

THE STAR, ST JOHN N. B. FRIDAY, SEPTEMBER 10 1909

SIX

# MRS. PEARY IS DELIGHTED

Busy Answering Questions  
and Reading Messages  
From Friends

Wearily from twelve hours continuous train travel, scores of interviewers and the perusal of countless messages from people she had never heard of, Mrs. Robert Peary, wife of the most prominent man in the world today, reached St. John last night on the Boston train and passed on to Sydney.

In spite of her fatigue, Mrs. Peary was still able to smile when asked by a Sun reporter as to the sensation of the world which is hurrying to meet her husband as he is returning from the performance of the feat which has made him the greatest figure in the eyes of the world.

Her smile was accompanied by the reply that beyond realizing a feeling of complete happiness she had not yet had time to analyze her sensations. Asked whether she had possessed any "hunch" that her husband was to meet with success on his last trip Mrs. Peary said that she had never ventured as far as confidence, but had always been hopeful. She would not pass beyond North Sydney should she reach that point in advance of Commander Peary, but would await his arriving there.

"Mrs. Peary, Miss Mary Peary, and Master Robert Peary are accompanied by Henry E. Root of New York, a personal friend of the family, who hurried to the Peary summer home at Eagle Island, where the first world came of the successful culmination of Peary's 23 years of effort.

"No person outside of the Roosevelt yet knows what Peary plans to do. Mrs. Peary is very anxious to have him proceed at once to Eagle Island for a period of rest. In any event, she expects that he will come jumping at top speed over the distance from North Sydney to Maine. On our way through we were met by the Mayor of Bangor, which, as the first city of any consequence on Peary's route, after reaching the United States, is anxious to arrange a fitting celebration of his arrival. We were able to give Bangor no definite assurance, but will communicate their wishes to the explorer."

"Mrs. Peary has just forwarded to the relatives of Mrs. Marvin, of Elmira, N. Y., the downed member of Peary's crew, a telegram expressing her sympathy and regret at his death, and expressing the high regard in which she and Commander Peary had held him. Mrs. Peary was personally acquainted with Marvin.

"Mrs. Peary," continued Mr. Root, "although happy indeed to know that her husband accomplished his life's work, is exceedingly tired by the overwhelming events of the last few days, which have been caused not only by the receipt of the news and the transmission of messages back and forth between herself and Commander Peary, but by scores of interviews with newspaper men, and by the receipt of hundreds of letters from people of whom she had never heard."

"The newspaper men she has been glad to see, for she feels that the newspapers as well as the public, have always treated the explorer fairly and squarely all through his 23 years of effort.

"Mrs. Peary wishes publicly to acknowledge the receipt of the many messages of congratulation which she has been unable personally to answer. 'I have a whole stack of them,' said Mrs. Peary, 'many of which have never been opened.' By her side in the chair which she occupied lay dozens of envelopes, which proved most of the abnormal mail she has received in the past day or two.

"Mrs. Peary is a woman above medium height, quietly dressed. Her calm face and gray eyes express little of the wonderful emotion which must accompany her mission. Miss Mary Peary is a young lady of about 21 years. Robert Peary, aged 52, seems to consider his

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Report on the discovery of the North Pole by Robert E. Peary, Commander U. S. N. (Part 2—Copyright, 1909, by The New York Times Company.)

BATTLE HARBOR, Labrador, (via Marston wireless, Cape Ray, Nfld.), Sept. 9.—The steamer Roosevelt, bearing the north polar expedition of the Peary Arctic Club parted company with the Erik and steamed out of Etah Ford late in the afternoon of Aug. 18, 1898, setting the usual course for Cape Sabine. The weather was dirty, with fresh southerly winds. We had on board 22 Eskimo men, 17 women and 10 children, 22 dogs, and some 40 odd walrus.

