

ADVENTURE TO THE POLE

AN IMAGINATIVE ROMANCE OF ARCTIC EXPLORATION. WRITTEN FOR THE DISPATCH BY HERBERT D. WARD.

SYNOPSIS OF PREVIOUS CHAPTERS

In a sleeping car journeying from the West to Chicago are six chance acquaintances, Millionaire Vanderpool, of Chicago; Prof. Willard, inventor of the Aeropole; Sergeant Willard, who was with Green and Lockwood on their Polar expedition; Royal Sterne, a technical instructor at the University of Chicago; Fred, a young man who is an expert in the use of the Aeropole; and a young woman who is an expert in the use of the Aeropole.

CHAPTER VII. THE HIGHEST ALTITUDE

The four men confronted each other in alarm. The white face, the drawn expression of the leader of the expedition, alarmed the three men who were left in the cabin. The excitement of those who had seen the man in the abandoned ship below them communicated itself to the chief of the party and added thereon deeper lines of anxiety.

"What is it?" they simultaneously cried. "There's a ship below and a fellow was hanging something on it—that's all," said Jack Hardy, almost beside himself at the first evidence he had seen of Arctic horrors.

"What's up with you?" "Where?" demanded the Sergeant impatiently, disregarding the last interrogative. The anxious frowns of his face deepened still more. He knew too well what Polar abandonment and Arctic despair meant.

"There!" pointed the tutor. "Use this glass—look!" "Can't we stop and take him in?" asked Royal. "Of course we must."

"We can't!" This cold-blooded answer came from the tutor. "I saw the man at the window at the doorway, every nerve quivering. 'My God!' he ejaculated, putting one hand to his brow. 'We can't! We simply can't!'"

"At this extraordinary speech, which emanated from the sensitive lips of the most tender-hearted man among them, Jack and Royal started forward with a mutual glimpse of horror. They knew too well what the man in the abandoned ship below them had given their last cent or shared their last mouthful to keep a fellow creature from suffering. It was impossible to believe that the man in the abandoned ship had been himself steeped in suffering, should not have the same sentiments. Simultaneously the thoughts passed through the minds of the three men. They had clutched him again, and turned his eyes to the sea.

"What—do you mean?" demanded Jack Hardy. "You wouldn't let a fellow die in your sight? I say, stop the car and let's go to him."

"That's the ticket," added Royal Sterne with quivering lips. "I saw the man at the window at the doorway, every nerve quivering. 'My God!' he ejaculated, putting one hand to his brow. 'We can't! We simply can't!'"

"The heroic tone of the Sergeant's voice died in the young man's ears. They turned back. They perceived that some unforeseen danger menaced their expedition, perhaps fatally. The tutor looked on dispassionately. "You are a white face to the inventor, 'is it safe for you to lose the Aeropole down?'"

"The word 'safe' was uttered in the tone of a man who is questioning a madman. The four turned their gaze upon the haggard engineer. He shook his head hopelessly and turned away.

"But he's not dead," said the Sergeant, "but her about. 'We will return to the abandoned ship. Let us descend to an altitude of 200 feet. What's her speed now?' Returned to the tutor anxiously.

"The youngest member of the expedition counted the air gauge, and answered: 'One hundred and fifty-two.' At these words, not in themselves painful, the Sergeant and the inventor exchanged meaningful looks.

"What does the dickens is the row, anyway?" queried the tutor. "I am not going to hear the ignorance of the apparent mystery any longer."

"I will tell you in a few minutes, unless we have done and done the unfortunate man below," replied the chief. "By this time the airship had described a huge circle, and was making back for the scene of aviation and disaster.

GRACEFUL BEAUTIES That Will Grow Luxuriantly at the Beck of the Young Gardener.

PLANTING THE LITTLE SEEDS. Wonders Wrought by May Sunshine and the Spring-time Showers.

USEFUL HINTS FOR THE AMATEURS

Nothing is so delightful for our young people, especially our girls, than home gardening. It is a healthful recreation and a gradual collapse. She is slowly but surely giving out. He again looked at the tutor inquiringly.

"This is a go. How near can we come?" exclaimed Jack Hardy. "I vote we go back as far as we can. If we've got to be stuck anywhere with a dynamo engine, I vote to be near home as possible."

"No," answered the Sergeant decisively. "Go ahead. Safety lies in advance. Rejoice. If we must need any one anywhere except at the Pole."

