store and Sam B. Hall's drug store. The price of a season ticket is \$1.00.

Mrs. Clara McDavid-Duisdeiker went to Quincy last March to take a review in stenography at the Quincy business college. Mrs. Duisdeiker had already made a big advancement in the work previous to that time. She is a very expert stenographer and typewriter. The college conferred honors upon her. She left Quincy a few days ago to teach short hand and type writing in the Tri-City Business college at Rock Island, where she gets a good salary.

James T. Taylor of Para was in Sullivan Wednesday.

L. C. Silvy, formerly a resident of this place, has moved to Calenburg.

Roy Silver left Friday for Valparaiso, Indiana, to attend school this year.

A big race for a purse of \$1000 at the Moultrie county fair next Wednesday.

An orchestra has been engaged to play at the Candy Kitchen every night commencing June 19.

Miss Alta Rose of Findlay is visiting relatives and friends for two weeks on Sand Creek.

James McKown purchased a fine American player piano at the Beckwith house Tuesday.

If you desire to purchase a farm or sell farms or town property you will profit by calling at the HERALD office.

Bush Hancock has moved here from Paragould, Ark., and will form a partnership with his brother, O. L. Hancock.

Rev. J. M. Wyckoff returned on Wednesday from Pleasantville, Iowa, where he has been conducting a revival.

Misses Amy Booze and Opal Ellis were the guests of Miss Burnetta Carman at Shelbyville the first part of this week.

Burl Robertson and his helpers have been painting a large new barn for Fred Harmon. They also painted his dwelling.

W. H. Wyckoff, the C. & E. I. agent, and wife returned Wednesday from a tour of the west and a visit at the fair in Seattle.

F. A. Fought of Shelbyville has moved here into Mr. Harshman's tenant property. He represents the Prudential insurance company.

John Weger is carrying the mail to the train while the regular carrier, A. J. Maxey, is off on a three week's vacation. Mr. Maxey has gone to Ohio.

Mr. and Mrs. Homer Freeland, Alvey Armstrong of Bethany and John Weidner and family of Dalton City visited at Frank Foster's last Sunday.

Miss Clara Idall and Master Willie Pritts of Lovington were in Sullivan Thursday on their return trip from Dalton City, where they attended the county W. C. T. U. institute.

Atty. Walter Eden arrived in Sullivan from Vancouver, Washington, Wednesday. He has been in Vancouver with a view of locating there but as yet has not fully decided to do so.

George Kimbrough moved Tuesday from near Terre Haute to E. Lawson Lilly's farm, south of Allenville. They have rented Doc Garrett's farm near Gays to which they will move the first of March.

W. H. Sherburn, Henry Atchinson, Finley Edwards and Ed Hendricks have recently purchased a Model T five-passenger Ford automobile of Kuitert and Jones. D. L. Enslow has purchased a Rambler.

J. W. Vice has rented Henry Millizen's property to which they will move in a few days. They have been living in Mrs. Amanda Mitchell's property at the corner of Hamilton and Water streets.

The Chattering Chums entertained themselves last Saturday night and Sunday at the home of Mr. and Mrs. Ralph David, who were away from home. The young ladies enjoyed their visiting together very well indeed.

Roy Bess has rented the old post office building next to Jenkin's implement house, and will open a nickelodeon September 21. This will be known as the Theatorium. His wife is a fine pianist and vocalist and will furnish the music.

Supervisors W. D. Kinkade, Thos. Snyder and Dot Parks met Thursday and gave the contract for building a bridge across the Okaw near the Fogle Song Springs to the Sullivan Bridge & Iron Works for \$2495 and \$7 per foot for the concrete work.

Mr. and Mrs. George Rucker of Shelby, Kentucky have been visiting the latter's sister, Mrs. J. M. Wellman for several days. In company with Mrs. Wellman, they will leave the first of next week for Herrington Causes, where they will visit their brother, E. C. Dedman.

George Davidson left one day last week for Morris, Canada. He took a load of implements and horses for Mike Shay to his Canada farm. George will remain until Christmas, then if not satisfied he will return to Moultrie. He is the youngest son of James Davidson, living east of town.

