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THE STAR



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TRY STAR-LIGHT

EXPLORER WAS CARRIED TO SUCCESS BY COOK AMBITION

Description of the Life of the Discoverer of the North Pole Given by His Brother—Has Also Explored the Antarctic.

That Dr. Frederick A. Cook's success is due to his own genius and never-failing effort, to his love for adventure, and "the Cook ambition" is the description given yesterday afternoon by William L. Cook, the explorer's brother, in his home at No. 74 Bedford avenue, Brookline, Mass.

William L. Cook was associated with Dr. Cook in the explorer's first business enterprise. This was the establishment of a milk route, and it paved the way to Dr. Cook's later career as a physician, surgeon and explorer, by providing him with the financial means to attend Columbia Medical College, in Manhattan.

Dr. Cook is one of four children, three sons and a daughter. His parents are dead, his mother having lived until two years ago, just before Dr. Cook made his last dash for the pole. His sister is Mrs. Lillian Murphy of Toms River, N. J. His other brother lives now in the woods, always in the oldest houses in that part of the state.

Even at an early age Dr. Cook manifested a desire for adventure. Some of his love for exploration was also noticed. At every opportunity he would go off into the woods, always to unknown places, and endeavor to trace his way back home by following the directions he obtained from the sun. Frequently he was accompanied on these youthful exploring expeditions by William L. Cook and his older brother.

The school year at the old district school in Callicoon lasted for a little more than four months. Here was first shown Dr. Cook's love for geography. He always stood at the head of his class in the subject. Geographical locations interested him. He gathered together every book upon the subject which he could obtain. He studied them closely and seemed never to tire of his pursuits in this direction.

Life in the Cook home went on much the same until Dr. Cook had reached the age of seventeen years. Then, in 1878, the family found it more convenient to live in Port Jervis, N. Y. "We were pretty nearly down and out," William Cook said yesterday, "when we went finally to our new home in Port Jervis. Fred, however, managed to work before and after school hours, so that he was able to continue his studies at the high school in Port Jervis. Life went on in much the same manner here as it had in Callicoon. Finally, in 1880, Fred came to Brooklyn."

Upon his arrival in New York city, young Cook obtained employment in Fulton Market. His brother William also went to work there. The younger man, however, still retained his ambitious as a student. He has always been a silent, thinking individual, and a book was accepted by him as his best companion. Young Cook soon learned that he could study in high school in New York at night. He attended one of these institutions in Brooklyn, but his brother is not sure whether it was Boys' High School or another. It was while engaged in this work, making his living by day and studying by night, that the younger Cook conceived the idea of bettering his financial conditions and continuing his studies by a college course.

WORKED HIS WAY THROUGH. If Dr. Cook had any ambition to become an explorer in those early days he never mentioned it to his brothers. He continued, however, to devour a deep interest in geography and followed the subject closely, more so than any other. To study, medicine seemed to fit in naturally, when Dr. Cook chose a profession. His father had been a physician, and as far back as he knew the occupations of his ancestors on his father's side they had all followed the same calling in Germany. So it came about that the young man chose the Columbia Medical School as

the place for him to complete his education. Financial difficulties, however, entered largely into the young man's calculations. He determined to give up his place in Fulton Market, where he had been employed in selling vegetables. He had saved a small sum of money since his arrival in New York. With his accumulated earnings, at least with that part which had been left over after following his high school course, young Cook purchased a small, very snug milk business. He started out to enlarge the business, and his determination to succeed caused him to give most all of his time to getting the business on such a paying basis as would permit him to enter Columbia. In this he finally succeeded. Not much time, however, was free to him. It was necessary for Dr. Cook to begin work one o'clock in the morning. He delivered his milk to his customers between that time and seven o'clock in the morning. Then he hurried to his Brooklyn home, and with his books under his arm reported for study at Columbia at nine o'clock in the morning. He remained in school until four o'clock in the afternoon. Between that time and one o'clock in the morning he slept. Lack of sleep, William Cook remarked, was made no on Saturdays and Sundays, when there was no school. But there was work on those days as well as others. Whatever few spare moments the young man had he spent in studying.

EXPLORED THE FAR ANTARCTIC. Dr. Frederick A. Cook earned considerable distinction ten years ago as the result of the Belgian Antarctic expedition of which Captain Adrien de Gerlache was the commander and Dr. Cook the surgeon.

This antarctic expedition was equipped by Belgium at an expense of 250,000 francs. The Belgians, formerly a whaler, fitted out on the island of Dr. Nansen's Fram. Captain de Gerlache was put in command and Dr. Cook was the surgeon. In the Belgica was a captive balloon to facilitate observations and surveys. Carrier pigeons were taken, one of which brought back word from the Belgica in January, 1898. The crew consisted of two machinists, one sailing master, one carpenter, two harpooners, two sailors, two stokers, a cook and a steward. The scientific staff included a geologist, a meteorologist, an expert in botany and a physician.

Dr. Cook reached home on January 23, 1899, after an absence of two years. The most important results of the expedition were a complete series of magnetic observations extending through a year, the first of which was made in the Arctic Circle and the making of the first profile of the ocean's bed to the south of Cape Horn. The expedition also collected a large number of plants and animals. The scientific staff included a geologist, a meteorologist, an expert in botany and a physician.

