

Rand, another former crewmember, who in 1952 married another of Charlie Hildreth's sisters, Alice. The Hildreths are nieces and nephews of Maine's former Governor Horace Hildreth.

Others missing the Mystic, Conn., affair for the Cape Elizabeth wedding will include William Rand Jr. of Lincoln; Stanton Cook of Berkeley, Cal., although Mr. Cook will go part way, but must go to the wedding; Ian White, New York City, the bridegroom; Horace Hildreth Jr., son of the former governor; Charles Hildreth, whose sister is the bride, and David Osgood Jr., Scarborough, Me.

Professor Richard Goddard, professor of astronomy, Dartmouth College, Hanover, N. H., and a crewmember in 1921-22, and 1923-24, won't be there because of the marriage of his daughter, also scheduled for Saturday.

Famed Cape End Explorers Recall Men From Home Who Shipped On Bowdoin

By Helen Bishop

Shortly before the start of the Bowdoin's last voyage, which began yesterday when she sailed from Falmouth for Mystic Seaport, Mystic, Conn., Rear Admiral and Mrs. Donald B. MacMillan reminisced about the Provincetown men who had sailed as crew members with the famous explorer and his wife to the far North. The "Bowdoin" will become part of the permanent exhibit, along with many other famous ships, at Mystic Seaport. On this last voyage, Frank Henderson, now a Prov-

incetown Selectman, the only member of one of the original crews still living in Provincetown, will be aboard, as will other former crew members from all over the country. Of Frank, Admiral MacMillan has this to say:

"He made three trips with me, and one one, in 1927-28, we were frozen in the ice for eleven months. Frank is a fine and fearless fellow, and so active that once, an old Provincetown man predicted 'You'll lose Frankie overboard some day, see if you don.'t" The Admiral laughed and said, "And we did lose him overboard once, but we fished him out. He's a loyal, hard worker, and a master mechanic, an invaluable man to have aboard. He spent 20 years in the Coast Guard, and at one time was in charge of the Peaked Hill Station, as his father, Ben Henderson, had been before him."

Other Men

Admiral MacMillan also spoke of the fine work done by Kenneth Mayo, now a compass adjustor, who went North with the 1927 expedition and assisted in building a scientific station in Labrador. He remembered also the wonderful photographs taken in the ice by Frederick Comee, who went on a dangerous trip in 1933. And of the late Bill Boogar who went as cook for three months one year on the Bowdoin, the Admiral said, "He had one of the finest dispositions of any man I've ever known,

a wonderful asset on a cramped ship. Bill always had a smile, no matter what happened. He was a good mixer, a fine fellow and a fine cook".

Mrs. MacMillan asked, "And what was the real name of another cook from Provincetown? He was called 'Tom Boots'?" The Admiral thought a minute. "Oh, yes! Tony Alexander—lived up to west'ard. A fine sailor and a good cook, always cheerful and good natured."

But it was of the two real Provincetown "characters", both now dead, Jonathan C. Small, known to all as "Jot" Small, and John Bert Bangs, always called "Bert", that Admiral and Mrs. MacMillan had the most amusing memories.

Dried Up, Pint Size

"Jot Small was a little dried up,

pint sized man, with a wrinkled face, and reddish hair," the Admiral said, "His eyes sparkled and he was always waving his hands when he talked. He was in the Coast Guard in his early days, and was lost for hours during the Portland gale in 1898 while patrolling the beach. He was a master boat builder and built the first 'Eskimo Fleet' which used to race here every Saturday. All the boats had Eskimo names and among them was Marjorie Seaver's 'Ipah' which means 'My Chum'.

"In 1911, Jot built a 35-foot motor boat here and launched it with great ceremony. In this boat, he and I sailed 2,000 miles up to Hudson Bay and along the Nova Scotia, Newfoundland and Labrador coasts. This trip took three months. In 1913, Jot went with me as cook on the Crockerland Expedition. We went in the 'Erik', under the auspices of the American Museum of Natural History. We were put ashore, with our supplies, at Etah, only 11 degrees from the North Pole. The plan was for us to stay two years, and then a ship was to come to pick us up and take us home. As a matter of fact, we were there four years, and we didn't even know the first World War was on. The ship which returned for us in 1915 came within 135 miles of our position, but had to turn back because of ice. The following year another ship attempted to reach us, but failed because of ice when

she was within 120 miles of us. In 1917 Captain Bob Bartlett, on a Newfoundland sailing ship finally reached us. At that time, Jot and I were the only ones left at Etah of the original seven men who were landed there. We had landed with only enough food supplies for two years, and when the supplies began to run low, I had sent the others south.

Northern Living

"But when we first landed at Etah, we built a house from lumber we'd brought with us. It had four bedrooms, a living room, a kitchen and a carpenter shop, and Jot Small was the master builder. We had triple floors and double walls and windows. The temperature was 60 degrees below zero, but we were very comfortable. We landed at Etah with forty tons of coal, and when rescued we had 40 pounds left. When food ran low, we ate what the Eskimos ate, eider duck eggs, musk oxen, seal steaks and small birds."

Admiral MacMillan explained

that the Crockerland Expedition had set out to prove or dispute the existence of land in the Polar Sea reported by Peary in 1906. "We found that there was no such land," the Admiral said. "It was a mirage. We saw it constantly, and if I looked back over my shoulder, there it was. You know, there are mirages in the ice as well as in the desert. We took soundings in the Polar Sea, and dropped a lead 9,000 feet down, but there was no bottom. It is the absence of land in the Polar Sea which permitted the Nautilus to go under the ice.