**Ice Encountered Early**  
We encountered the ice a short distance from the mouth of the harbor, but it was not so close as we expected. The Roosevelt without serious difficulty. As we neared Cape Sabine the ice grew thicker and we passed close by Vooort Island and Cape Sabine, easily making out with the naked eye the house at Etah Harbor occupied by me in the winter of 1900-2.

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 appearances of ice, the northward stopped. The 'There was clean open water to Cape Albert and from there scattered ice to a point about abreast of Victoria Head, thick weather and dense fog bringing us some ten or fifteen miles away. From here we drifted south somewhat, and then got a slant to northward out of the current. We worked a little further north, and stopped again for some hours. Then we again worked northward and northward till we reached a series of lakes, coming to a stop a few miles south of the Winward's winter quarters at Cape Durville. From here, after some delay we slowly worked away northward and ground fog and broken ice of medium thickness through one night and the forenoon of the next day, only emerging into open water and clear weather off Cape Fraser.

**Forced to Greenland Coast.**  
From this point we had a clear run through the middle of Robeson Channel, uninterrupted by either ice or fog, except that he will come jumping at top speed over the distance from North Sydney to Maine. On our way through we were met by the Mayor of Bangor, which, as the first city of any consequence on Peary's route, after reaching the United States, is anxious to arrange a fitting celebration of his arrival. We were able to give Bangor no definite assurance, but will communicate their wishes to the explorer."

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# PEARY TELLS OF POLAR VICTORY—HIS BY WIRELESS TO THE SUN

Thrilling Diary of Dangers and Opportunities  
Met and Overcome—Cook's Record  
for Speed Beaten

Historic Narrative Told in Scientific Detail—Only One  
Man Lost During the Whole Expedition and That  
on the Return Journey—Circumstantial and Con-  
vincing Observations Verify Every Statement

(Published by arrangement with the New York Times, the London Times and the Chicago Tribune on behalf of Commander Peary.)

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Right on Time  
Within a quarter of an hour of the same time we arrived three years before 7 a. m. Sept. 5, we reached the open water extending beyond Cape Sheridan. But the outlook being unsatisfactory, I went back and put the Roosevelt into the only opening in the ice, being barred close to the mouth of the Sheridan River, a little north of our position three years prior.

The season was further advanced than in 1905, there was more snow on the ground and the new ice inside the bay was much thicker. The work of discharging the ship was commenced at once and rushed to completion. The supplies and equipment we sledged 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 she touched at low tide. This settlement on the stormy shores of the Arctic Ocean was christened Subbarville.

**Transporting Supplies**  
Hunting parties were sent out on September 10 and a bear was brought in on the 12th and some deer a day or two later. On September 15 the full work of transporting supplies was commenced. The Eskimos took sixteen sleds loaded with supplies 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 by the members of the party and the Eskimos until November 5, when the supplies for the spring sledge trip were removed from winter quarters and deposited at various places from Cape Colan to Cape Columbia.

**Listed Under Pressure**  
In the latter part of September the movement of the ice subjected the ship to a pressure which listed her to port

some 8 to 10 degrees, and she did not recover until the following spring. On October 1st I went on a hunt with Eskimos across the field and Parr Bay and the peninsula, made the circuit of Clements Markham Inlet, and returned to the ship in seven days with fifteen musk oxen, a bear, and a deer. Later in October I repeated the trip obtaining five musk oxen and hunting parties secured some forty deer.

Prof. MacMillan went to Columbia Inlet in November and obtained a month of tidal observations, returning in December. In the December moon Borup moved the Hecla depot to Cape Colan; Bartlett made a hunting trip overland to Lake Hazen, and Hagen went to the interior on meteorological observations. Bartlett crossed the channel and made the circuit of Newman Bay and explored the Peninsula. After he returned Goodsell went to Markham Inlet and Borup toward Lake Hazen. In the interior on hunting trip.

On February 19 Bartlett left Roosevelt with his division for Cape Columbia and Parr Bay. Goodsell, Borup, and MacMillan and Hansen followed on successive days with their provisions. Marvin returned from Cape Colan on February 17 and left for Cape Columbia on February 21. I brought up the rear on February 22.

