

# "REACHED NORTH POLE APRIL 21, 1908"; GREAT NEWS FROM AMERICAN EXPLORER, DR. FREDERICK A. COOK, OF BROOKLYN.

CABLEGRAMS TELL OF WONDERFUL ACHIEVEMENT FOR WHICH DARING EXPLORERS OF MANY NATIONS HAVE STRUGGLED FOR YEARS.

FIRST NEWS OF SUCCESS SENT TO LOVING WIFE, WHO WAITED AND PRAYED FOR TWO YEARS.

Dr. Cook Left New York July 4th, 1907—Mrs. Cook Received Last Letter Dated Cape Hubbard, March 17, 1908—Relief Expedition to Seek Dr. Cook and Commander Peary, Also in Polar Regions, Left New York Two Weeks Ago—Associations Interested in Explorations Not Yet Officially Notified.

### The First Message.

Brussels, Sept. 1.—The Observatory here received the following telegram, dated Lerwick, Shetland Islands:

"Reached North Pole April 21, 1908. Discovered land far north. Return to Copenhagen by Steamer Hansgede.  
"Signed) Frederick Cook."

The American officials at the observatory state the dispatch is surely authentic and that the North Pole has been reached for the first time by an American.

### The News in New York.

New York, Sept. 1.—"Successful. Well. Address Copenhagen. Fred."

Full of meaning, if "successful" were interpreted to indicate that he had reached the North Pole, the foregoing cable message, exasperating in its brevity, was received in New York to-day from Dr. Frederick A. Cook, the American explorer, whom the latest cable advice tonight credits with having accomplished what no man ever did.

The message was sent not to any scientific society nor to any of his associates interested in his expedition from a scientific viewpoint, but to his wife, who has been counting the days and hours and praying for his safety since his departure from this city on July 4, 1907.

But by chance Mrs. Cook was not at her Brooklyn home, but spending the summer at Harpswell, Maine, so the dispatch was received by Dr. R. T. Davidson, a personal friend of the explorer, who made its contents known, then flashed the good news to Mrs. Cook. Brief as it was, the first news from her intrepid husband since March 17, 1908, when he wrote from Cape Hubbard, on the edge of the Polar ice sea, on the Northwest side of Ellesmere Land. At that time he advised his companion, Rudolph Franke, then stationed at Etah, Greenland, with supplies, to wait there until June for his return, but in the event of Dr. Cook's failure to appear to proceed to America.

Franke waited as instructed, but as Dr. Cook failed to come back, he caught the Peary auxiliary ship and reached New York last fall. Since that time Dr. Cook's whereabouts have been a mystery, although members of the Arctic Club in this city, viewing the situation optimistically, were inclined to think that he had reached the Pole, despite his long silence.

There was, of course, the ever-present probability that he had perished, and it will be recalled that a relief ship is now en route to Etah, where she is due the middle of September. The vessel, the schooner Jeanie, left St. Johns, New Foundland, about two weeks ago with the double purpose of searching for Dr. Cook and taking supplies to Commander Peary. The expedition was financed by a special committee headed by Dr. Roswell O. Stebbins, of this city, and composed of friends of Dr. Cook and men of science who were most keenly interested in his venture. To these men the news that he was safe and the report that he had reached the Pole were received with rejoicing to-night, although none of them had any further advice.

No official action was taken tonight by the Arctic Club, the Explorers' Club, or the American Geographical Society, for none of these associations had received any formal notification of Dr. Cook's success. Arthur M. Huntington, president of the American Geographical Society, is out of the city, as is Rear Admiral W. S. Schley, president of the Arctic Club. The officers of the Explorers' Club could not be found.

To-day's message from Dr. Cook to his wife was dated at Lerwick, Shetland Islands, the first available point of transmission in the regular steamship course between Greenland ports and Copenhagen, whither he is bound. Because of its brevity the assumption is that the message was sent primarily to assure his wife of his safety and not to apprise the world of his discovery.

### DR. COOK TELLS HOW HE PLANTED "OLD GLORY" ON EARTH'S DREARIEST SPOT.

Fight with Famine and Frost in Advance Upon North Pole—New Highway Opened—30,000 Square Miles of Land—How it Feels to Stand at the North Pole.

Paris, Sept. 1.—The Paris edition of the New York Herald this morning publishes a signed statement from Dr. Frederick A. Cook, which is dated "Hansgede, Lerwick, Wednesday," on his experiences in the Arctic regions.