"One hundred and fifteen!" interjected the tutor. "If we can only hold out five hours," thought the leader to himself. Every mile gained by air was equivalent to five hours' march on foot.

"How can he eat what will be frozen as hard as iron?" "This thought, which was probably the truth of the dismal matter, affected the company aboard the Aeropole according to their temperaments."

"Poor, poor fellow!" breathed the tutor, "I'll bet he'd give a thousand dollars for a luncheon." "I'll bet he'd give a thousand dollars for a luncheon," replied Jack Hardy, dryly.

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TRAINING THE LIONS. The Fellow That Roars as a Bluff Is the One Easiest to Teach.

A GREEN EYE MEANS DANGER. How the Professional Goes at It to Put Up One of His Tricks.

COLONEL BOONE'S FIRST EXPERIENCE

"No, everyone cannot be a lion-tamer, neither can every lion be tamed." Colonel Boone—big Colonel Daniel Boone, one of the Confederate army, for many years superintendent of the national zoological gardens of Peru, and at one time military instructor in the Peruvian army—was talking to me about lion taming.

He had just finished an exhibition with his own trained beasts in the theater near his home. The first great cat had slept until the Colonel's step upon the floor awakened them—slept much as house cats sleep, rolled together gracefully, their paws intertwining and their heads thrown backward for comfort.

"The Tricks That Are Popular." Then they went through their tricks while the band played, and the audience kept very still. Only once did the people applaud, and that was when the first assistant drew her head from the mouth of the ugly, snarling lioness. But all was quickly stilled when the lioness rolled herself full length upon the floor and rolled and played with the biggest of the lions as if they were kittens.

"The most terrible of insects are the 'driver' ants of West Africa," said an entomologist in a Washington letter. "They are so called because they drive before them while on march all other living creatures, no animal being able to withstand them. No beast, however formidable, dares to cross their track, and they will destroy in a single night all the crops and fowls on a farm."

"When a lion dines by putting its mouth into the lion's mouth, it is a dangerous thing to do. My left arm has no muscles from the elbow up. It is a dangerous thing to do. My left arm has no muscles from the elbow up. It is a dangerous thing to do. My left arm has no muscles from the elbow up.

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HALF A MILLION HOOPS. Two Shops Turn Out All the Boys and Girls of America Use.

LARGELY A HAND PROCESS. How the Strips are Given a Path Before Pending Into Shape.

UNIQUE FORMS TO PLEASE THE EYE

The youngest clerk in any big wholesale toy store knows that "hoopoes" mean rolling hoops. How they came to be called hoopoes is the toy trade's most interesting story. Even Father Johnson, at one time the largest manufacturer of hoopoes in America, could not give me a reason.

"They have always been called hoopoes by the trade," he said to me, "but never by the boys and girls who roll them. When I was a youngster we always called them rolling hoops as the children do today."

Ten years ago there were about 3,000 grooves, or 432,000 rolling hoops, made in this country. Last year the same number were sent to market, no more and no less. The hoop-making industry has not kept pace with the increase in population, because of the popularity of the bicycle, bicycle and other rival toys. Boys would rather ride on a bicycle than roll one. So, today, 65 men in two factories, one in New England and one in New York State, make the half million hoops that are sent out annually. The two factories are in small towns where there is good water power and plenty of hardwood timber. The boys who roll hoops are mostly from the country, and are found directly at their doors. Mr. Johnson once had a large hoopoe factory in New York City, but he was forced to abandon that line of business because he could not compete with the country manufacturers.

With the exception of the sawing the work in making hoops is done by hand. The best wood is the American ash, which is also the best wood for kite frames and other toys requiring lightness and strength combined. The next best woods are the oak, chestnut and a species of basswood called whitebark by the manufacturers. The ash hoops cost more money than the other kinds, and is worth it, as it really outlasts two made out of inferior woods. Great care is taken in selecting logs for the hoopoe factories. They must be from trees of second growth, straight and free from knots. The logs are hauled to the mills in the fall and early winter. The hoop-making season begins in December and ends in May.

The largest hoops sold are 48 inches in diameter. The smallest ordinary size is 22 inches. There are also hoops of 18, 20, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100 inches in diameter. The hoops are made of one piece of wood, and are rolled from one limit to the other. The logs have been selected they are sawed into boards half an inch thick. This is a little thicker than the hoops, and is rolled from one limit to the other. The boards are put on a table from the top of which protrude the sharp edges of 6, 8, 10 or 12 circular saws which are set half an inch apart. Over these the logs are passed, and the saws cut them into strips of sawdust in clean, smooth shavings just after an inch square. After this they are taken to the hoop-making machine, and tapered down to a fine edge so that when they are joined together there will be no lump to prevent their rolling smoothly.