The total of all divisions leaving the party, 23 Eskimos, 19 dogs, and 23 sledges. By February 27th such of Cape Colan depot as was needed had been brought up to Cape Columbia. The dogs were rested and double rationed and harnessed and the sledges and other gear overhauled.

**Expected Little Open Water**  
Four months of northerly winds during the fall and winter instead of southerly ones as during the previous season led me to expect less open water than before, but a great deal of rough ice, and I was prepared to have a road through the jagged ice for the first hundred miles or so and then cross the big lead.

On the last day of February Bartlett, with his pioneer division got away due north over the ice. On March 1st the remainder of the party got away on Bartlett's trail and I followed an hour later.

The party now comprised seven members of the expedition, 11 Eskimos, 13 sleds and 19 sledges. One Eskimo and seven dogs had gone to places passed.

**Passed Markham's Record**  
A strong easterly wind, drifting snow, and temperature in the minus, marked our departure from the camp at Cape Columbia, which I had stationed here. In this march we neglected the lead and reached Bartlett's third camp. Borup had gone back from here but missed his way owing to the faulting of the trail by the movement of the ice.

Marvin came back also for more fuel and alcohol. The wind continued forming over water all about us. While we were making camp I was informed by Marvin that he 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 Marvin and Borup to push on after us by forced marches we proceeded northward. The sounding of the lead gave 110 fathoms. During this march we crossed the 84th parallel and traversed a succession of just frozen leads from a few hundred yards to a mile in width. This march was really simple.

**Good Travelling**  
On the 14th we got free of the leads and came on decent going. While we were making camp I was informed by Marvin that he 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 Marvin and Borup to push on after us by forced marches we proceeded northward. The sounding of the lead gave 110 fathoms. During this march we crossed the 84th parallel and traversed a succession of just frozen leads from a few hundred yards to a mile in width. This march was really simple.

The following morning, March 15, I sent Hansen with his division north to pioneer a trail for five marches and Dr. Goodsell, according to the programme started back to Cape Columbia. At night Marvin and Borup came spinning in with the dogs staming in the bitter air like a squadron of battle

ships. Their arrival relieved me of all anxiety as to our oil supply.

**McMillan Goes Back.**  
In the morning I discovered that McMillan's foot was badly frostbitten. The mishap had occurred two or three days back, but McMillan had said nothing about it in the hope that it would come out all right. A slant of the injury showed me that the only thing was to send him back to Cape Columbia at once. The arrival of Marvin and Borup enabled me to spare sufficient men and dogs to go back with him.

This early loss of McMillan was seriously disappointing to me. He had a sledge all the way from Cape Columbia, and with his enthusiasm and the powers and physique of the trained athlete I had confidence in him for at least the 84th parallel, but there was no alternative.

The best sledges and dogs were selected and the sledge loads brought up to the standard. The sounding gave a depth of 33 fathoms. We were over the continental shelf and as I had surmised the successive leader crossed in the fifth and sixth marches composed of the big lead and marked the continental shelf.

On leaving this camp the expedition comprised 16 men, 12 sledges and 100 dogs. The next march was satisfactory as regards distance and character of going. In the latter part there were visible and audible. Some leads were crossing in one of which Borup and his team took a bath and were finally stopped by an impracticable lead opening in front of us.

We camped in a temperature of fifty. At the end of the two marches we saw Hanssen and his party in camp mending their sledges. We devoted the remainder of the day to overhauling and mending sledges and breaking up our damaged ones by material.

**MAKING UP TIME.**  
The next morning I put Marvin in the lead to pioneer the trail with instructions to make two forced marches to the 84th parallel, and covered the distance by the last two short ones. Marvin carried out his instructions implicitly. A considerable amount of young ice assisted in this.

