Farther North than Nansen.

THE ARCTIC EXPEDITION OF THE DUKE OF THE ABRUZZI.

By Dr. Olindo Malagodi.

WHEN the *Stella Polare* left Christiania at 11.30 on the 12th of June, 1899, on the voyage which was destined to eclipse the Arctic record, she was given a very hearty "send-off." By order of the King of Sweden and Norway the guns of the forts saluted her, and bunting was conspicuous on the ships of the port, on the municipal buildings, and on many private houses. A great crowd cheered the little ship as it slowly moved away. The last people to say good-bye to the Duke were the Italian Consuls and Vice-Consuls, Dr. Nansen and Mrs. Nansen, Mrs. Ibsen, daughter of Bjornsen and daughter-in-law of Ibsen, the painter Werenskiold, and some Italian visitors.

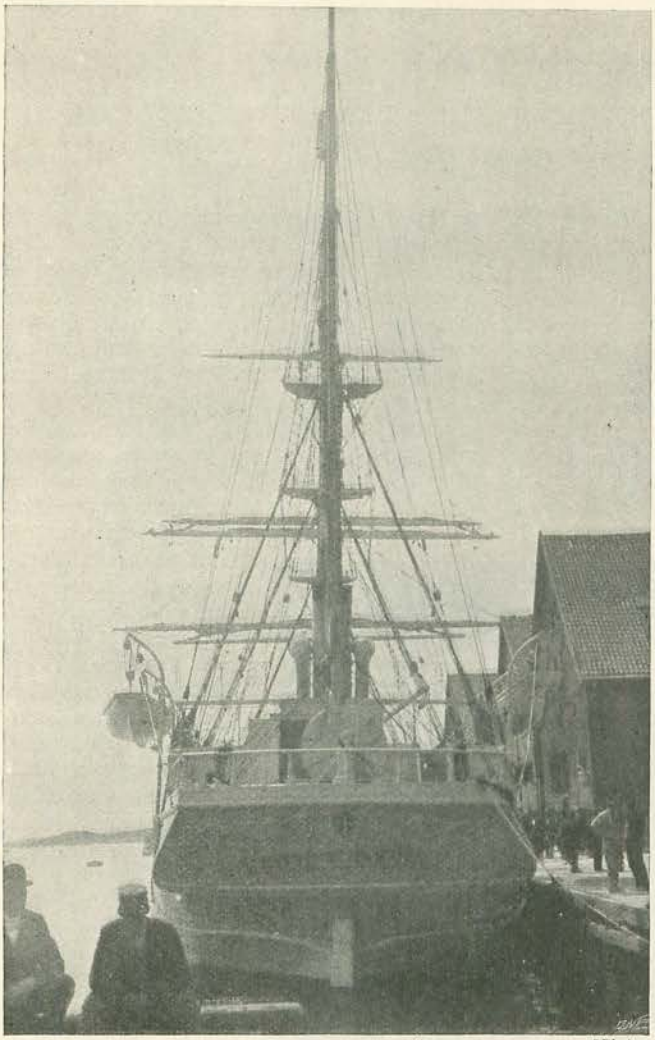
THE DUKE OF THE ABRUZZI, CHIEF OF THE EXPEDITION.
From a Photo. by Sciutto, Genova.

Nansen stayed to speak to the Duke up to the last moment. He was enthusiastic about the expedition, and his full confidence removed any apprehension that others might have felt. No one now doubted that the expedition would be fortunate and would come back safe, but no one expected it back in fifteen months. We all knew that it had prepared to be away about two years, and Nansen never thought it would be back in less time. "We expect," he said to me, "some of our whalers to bring good news of them in the autumn of 1900. If not, we shall prepare an expedition for the summer of 1901, and go in search of them."

I asked Nansen what he thought of the dangers. "Of course, there are dangers," he replied, "in the Arctic regions, as there are everywhere. You may be killed by an accident there, just as in Christiania. You must beware of the special dangers of the place. As to questions of health, the Arctic regions, having no microbes, are the healthiest in the world. I am sure that we shall see them back, safe and well, in 1901."

Those who knew the programme of the expedition must have been much perplexed to hear of its return a year before it was expected. We thought that some great mishap had occurred, or that it had had the exceptional luck to get through its programme in half the allotted time. We see now that both suppositions were partly correct. Many mishaps — one of them very grave—befell the expedition, but it scored, nevertheless, a great success.