"After a prolonged fight with famine and frost," says Dr. Cook, "we have at last succeeded in reaching the North Pole. A new highway, with an interesting strip of animated nature has been explored and big game haunts located, which will delight sportsmen and extend the Eskimo horizon.

"Land has been discovered on which rests the earth's northernmost rocks. A triangle of 30,000 square miles has been cut out of the terrestrial unknown. The expedition was the outcome of a summer cruise in the Arctic seas on the schooner 'Bradley,' which arrived at the limits of navigation in Smith Sound late in August, 1907. Here conditions were found to launch a venture to the Pole. J. R. Bradley liberally supplied from his vessel suitable provisions for local use. My own equipment for emergencies served well every purpose of Arctic travel. Many Eskimos had gathered on the Greenland shores at Annatoak for the winter bear hunt. Immense quantities of meat had been collected and about the camp were plenty of strong dogs. The combination was lucky, for there was good material for equipment. All that was required was conveniently arranged for at a point only seven hundred miles from the boreal center. A house and workshop were built of packing boxes by willing hands and this northernmost tribe of 250 people set themselves to the problem of devising a suitable outfit. Before the end of the long winter night we were ready for the enterprise and plans had matured to force a new route over Grinnell Land northward along its west coast out into the Polar sea.

### The Campaign Begun.

"The campaign opened with a few scouting parties being sent over the American shores to explore the way and seek the game haunts. Their mission was only partly successful because of the storms. At sunrise of February 19, 1908, the main expedition embarked on its voyage to the Pole. It consisted of 11 men and 103 dogs, drawing eleven heavily laden sledges.

The expedition left the Greenland shore and pushed westward over the troubled ice of Smith Sound. The gloom of the long night was relieved only by a few hours of daylight. The chill of the winter was felt at its worst. As we crossed the heights of Ellesmere Sound to the Pacific slope the temperature sank to minus 83 centigrade. Several dogs were frozen and the men suffered severely, but we soon found the game trails along which the way was easy. We forced through Nansen Sound to Land's End. In this march we secured 101 musk oxen, seven bears and 235 hares.

### On the Circum Polar Pack.

"We pushed out into the Polar sea from the southern point of Herbert Island on March 18. Six Eskimos returned from here. With four men and 46 dogs moving supplies for eighty days, the crossing of the circum polar pack was begun. Three days later two other Eskimos, forming the last supporting party, returned, and the trails had now been reduced by the survival of the fittest. The two best men and 26 dogs were picked for the final effort.

"There before us in an unknown line of 460 miles lay our goal. The first days provided long marches and we made encouraging progress. A big lead which separated the land from the ice of the central pack was crossed with little delay. The low temperature was persistent and the winds made life a torture. But, cooped up in our snow houses, eating dried beef tallow and drinking

hot tea, there was some animal comforts occasionally to be gained.

"For several days after the sight of known land was lost, the overcast sky prevented an accurate determination of our positions. On March 30 the horizon was partly cleared and new land was discovered. Our observations gave our position as latitude 84.47, longitude 86.36. There was urgent need of rapid advance. Our main mission did not permit a detour for the purpose of exploring the coast. Here were seen the last signs of solid earth; beyond, there was nothing stable to be seen.

### Beyond the Life Line.

"We advanced steadily over the monotony of moving sea ice, and now found ourselves beyond the range of all life—neither footprints of bears nor the blow-holes of seals were detected. Even the microscopic creatures of the deep were no longer under us. The maddening influence of the shifting desert of frost became almost unendurable in the daily routine. The surface of the pack offered less and less trouble and the weather improved, but there still remained the life-sapping wind which drove despair to its lowest recesses. The extreme cold compelled physical action. Thus day after day our weary legs spread over big distances. Incidents and positions were recorded, but adventure was promptly forgotten in the next day's efforts.

### Sunburn and Frostbite.

The night of April 7 was made notable by the swinging of the sun at midnight over the northern ice. Sunburns and frostbites were now recorded on the same day, but the double day's glitter infused quite an incentive into one's life of shivers.

"Our observation on April 6 placed the camp in latitude 86.36, longitude 94.2. In spite of what seemed long marches we advanced but little over a hundred miles. Much of our work was lost in circuitous twists, around troublesome pressure lines and high irregular fields. A very old ice drift, too, was driving eastward with sufficient force to give some anxiety.