**REPORT OF THE
CONDITION OF
MERCHANTS AND FARMERS
STATE BANK
Sullivan, Illinois,
Before the Commencement of Business
SEPTEMBER 2, 1909.**

RESOURCES

Loans and Overdrafts	\$22849.61
Real Estate, Furniture and Fixtures	17750 55
Cash and Due from Banks	122413.35
Total	\$433193.51

LIABILITIES

Capital Stock	\$50000 00
Surplus and Profit	21893 58
Deposits	361299.93
Total	\$433193 51

RACES

ARTHUR, ILLINOIS

The Arthur Driving Club will give the following program for their two days races to be held

SEPTEMBER 28 and 29,

PROGRAM AND LIST OF PURSES

TUESDAY, SEPT. 28.	WEDNESDAY, SEPT. 29.
2:25 Class Trot..... \$200.00	2:25 Class Pace..... \$200.00
2:18 Class Pace..... \$150.00	Free for All Pace..... \$200.00
Knocking, 5-8 Mile Dash..... \$50.00	Running, 5-8 Mile Dash..... \$50.00
Running, 1-2 Mile and repeat... 40.00	Running, 1-2 Mile and repeat... 40.00

CONDITIONS: Five per cent to owner and five per cent deducted from money winners in harness races. Money divided 50, 25, 15 and 10 per cent. Mile heats, three in five. Runners charged 5 per cent to enter, money divided 60, 25 and 15 per cent. Must be four entries and three to start. J.C.I. reserves the right to change order of program or declare races off in case of rain. American rules. Stalls free. Races starting. Races made after August 15 no bar.


MUSIC by Arthur Merchant's Band

ADMISSION 25 : CHILDREN FREE

Make Entries with Dr. O. C. Bruce, Secretary Stalls and Privileges, Dr. M. Barrum.

Horse and Colt Show Each Morning Managed by Winn &

SHELBY Business College, Shelbyville, Illinois. H. D. Sparks, B. S., B. O., M. Accts., President.




Courses of study in Bookkeeping, Business Law, Shorthand, Typewriting, Banking, Business Practice, Office Methods, Practical Arithmetic, Business Penmanship, English.

OUR TEACHERS ARE THOROUGHLY WIDE AWAKE TO THE LATEST APPROVED METHODS IN PRACTICAL BUSINESS INSTRUCTION.

Business Law is taught by an able attorney and jurist who has the ability to impart his knowledge to others and at the same time create in the student a confidence and enthusiasm necessary to success. Other teachers are as well prepared in their respective lines of work.

Get the best training by attending the best school. Students enter at any time.

Address the president for information.



Sung from "A Day in the Life of the People" as presented by the Maxwell-Hall Stock Co. at the Grand Opera House next week. Fair week.

Better in quality than most
of CIGARS

LEWIS' SINGLE BINDER

STRAIGHT CUT CIGAR

Compare them with other Cigars and you will find good reasons for their being the dealer more than other brands.

FRANK L. LEWIS, FRANKLIN, ILL.
ORIGINATOR THE POL. SINGLE BINDER

WABASH

NORTH BOUND

No. 90—Went to Danville..... 11:30 a.m.
No. 70—Local Freight arrives..... 11:30 a.m.
No. 30—Local Freight leaves..... 11:30 a.m.

SOUTH BOUND

No. 31—Went from Danville..... 11:30 a.m.
No. 71—Local Freight arrives..... 11:30 a.m.
No. 71—Local Freight leaves..... 11:30 a.m.

All trains daily except Sunday.

Connections at Bement with Evansville, east and west and at terminals with direct lines

J. D. McNAMARA, G. P. & T. Agent
St. Louis, Mo.
W. D. POWELL, Agent, Sullivan, Ill.

Illinois Central

(Peoria Division)

NORTH BOUND

No. 232 Peoria Accommodation..... 7:00 a.m.
No. 234 Peoria Passenger..... 7:00 a.m.
No. 231 Peoria Passenger..... 7:00 a.m.
No. 233 Local Freight..... 7:00 a.m.

SOUTH BOUND

No. 201 Evansville Mail..... 11:30 a.m.
No. 203 New Orleans Passenger..... 11:30 a.m.
No. 202 New Orleans Passenger..... 11:30 a.m.
No. 204 Local Freight..... 11:30 a.m.

