ORIA
t, and which has been
orne the signature of
en made under his per-
vision since its infancy.
e to deceive you in this.
Just-as-good" are but
endanger the health of
against Experiment.
STORIA
for Castor Oil, Pare-
s. It is Pleasant. It
e nor other Narcotic
e. It destroys Worms
Diarrhœa and Wind
les, cures Constipation
e Food, regulates the
thy and natural sleep.
her's Friend.
RIA ALWAYS
ture of
Always Bought
30 Years.
ET, NEW YORK CITY.

nd if we did not return he was
place Koolootingwah in charge
home, either by the whalers or
Danish ships to the south.

RELIEF WOULD AVAIL.

relief which he could offer would
s and to wait for an indefinite
lone would have inflicted a need-
ardship. This and many other
tions were prepared for Koo-
wah and Inugit to take back.
morning the frost crystals hau
wept from the air, but there re-
d a humid chill which pierced to
nes. The temperature was minus
renheit.
hin a snow charged blast in our
it was quite impossible for us
rt, so we withdrew to the snow
entered our bag and slept a few
longer. At noon the horizon
d, the wind veered to the south-
and came within endurable force.
dogs had been doubly fed the
before, they were not to be fed
for two days. The twelve hun-
bounds of freight were packed on
and quickly slipped around deep
es in the great pallocrystic floes.
now had been swept from the ice
e force of the preceding storms
he speed attended by the dogs
gh every rough ice was such that
s difficult to keep far enough
to get a good course. The cres-
and pressure lines gave little
e at first, but the hard irregu-
of the bared ice offered a danger-
surface for the life of our sleds
g through blue gorges among
ture mountains of sea ice on a
slightly west of north we soon
he bold headline which raises the
rn point of Heiberg Island. Camp
ched. After a run of twenty-six
we pitched camp on a floeberg of
al height. There were many big
locks about to the lee of which
great bands of hardened snow.
from land it is always more
ult to find snow suitable for cut-
building blocks, but here was an
dance conveniently placed. In the
e of an hour a comfortable nal-
f crystal was erected and into it
ept out of the piercing wind.

FIRST DAY'S MARCH.

first day's march over the cir-
olar sea was closed with a good
d. The dogs curled up and went
ep without a cal, as if they knew
would be no food until the mor-
My wild companions covered
faces with their convenient long
and sank quietly into a comfort-
slumber, but for me sleep was
impossible. Letters must be writ-
he whole problem of our cam-
must be again carefully studied
nal plans must be made not only
ch our ultimate destination, but
e returning parties and for the
ty of the things at Annotook. It
ifficult at this time to even guess
probable line of our return to

n depended upon conditions en-
red in the northward route. A
air came from the west and the
urned in a freezing blue.
r a few hours' march the ice
ed in character. The extensive
fields gave place to moderate-
floes. The floes were separated
nes of troublesome crushed ice
n into high pressure lines, which
d serious barriers, but with the
e and Eskimo ingenuity we man-
to make fair progress.

T AS GOOD AS EXPECTED.

second run on the Polar sea was
twenty-one miles to our credit.
expected to send the supporting
back from here, but progress
ot been as good as expected. We
hardly spare the food to feed
dogs, so they volunteered to push
another day without dog food.
he next day, with increasing dif-
es in some troublesome ice, we
d, after making only sixteen
. Here a small snow house was
and from here, after disposing
ot of steaming musk ox loins and
followed by a double brew of
ir last helpers returned.
h empty sleds and hungry dogs
hoped to reach land in one long
travel. But this would make the
day without food for their dogs.
case of storm or moving ice
days of famine might easily fall
ir lot. They had, however, an
nce of dogs, and might sacrifice
for the benefit of the others, as
st often do.

The News.

VOL. 43. ST. JOHN, N. B. FRIDAY, OCTOBER 1, 1909 NO. 40.

DIRECT SERVICE TO THE WEST INDIES IS STRONGLY ADVOCATED BY ST. JOHN MEN

Delay in Halifax Under the Present System is Ruinous---Want Better Care Taken of Freight ---Commission Ended Its Sitting at Noon Today---Leaving for Halifax.

