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VOL. 21.

CHATHAM, NEW BRUNSWICK, MARCH 14, 1895.

iel), by snow-shoe 650 miles (throughou

'The line of march would be set by c

Miramichi Advance. plished. "Peary," eclared the speaker, "I regard as the ideal Arctic explorer; he's a civil engineer as well and that's the next best thing to a Canadian surveyor. Take his record, 1,300 odometric miles in ninety-six days, sometimes covering twenty and twenty-five with a maximum of thirty. His daily programme was breakfast, four to six hours of marching, one-half hours." CHATHAM. N. B. . . WARCH 14, 1995

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HOUSES TO RENT The Hard Times.

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Chatham Sept. 5, 1894

NORTH POLE IN CANADA THEREFORE TO BE FOUND BY CANA-DIAN SCIENTISTS AND EXPLORERS-

Much interest was excited by an article

Much interest was excited by an article in a recent issue of the Popular Science Monthly upon "Arctic Exploration," in which the writer, Stuart Jenkins, gave reasons for his belief that the men above others best able to win the North Pole were Canadian surveyors—accustomed to out-door work in low temperatures from life-long training. The article was pithy and well-written. Investigation reveals, however, as hinted therein, that the conception of the idea belongs elsewhere, the and well-written. Investigation reveals, however, as hinted therein, that the conception of the idea belongs elsewhere, the credit being due to the well-known civil and sanitary engineer, Willis Chipman of Toronto, whose portrait appears to-day, and who at the last meeting of the Ontario Land Surveyors brought the scheme under the association's notice. Youthful in appearance though Mr. Chipman is, every transit-man in Ontarjo knows him as "the father" of the association, for to him it owed its inception in 1886, and to his executive ability it is mostly indebted for its membership of over 250, for its ample bank account and for that perfect organization which secures it, a foremost place among similar associations. Mr. Chipman's scheme was ridiculed at first, but his eloquence, bolstered by facts and figures, won the surveyors over, so that a committee was appointed to take it up and report at next spring's meeting.

It certainly is a strong committee, the members being all famous in Canadian exploratory work. William Ogilvie, who thoroughly explored the Yukon country, at present engaged on the Taku river and inlet survey; O. J. Klotz, who, in addition to other work attended by much hardship, was on the Alaska boundary survey; J. Northwest knows the disadvantages of inlet survey; O. J. Klotz, who, in addition to other work attended by much hardship, was on the Alaska boundary survey; J. W. Tyrrell, who acted as geographer with Commander Gordon in Hudson's Bay, and last year with his brother, Geologist Tyrrell, at great hazard pierced the hitherto-untraversed Barren Lands to Chesterfield Inlet and canoed down Hudson's Bay (as described in an Express interview upon



by dogs, and our party should be moderately wealthy, because an extra number taken along, if permican ran short, might scrye in case of extreme necessity to sustain life and vigor in the rest.

"The scheme, I hold, is perfectly feasible," said Mr. Chipman, enthusiastically, in conclusion. "The North Pole is in Canada, and as Licutenant-Governor Shultz of Manitoba remind: us, in the Dominion shall live survivors of the boat's crews of Franklin, Dease, Richardson, Simpson and Back to keep alive the old traditions of discovery, Who then but Canadians have the first right to locate it? The Jean-nette that was crushed in the ice in North nette that was crushed in the ice in North 480 miles of the Pole. No properly equip-ped seelge journey in charge of tried, scientific men has ever followed the plan of Prof. Coleman in his last year's ascent and survey of Mount Brown; M.J. Butler, president of the Ontario Surveyors' Asso-ciation, member of the American Society laid down nearly seventy years ago by "Before they tempt the icy maw of the far north money must be forthcoming, but that should be a small item, when a sledge expedition would cost merely hundreds, and the should be thousands. ciation, member of the American Society of Civil Engineers, and of the Institute of Great Britain, an active, energetic man; J. McAree, whose reputation as a science devotee, is wide; and Mr. Chipman him-self. No wonder the last-named is enthuslastic over the prospects; and no wonder, his belief that if a small party of such men set out, it would go hard if they could not reach the pole, plant their wonted "monuture surveys and exploration. The linreach the pole, plant their wonted "monument" on the long-sought spot, and spread aloft to the Arctic winds the Union Jack with the maple leaf and beaver in its fly.

When waited upon, Mr. Chipman readily gave his views, incidentally mentioning some points wherein he was at variance with Mr. Jenkins and others.

"As far as the use of sledges is concerned. He is right," said he, "for to my mind set forth when these preliminaries are finsome points wherein he was at variance with Mr. Jenkins and others.