* Daily, * Daily Except Sunday

Elegant new Pullman, including Parlor and Cafe cars between Peoria and Evansville. Direct connection at Mt. Pleasant for St. Louis, Springfield and all points west and north. At Mattoon for Cairo, Memphis, St. Orleans and all points south. At Decatur for all points north.

The popular route to St. Paul, Minneapolis, Council Bluffs, Omaha, Kansas City and all points west and northwest.

Close connections made in union depots with intersecting lines. Tourist's tickets now on sale at low rates to Florida, California, Texas points. For folders, rates or other information apply to

W. D. BARTON, Agent
A. Hanson, G. P. A., Chicago, Ill.

RAILROAD NEWS

I. C. Excursions

Excursions on the I. C. will begin May 2, continuing every Sunday until further notice. One fare for the round trip, the minimum fare being \$1.00.

Seattle, Wash., and return \$6.50

Home Seekers, all points northwest.

Home seekers rates first and third Tuesdays to various points in northwest, west south and southwest. See agent or particulars.

Home visitors excursion over the Illinois Central road September 14th. Tickets good until October 14th. Very low rates to stations in Ohio, Indiana and Louisville, Ky. See agent for further particulars.

W. F. BARTON, Agent

WABASH

Colonists rates via Wabash R. R. All parts north and west, very low one way rate, September 15 to October 15th.

Summer tourist rate for points east and west via Wabash railway.

Home Seekers' rates every first and third Tuesday for west and southwest via the Wabash.

Summer Tourist, points north and west, also eastern point.

Very low one way second and mixed class colonist rates to northwest and southwest, Sept 15 '09 to October 15 '09.

EXCURSIONS

New York City August 1st to September 30. Round trip rate \$30.00

Chicago July 31st to August 6th

August 18th to September 3rd, September 11th to 17.

W. D. Powers, Agent
C. 52-1

The C. & E. I. have given notice that commencing Sunday, May 30, and each Sunday thereafter, they will sell tickets at one fare for the round trip to all stations in Illinois with a minimum charge of \$1.00. Tickets will be good on all trains and passengers must leave their destinations on or before midnight of Sunday.

W. H. WYCKOFF, Agent

THIS CONCERNS YOU

Twenty bargains and savings to be closed out in the next sixty days. You want a bargain see me at once.

DICK ARCHER

DeWitt's Little Early Rise is the best safe, sure, easy little liver pill. A bottle you may always depend upon to cure you when you are in a hurry. DeWitt's Little Early Rise is sold by all druggists.

COMING EVENTS

Moultrie County Fair, September 21-25

Local State Fair at Springfield, Ill., October 1-10

Top of the World Reached by Wonderfully Swift Russian Over the Immense Fields of Ice.

Favorable Conditions Aid Bold American Explorer in Realizing the Ambition of His Life --He Denies Cook Arrived at the Goal.

Notice to Publishers.

The following account by Commander Robert E. Peary of his successful voyage to the north pole was issued on September 10 by the New York Times Company at the request of Commander Peary and for his protection, as a book only, copyrighted and exposed for sale before any part of it was reproduced by any newspaper in the United States or Europe, in order to obtain the full protection of the copyright laws. The reproduction of this account in any form, without permission, is forbidden. The penalties for violation of this form of copyright include imprisonment for any person aiding or abetting such violation. This article is copyrighted in Great Britain by the London Times. Copyright, 1909, by the New York Times Company. This narrative is also copyrighted as a newspaper article by the New York Times Company.

REPORT OF THE DISCOVERY OF THE NORTH POLE BY Robert E. Peary, Commander U. S. N., Copyright, 1909, by the New York Times Company.

Denies Cook Reached Pole.

Battle Harbor, Labrador (via Marconi wireless, Cape Ray, N. F.), Sept. 10.—Do not trouble about Cook's story, or attempt to explain any discrepancies in his statements. The affair will settle itself. He has not been at the pole on April 21, 1909, or at any other time. He has simply handed the public a gold brick. These statements are made advisedly, and I have proof of them. When he makes a full statement of his journey over his signature to some geographical society, or other reputable body, if that statement contains the claim that he has reached the pole, I shall be in a position to furnish material that may prove distinctly interesting reading for the public. ROBERT E. PEARY.