At the time when the expedition started little was publicly known of its organization. It was, indeed, poorly advertised, but this was intentional. If the Duke and his companions could have managed it, they would have started as they started for Alaska, without anyone knowing anything about it. They could not understand the curiosity of the public about a matter which they regarded as absolutely their own private business. It was unpleasant to have people asking about their intentions. Wise men do not speak beforehand of what they intend to do, especially in cases where a dismal failure may be awaiting them. This reticence was not only a kind of aristocratic modesty; it involved also the fastidiousness of the



From a] THE "STELLA POLARE." *[Photo.*

scientific conscience. They feared that misstatements would arise from interviews and newspaper articles. The general public thus had little news about the expedition, but those who watched the preparations were able to learn a good deal.

Let us consider the composition of the party. The officers and crew comprised ten Italians and ten Norwegians. The Italian contingent afterwards became eleven, and that for a curious reason. On the voyage from Christiania to Archangel the Duke and his compatriots had a somewhat unhappy experience of the art of the Norwegian sailor who acted as the cooking functionary. They took the occasion, therefore, of engaging at Archangel an Italian cook whom they found in a restaurant there. The Norwegians generally had only a secondary part to play. They had simply to look after the ship, and were engaged because of the experience that Norwegians possess of the Arctic Seas. But the ship's voyage was to be by no means the chief feature of the expedition, as we shall see later on.

The chief of the expedition was the Duke. The Duke of the Abruzzi is cousin to the new King of Italy and nephew to the assassinated King, who loved him much, and assisted him in various ways in this undertaking. He is the third son of the dead King's brother, Amédée, Duc d'Aosta, who was King of Spain from 1870 till 1875. The Duke of the Abruzzi was born on the 29th of January, 1873, in Madrid, and received the name of Luigi Amédée. In the House of Savoy there are two strikingly different types, as clearly defined as if they were struck upon medals. One is the strongly-built, martial type made popular by King Victor Emmanuel, and repeated in his son King Umberto. The other is the more delicate, slender type that one observes in the portraits of Carlo Alberto, the first Prince of the House of Savoy who drew his sword for Italian independence and unity, and who died broken-hearted in exile in Portugal. The Duke of the Abruzzi is of the latter type, but possesses all that love of adventure that for centuries involved the House of Savoy in great European questions, notwithstanding the smallness of its State. He is now twenty-seven years old, lightly built, tall, with a characteristic and attractive face. He speaks little, and what he says is said in undertones. His brother, the Comte de Turin, calls him the scientific member of the Royal House. The Duke was educated in the Naval Academy of Livorno, where he passed his examinations

successfully, and he is now a lieutenant in the Italian Navy.

After finishing his studies he felt little attraction for aristocratic life, and accordingly he started round the world on a tour that lasted some years, visiting all sorts of places, and interesting himself in navigation. On his return he took up another branch of adventure, devoting himself for a couple of years to Alpine climbing, until his exertions were crowned with the triumph of the ascent of Mount Elias, of which a full report has just been published and translated into English. The mountain had been attacked many times unsuccessfully by American climbers. The clever guide, Petigas, who accompanied the Duke, explained to me the difficulty of the ascent. It appears that it is specially hard, not only because it is one of the highest in the world, but because it is also an Arctic mountain. On other mountains you find snow and ice about the middle of the ascent; at Mount Elias, however, the ice begins almost at the foot, and the higher rocks are shrouded in eternal mist.

CAPTAIN CAGNI, SECOND IN COMMAND.
From a Photo.

The second in command was Captain Umberto Cagni. He also belongs to the Italian Navy, and is the son of an Italian general. A fair-haired, strongly built, and handsome man of thirty-six, full of intelligence and energy, he was chosen by the Duke because the latter had already experienced his great qualities of courage and resource. The other two officers were Lieutenant Franco Querini and Dr. Achille Cavalli. Querini, a man of thirty-one, had already gained the medal for military valour in connection with the disorders in Crete in 1897. It will be remembered that during the Cretan troubles a Turkish company of gendarmes revolted and killed their own colonel, afterwards shutting themselves up in the barracks to resist the international troops. Querini led the troops who forced the entrance to the barracks and arrested the mutineers. He belongs to a noble Venetian family, from which at the time of the Venetian Republic were elected two Doges. Cavalli was doctor to the expedition, and had besides to take charge of the botanical and zoological observations.

The four Alpine guides were a special feature of the expedition, as they had never before been used in the Arctic regions. The Duke chose them, thinking that their ability and skill in dealing with Alpine ice would prove valuable in dealing with Polar ice. Nansen did not believe that they would be useful in this sense. He admired them as strong men, but he thought that they would find conditions utterly different from those to which they had been accustomed. The result seems to tell in favour of the guides, because of the four people who have reached the highest point two were guides. The chief of the guides was Guiseppe Petigas, a man of thirty-eight, well known in the climbing world. The others were named Felice Ollier, Fenouillet, and Savoie. There were besides two Italian sailors, Giacomo Cardenti, a young Hercules, and Canapa. Among the Norwegians the important man was Captain Eversen, who in the opinion of many people is the most experienced navigator of the Arctic seas. Small, grey-haired, grey-bearded, and wrinkled, his was just the face of the sea-wolf. The other Norwegians were Anton Torgrinsen, Henry Stokken, Andrea Andresen, Christian Andersen, Ditman Olaussen, Johan Johansen, Axel Andersen, Carl Christian Hanson, and Ole Johansen.