The inquiry conducted by the Canada-West Indies Trade Commission in this city which commenced yesterday afternoon, was brought to a conclusion at noon today. The witnesses heard this morning were Alex. Rogers, of Hopewell Hill, Albert Co., Andrew Malcolm, S. A. Jones, F. A. Peters, J. S. Armstrong, C. E., G. E. Barbour and L. G. Crosby.

The West Indian trade was discussed in many phases, but the problems of transportation loomed largest in the evidence given.

The value of a better steamship service was clearly shown and complaints were made by those in the export trade of the inconvenience caused by the long wait at Halifax. The molasses importers were better satisfied with conditions but objected to the lack of care in stowing their packages.

The commission adjourned at noon and will leave for Halifax tonight.

W. H. Thorne has placed his yacht the "Dream" at the disposal of the party and will take them on a cruise around the harbor this afternoon.

The Canada-West Indies trade commission resumed its session in the Board of Trade rooms at ten o'clock this morning.

Alex Rogers was the first witnessed. He stated that he was interested in the export of hay to the West Indies. He had shipped considerable by schooner, and was now shipping by the Pickford and Black Line. The United States send some hay to the British West Indies and he thought that Canada should be able to supply the whole market.

He found the present transportation facilities fairly satisfactory, but the rate of six cents per cubic foot was rather heavy for the traffic. He shipped chiefly to Barbados.

S. A. JONES.

Simeon A. Jones, of Jones and Schofield said that his firm imported molasses and grocery sugar from the West Indies. He had no fault to find with the steamship service as fast steamers were not necessary for this trade.

He suggested that if the West Indies gave Canada a tariff preference and limited it to goods shipped direct from Canadian ports, the export trade would grow so rapidly that the problem of sufficient transportation would solve itself. The trade would be so profitable that plenty of steamers would offer. His firm did business on their own account, and as they imported molasses direct they paid no duty on it. They imported about 12,000 puncheons a year.

In reply to Sir J. Dickson Poynter Mr. Jones pointed out that large quantities of Canadian produce now goes through New York, and a direct preference would divert this trade to St. John.

In answer to Hon. Mr. Paterson, the witness said that if Barbados and Porto Rico were on equal tariff terms the latter would get a share of the business now mohopolized by Barbados.

ANDREW MALCOLM.

Andrew Malcolm said that he formerly did a much larger export business than he does now. In 1890 a direct service was inaugurated and when Halifax was added to the ports of call the facilities were so much poorer that his trade dropped off. He shipped potatoes, fish, butter and general cargo.

An improvement would be made if the steamers made a shorter stay at Halifax or if each alternate boat made St. John its last port of call. He would not say what additional expense this would involve to the steamers. He looked on it only from the standpoint of the exporter.

Lord Balfour pointed out that the present service was costing the Government $27,000 a year and asked if the witness thought that with a weekly service the trade would grow to an extent to make the trade self sustaining.

Mr. Malcolm believed, a preference would increase the trade in flour, beans, oats, butter, cheese. He heard it stated yesterday that fish would not benefit but his opinion was contrary to this.

Regarding the flour trade the question of packages affected the business somewhat.

In reply to a question as to the amount of preference wanted the witness said, "all we can get."

In answer to Sir Daniel Morris Mr. Malcolm said his business had suffered because New York and Halifax had better communication. His trade was in perishable goods and a fast service was essential. He was only given a day or two while the steamer was in port to fill orders, but after that the steamer lay almost nine days in Halifax.

He formerly shipped to all the ports at which the steamers called. The present service would be satisfactory if they had more time to fill orders and had a direct service.

Hon. Mr. Paterson asked if cable rates cheap enough to permit sending orders in that way would not relieve this situation.

Mr. Malcolm said that the present rate of ninety-four cents was prohibitive, but he did not know that even cheaper rates would induce his correspondents to order by wire.

Mr. Paterson wanted to know the reason why the steamers took nine days between the time they sailed from St. John and the date of leaving Halifax. Mr. Malcolm said that he did not know. This concluded his examination.

RED A. PETERS.

Fred A. Peters of C. H. Peters Sons, said his firm shipped hay and feed to Bermuda, Barbados and other ports. He felt that the hay trade was seriously handicapped because they could never be sure whether the steamers would take the hay for which they had orders. One of the chief reasons for this was the steamer on arriving at St. John was so full of cargo for Halifax that it could not take on their hay.