Find Much Water.

As we neared Cape Sabine the weather cleared somewhat and we passed by Three Foot Island and Cape Sabine, easily making our way through the narrow channel at Hayes harbor occupied by me in the winter of 1901-02. From Cape Sabine north there was so much water that we thought of setting the lug sail before the southerly wind, but a little later appearance of ice to the northward stopped this idea. There was an open water area to Cape Albert, and from there scattered ice to a point about abreast of Victoria Head, thick weather and dense ice bringing us some ten or fifteen miles away.

Strike Ice and Fog.

From this point we had a clear run through the middle of Robeson channel interrupted by either ice or fog to Lady Franklin bay. Here we encountered both ice and fog, and while working along in search of a practicable opening were forced across to the Greenland coast at Thank God Harbor. The fog lifted there and enabled us to make out our whereabouts and we steamed north through a series of leads past Cape Lupton, and thence southward toward Cape Union. A few miles off that cape we were stopped by impracticable ice, and we drifted back south to Cape Union, where we stopped again.

Ship Forced Aground.

We lay for some time in a lake of water, and then, to prevent being drifted south again, took refuge under the north shore of Lincoln bay, in nearly the identical place where we had our unpleasant experiences three years before. Here we remained for several days during a period of constant and at times violent northeasterly winds. Twice we were forced around by the heavy ice; we had our port quarter rail broken and a hole stove in the bulwarks, and twice we pushed out in an attempt to get north, but were forced back each time to our precarious shelter.

Heavy Running Ice.

Finally on September 2 we squeezed around Cape Union and made fast in a shallow niche in the ice, but after some hours we made another short run to Black cape and hung on to a grounded bit of ice. At last, a little after midnight of September 5, we passed through extremely heavy running ice into a stream of open water, rounded Cape Rawson and passed Cape Sheridan.

Gets Glimpse of Sun.

At noon of March 5 the sun, red and shaped like a football by excess reflection, just raised itself above the horizon for a few minutes and then disappeared again. It was the first time I had seen it since October 1. I now began to feel a good deal of anxiety because there were no signs of Marvins and Borup, who should have been there for two days. Besides, they had the alcohol and oil, which were indispensable for the trip, had either lost the trail or were imprisoned on an island by open water, probably the latter. Fortunately, on March 11 the lead was practicable and, leaving a note for Marvins and Borup to push on after us in the entire ice, we proceeded northward. The sounding of the lead gave 110 fathoms.

Wind Helps Out.

During the next march we crossed the eighty-fourth parallel and traversed a succession of fast frozen leads, from a few hundred yards to a mile in width. This march was really simple. On the fourteenth we got free of the leads and came on decent going. While we were making camp a courier from Marvins came and informed me he was

on the march in the rear. The temperature was 50 below zero. The following morning, March 15, I sent Hansen with his division north to discover a trail for five marches, and Dr. Goodsell, according to the program, started back to Cape Columbia. McMillan turned back. At night Marvins and Borup came standing in the bitter air like a squadron of battlehips. Their arrival relieved me of all anxiety as to our oil supply. In the morning I discovered that McMillan's foot had badly frost bitten. The mishap had occurred two or three days before, but McMillan had said nothing about it in the hope that it would come out all right. A glance at the injury showed me that the only thing was to send him back to Cape Columbia at once. The arrival of Marvins and Borup enabled me to get sufficient men and dogs to go back with him.

Loss is Serious One.

This early loss of McMillan was seriously disappointing to me. He had a sledge all the way from Cape Columbia, and with it the necessary provisions and physique of the expedition. He had confidence in him for at least the 80th parallel, but there was no alternative. The best sledges and dogs were selected and the sledge loads brought up to the top of the mountain, giving a depth of 325 fathoms. We were over the continual shelf, and as I had surmised, the successive leads crossed in the fifth and sixth marches composed the big lead and marked the continual shelf. On leaving the camp the expedition comprised 15 men, 12 sledges and 100 dogs. The next march was satisfactory as regards distance and the character of the going. In the latter part there were pronounced movements in the ice, both visible and audible.