HOW THE EXPEDITION WAS ORGANIZED.

In the beginning everything was planned quietly, secretly. Few persons knew that in the winter of 1898 the Duke of the Abruzzi was in Christiania, interviewing Nansen and other Arctic experts. Then he bought the *Jason*, a ship that had to its credit many tussles with northern ice. The *Jason* was a whaler, which had been used for seventeen years in the seal fisheries by Captains Larsen and Jacobson, and had been used too by Nansen in his first Greenland voyage. Mr.

Archer, the shipbuilder, of Larwik, undertook to refit her, and to put her in condition to resist the pressure of the ice. The ship was painted grey, and had the Savoia Cross depicted on the stem. She was rechristened the *Stella Polare*, and a black star on a white field was hung upon the mast. The length of the ship was about 150ft., her width 31ft., her depth 16ft., and her capacity 495 tons. She was, of course, a sailing ship, and possessed very wide sails, being fitted like a brigantine; but she had a small engine for steaming, which gave her a speed of five miles an hour. The engines had to be used only in an emergency or when it was impossible to proceed in any other way, because the coal, which was the best Welsh coal, had to be economized, its chief use being to keep the crew warm in winter. All the interior of the ship was refitted in view of the special purpose to which it was to be put. A place had to be found on deck for a hundred and twenty dogs, who were to play a leading *rôle* in the most important part of the expedition. A saloon for the officers and one for the crew were constructed, and were comfortably but simply decorated and furnished, the only ornaments in the saloon being the portraits of the King and Queen of Italy, to which, by a happy thought of the Duke, were added those of the King and Queen of Norway and Sweden, from the shores of whose country the travellers set forth.

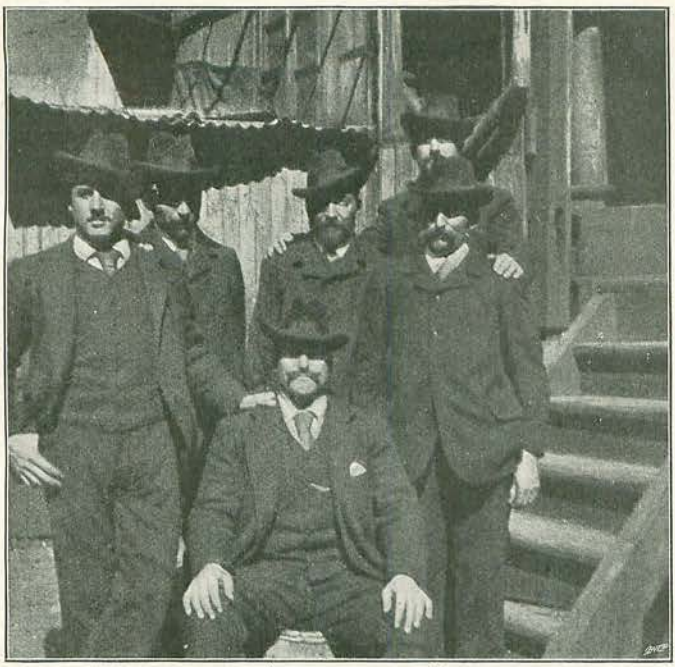
DR. ACHILLE CAVALLI, MEDICAL OFFICER.
From a Photo.

In the early spring of 1899 the Duke was again in Christiania, this time to arrange for the provisions and the apparatus. These were collected from every country—food and wine from Italy and elsewhere, instruments from Germany, waterproofs from England, furs from Russia. The Duke personally inspected and tested everything. One may almost say that nothing entered the vessel without passing through his hands. Nansen said to me: "I appreciated at once the seriousness of the enterprise when I saw the Duke, instead of giving orders, doing things himself. This is the best test of the qualifications of a man for such a business. He must be willing and able to do everything. A leader must trust only to himself."

The quantity of provisions collected was immense. They were prepared to last for three years, but Nansen thought that there was enough even for five years. In organizing this mass of material the Duke showed his practical nature. They were stored in 1,500 boxes, each box of such dimensions and weight that a man could easily move it. The boxes were in four classes, distinguished from one another by coloured stripes. Black stripes were used for food boxes. The staple food was rice, biscuits, salt meat, and bottled vegetables, besides 1,000 bottles of wine.

LIEUTENANT FRANCO QUERINI, WHO WAS LOST.
From a Photo.