This had happened perhaps only half a dozen times in the past two years, but the uncertainty seriously hurt the trade. Transhipment at Halifax was also bad for the hay. They shipped four or five hundred tons a year. He thought that sufficient space should be allotted to St. John, and that it was unfair to shut out St. John merchants in favor of Halifax. The danger of freezing while the steamers lie at Halifax in winter accounts partly for the reason why a large part of this trade which would otherwise come to St. John goes to Halifax.

R. G. HALEY.

R. G. Haley was next called. He said that his firm shipped lumber and manufactured goods, chiefly to Bermuda. The business had increased largely during the past year as the result of sending a representative to the island. He was much pleased at the reception their traveler was given. The merchants seemed inclined to favor Canada.

The most important suggestion he could make was that a direct service, say fortnightly, would be of great assistance. The wait at Halifax made it hard to develop much more trade. Their trade was chiefly for goods manufactured according to architects' plans and the delay operated against them. Cheaper cables could not help him much as their orders contained too much technical detail to be wired.

In reply to Sir Daniel Morris, the witness said that when we had a direct service he did a large trade with Jamaica. The present service is from Halifax, and the cost of shipping by rail to Halifax was prohibitive.

It was his intention to send representatives to the other islands in an effort to push his trade further. He thought that a tariff preference would help trade, although they found that they usually could compete with New York as regards price. He could not look for a permanent increase such as he had experienced this year, as the increase was due partly to large extensions being made to several hotels.

He thought the freight rates were reasonable and the agents did what they could to help the trade.

This concluded his examination.

J. S. ARMSTRONG.

J. Simeon Armstrong, C. E., advocated a customs free port in the West Indies in which goods could be stored without paying duty until they were needed for consumption.

He mentioned that a scheme is now on foot to establish a sugar refinery here and he submitted a plan showing how a site could be provided for it and for additional docks by the erection of a breakwater at the mouth of the harbor.

Turning again to his suggestion regarding a customs free port he said that Hamburg was the greatest example of this. He referred to a report made by the Montreal Harbor Commissioners as to the value of such an arrangement. He could not name any particular island where this plan could be inaugurated.

After some further discussion Mr. Armstrong stood aside.

G. E. BARBOUR.

G. E. Barbour, of G. E. Barbour and Co., Ltd., was then called. He said that for the past ten years they had been engaged in the import of molasses. Until five years ago they imported almost entirely from Porto Rico but now get their supply from Barbados. The change was due chiefly to the fact that the molasses they now get from the latter port was more suitable to their trade. He did not think that the preference had affected the change seriously.

They used sailing vessels largely as they found the molasses was landed in better condition than when it came by steamers, due, he thought, to carelessness in stowing on the steamers. The freight was about the same and the time consumed was of no importance.

There was a general complaint that the P. and R. steamers were not of a suitable type for the trade.

In reply to Mr. Paterson, Mr. Barbour said that the reason that the tariff preference did not affect the molasses trade seriously was because the former duty had been so low that its abolition did not overcome the difference in quality. He had never been offered the "fancy" molasses from Porto Rico.

The consumption of molasses per capita in the Maritime Provinces had been very large, but as granulated sugar gets lower priced people are turning to it. He shipped little molasses outside of the Maritime Provinces.

L. G. CROSBY.

Mr. Crosby took the stand to supplement the information he had given yesterday.

He stated that in 1908 about 32,000 puncheons of molasses were brought into Canada and that Canada was the chief purchaser of Barbados molasses.

Lord Balfour announced that this had brought them to the end of their list of witnesses. He wished to say that he was entirely obliged to the Board of Trade for the use of the room and to the gentlemen who had come forward. He asked if any others wished to be heard, and as no one offered he stated that they were now in a position to state that the evidence they had heard gave fully all the complaints and suggestions that bore on the matter that could be elicited from the merchants of this city and province.

The commission adjourned at noon and will leave tonight on the late train for Halifax where they will continue their investigation.

ENTRIES FOR THE SACKVILLE RACES

Road Race Is Planned for Thanksgiving Day

Bad Smash-up Caused by an Automobile—St. John Musicians to Give Concert—Ill in the West.