"As far as the use of sledges is concerned, he is right," said he, "for to my mind the lesson taught by the hosts of polar expeditions since 300 years ago when the region first engrossed geographers, is that no great open sea—which Parry thought he discerned—really exists. The contingency of meeting open years and the season of the seaso ished would be only a question of dollars

he discerned—really exists. The contingency of meeting open water around the Pole must not, in these latter years, be considered, and our surveyors need not figure upon portaging a vessel piece-meal, as in the premises suggested by Mr. Jenkins. The bringing of such a craft to the head of summer navigation would be like the bath-tub, plentifully be-pasted with steamship labels, that I once saw carried by a just-arrived Englishma. On a Win. the bath-tub, plentifully be-pasted with steamship labels, that I once saw carried by a just-arrived Englishman, on a Winnipeg street. The Esquimaux on Canada's north coast between longtitude 125 degrees and 140 degrees believe that land, not water, lies beyond the great northern pack, while McClure thought that the pack was held stationary by a northern belt of islands, one of which is supposed to have been sighted from the Plover's masthead.

"The double system of travel by small boat and sledge is far from new Parry in the state of the present the property of the property in the state of the property in the property of the prop

have been sighted from the Plover's masthead.

"The double system of travel by small boat and sledge is far from new, Parry in 1827 having penetrated thus to within 545 miles of the Pole, when he returned owing to the temporary disadvantages of fissured and soft ice and a southward drift of the ice that nearly effset his advance.

"What I gather from careful study," Mr. Chipman continued, "is that an unbroken tract of ice will be found clear to the Pole, if the season be favorable. Crevices will occur, filled sometimes with water, pools may be met with, but my contention is that it will be melted-ice water and not that of the deep sea. The ice-pack possibly cracks occasionally in the summer, but quickly is frozen again. For some hundred miles north of Canada's north shore the ice is very rough, but I believe the farther the northing after that the less hummocky, and for the reason that the ice fibe only melts or cracks near the shores, not towards the Pole—the centre of the Palseocrystic sea. That is why I pin my faith on sledges. The means of progression that enabled Markham, in '76 to attain the latitude of eighty-three degrees twenty minutes, that brought Lockwood and Brainard in '82' to within

ture?" inquired Mr. Boucicault, blandly.
"Only \$500," replied Miss Martinot,
with a witching smile. '76 to attain the latitude of eighty-three degrees twenty minutes, that brought Lockwood and Brainard in '82 to within 500 miles of the Pole—the "farthest north" of all—is good enough for me, and therefore I cannot subscribe to the Peterboro' canoes with which Mr. Jenkins would emburden his party. If, indeed, trial should prove the existence of water channels too wide for sleds to bridge, much better results would accrue from the employment of aluminum sledge-boats.

"Nordenskjold's opinion is that the best means is by wintering at Smith's Sound, or the Seven Islands, off Spitzbergen, and making either a starting point. Parry advised Spitzbergen. My reason for adopting Smith's Sound is that I consider it better to go from the known to the un-"I've got a check for that exact am "I've got a check for that exact amount in my pccket."

"And how fortunate, also," replied Miss Martinot; "I have the bottle in mine!" Mr. Boucleault took the bottle, Miss Martlnot took the check, and then over their black coffee they chatted about the weather.—News Letter.

General News and Notes.

better to go from the known to the un-

cook before she gets married?" asked the practical man. "Yes," replied the dyspeptic friend. "E that that friend. "E.ther that, or else she ought to be willing not to try."-Washington Star.

Lawyer-You say the prisoner stole your watch. What distinguising feature was His daily programme was breakfast, four to six hours of marching, one-half hour's halt for pemmican and to rest the dogs, a second and equal 'trick' at walking, and then supper and bivouac.

"It's robbing Peary of no credit when I say that men like the Tyrrells, who went 2,200 hazardous miles by cance (850 of which were through absolutely new country devoid even of a wood splinter for fuel). by snow-shoe 650 miles (throughout there about the watch ?" Witness-It had my sweeheart's picture in it. Lawyer-Ah! I see. I woman in the case, -Truth.

"I'am se sorry supper isn't ready," said TOILET SOAFS,
HAIR BRUSHES,
WHISKS,
NAIL BRUSHES,
SHAVING BRUSHES
TOOTH POWDER,
TOOTH POWDER,
OGWDER. Mrs. Dinsmore to her husband when he came in. "I attended the meeting of the sewing circle this afternoon, and I couldn't get away." "Hemmed in, were you?" asked her bushand.