The food was so disposed that each box contained all the various items of the daily meals. The cases containing clothes had a green stripe. In them, besides the ordinary sailors' equipment, there was the Esquimaux equipment for the winter. The boxes of scientific



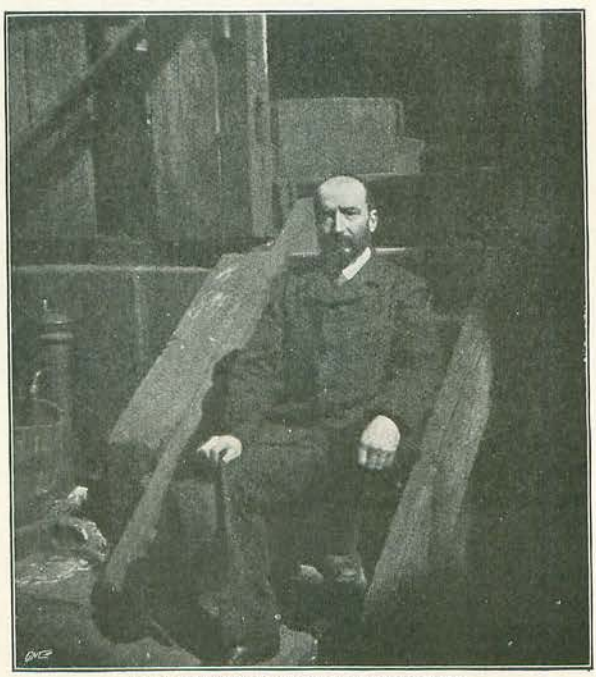
THE TWO ITALIAN SAILORS (IN THE FOREGROUND) AND THE FOUR GUIDES.
From a Photo.

instruments bore red stripes. Useful miscellaneous but not necessary articles were in boxes with yellow stripes. Amongst these were things that had probably never entered those regions—packs of cards, chess-boards, lottery-bags, a guitar, a phonograph, a graphophone, a musical-box, with a full repertoire including the Italian Royal March, and extracts from the operas "La Bohème," "Manon," "Mefistofele," "Rigoletto," "Profeta," "Cavalleria Rusticana," "Lohengrin," "Tannhauser," "Gioconda," "Pagliacci," "Puritani," and "Donna Juanita"; there was also a good collection of fireworks. It may seem to some that these things were not worthy to occupy useful space in the ship. But the Duke regarded it as vastly important that the spirits of the men should be kept up by every means. To possess, up there in the dark, these small things that suggested that they were not entirely cut off from civilization was an incentive to cheerfulness. All the cases were so disposed in the ship so that in the event of a disaster happening the most useful could be promptly identified.

THE PROGRAMME OF THE EXPEDITION.

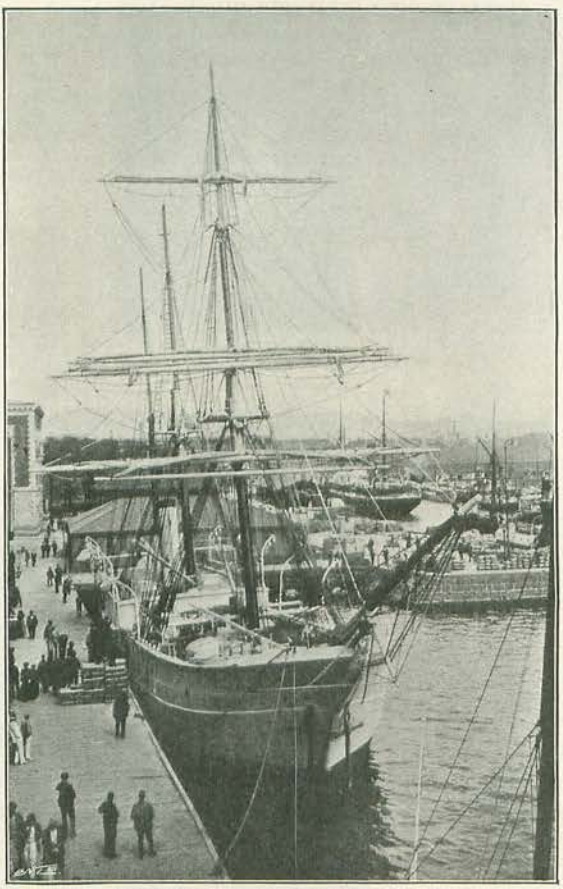
If the Duke did not care for publicity as to the organization of his party, all the more was he bent upon secrecy as to his programme. He particularly did not want it to be thought that his chief aim was to beat previous records and to reach the Pole. His expedition was to be specially in its object a scientific exploration of the Arctic regions. To go farther north is naturally the object of every explorer, simply because every explorer wishes to study the less-known regions; but the scientific study of the places through which he had to pass was the Duke's first object.