Steaming the Strips for Bending. Now they are ready for the steam boxes. The strips are long cloths made either of wood or iron. Steam pipes empty into each end of them. The slender strips are piled in the steam boxes, and when they have become softened and pliant the steam is turned off and the workmen take out the strips one by one and shape them over the forms. They are then tapered down to the ends about 2 feet long and varying from 22 to 48 inches in diameter. For every size of hoop there is a separate form. The workmen are trained to make the hoops, and the top of the form and winds the stick around the cylinder until the other end joins the clamped one. Then he takes a tack from the form and makes the hoop tight, and nails the ends firmly together. He then slips it off of the form and the hoop is put away in the racks. The painted hoops are merely dipped in varnish, and then hung up to dry. The higher-priced or "brass" hoops are painted by hand with a brush. They are called "brass" because of the color of the paint. Along the inside of the rim four or eight sleighbells are fastened, at equal distance apart. When this hoop is rolled it will give a rattling sound which gives pleasure to the ear.

Some of the Fancy Hoops. The chime hoop with a handle is an altogether different affair. The hoop has spokes like a wheel, and is through the axis of the spokes a handle is attached. This hoop is pushed like a one-wheeled baby carriage. The handle is hand-made and painted. The spokes are bright and polished, and the hoop is made of a material which is very strong and elastic. These hoops are made in a variety of styles. One of the prettiest has four wire spokes with little tin washers between them. As the wheel revolves these spokes slide from one end of their spools to the other, while the tin washers give a tinkling sound. A rolling hoop of real beauty is the "star chime." The hoop is made precisely the same as the ordinary hoop, but the only difference consists of a series of colored cords which are rigged from the inner edge of the hoop so that they can form a five-pointed star in the center. The middle of the star is a piece of wood, star-shaped, and gayly painted. Sleighbells are fastened in the cord at the points of the star, and when this hoop is rolled it is the loveliest and most musical of all.

Little girls who like pretty things often use ribbon instead of cord and make stars and other designs in their hoops, with fluttering bows at the center and at the crossings of the ribbons. In the way of games with hoops, American boys and girls are far behind the French. In this country these sports are confined almost wholly to simple trundling and an occasional race. JAMES NORRIS.

Railroad Popularity in Japan. Japan bids fair to rival Great Britain in railway popularity, for although railways have been only very recently introduced there the proportion of passengers to mileage is very high. When the railway from Yokohama to Tokio, 18 miles long, was opened in 1872, there were carried the following year on that line 1,233,071 persons, and 2,172,105 in 1884. There are already 1,128 miles of railway in Japan, and according to the last annual return, 20,388,929 traveled on them in the course of 12 months.

Five-Ants shipped from Dr. King's Great Nerve Restorer. No other after-drift's use. Max's secret. Dr. King's Great Nerve Restorer. No other after-drift's use. Max's secret. Dr. King's Great Nerve Restorer. No other after-drift's use. Max's secret.