ITCM, on human or animals, cured in a mautes by Woodfod's Sanitary Lotiens, Warranted J Pallen & Son.

try devoid even of a wood spinner for fuel), by snow-shoe 650 miles (throughout which they slept under the open sky, tentless, in a forty degree below zero temperature), and by dog-sled 350; men like 'Yukon' Ogilvie, who has traversed the Rock Mountains from end to end, and amid a thousand hardships explored the country around and between Rivers Yukon and Mackenzie; men like Geologist Low, who spent last winter in Labrador, and was the first white man to pierce the interior, are the men, if any, scientifically educated, plucky, strong and intred to fatigue, to follow the line of collimation of their transits and smoke their pipes in camp, right over the North Pole. This expedition would be no 'picnic,' the men chosen must be good men and true, incapable of flinching at work, discomfort or danger, nor liable to dismay among mountains of ice or illimitable snow areas crushed topsy-turry. But it can be done We believe it was a well-meaning citize who alleged, as a reason for not wishing to live on a hill, that the climb-it dide't suit

She-Papa is saying that you stay too ong when you call on me. He-All right. will not come so early after this. -Indianapolis Journal. "My furnace," said the man who keeps the

ouse, "is out of sight." "So is mine," replied another, out of anthracite. "-Wash-"Bevare of the viders, Samivel." said old Weller. "Werry good, old man, "re-turned Samuel. "I'll never have one of

them if I can help it.—Harper's Bazzar. A Wonderful flesh Producer.

This is the ittle given to Scotts Emul sion of Ood Liver Oil by many thousands who have takeit. It not only gives flesh and strength by virtue of is own nutritious properties, but creates an appetite for food. Use it and try your weight. Scott's Emul, sion is perfectly palatable. Sold by al Druggists, at 50c. and \$1.00. quarters, and that is that in summer time reindeer may be hunted there and the meat sent forward on sledges. Mr. Julian suggests dried and pressed cow dung for fuel, but anyone who has been in the Northwest knows the disadvantages of 'buffalo chips.'' Sawdust soaked in coal oil and pressed into bricks is Mr. Jenkins's idea, but the experience of all sledge-men from Parry to Peary is that methylated spirit is the only fuel. In the summer and during sledge journeys it would be needed only for cooking and burnt in : a allow lamp of ir.n. with six or seven wicks.

"The line of march would be set by com-

He-Ob, you may talk, but you would have been mad enough had I married anybody else. She-Yes; anybody I cared anything about .- Boston Transcript.

Mamma-You and your little visitors are doing nothing but sitting around and looking miserable. Why don't you play something? Little daughter—We is playin'. "Playing what?" "We is playin' that we is growed up."-Good News.

pass, the marching hours corresponding with what in our latitude is night time for the reason that there is constant light in summer, but brighter in daytime, so that chances of snow blindness would be lessened and an additional warmth taken advantage of for sleaping. Traveller (inquiring at famou. | castle) -Can I see the antiquities to-day? Servant advantage of for sleeping.

"The Esquimaux measure their riches by dogs, and our party should be moder--I am afraid not, sir. My lady and her daughter have gone to town,—Househol Words.

Motels.

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I will pay cash on delivery for all the hides 1 can procure; also, I will buy one thousand calf skins either for cash or for suchangs. Parties in any part of the County needing plaster-ing hair can be supplied by sending in their order to me. Chatham, May 15th, 1893. WILLIAM TROY

-" "Stop where you are. George! I'm ever so glad to see you, of course, but I

"Oh 'Georgie!" "Laura, dearest, I'm

better to go from the known to the unknown. Better keep to the beaten track even though it be strewed with gnawed bones and dismantled wrecks. Profit by the experience of the gallant men who have already braved the terrors of Baffin's Bay. Eunor Julian, a British Columbian, commenting upon Mr. Jenkin's article, holds that a surveyor's party, sailing 750 miles from the Mackenzie river delta to Prince Patrick island, would thence have only to go 900 more in sledges to reach the Pole, and alleges it to be the safest and quickest route. Evidently, this gentleman lacks knowledge of his subject for the deep sea is never open north of the Mackenzie River mouths, and Prince Patrick Island is nearly double the distance from the Pole that distance from the Pole that Grinnell Land is—the Latter being my choice of a "good-bye" point. The most northerly discovered place in this Canada of ours—Grinnell Land—is less remote from the Pole than the Seven Islands off Spitzbergen and Franz Josef Land as well.

"Resumation of Caleships Reverse Tunel Land is—the Latter being my choice of a "good-bye" point. The most northerly discovered place in this Canada of ours—Grinnell Land—is less remote from the Pole than the Seven Islands off Spitzbergen and Franz Josef Land as well.

"Resumation of Caneda Care Tunell Land—is less remote from the Pole than the Seven Islands off Spitzbergen and Franz Josef Land as well.

"Peary's late trip on foot through Greenland's toy mountains" his traverse.

ROGER FLANAGAN.