"Tell about the time you saw the auks flying out to sea, and what Joe said," Mrs. MacMillan reminded her husband. He smiled.

"Well, Jot was a man who believed in moving around slowly—had an idea he'd live longer. He didn't hold with all this 'rushing about'. One day he and I were sitting on the Talus slope, watching for walrus, and on the cliffs overhead, the little auks, or 'dovekies,' had built their nests. Suddenly it looked as if the air were filled with snow flakes as the little birds, with white bodies and black backs, swooped rapidly out to sea to get little red shrimps to bring back to their young. Jot watched the birds. Then he shouted 'Go it, by God, go it! Them birds ain't got long to live'.

"How so, Jot?" I asked.

"He gave me a long look."

"Ever see an elephant walk?" he asked. "Ever see a turtle crawl? Ever see an eagle in the sky without a damned flap to his wings?" Jot turned away slowly. "I'm going to bed," he said."

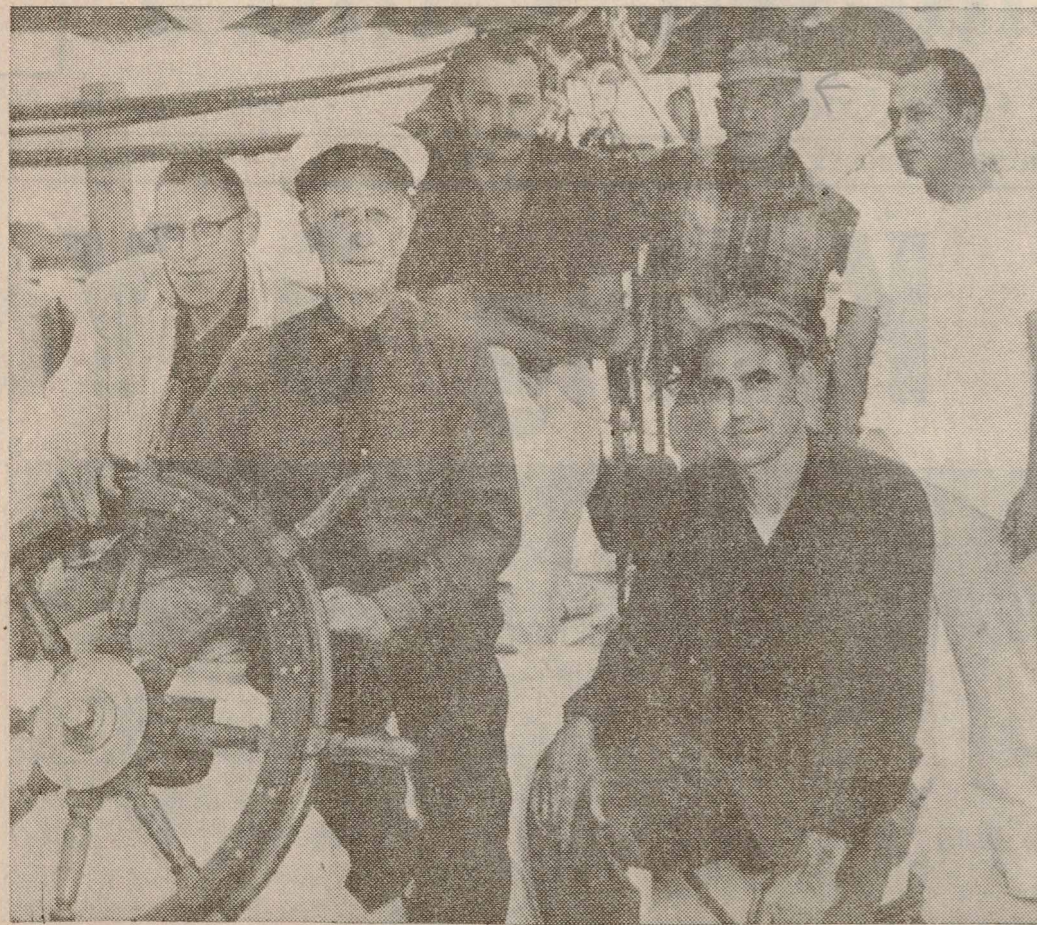
It was Mrs. MacMillan who had the stories to tell about Bert Bangs, who was cook aboard the "Bowdoin" on the 1947 expedition, one of nine in which she has taken part. She was also aboard

on the last trip to the far North in 1955, in which the ship was caught in a typhoon and reported lost.

Broad Of Beam

"Bert Bangs, Frank Henderson's father-in-law, was a fine, fine man, and a real character," she said. "He had the round, plump face of a cherub, but he was built on the lines of a battleship—broad of beam, with plenty of weight amidships and aft. As a young man he had been in the Coast Guard, but he left the service to go fishing and cook for the men on a fifty-foot sloop. When Mac asked Bertie how he'd like to go north with us as our cook, Bertie said, 'What? Up in that cold

Bowdoin Crew Set for Voyage



(Cape Cod Standard-Times Photo)

Rear Admiral Donald B. MacMillan and crewmen from his Arctic voyages on the schooner Bowdoin gather at the Bowdoin's helm as final preparations are made for its departure tomorrow. In front from left are radioman Don Mix, Admiral MacMillan, and engineer James Wiles. In the rear from left are 2d mate Stanley Cook, 1st mate Frank Henderson, and cook Clayton Hodgdon.