

# Lure of the Pole

## Vast Unknown Area at North Pole a Challenge to Man

By EXPLORER ROBERT E. PEARY, U. S. N.



So long as the 2,000,000 square miles of unknown area at the north pole and the 3,000,000 square miles at the south pole are revisited by civilized men they are a challenge and a reproach to manhood.

In our next expedition the general plans of the last expedition will be followed, with some important variations based on our experiences then. Sailing from New York in the Roosevelt in June or not later than the first of July, we should reach Greenland between August 25 and September 15.

Thence the way lies along the west coast of Greenland, through Baffin Bay, Smith Sound and Kane Basin, with Ellesmere land to the westward. This will bring us to Kennedy and Robeson Channels, passing through which we expect to gain our old winter quarters at Cape Sheridan. This is in Grant Land, west of Greenland. It is one of the northernmost regions of solid ground known to man.

Early in February we will start from Cape Sheridan for the north. The journey to the pole should be under way in good earnest by the early days of March. Our equipment will be practically the same as in the expedition of 1905-1906. I want to have 200 dogs, 25 sledges and 25 men, with parties of Eskimo assistants from Whale Bay similar to those in the previous expedition. The journey to the north by sledge should consume 100 to 120 days. We should be back on the mainland some time in June, 1909.

From all the scientists know, and from all the inferences to be based upon that knowledge, the first white man to stand at the north pole will not see a scene very different from those traversed by most explorers in the Arctic. It is not likely that there will be even a mound of ice to mark the actual pole.

The man standing at the pole, though, will look upon a marvellous and novel scene from the astronomical standpoint. He will see the sun, like a wheel of fire, circling the horizon like a wheel instead of rising and setting. From day to day it will gradually ascend higher and higher in a flattened spiral.

The sun will appear above the horizon on March 22 at the vernal equinox. It will not set for six months. On June 22, at the summer solstice, it will be highest in the heavens. Then it will slowly descend lower and lower until the disc disappears on September 22.

At night, too, the stars will be a curious sight. Only those in the northern celestial sphere, of course, are visible there. Directly overhead—not precisely, but nearly so—will be the polar star. Only it will be fixed. All the others revolve in widening circles. The stars on the horizon will always be there.

# Upward Trend of Morality

By HON. P. J. DOLLIVE, U. S. Senator from Iowa.

There has grown up in the last few years in the United States a criticism directed against the entire fabric of the social and political order which we have inherited from our fathers. The criticism is not aimed at the defects of society or at the abuse of government, but at the foundation upon which the entire platform of our social and political order has been comfortably resting for uncounted generations; and that school of criticism, it seems to me, is undertaken for the purpose of propagating its theories, to overstate, to exaggerate the defects and infirmities of our affairs, until millions of people are sad in their hearts because they think American institutions are going steadily to the bad, though some of my warm friends seem to think so.

I myself am a humble but not reluctant witness to the gradual rise of the moral level of public life. When I first went to Washington, a country youth from one of the cornfield districts in Iowa, I had many high notions of the dignity of the government of the United States, especially the house of representatives and senate. I shall never forget the sense of shame and humiliation that entered my heart when I saw drunken men staggering around the floor of the house and within the precincts of the senate chamber of the United States. To-day such a spectacle is morally incredible. I was amazed to see the public saloon in full blast in connection with the house of representatives and senate.

Within 20 years since then those odious institutions have been abolished by the unanimous vote of both houses, not only in the capitol but in all the public buildings of the United States throughout the world. Twenty years ago you could not post a regiment of the army of the United States at home or abroad without the first thing opening an ordinary American saloon for retailing intoxicating liquors, sometimes cheerfully described under the curious title of the army canteen, and for service in the little institution our soldier boys were detailed in their uniform to wait on brethren—boys from the Y. M. C. A. or from the Sunday school in the uniform of the United States army. I saw congress abolish that institution by a practically unanimous vote of both houses, and while I notice in the newspapers evidence that some officers of the army expect to see that institution revived under authoritative national legislation, I have made up my mind that they will be on the retired list before that ever comes to pass.