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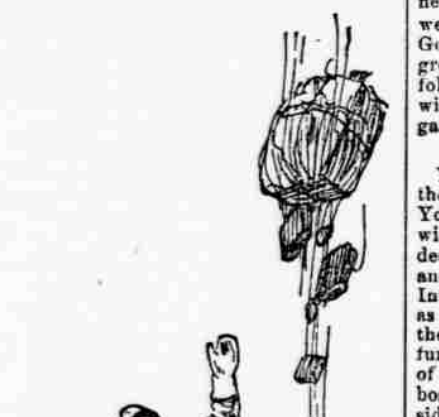
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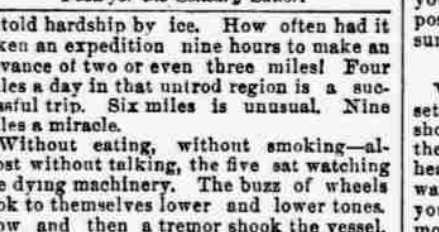
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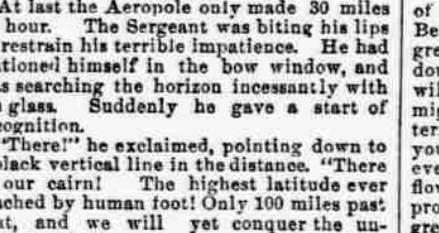
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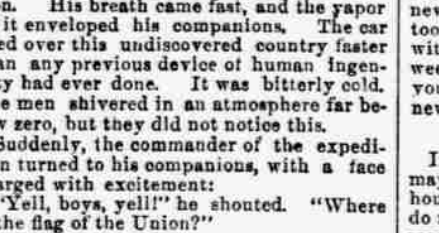
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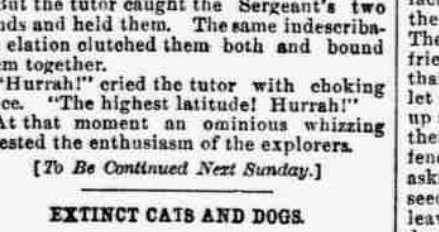
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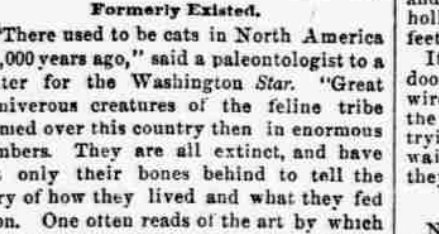
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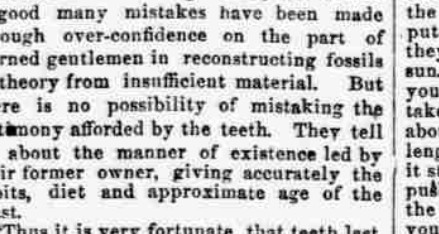