At the end of the tenth march, latitude 83° 30' Borup turned back in command of the second supporting party, having travelled a distance equivalent to Hansen's distance from this point to his farthest north. I was sorry to have lost Hansen and his party in camp mending their sledges. We devoted the remainder of the day to overhauling and mending sledges and breaking up our damaged ones by material.

**ALL PARTIES BROUGHT TOGETHER.**  
The continental daylight enabled me to make a moderate march that brought my advance and main parties closer together and reduced the interval of their being separated by open leads. Bartlett left camp with Henderson and their division and Marston City. Rough ice in the first twenty hours longer and then followed. When we reached Bartlett's camp he was back to the main party and we were in. By this arrangement the advance party was travelling while the main party was asleep and vice versa and I was in touch with my advance party every twenty-four hours. I had no reason to complain of the going for the next two marches though for a less experienced party less adaptable sledges or less perfect equipment it would have been an impossibility.

At our position at the end of the second march Marvin obtained a satisfactory sight for latitude in clear weather which played us at 83° 48'. This result agreed very satisfactorily with the data reckoning of Marvin, Bartlett, and myself. Up to this time the slight altitude of the sun had made it not worth while to waste time in observations.

**First Sight of the Sun**  
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 pioneered upon him instead of dividing it among several, as I had planned. He had reason to take pride in the fact that he had bettered the Italian record by a degree and a quarter and had covered a distance equal to the entire distance of the Italian expedition from Hansen and Abruzzi, and showed that we had covered 50 minutes of latitude in three marches. In these three marches we had passed the Norwegian record of 84° 14' by Hansen and the Italian record of 84° 24' by Cagni.

**MARVIN SENT BACK.**  
From this point Marvin turned back in command of the third supporting party. My last words to him were: "Be careful of the leads, my boy." The party from this point comprised nine men, seven sledges and 60 dogs. The conditions at this camp were beyond the farthest north of any fairly level ice in every direction reminded me of Cagni's description of his farthest north, but I was not deceived by the apparently favorable outlook, for equable conditions never continue for any distance or any length of time in the Arctic regions.

**COULD NOT SEE ANY DISTANCE.**  
The north march was over good going, but for the first time since leaving land we experienced that condition frequent over these ice fields of a hazy atmosphere in which the light is equal everywhere. All relief is de-

stroyed and it is impossible to see for any distance.

We were obliged in this march to make a detour around an open lead. In the next march we encountered the heaviest and deepest snow of the journey through a thick smothering mantle lying in the depressions of heavy rubble ice. I came upon Bartlett and his party fagged out and temporarily discouraged by the heart racking work of making a road. I knew what was the matter with them. They were simply spoiled by the going on the previous marches. I rallied them a bit, lightened their sledges and sent them on encouraged again.

In the next march we passed through a thick haze drifting over the ice before a biting air from the north east.

**A NARROW ESCAPE.**  
At the end of the march we came upon the captain camped beside a wide open lead with a dense black water sky northwest, north and northeast. We built our igloo and turned to rest before I had fallen asleep I was roused out by a movement of the ice and found a starting condition of affairs. A rapidly widening road of black water ran but a few feet from our igloos. One of my teams of dogs had escaped by only a few feet from being dragged by the movement of the ice into the water.

Another team had straggled narrowly escape from being crushed by the ice blocks piled over them. The ice on the north side of the lead was moving around eastward. The small floor on which were the captain's igloos was drifting eastward in the open water and the side of our igloos threatened to follow.

Calling to the captain's men to pack their sledges and be ready for a start when a favorable chance arrived. We hurried our things on our sledges, hitched the dogs and moved on to a large host of us. Then leaving one man to look out for the dogs and sledges we hurried over to assist the captain's party to join us.

**AN ARCTIC INFERNO.**  
A corner of their raft impinged on the ice on our side for the rest of the night and during the next day the ice suffered the torments of the damned surging together opening out groaning and similing, while the open water belched black smoke like a prairie fire. The motion ceased, the open water closed, the atmosphere to the north was cleared and we rushed across before the ice should open again.

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