I see that an English newspaper believes that the Duke took his programme from Nansen. Nothing could be more inexact



GUISEPPE PETIGAS, CHIEF OF THE GUIDES.
From a Photo.

Nansen himself told me that the first time he had an interview with the Duke he saw that the Duke had already fixed his programme. The information given by Nansen to the Duke had reference mainly to questions of provisions and hygienic precautions. Certainly the Duke was assisted by the experience of Nansen, because part of the return route of Nansen was on the same line that the Italian explorers had to follow going north. As the Italians had to go through Franz Josef Land they were also indebted to the experiences of the English traveller, Jackson, whose book, "A Thousand Days in the Arctic," was published just a few weeks before the Duke started. But the secrecy kept by the Duke was such that an English paper, usually well informed about such things, has said that the route followed by the Duke was practically the same as Nansen's, adding the curious explanation that the *Stella Polare* had, perhaps, reached a more northerly point, because she was lighter than the *Fram!* The two routes were so different that we may say in one sense that the Duke started where Nansen left off. Moreover, the principles on which the two journeys were based were vastly different.



THE "STELLA POLARE" LOADING IN DOCK.
From a Photo.

A short comparison with Nansen's voyage will serve to illuminate the Duke's idea. As is well known, Nansen, having discovered on the Greenland coast some remnant of a wreck that had happened on the Siberian coast, formed the theory that a great ice-current drifted from Siberia to Greenland, passing through the Polar circle. So he hoped to reach the Pole by letting his ship drift with this ice-current. With such an idea he sailed along the Siberian coast, taking his ship to the new Siberian island. Then the ship was inclosed by the ice. The current existed in reality, and the ship was brought north, but not quite in a direct line, and it touched only near the eighty-sixth degree. The sledge expedition was undertaken only when Nansen saw that the ship was not going directly north, and it got from 84deg. to 86deg. 13min. 6sec.

The Duke, on the other hand, had devised the notion of going north simply with sledge expeditions. According he took his ship to Franz Josef Land, because he wanted to have a fixed point on *terra firma* from which to send forth a series of sledge expeditions. I say a series, because upon the number of the expeditions results had to depend. The first one had to be short and slow, and the later ones longer and quicker. So to say, each trip had to be a basis for the next, because it had to construct depôts of provisions for the following ones, and because the knowledge acquired by each trip would make the progress of the following ones much quicker. In the first year the expedition had not to reach very far, but to establish a sound knowledge of the surrounding country and to afford experience to the men engaged upon it; whilst trips in the second year, and

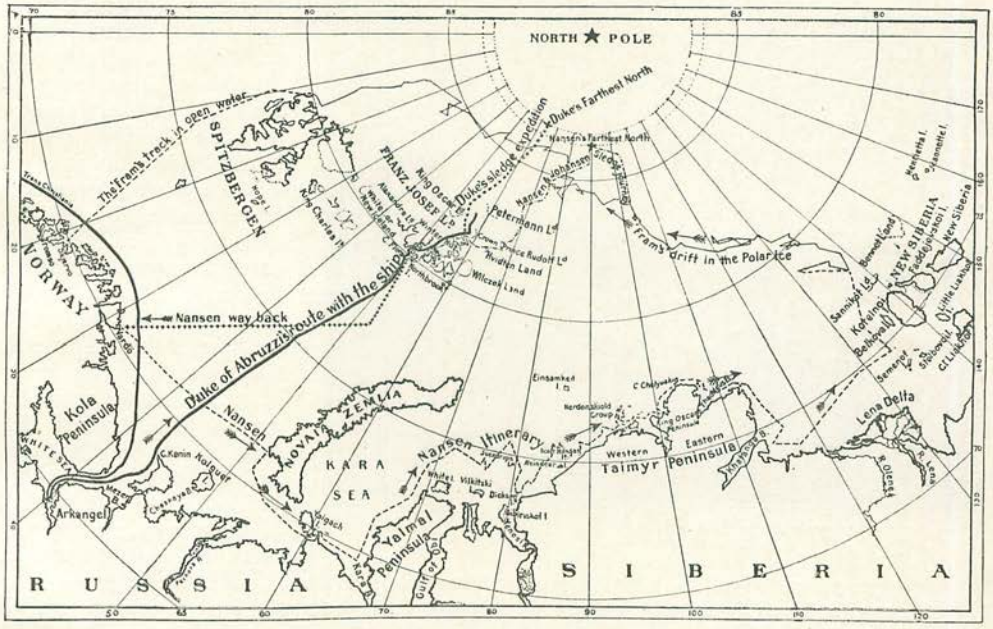
especially the last trip of all, should reach as far north as possible.