The expedition entered Hughes' Gulf and made about twenty landings. Sir William Edward Parry, who won another victory over the frozen North, was a midshipman on the Terrible, frigate of the English navy, in 1804. As a lieutenant he accompanied the ill-fated Ross expedition and in May, 1816, took command of the ship on his own. He explored and named Barrow Strait, Prince Regent's Inlet and Wellington Sound, reaching Melville Island in the following September. By crossing longitude 110 deg. west he won the £3,000 offered by Parliament. A narrative of his experiences appeared in 1831. In May of that year he led a second expedition northward and still a third in May, 1834, neither of which was especially successful. Another expedition, by way of Spitzbergen, likewise attained but small actual results, though in 1837 he set another "farthest north" record of eighty-two degrees forty-five minutes.

SIR JOHN FRANKLIN, 1818-1847. John Franklin, born in April, 1768, who was subsequently knighted, was another daring explorer who paid the toll of his life to his zeal for Arctic conquest. He commanded the Trent, a brig, in the Arctic expedition under Captain Euxine, in 1818. From 1819 to 1822 he commanded an exploring expedition to the northern coast of North America, later serving as Lieutenant Governor of Van Diemen's Land from 1836 to 1842.

His work was linked with that of Parry, for with the latter he had been summoned into the presence of Lord

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and began to think it was natural for me to be that way. Finally I read about the remarkable progress brought about by the use of Protone, so I decided to try it myself. Well, when I look at myself in the mirror now, I think it is somebody else. I have put on over 30 pounds during the last month and never felt stronger or more 'nervy' in my life."

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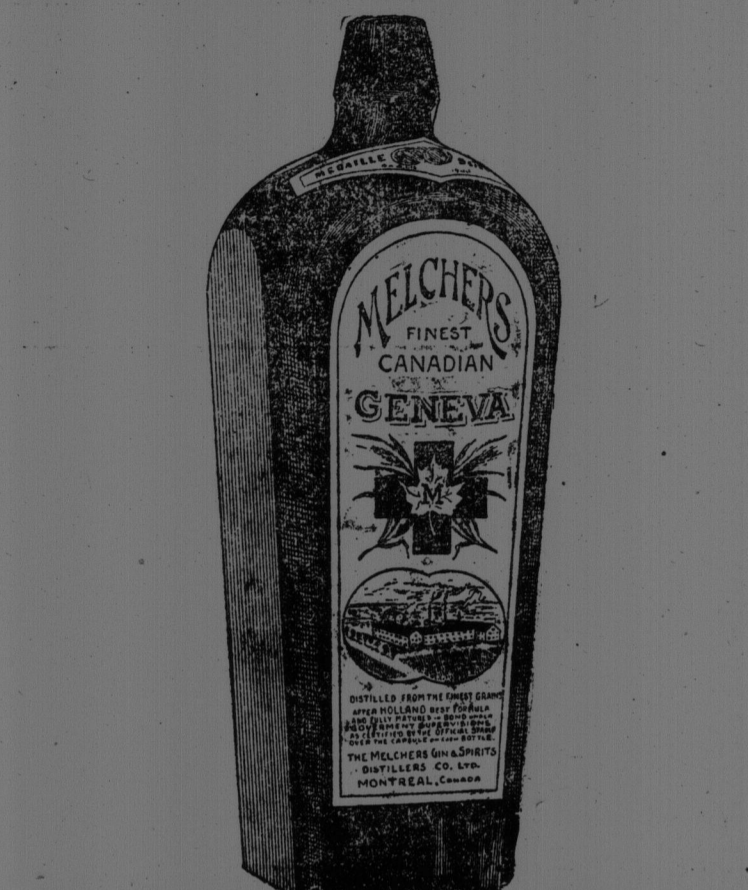
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DEATH LIST NIL ON BRITISH ROADS

Board of Trade Report Shows That No Passengers Lost Lives by Accident in 1932

LONDON, Sept. 7.—Not a single passenger on railways in the United Kingdom lost his life through accident during 1932. This is perhaps the most interesting feature of the general report to the Board of Trade, which has just been issued, on the accidents that have occurred on the railways of the United Kingdom during last year. One can understand the significance of this "clean sheet" on learning that so far as the records go, there has been only one previous year—1901—in which no passengers were killed in train accidents, and that the average number of passengers so killed during the last ten years is twenty-one. The number injured under similar circumstances—283—is also very low, the average number for the last ten years being 628. The Board of Trade figures also show

a decrease in the total number of fatal accidents due to the running of trains and an increase in the on-fatal cases, mainly caused by accidents to railway servants, compared with the previous ten years. The report also gives the following striking comparative figures of the number of passengers killed or injured per journey:— During 1932, 1 killed in every 12,500,000 journeys; average previous 12 years, 1 killed on every 3,800,000 journeys. During 1932, 1 injured on every 570,000 journeys; average previous 12 years, 1 injured on every 673,159 journeys.



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