

lated, on my way home, a plan for further work, in case the problems of the North had not been solved by the time I arrived. Immediately after my return it would have been premature to have presented any project for further Arctic exploration with two

well-equipped expeditions still in the field, those of Jackson and Nansen. With the return of Jackson and Nansen, bringing the news that Franz Josef Land was not the southern terminus of an Arctic continent, as had been supposed by some geographers, but an archipelago of comparatively limited extent; and that the "Fram," in her three years' drift through the Siberian basin, had seen no land, I felt that the time was ripe for the presentation of my plan. I believed that the practical demonstration of the non-existence of land of any considerable extent in the Siberian segment of the

polar basin eliminated that region from further consideration as a possible means of reaching the Pole. The land lying north of main Greenland remained still the most northerly known land on the face of the globe, and it could now be said that the route along the northwest coast of this land, with terra firma for a base, was not merely the *most* practicable route, but the *only* practicable route, by which to reach the Pole. Acting on this belief, I outlined to the American Geographical Society in January, 1897, on the occasion of the presentation to me of the first Cullum gold medal, my plan, as follows:

"My own expeditions have satisfied me that from a sufficient depot of provisions and equipment, located in the latitude of Independence Bay, the Pole is attainable. The results of the various recent expeditions have shown that there is left but one practicable

route by which to attain the North Pole, and that route has been known as the American, viz., the route through Smith Sound, Kane Basin, Robeson Channel, and along the northwest coast of Greenland. My plan, in the fewest words, is to raise a fund sufficient to insure the continuation of the work of exploration for ten years, if necessary, say \$150,000, and deposit it in a trust company; purchase a ship; give her a minimum crew; load with concentrated provisions; proceed to Whale Sound; take on board several picked families of my faithful Eskimos, with

their tents, canoes, dogs, etc.; force a way through Robeson Channel to Sherard Osborn Fjord or farther, and land people and stores; then send the ship back. As soon as the freezing of the ice in the great fjords of the northwest coast permits sledge travel, the work of advancing supplies northeastward along the coast would be commenced, taking comparatively short stages and light loads, so that the trips could be quickly made. As soon as the supplies had been advanced the first stage, the party itself would move forward, leaving a cache behind, and as they would be following Eskimo customs and living in snow houses, this could easily be done.



ALFRED C. HARMSWORTH, EDITOR OF THE LONDON "DAILY MAIL," AND OWNER OF LIEUTENANT PEARY'S SHIP, THE "WINDWARD."

The "Windward" is the ship that was used by the Jackson expedition, which Mr. Harmsworth fitted out in 1894 and which spent three years in explorations in Franz Josef Land. It was with this expedition that Nansen and Johansen found rescue from the almost fatal hardships of their journey afoot to and from the "farthest north." On learning of Lieutenant Peary's project, Mr. Harmsworth generously offered him the "Windward" for his expedition.