I may add here that the Duke had with him a small balloon to be used on Andrée's lines. Eclecticism was the note of the expedition. All the devices of previous explorers were to be tried.

THE VOYAGE AND ITS RESULTS.

Now that we know how the expedition was organized and what was its aim we can follow its progress. The *Stella Polare* started on June 12th from Christiania; on the 22nd it touched Tromsoe, on the 26th it reached Vardo, and on the 1st July Archangel, on the Russian coast, where the kind of Arctic post-office. On one of the huts left there by Jackson was a notice-board intimating that any letters deposited would be brought to civilization by the whaler *Capella*, which was to repass there on August 15th.

The Duke, whose scientific instruments were of great precision, was here able to correct a geographical error, and to establish that Cape Flora was ten geographical minutes more eastward than had been previously believed. In Mr. Jackson's hut were placed provisions for eight months, to be utilized if they should have later on to seek their safety there. On July 26th the *Stella Polare* left Cape Flora and tried to enter the Arctic British



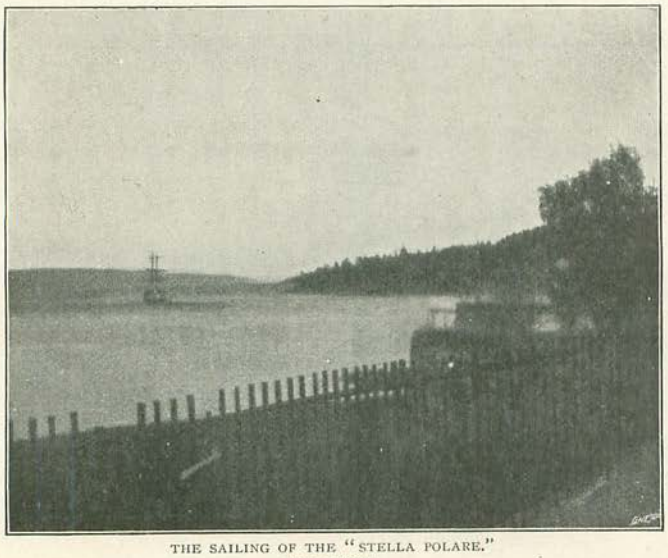
MAP SHOWING THE ROUTES TAKEN BY THE DUKE AND BY NANSEN.

famous Siberian hunter, Kontheim, brought the Duke the 120 dogs collected for him by order of the Czar. The Grand Duke Vladimir went to Archangel to say "good-bye" to the Duke. On the 11th July the *Stella Polare* left Archangel amid "hurrahs" from the English, Russian, and Scandinavian merchant ships collected in the port. From Archangel to Cape Flora, in Franz Josef Land, the vessel had a good passage. It was blockaded by the ice for sixteen hours only, but was freed by a strong westerly wind that swept away the fog and scattered the ice. Cape Flora was reached on the 21st of July, and there the explorers were able to use a Channel through the Nightingale Channel. It was found impossible. She tried then to round Alexanderland, but met unassailable barriers of ice. Going back to the Nightingale Channel and trying again, she succeeded at length in breaking with her bows the fresh strata of ice about thirty inches thick, and, sailing through a short canal opened in the ice, she reached the open sea on the 6th of August. The evening of the same day the expedition was able to send its last farewell to civilization.

They met, in fact, the ship *Capella*, which had on board the American Wellman expedition, then just coming back in sad condition, having lost some of its members, whilst

Wellman himself had a broken leg. To the *Capella* were intrusted some letters, one of which from the guide Petigas described the life on board the *Stella Polare*.

"The days and the weeks pass without our noting them," he wrote. "We rise at half-past six in the morning. At seven we feed the dogs. At eight we breakfast, and at twelve we dine. Then we work till half-past six. Then we have supper, we smoke, we play cards or chess, or read till bed-time. It is not at all cold. Rarely does the thermometer descend below zero. Yesterday the sun shone gloriously. The ice reflected it with blinding light and brilliant hues.



THE SAILING OF THE "STELLA POLARE."
From a Photo.

The ship has withstood all the assaults of the ice. It is splendid to see how it breaks the ice sometimes three or four feet thick. At other times, when the ice is extremely thick, we throw the ship against it at full steam. Then she goes over it and breaks it for forty or fifty yards. The Duke is always on the watch on the bridge, and loses no chance of making progress. Sometimes he does not come down even for his meals. Whenever we get the smallest passage he orders us to go on, and we are glad of it, because the more we advance this year the less we shall have to do next year."

At the same time Lieutenant Querini wrote: "I have good news to give. We have been ten days in the British Channel struggling with the ice, but now we are in open water north of Eton Island." And this was the last news brought by the whaler post of 1899.

Now we know what happened afterwards. The *Stella Polare* went along the British Channel and reached 82deg. 5min. No other ships had gone so far north by water. The *Fram* had gone farther, but on the ice.