"Although still equal to about 50 miles daily, the extended marches and the long hours for traveling with which fortune favored us earlier were no longer possible. We were now about 200 miles from the pole and sledge loads were reduced. One dog after another went into the stomachs of the hungry survivors until the teams were considerably diminished in number, but there seemed to remain a sufficient balance for man and brute to push along into the heart of the mystery to which we had set ourselves.

### Old Glory Crowns the Pole.

"On April 21 we reached 89 degrees, 59 minutes and 46 seconds. The pole was in sight. We covered the remaining fourteen seconds and made a few final observations. I told Etukishook and Ahwelsh (the accompanying Eskimos) that we had reached the 'great nail.' Everywhere we turned was south.

With a single step we could pass from one side of the earth to the other; from midday to midnight. At last the flag floated to the breeze at the pole. It was April 21, 1908. The temperature was minus 38 centigrade, barometer 29.83, latitude 90; as for the longitude it was nothing, as it was but a word.

### Crazy With Joy, Utterly Desolate.

"Although crazy with joy our spirits began to undergo a feeling of weariness. Next day after taking all our observations, a sentiment of intense solitude penetrated us while we looked at the horizon. Was it possible that this desolate region, without a patch of earth, had aroused the ambition of so many men for so many centuries. There was no ground, only an immensity of dazzling white snow, no living being, no point to break the frightful monotony.

"On April 23 we started on our return."

### THOSE WHO HAVE FAILED.

The dream of finding the North Pole for centuries lured explorers, scientists, and daring adventurers. This dream apparently has now become a reality by the achievement of Dr. Frederick A. Cook, of Brooklyn. Dr. Cook cabled a laconic message from Lerwick, Shetland Islands, whence he is proceeding to Copenhagen, saying:

"Successful. Well. Address Copenhagen. Fred."

Several days must now elapse before any further information is available. The Danish government steamer Hansgede has left Lerwick, Shetland Islands, for Copenhagen, where she is due next Saturday. Meantime the ship skirts the Danish coast, passing several small points which are being closely watched for further particulars of Dr. Cook.

Some of the most recent or noteworthy attempts to reach the North Pole are enumerated below.

Walter Wellman, an American,

left the Island of Spitzbergen, for the pole in a balloon, August 15th, 1909. His airship became disabled after he had traveled thirty miles, and he was forced to return.

In 1906 Commander Robert E. Peary, United States navy, reached 87 degrees, 6 minutes, equivalent to about 203 miles from the Pole. Commander Peary is now in the Polar regions on another expedition. A relief ship was sent out a month ago to endeavor to pick him up. He started from Sydney, N. S., July 17, 1908.

On September 3, 1905, Capt. Roald Amundsen, a Norwegian, completed the first voyage through the northwest passage. He left Christiania on the Gjoa, June 17, 1903, and arrived at Herschel Island, in the Arctic Ocean, in September of 1905.

In 1904, Baron Toll, a Russian, led a Polar expedition party by way of Siberia, but all the members perished from the cold.

In 1903, Erickson, a Dane, headed an expedition, and got as far as Saunderson's Island, where they were rescued in a destitute condition.

In the same year Anthony Fiala, a young Brooklyn explorer, sailed on the ship America and proceeded further North than the Duke of Abruzzi. His party endured great hardships before they were rescued.

The Duke of the Abruzzi made his expedition in 1900.

In 1895 Dr. Nansen reached 86 degrees, 14 minutes, on the vessel Fram, which left Ingor Strait August 4, 1893.

Prof. Andree made his fatal balloon trip in 1897. He left Tromsø, Norway, in his balloon, the Eagle, bound for the pole. Since his departure nothing authentic has been heard of Andree.

In 1883 Capt. Delong's expedition in the Jeannette was lost near Henrietta Island.

In 1882 the Greely expedition reached 83 degrees, 24 minutes, and in 1845 Sir John Franklin made his disastrous attempt to penetrate from Lancaster Sound to Behring Strait.

Gen. Greely's party reached a point 83.24.00 degrees from the Pole, thus proceeding farther toward that much-sought for point than had previously been attained. That expedition was a trying one for those concerned. Before they reached this country again their numbers had been reduced by death to seven. At Cape Sabine the survivors were rescued by a relief expedition under commodore, now Rear Admiral Winfield S. Schley, retired, president of the Arctic Club.