Put Up for Winter.

The season was further advanced than in 1905; there was more snow on the ground and the new ice inside the ice bergs was much thicker. The work of discharging the ship was commenced at once and rushed to completion. The supplies and equipment were stowed across ice and sea and deposited on shore. A house and workshop were built of board, covered with sails, and fitted with stoves, and the ship was snug for winter in shoal water, where it touched bottom at low tide. The settlement on the stormy shores of the Arctic ocean was christened Hubbardville.

Prepare for Sledge Trip.

On September 15 the full work of transferring supplies to Cape Columbia was inaugurated. Marvins with Dr. Goodsell and Borup and the Eskimos took 10 sledges and sleds to Cape Belknap and on the 27th the same party started with loads to Porter bay. The work of hunting and transporting supplies was prosecuted continuously by the members of the party and the Eskimos until November 1, when the supplies for the spring sledge trip had been removed from winter quarters and deposited at various places from Cape Colian to Cape Columbia.

Changes His Plan.

From this point the expedition comprised 20 men, 10 sledges, and 70 dogs. It was necessary for Marvins to take a sledge from here, and I put Bartlett and his division in advance to pioneer the trail. The continual daylight enabled me to make a moderation here that brought my advance and main parties closer together and reduced the likelihood of their being separated by open leads or broken trails. After Bartlett left camp with Henderson and their division, Marvins and I remained with our division 20 hours longer and then followed. When we reached Bartlett's camp he broke out and went on and we turned in. By this arrangement the reserve represented by the dogs and his division in advance to pioneer the trail.

Moves Expeditiously.

I had no reason to complain of the going for the next two marches, though for a less experienced party, less adapted to the ice, less perfect equipment it would have been an impossibility. At our position at the end of the second march, Marvins obtained a satisfactory sight for latitude in clear weather, which placed us at 85.8. The result agreed satisfactorily with the dead reckoning of the previous day. Up to this time, the slight altitude of the sun had made it not worth while to waste time in observations. On the next two marches the going improved, and we covered good distances. In one of these marches a lead delayed us a few hours. We finally ferried across the ice cakes.

Sees Danger in Gale.

Underlying all these calculations was a recognition of the ever present neighborhood of open leads and impassable water, and the knowledge that a gale would knock all my plans into a cocked hat, and even put us in imminent peril. At a little after midnight of April 1, after a few hours of sound sleep, I hit the trail, leaving the others to break up camp and follow. As I climbed the pressure ridge back of our igloos I set another hole in my belt, the third since I started. Every man and dog of us was lean and flat belled as a board and as hard. Conditions All Favorable.

Travel Was Easy.

A few hours' sleep and we were on the trail again. As the going was now practically horizontal, we were unhampered and could travel as long as we pleased and sleep as little as we wished. The weather was fine and the going light, but being a 24-hour gale, except at the beginning, when pickaxes were required. This and a brief stop at another lead cut down our distance. But we had made 20 miles in ten hours and were half way to the eighty-ninth parallel. The ice was grinding audibly in a very evident, but no motion was visible. Evidently it was settling back into equilibrium and probably sagging due northward with its release from the wind pressure.

Surface Almost Level.

Again there was a few hours' sleep and we hit the trail before midnight. The weather and going were even better. The surface, except as interrupted by infrequent ridges, was as level as the glacial fringe from Hecla to Columbia and harder. We marched something over ten hours, the dogs being often on the trot, and made 30 miles. Near the end of

Loss Bartlett's Trail.

Igloos there disappeared completely and the entire region was unrecognizable. Where on the outward journey had been narrow cracks, there were now broad leads, one of them over five miles in width, caught over with young ice. Here again fortune favored us, and the proposed movement of the ice had been taken place since the captain passed, we had his trail to follow. We picked up the old trail again north of the seventh igloo, followed it beyond the fifth, and at the big lead lost it finally. From here we followed the captain's trail, and on April 21 our sledges passed up the vertical edge of the

Presented by Leads.