Professor Reusch, President of the Geographical Society of Norway, told me that he did not believe that the *Stella Polare* could go higher than 81deg.; but the Duke, with Captain Eversen's help, achieved the result above named. The ship did not stay for the winter at 82deg. 5min., because she could not find a good station there. She came back and took shelter in Table Bay at 81deg. 47min. Hitherto all had gone well, but now came misfortunes. The ice grew thicker and thicker round the vessel, threatening to smash her, and at last on the 8th of September an avalanche of ice falling on her side broke it, and the water began to rush in. The moment was critical. It seemed as if the ship must sink, but luckily an enormous spiral movement of the ice threw her upon a great and solid plateau of ice, where she was safe for the time. But the result of this mishap was very grave. The broken ship was no longer habitable. All the comfort prepared within her was lost. Instead of the commodious home that the vessel had offered, the sailors had to construct a refuge with two tents, each 20ft. long, over which was erected a tent larger still, whilst over the tent were stretched some sails, and planks were put all round. Between the two tents was placed a stove for warming and cooking. Every man had upon his bed a covering made of wolf-skin and filled with goose feathers.

The cold was terrible the first night in the tents. Even the boots were frozen. But the falling of the snow soon offered a better protection, and they began to be comfortable. For the dogs was constructed a wooden kennel, and one of the chief pieces of work during the winter was to clear away the constantly falling snow from it. The Christmas was celebrated with great solemnity, and the New Year's Day was honoured with a brilliant display of fireworks.

The officers during the winter attended

to scientific studies, under the direction of Captain Cagni, paying particular attention to ocean currents, the magnetic Pole and its influence, the luminous phenomena of the Polar nights, the formation and extension of the ice, the thermic system of the Arctic atmosphere and seas, the mensuration of the earth's crust in those regions, and the Polar fauna.

Up to this time the health of the party had been good, but on Christmas Day, as the tent was surrounded by ice, Cagni and the Duke went to practise with the sledges, and were both frost-bitten. They saw their own hands grow suddenly white, then black. Two of the Duke's fingers were so affected that at first it was thought that his left arm would have to be amputated by the doctor. Ultimately it was found only necessary to remove the tips of the fingers. From that time his health was not so good as before.

He had to stay four months under the tent, but could not endure to remain in bed, where he stayed only one day. After this he busied himself in preparing the sledge expedition.

This expedition tried first to start on February 28th, but the cold was too bitter; the thermometer marked 52deg. below zero, C.; the dogs died of cold, and after two days the expedition came back. It started again on March 11th with thirteen men, thirteen sledges, and 108 dogs. They found the condition of the ice terrible. It rose in big broken masses like rocks, and sometimes a passage had to be cut through it with axes, at a great cost of labour. From the first days it was seen, too, that the food was consumed much more quickly than had been expected. It was accordingly decided to make the expedition smaller. Lieutenant Querini, the guide Ollier, and the Norwegian sailor Henry Stokken, on March 21st were sent back with ten days' food. They never arrived; they were seen no more. Captain Cagni fears that, as in the meantime the temperature had grown much warmer, they may have fallen in some of the canals of water opened in the ice. There is only a faint hope that they may not be lost, and that they may succeed in reaching some winter refuge.

On March 31st another detachment was sent back, composed of Dr. Cavalli with the guide Savoie, the sailor Cardenti, and the other Norwegians, with twenty-five days' food, and they arrived safe. There remained now on the expedition north only four Italians—Captain Cagni, the guide Petigas, the guide Fenouillet, and the young sailor Canapa. Up to the eighty-fifth degree the ice remained rough and most difficult; but beyond that point it was better, and stretched in front in great levels, over which the sledges slid beautifully. But the food became more and more scarce. The explorers were already compelled to live almost exclusively on dog flesh. But the men were enthusiastic; sometimes they went on for twenty-four hours all at a run; they wanted to reach the eighty-seventh degree.

On April 24th they touched 86deg. 33min. at 65deg. of longitude. Then Captain Cagni thought that to go on would be rash, and that his responsibility compelled him to order a retreat. Steps were retraced on April 25th. But the way back was very long and slow. They arrived only on June 23rd. The journey forward had taken forty-five days; the journey back took fifty-nine days. The journey north had shown that there was no land. Neither Peterman Land nor any other came ever in sight. The ice hung as a roof on the sea, and so being more level had made the progress easier; but on the return a new and terrible danger threatened the explorers.