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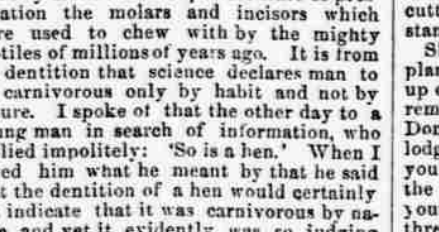
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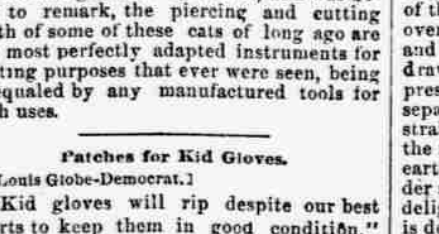
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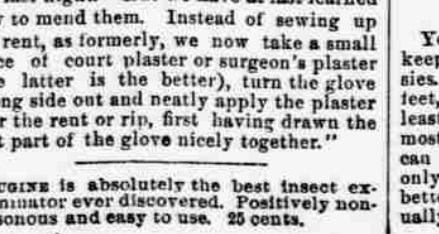
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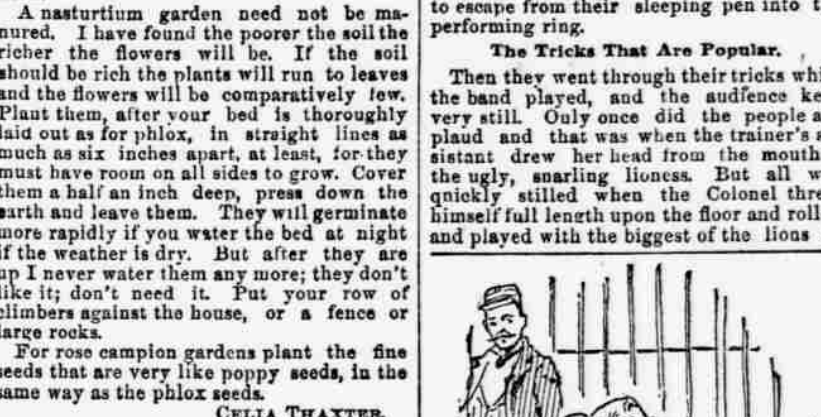
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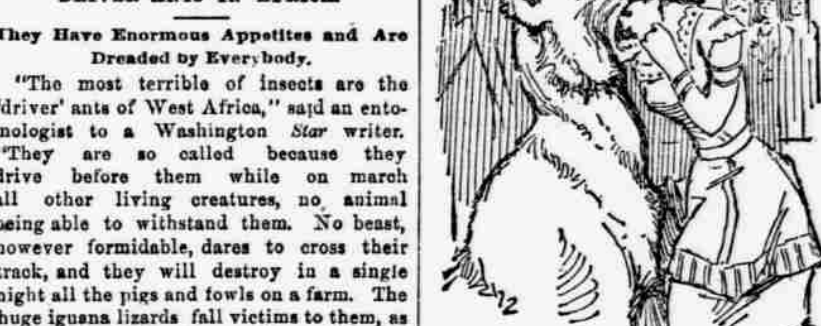
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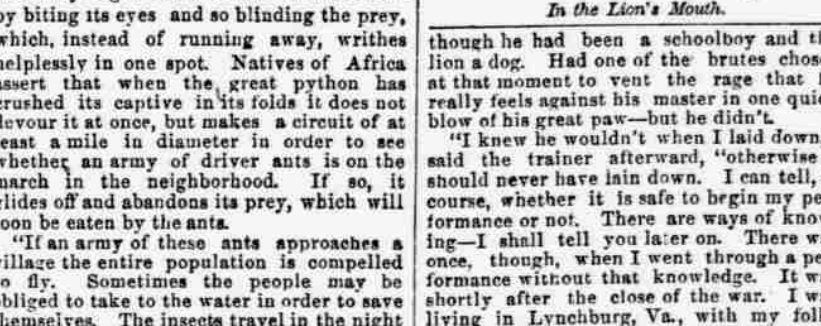
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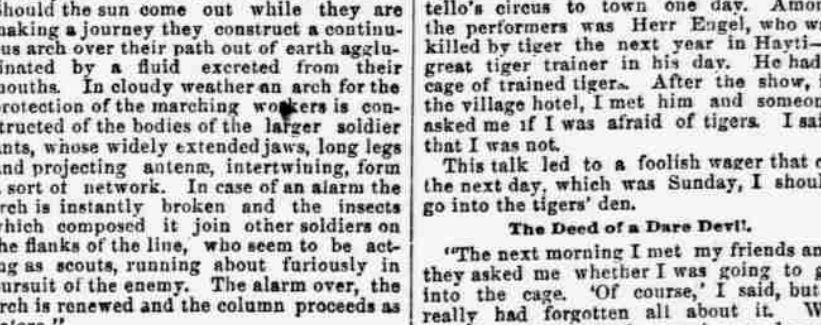