After all, in my opinion, the largest evidence of the moral progress of the American people lies in the recognition, now well nigh universal, that at the bottom all the problems of society are not simply problems of politics and government but are in reality questions of applied religion. There is no unanswered question in legislation that is not answered in the gospel of Christ. Those mighty problems that have brought our philosophy and statesmanship almost to a standstill, if they have any solution at all, will find it in the practical application to the daily life of this world of that ancient law which we have inherited from our fathers and mothers, the law of Christ revealed to the world in the gospels.

And for that reason it is with hope and courage that we look toward the future; and I venture to predict that the time is at hand, nearer than we know, when we shall realize that the world in which we are living, in its literature, its law, in the building of cities, in the employing of labor, in the investment of money, and in its civilization, is only a house of prayer and every man is a brother.

### WARNING SHOWN IN CAB.

Almost Perfect Signal Apparatus on Prussian Railroads.

The numerous railroad accidents which have recently occurred in Germany because of the failure of engineers to observe the signals, have caused the Prussian railroad administration, after numerous trials of various devices, to introduce an entirely new signal apparatus.

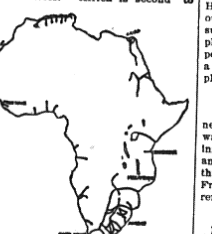
In cases of fog it has often happened that the locomotive engineer could not distinguish on which side of the track the alarm signal stood, and has proceeded on his way. The purpose of the new invention is to bring directly before the eyes of the engineer the warning that a short time a signal may be expected. So soon as the apparatus acts, he is notified that he will see a signal within not less than 110 yards. If he cannot discern whether the signal is to stop or go ahead, he must halt his train and go to the signal mast for instructions.

The apparatus is as follows: At a fixed distance from the signal post two parallel iron bars with a small space between them are mounted along the track for several yards. There is attached to the locomotive an arm which carries a bristly broom made of pliable copper wire. The passage of this broom between the iron bars produces a contact which is released and free from concussion. An electrical action follows, and the mechanism in the cab, a bell sounds, and a white slide replaces a red. The sign remains plainly visible to the eye until the engineer presses a button. He knows definitely that a signal is to be expected, and if he cannot clearly make out the order intended, will stop the train.

### THE RAILROADS OF AFRICA.

Only 14,000 Miles on the Entire Continent—A Boom in Sight.

Railroad building in tropical countries has been exceedingly slow. Less than ten per cent. of the mileage of the world is in tropical or subtropical countries. Africa is second to



South America with 14,000 miles, as shown by figures compiled by the department of commerce and labor. The largest construction is in the north and south extremes of the continent. Egypt, with more than 2,300 miles and Cape Colony with more than 2,000 miles. There is promise of an unusually large increase in railroad mileage in Africa, especially in those parts of the continent entirely or partly in control of England.

**Oddly in Railroad.**—"Within the last ten years," said a prominent railroad official, "the American railroads have done much for fast time aside from using faster locomotives. This has been through the shortening of lines and reconstruction of surveys in order to make a given line as straight as possible between two points. It makes time by saving distance.

"A railway without a curve or cutting is, of course, a splendid thing from an engineering standpoint, but it is a very tedious affair to the passenger. To thoroughly realize how momentous a long journey on a railroad with a curve or cutting is one must travel on the road from Buenos Ayres to the Andes. That railroad has more straight and through a country perfectly flat. It is awful to ride over it. The longest stretch of straight track in the United States is on the Lake Shore railroad beginning at point three miles west of Toledo, O., and running 69 miles without a curve."

**Much Money to Save Minutes.**—In order to gain a point on Father Time, the longest bridge in the world was constructed by a railroad. This is the famous Lucin bridge across Great Salt Lake, in Utah. It consists of 12 miles of trestlework, and is well known to travelers between the east and the Pacific slope. This bridge saves about two hours' time. While it did not cost as much as some more recent enterprises, still the expenditure represented a charge against time of about \$35,000 a minute.