The boundless ice-plain had disappeared: it had broken itself in floating islands of ice. The explorers were no longer masters of their course; they could no longer drive; they had often to float with these islands of ice, trying to direct them by means of sails. The drift of the ice-current discovered by Nansen threw them continuously westward; to make head against it they had to change again and again the direction of their course. At last on a clear day they discovered Harley Island; they had been driven 44min. more southward than Teplitz Bay; they had to turn north again, and through Alexander Land, crossing the sea canals on icebergs, reached at last Cape Brorock; and thence got to Teplitz Bay in twelve hours. There the Duke and Cavalli were on the look-out for them. They were safe, but only in the nick of time; all the sledges were lost, and only seven dogs were left.

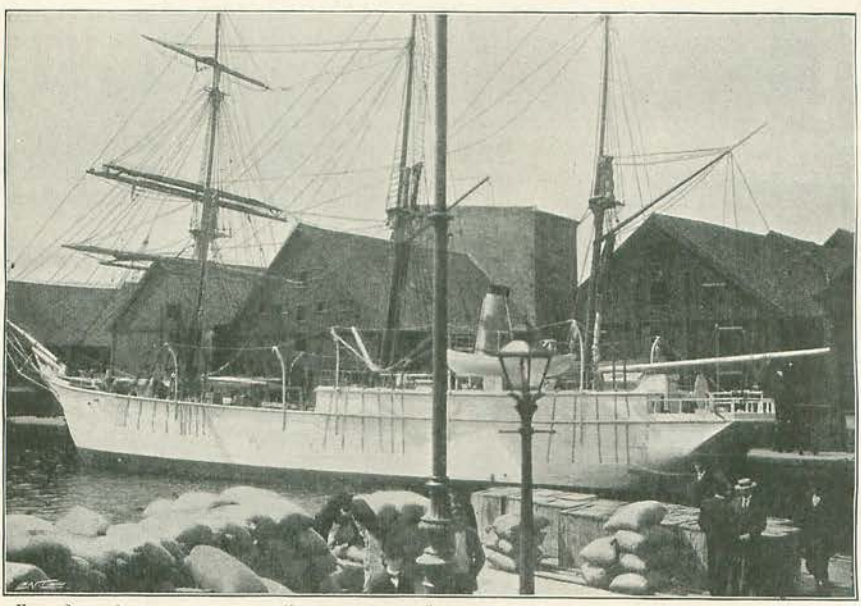
In the meantime, the carpenters worked desperately to mend the damaged vessel. To stay there another winter was not to be thought of. Already so badly shaken, the ship could not have stood another onslaught of the ice. On the 8th August the restored *Stella Polare* was free from the ice. After discharging the greater part of their provisions in the Bay, and forming a depôt for two years to be used by their lost companions, if they should chance to reach it, the ship

started, and in one day reached the British Channel, but found herself in a trap. The Channel was obstructed by ice. For sixteen days she struggled with the icebergs; many times the crew in imminent danger had to leave the ship in small boats. At last the open water met their gaze, and on the last day of August the *Stella Polare* touched Cape Flora again. There they found the post left on July 12th by the *Capella*. Amongst the letters was one from King Humbert. Whilst that letter was lying at Cape Flora the King had fallen a victim to Bresci's bullet.

We can now sum up the results of the labours of the Duke and his comrades. First of all, we see that the expedition was

Another record is the *Stella Polare's* having reached 82deg. 4min. by open sea. Its most brilliant success is, of course, the sledge expedition led by Captain Cagni. Moving from 81deg. 47min. it reached 86deg. 33min. — that is, it covered 4deg. 46min. As coming back it went 44min. south-west of the point from which it had started, one may say that in 105 days it covered 10deg. 54min. —that is, about 750 miles.

I told you what was the opinion of Dr. Nansen when the expedition started. I could not better close my short exposition than with the opinion of Nansen on its success. Speaking to a friend of mine in Christiania, Nansen said: "They have sur-



From a] THE "STELLA POLARE" ONCE MORE IN DOCK. *[Photo.*

able to develop only half its programme, having been compelled by the accident to the vessel to compress its work into one season. Notwithstanding that, it has established a new record. Comparing this with the previous records, we find that 82deg. was reached by Payer, in 1874; 82deg. 45min. by Parry, in 1877; 82deg. 54min. by Beaumont, in 1876; 83deg. 20min. by Markham, in 1876; 83deg. 24min. by Lockwood, in 1882; 86deg. 14min. by Nansen, in 1895; and 86deg. 33min. by the Duke of the Abruzzi's party, in 1900.

passed every expectation. They have gone through a region where man had never been; they have succeeded in determining the most northern boundaries of Europe. They have shown that from Franz Josef Land to the Pole there is nothing but sea." And in the brilliant speech with which he greeted the arrival of the Duke and his companions in Christiania he said, with felicitous courtesy: "You are continuing the great traditions of Polo and Colombo; you, sons of the Land of the Sun, have gone farther North than any Northerner as yet."