South of where Marvins had turned back we came to where his party had built an igloo while delayed by an open lead. Still further on we found where the captain had been held up by an open lead and obliged to camp. Fortunately the movement of these leads was simply open and shut, and it took considerable water motion to fault the trail seriously. While the captain, Marvins, and as I found later, Borup, had been delayed by open leads, we seemed to bear a charm and with no single lead were we delayed more than a couple of hours. Sometimes the ice was fast and firm enough to carry us across; sometimes a short detour, sometimes a brief halt for the lead to close, sometimes an improvised ferry on an ice cake, kept the trail without difficulty down to the tenth outward march.

Had a Willing Crew.

The members of the crew and the firemen were a distinct improvement over those of our last expedition. Every one of them was willing and anxious to be of service in every possible way. Connors, who was promoted to be bos'n in the absence of Murphy, proved to be practically effective. Barnes, seaman, and Wiseman and Joyce, firemen, only assisted Marvins and McMillan in their tidal and meteorological observations on the Roosevelt, but Wiseman and Barnes went into the field with them on their trips to Cape Columbia, and Condon and Cody covered 1,000 miles hunting and sledging supplies. As for my faithful Eskimos, I have left them with ample supplies of dark, rich walrus meat and blubber for their winter, with currants, sugar, biscuits, guns, rifles, ammunition, knives, hatchets, traps, etc. For the splendid four who stood beside me at the pole a boat and tent each to require them for their energy and the hardship and toll they underwent to help their friend Peary to the north pole. But all of this—the dearly bought years of experience, the magnificent strength of the Roosevelt, the splendid energy and enthusiasm of my party, the loyal faithfulness of my Eskimos—could have gone for naught but for the faithful necessities of war furnished so loyally by the members and friends of the Peary Arctic club. Tribute to Jesup.

steeper fringe, a little west of Cape Columbia. When the sledge came up I thought my Eskimos had gone crazy. They yelled and called and danced themselves helpless. As Ootah sat down on his sledge he remarked in Eskimo: "The devil is asleep or having trouble with his wife, or we never should have come back so easily." A few hours later we arrived at Cape Crane City, under the bluff of Cape Columbia, and after putting four pounds of pemmican into each of the faithful dogs to keep them quiet we had, at last, our chance to sleep. Long Sleep Welcome.

Never shall I forget that sleep at Cape Columbia. It was deep sleep, then turn over and sleep again. We slept, and slept, with never a thought of the morrow or having to walk and, too, with no thought that there was to be never a night more of blinding headache. Cold water in a bucket, almost as nothing compared with a bucket to a numbed, fatigued brain and body. Two days we spent here in sleeping and drying our clothes. Then for the ship. Our dogs, like ourselves, had not been hungry when we arrived, but simply fleshy with fatness. They were different animals now, and the better of it. They went over with tightly curled tails and uplifted heads and their hind legs treading the snow with pistonlike regularity.

Marvins' Fate Learned.

We reached Hecla in one march and the Roosevelt in another. When we got to the Roosevelt I was staggered by the news of the fatal mishap to Marvins. He had either been less cautious or less fortunate than the rest of us, and his death emphasized the risk to which we all had been subjected, for there was not one of us but had been in the sledge at some time during the journey. The big lead, cheated of its prey three years before, had at last gained its human victim. The rest can be told quickly. McMillan and Borup had started for the Greenland coast to deposit a cache for me. Before I arrived a flying Eskimo courier from me overtook them with instructions that the caches were no longer needed and they were to concentrate their energies on the ideal observations, etc., at Cape Morris K. Jesup and north from there.

Roosevelt Starts Back.

These instructions were carried out after their return in the latter part of May. McMillan made some further tidal observations at other points. The supplies remaining at the various caches were brought in and on July 13 the Roosevelt left winter quarters and was driven out into the channel back of Cape Nlon. It fought its way south in the center of the channel and passed Cape Sabine on August 4 or 5 days earlier than in 1905, and 32 days earlier than the British expedition in 1875. We picked up Whitney and his party and stores at Etah. We killed seventy-odd walrus for my Eskimos, whom I landed at their homes. We met the Jeanie of Saunders island and took over its coal and cleared from Cape York on August 24, one month earlier than in 1905.