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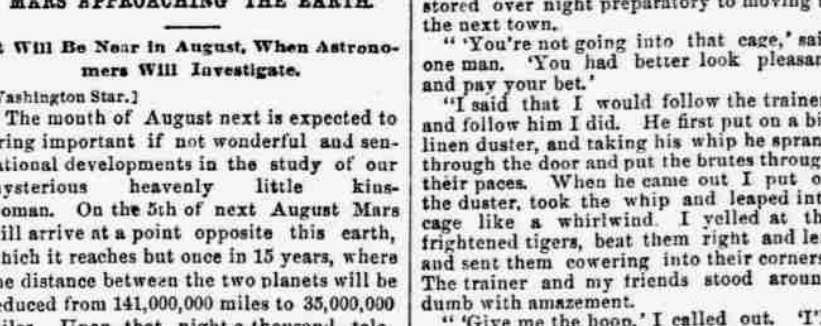
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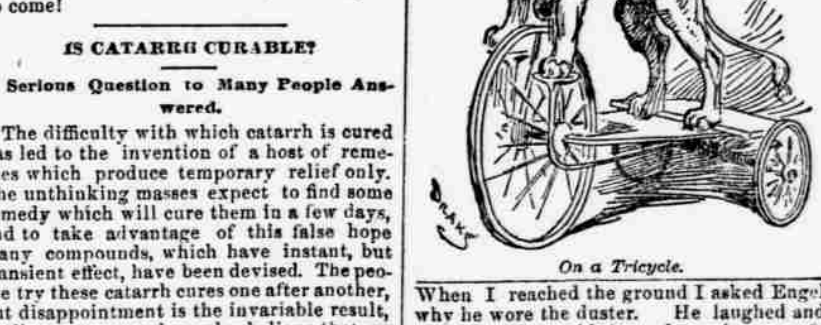
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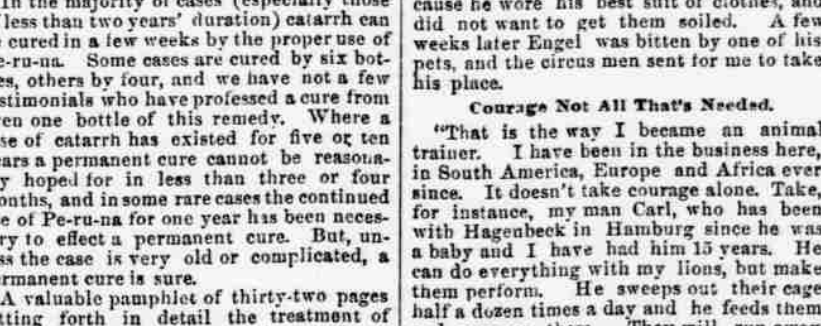
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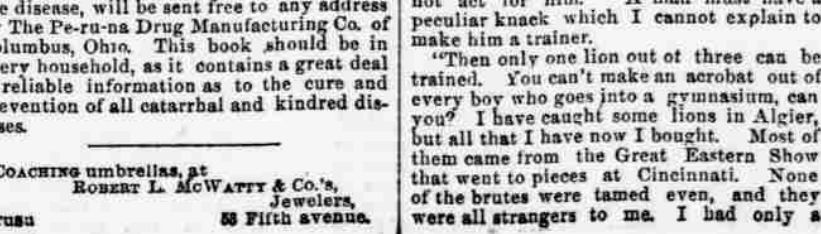
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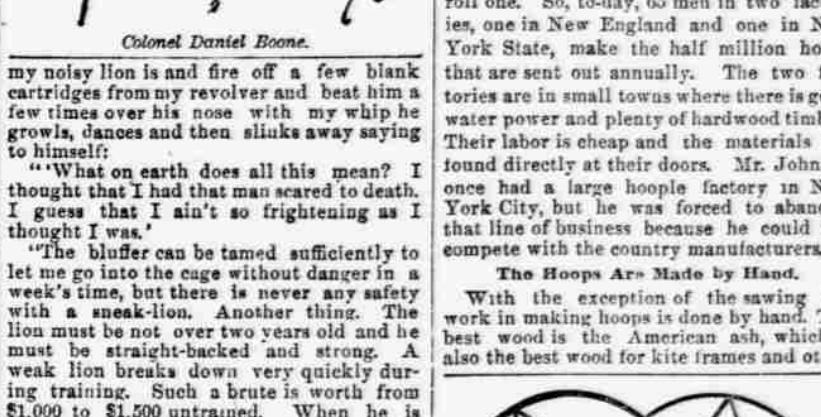
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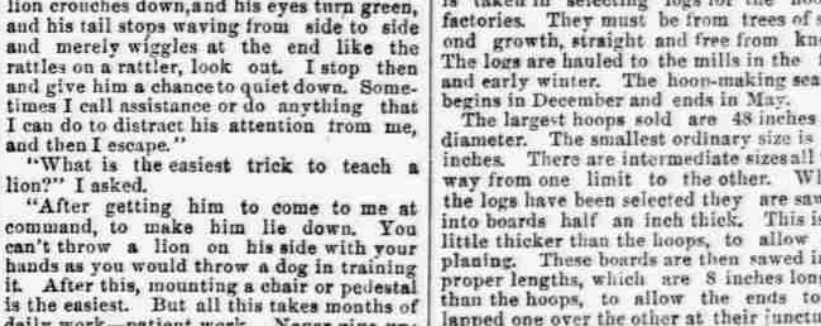
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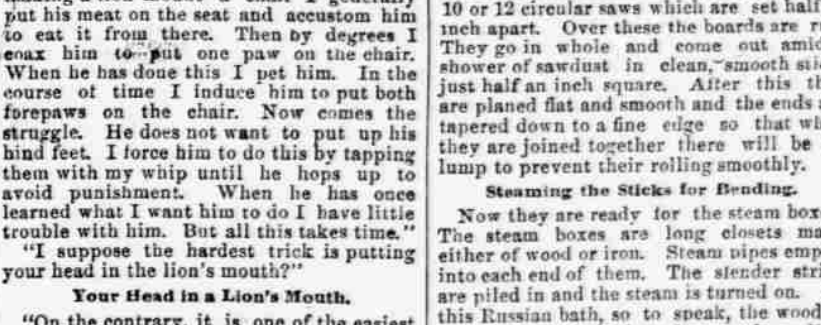
How the Strips are Given a Path Before Pending Into Shape.