**Big Bridge Built of Concrete.**—A railroad has constructed the largest concrete bridge in the world. It spans the Santa Ana river near Riverside, Cal., in 49 feet high, 1,000 feet long, and contains 13,000 cubic yards of concrete. Its cost was great, but it saves the minutes that count for so much in the making of train schedules.

**Important Chinese Road.**—The railroad between Tientsin and Chinking is to be built without delay. This road, one of the most important links of the Chinese railway system, will be 400 miles in length and for the greater part of its course will parallel the Grand canal.

# Illinois State News

Recent Happenings of Interest in the Various Cities and Towns.

### BIG DISTILLERY BURNS.

Loss of \$230,000 Caused by Fierce Fire in Peoria Plant.

Peoria.—Fire which started on the fourth floor of the elevator of the Corning Distilling company's plant caused \$230,000 damage to the buildings and contents, threatened all the other buildings and 3,000 cattle and proved one of the most spectacular fires seen in years. The "mill" or elevator building is a six-story brick structure 150 feet square, in which thousands of bushels of grain are stored, and at the top of which is the machinery for grinding the corn and other grains for the cookers. The blaze quickly spread to the other floors, and to the "still" or house of the distillery proper adjacent to it. In this building are huge beer stills and the heat caused an explosion which set the roof of the beer tower, a hundred feet high, on fire.

### FIRE; WELL ROPES CUT.

Pittsfield Residents Think Inevitable Shut Off Water Supply.

Pittsfield.—A large frame building at New Salem, owned and occupied as a drug store by Daniel Cover, was burned. A barber shop and meat market were also destroyed. The building and stock are a total loss and were only partially covered by insurance. The public well from which the local volunteer fire department obtains water was immediately in front of the block which burned. The ropes in this well had been cut before the fire was discovered and it is thought the fire must have been the work of an incendiary.

### BROKEN RAIL WRECKS TRAIN.

Wabash Limited Goes Into the Ditch—No Fatalities.

Wabash.—East-bound Continental limited train, No. 4, of the Wabash railroad, was wrecked by a defective rail here. No one was killed. Those most seriously hurt were: Jay C. Engle, mail clerk, of Danville, and A. H. Stockland, United States deputy marshal, Stuttgart, Ark. The train was running slowly. All of the cars were left the track with the exception of the diner. The mail coach and the smoker turned turtle.

### PATTISON SEEKS GOVERNORSHIP

Douglas Pattison, who announced his candidacy for the Democratic nomination for governor, is minority leader of the lower house of the general assembly. He was born in Preopert in 1870 and is a graduate of the University of Michigan, literary department, class of '93, and law department, class of '95. In the year of his graduation from the law school he was admitted to the Illinois bar and opened practice in his native city. He served as corporation counsel of Preopert and in 1902 was elected to the house of representatives, in which he has held a seat ever since. When the Democrats organized at the beginning of the forty-seventh assembly Mr. Pattison was selected as minority leader with little opposition.



DOUGLAS PATTISON

### POLITICAL NOTES.

**Springfield.**—Judge Thomas in the Sangamon circuit court refused the writ of prohibition asked for by the saloon interests to restrain the election commissioners from submitting the question of local option to the people of Springfield at the city election.

**Galena.**—The Jo Daviess county committee endorsed Douglas Pattison for governor and W. J. Bryan for president.

**Momouth.**—Speaker Joseph G. Cannon was endorsed for president by the Republicans of the Fourteenth congressional district in convention.

**De Kalb.**—The Twelfth Illinois district Republican convention elected as national delegates Col. I. L. Elwood and Walter Reese and endorsed Cannon for president.

**Pleasant Plains.**—The following candidates were nominated in Cartwright township for the township election: Democratic—Superiorist John P. Fetzer; town clerk, Lee O. Smith; collector, Herriman Stitt; assessor, William Ketter; highway commissioner, Gerhard Otten, Republican.

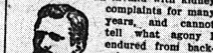
**Rockford.**—The Republican convention of the Twelfth congressional district of Illinois chose Walter Reese of La Salle and I. L. Elwood of De Kalb to be delegates to the national convention. E. H. Keeler of Winnebago and Frank Filer of Kendall were elected alternates. The convention endorsed the national and state administration and Congressmen Charles F. Fuller.