Announces His Triumph.

On September 5 we arrived at Indian Harbor, whence the message, "Stars and stripes nailed to north pole," was sent vibrating southward through the crisp Labrador air. The culmination of long experience, a triumph awarded after the heaviest of the problem gained in the last expedition—these, together with a new type of sledge which reduced the work of both dogs and driver, and a new type of camp cooler which added to the comfort and increased the hours of sleep of the members of the expedition, made the present expedition an agreeable improvement upon the last in respect to the rapidity and effectiveness of its work and the lessened discomfort and strain upon the members of the party.

His Capable Aids.

As to the personnel, I have again been particularly fortunate. Capt. Bartlett is just Bartlett—brilliant, sleepless, enthusiastic, whether on the bridge or in the crew's nest or at the head of a sledge division in the field. Dr. Goodsell, the surgeon of the expedition, not only looked after the health and his own specialty of microscopy but took his full share of the field work of the expedition as well, and was always ready for any work. Prof. Marvins and McMillan, having secured a mass of scientific data, have made all the time and energy that field work, and their services were invaluable in every way.

Borup and Others Praised.

Borup not only made the record as to the distance traveled during the journey, but to his assistance and his expert knowledge of photography is due what I believe to be the unequalled series of photographs taken during the expedition. Henson in the field and Percy as steward were the same as ever, invaluable in their respective lines. Chief Engineer Wardwell, also of the last expedition, aided by his assistant, Scott, kept the machinery up to a high state of efficiency and gave the Roosevelt the force and power which enabled it to negotiate apparently impracticable ice. Mr. Gushee, the mate, who was in charge of the Roosevelt during the absence of Capt. Bartlett and myself, and Boatman Murphy, who was put in charge of the station at Etah for the relief of Cook, were both trustworthy and reliable men, and I count myself fortunate in having had them in my service.

Had a Willing Crew.

The members of the crew and the firemen were a distinct improvement over those of our last expedition. Every one of them was willing and anxious to be of service in every possible way. Connors, who was promoted to be bos'n in the absence of Murphy, proved to be practically effective. Barnes, seaman, and Wiseman and Joyce, firemen, only assisted Marvins and McMillan in their tidal and meteorological observations on the Roosevelt, but Wiseman and Barnes went into the field with them on their trips to Cape Columbia, and Condon and Cody covered 1,000 miles hunting and sledging supplies. As for my faithful Eskimos, I have left them with ample supplies of dark, rich walrus meat and blubber for their winter, with currants, sugar, biscuits, guns, rifles, ammunition, knives, hatchets, traps, etc. For the splendid four who stood beside me at the pole a boat and tent each to require them for their energy and the hardship and toll they underwent to help their friend Peary to the north pole. But all of this—the dearly bought years of experience, the magnificent strength of the Roosevelt, the splendid energy and enthusiasm of my party, the loyal faithfulness of my Eskimos—could have gone for naught but for the faithful necessities of war furnished so loyally by the members and friends of the Peary Arctic club. Tribute to Jesup.

Presented by Leads.

South of where Marvins had turned back we came to where his party had built an igloo while delayed by an open lead. Still further on we found where the captain had been held up by an open lead and obliged to camp. Fortunately the movement of these leads was simply open and shut, and it took considerable water motion to fault the trail seriously. While the captain, Marvins, and as I found later, Borup, had been delayed by open leads, we seemed to bear a charm and with no single lead were we delayed more than a couple of hours. Sometimes the ice was fast and firm enough to carry us across; sometimes a short detour, sometimes a brief halt for the lead to close, sometimes an improvised ferry on an ice cake, kept the trail without difficulty down to the tenth outward march.

Loss Bartlett's Trail.

Igloos there disappeared completely and the entire region was unrecognizable. Where on the outward journey had been narrow cracks, there were now broad leads, one of them over five miles in width, caught over with young ice. Here again fortune favored us, and the proposed movement of the ice had been taken place since the captain passed, we had his trail to follow. We picked up the old trail again north of the seventh igloo, followed it beyond the fifth, and at the big lead lost it finally. From here we followed the captain's trail, and on April 21 our sledges passed up the vertical edge of the

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