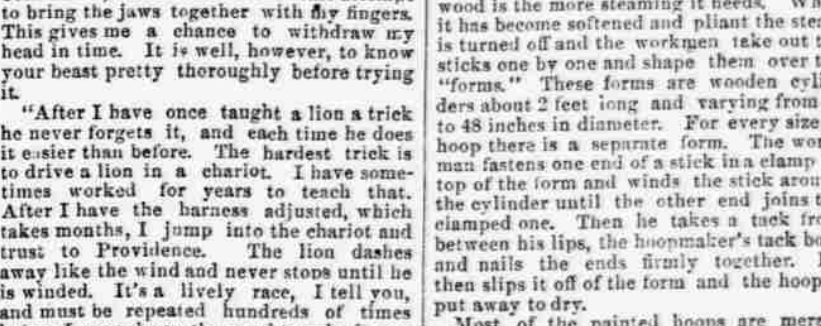
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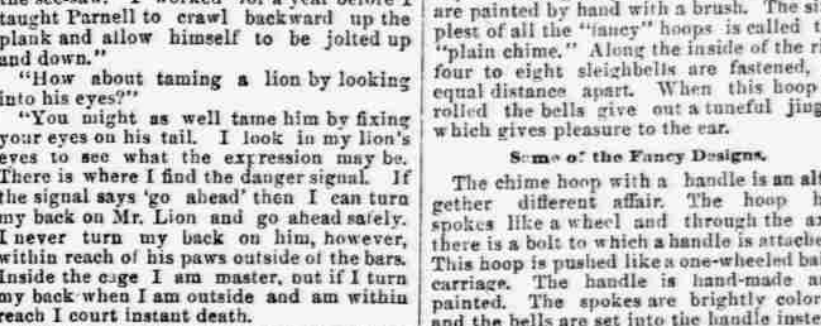
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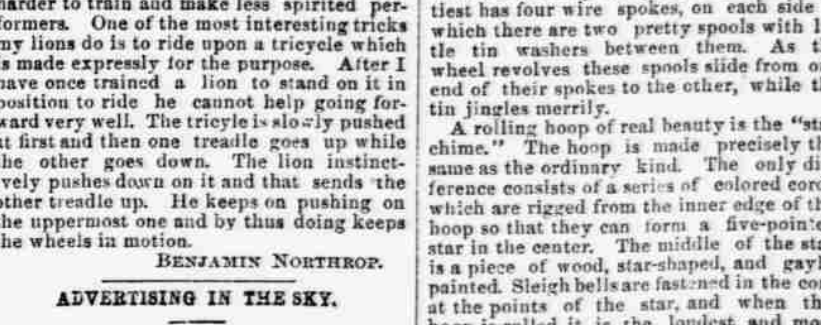
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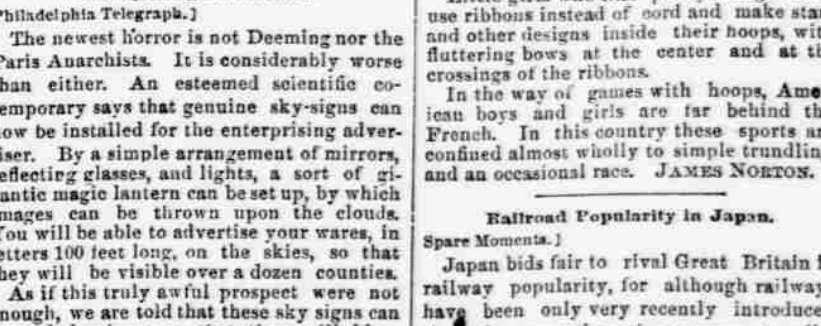
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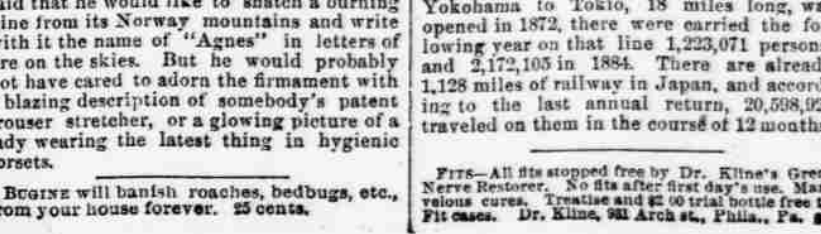
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