**Forty Cattle Average \$130.**—Mount Sterling.—The sale of 40 short horn cattle by E. R. Rigg brought an aver of \$130 each.

### RAISED FROM A SICK BED.

After Being an Invalid with Kidney Disorders for Many Years.

John Armstrong, Cloverport, Ky., says: "I was an invalid with kidney complaints for many years and cannot tell what agony I endured from back-ache. My limbs were swollen twice natural size and my sight was weakening. The kidney secretions were discolored and had a sediment. When I wished to eat my wife had to raise me up in bed. I was going down-able to help me and I was going down-able when I began using Doan's Kidney Pills. After a short time I felt a great improvement and am now as strong and healthy as a man could be. I give Doan's Kidney Pills all the credit for it."



Sold by all dealers. 50 cents a box. Foster-Milburn Co., Buffalo, N. Y.

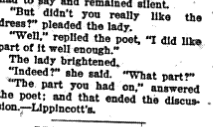
### THE PART HE PREFERRED.

Subtle Meaning in Poet's Criticism of Decollete Costume.

Joquin Miller, the poet of the Sierras, is something of a recluse and rarely comes into San Francisco, but when he does he is made a good deal of by the people of the city. He is one of the guests at a rather formal dinner at a friend's house where he stayed overnight. His hostess knew the poet since childhood, so she felt privileged, next morning, to discourse to him of the beauties of the Parisian gown which she had worn night before—beauties which seemed to have escaped his observation.

"Mr. Miller listened to all that she had to say and remained silent. "But didn't you really like the dress?" pleaded the lady. "Well," replied the poet, "I did like the part of it I well could. The lady brightened. "Indeed?" she said. "What part?" "The part you had on," answered the poet; and that ended the discussion.—Lippincott's.

### PROBABLY HE WAS.



Doctor—Can't you put your tongue out a little further, Mrs. Mugg?

Mrs. Mugg—Are you one of those people, doctor, who believe that there is no end to a woman's tongue? That held her.

"The most eloquent speech I ever heard consisted only of four words," said Sociologist Snodgrass. "Ginger! Grogg! Grogg! Grogg! brought his best girl to the grand civic ball of the East Side Gentlemen's Sons. The school-teacher, ticket admitting lady and grocer, including hat check, 50 cents. The girl, fascinated by a better waiter, abandoned her escort and danced the arm of the gey. Gazing deep into her eyes, and with a voice in which were mingled surprise, self-pity, reproach, resentment and menace, he exclaimed: "Sa-a-y, who bring yer?"—Harper's Weekly.

### THEY GROW.

Good Humor and Cheerfulness from Right Foot.

Cheerfulness is like sunlight. It dispels the clouds from the mind as sunlight chases away the shadows of night. The good humored man can pick up and carry off a load that the man with a grouchy wouldn't attempt to lift.

Anything that interferes with good health is apt to keep cheerfulness and good humor in the background. A Washington lady found that letting coffee alone made things bright for her. She writes: "Four years ago I was practically given up by my doctor and was not expected to live long. My nervous system was in a bad condition. "But I was young and didn't want to die so I began to look about for the cause of my chronic trouble. I used to have nervous spells which would exhaust me and after each spell I would take me days before I could sit up in a chair. "I became convinced my trouble was caused by coffee. I decided to stop it and bought some Postum. "The first cup, which I made so according to directions, produced such an effect on my nerves and I liked the taste. For a time I nearly lived on Postum and ate little food besides. I am today a healthy woman. "My family and relatives wonder if I am the same person I was four years ago, when I could do no work on account of nervousness. Now I am doing my own housework, take care of two babies—own twenty, the other two months old. I am so busy that I hardly get time to write a few yet. I do it all with the cheerfulness and good humor that comes from enjoying good health. "I will my friends it is to Postum I owe my life today."

Name given by Postum Co., Battle Creek, Mich. Read "The Road to Well-Being" in place. "There's a Reason."