At a meeting of the Explorers' Club, of New York, in October, 1907, a letter from Dr. Cook, dated at Etah August 26, gave this information:

"I find that I have a good opportunity to try for the Pole. I hope to get to the Explorers' Club in September, 1908, with the record of the Pole. I plan to cross Ellesmere Land and reach the Polar Sea by Nansen Strait. I hope you can induce some of the members of the club to come and meet me at Cape York. Here's for the Pole with the flag."

### No One Should Be Skeptical.

London, Sept. 2.—Lieutenant E. H. Shackleton, the British army officer who has recently returned from an unsuccessful attempt to discover the South Pole, declared to-day that no one should be skeptical of Dr. Frederick Cook's claims.

"Nothing is impossible for Dr. Cook, although he traveled twelve miles a day in approaching the Pole, something no Arctic explorer has been able to accomplish," said Lieut. Shackleton. "After reaching the Pole and returning to land, he may have lived with the Eskimos until this year, and this would explain his having reached the goal in a month and taking a year to return. The probability that Cook traveled over smooth ice is unique."

"I HAVE AMPLE PROOF THAT I REACHED THE POLE."—Cook.

Skagen, Denmark, Sept. 3.—A newspaper correspondent who went on board the Hansgede, from the pilot steamer off here, was able to obtain a few words with Dr. Frederick Cook.

The explorer ascribed his success to the fact that he made use of the old methods, namely, Esquimaux and dogs, and that he lived like an Esquimaux himself.

The doctor gave a hurried sketch of his expedition, in which he said: "Going northward, I struck first a westerly course from Greenland and then moved northward."

"I arrived at the North Pole on April 21, 1908, as already announced, accompanied by only two Eskimaux. We reached the pole at 7 o'clock in the morning. I took daily observations for a whole fortnight before arriving at the pole.

"Returning, we were forced to take a more westerly route, and the first ten days I took observations daily and recorded them. I was un-

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able to measure the depth of the sea as I had not the necessary instruments.

"The lowest temperature recorded was 83 degrees centigrade below zero." (Eighty-three degrees centigrade below zero is equal to 117 degrees below zero Fahrenheit).

"I have ample proof that I reached the North Pole in the observations I took, which afford a certain means of checking the truth of my statements.

"Although I am proud of my achievement in planting the American flag on the North Pole, I look with much greater pride to the fact that I traveled around more than 30,000 square miles of hitherto unknown ground, and opened up an entirely fresh field for exploration."

### No Fake Story.

Washington, Sept. 2.—Maurice F. Egan, United States minister at Copenhagen telegraphed the State Department that the report of Dr. Cook's discovery of the North Pole has been corroborated by Dergaard Jensen, Danish inspector of North Greenland.

### Winthrop Will Open September 29.

A dispatch from Rock Hill to the Charleston News and Courier says: "The architect and contractor having in charge the improvements at Winthrop College have carefully gone over the situation there, and the conclusion has been reached that it will be impossible to complete the dining room and kitchen by the 15th, the date set for the opening of the school. With the full consent and approbation of the board, President Johnson has decided to postpone the opening two weeks, giving ample time for everything to be gotten into proper order. Winthrop will consequently open September 29th.

### ATLANTA AUTOMOBILE RACES

Will Be Held November 9th to 13th. Great Preparations.

Building a 2-mile race track, where the ponderous machines can fairly fly through space, and where a speed of 150 miles an hour is made possible, is not an ordinary undertaking by any means. Thousands of men, hundreds of teams, and many giant steam shovels, are required to remove the dirt for the formation of this great track. Seating capacity for thousands of spectators, and other things for their accommodation, are necessary. Houses have been built for the storing of machines, grand stands have to be erected, and railroad facilities have to be looked after, in order to handle the vast crowds going to such places.

All of these things are being done by the Atlanta Automobile Association, a company composed of business men and sportsmen, that is now building the "fastest automobile race track in the world." The work will be finished early in October, and the first race meet will begin on November 9th, continuing for five days.

The Atlanta Automobile Association is composed of enterprising men, who have put \$300,000 into the enterprise, for the purpose of giving the South the biggest automobile racing plant in the United States. There is not a dollar's worth of stock either owned or controlled by any one in any way connected with the automobile business.

The entry list for the November meet will be one of the largest in the history of automobile racing. The weather conditions that usually exist in the South during November, and even later in the winter, are particularly favorable for automobile racing. Besides bringing thousands to view the races, the big track will also be the cause of scores of automobile tourists coming to Georgia and the South.

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