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State Railway, I hope it may be arranged, and this will, of course, be an important help. The question of the 8000 cylinders we need is, of course, the most important, as the expenses, if we should have to buy them, would naturally be so great that I do not really see how we could raise such a sum. But if we can borrow them from the War Department - as Fleming hopes we can - and especially if we can get them on the West coast, e.g. San Francisco, then I expect the filling with gas and the shipping would not be more than we can manage. To have the mooring mast made and sent up is, of course, not a very big affair, and that we can overcome, I am sure. Only it is a question of time, and it has to be done soon.

I am just informed from Germany that Wilkins has definitely given up his project of a submarine across the Polar Sea after having heard the views of the German submarine experts, and I am told that he is now anxious to join our expedition as correspondent for the American press, and that he is therefore going with the "Graf Zeppelin" on its next trip to America on May 15th. I am very glad, because I am sure he will be a most valuable member and his knowledge of Alaska, and his experiences there will certainly also be most useful. But now I think of Lincoln Ellsworth, whether he might now perhaps be more willing to join our expedition. If he should desire to join us he would, of course, become a most important member of our expedition and really one of the leading ones, for which his experience would make him specially qualified. As we agreed before, he could be the leader of our preparations and activities on American territory. I also propose that he should have a leading position in the American group of our Society. I do not say this because I think it will make much difference to him, but because I think it will be very desirable for our expedition that he should have such a leading position, and I also consider it most desirable that he should be the real leader for the establishment of our station in Alaska which, for the sake of convenience, I will call the Ellsworth Air-port. He has naturally also the great advantage to be economically independent, and it would therefore be easier for him than for anybody else to make the necessary preparations and arrangements, as he would not always be tied down by the possible difficulty of raising money in time, although, of course, we would have to have our financial arrangements and our future budget on the safe side before starting. I would consider it a very great thing for the expedition if he could see his way to join us and to me personally it would be a very great encouraging pro-