SACKVILLE, N. B., Sept. 30 — On a date early in October a concert will be given in the Music Hall by a Concert Company of St. John, under the auspices of the Sackville Fire Department. The company will include Mrs. S. Kent Scovil, pianiste, Miss Olivia Murray, violinist, Miss Frances Travers, soprano, and J. A. Kelly.

A road race from Dorchester to Sackville is being planned for a date in October. Thanksgiving day is the date most likely to be chosen. Sackville, Dorchester, Amherst and Moncton as well as other towns would be represented in the contest. A valuable trophy will be hung up for first prize.

Rev. William Rees Jones, who succeeds Rev. C. R. Quinn, as Anglican rector in Westmorland parish, has reached Mount Whatley. He will take charge of the Anglican services on Sunday next for the first time.

A day or so ago Beverly Irvin, of Upper Point de Bute, while driving through Point de Bute, was run into by an automobile driven by prominent men of Amherst. Irvin was thrown to the ground and his carriage smashed to pieces, the horse clearing himself of the harness and carriage, escaped without injury. Fortunately Mr. Irvin will get off with slight injuries. The damage was made good by the owner of the car.

Entries for named race for three-year-olds at Sackville exhibition next week are:—

Brazilian, George Phinney, Sackville.

The Premier, J. M. Oulton, Sackville.

Thomas B., F. Tingley, Upper Cape.

Daisy D., J. W. Doull, Sackville.

In the class for four-year-olds the entries are:

Bon Bon, Murray Jones, Amherst.

Nut Boy, F. E. Dobson, Sackville.

Mansfield Jr., Charles Clark, Amherst.

Royal Clayson, Fred Rewes, Dorchester.

Harry Alton, M. O. Crossman, Sackville.

In the free-for-all the horses to start will be:—

Joe Patchen, Jr., John Chisholm, Moncton.

The Governess, P. A. Belliveau, Moncton.

Billy C., P. B. Chapman, Point de Bute.

Robert C., A. S. Etter, Amherst.

Bushel, T. E. Lowther, Amherst.

Word has been received of the serious illness in Deloraine, Manitoba, of Clifford Bulmer, son of Mr. and Mrs. W. W. Bulmer. The young man is suffering from typhoid fever and is understood to be in a critical condition. He is a patient in Deloraine hospital. Mr. Bulmer was among the [illegible] men who went west from here [illegible] the first harvesters excursion in August.

HOLY GHOSTERS SAIL.

ROCKLAND, Me., Sept. 29—The yacht Coronet and the barkentine Kingdom, owned by the Holy Ghost and Us Society, which have been in the local harbor for several days, sailed this afternoon. It is understood their destination is Freeport.

MR. N. A. RHODES, OF AMHERST, IS DEAD

The End Came at Five O'clock This Morning

Complications, Following an Operation for Appendicitis, the Cause—Captain of Industry.

AMHERST, Sept. 30.—The death occurred here at 5 o'clock this morning after an illness of a little more than one week of Mr. N. A. Rhodes, vice president of the Rhodes Curry Co., Ltd., and one of the best known and most highly esteemed business men in Eastern Canada. Last Wednesday week while returning from Sydney Mr. Rhodes was taken ill on the train, suffering considerable until he reached Amherst. After medical aid had been summoned relief was obtained but during the night he became worse and his attending physicians realized that his condition was serious. Dr. McKay was summoned from Halifax and on arrival an operation for appendicitis was deemed advisable. The operation proved opportune, and highly successful and his many friends hoped for a speedy recovery. However other symptoms developed and it was found that his case was very serious. Two specialists were summoned, one from Montreal, via C. P. R., via St. John and another from Metapedia by I. C. R., both trains arriving during last night, but it was found that nothing could be done, and the end came at five o'clock this morning. Mr. Rhodes having been unconscious since Tuesday.

A sad feature of the case is that his only son, Edgar N. Rhodes, M. P., is in the West and cannot reach home for at least a week.

In the death of Mr. Rhodes the town, the province, and the Baptist denomination all lose a valued and highly respected friend and helper. Mr. Rhodes could well be titled a captain of industry. He was identified with everything that was for the betterment of the community in which he lived, he was a valued member of the First Baptist church, a governor and a generous giver to Acadia University, a member of the executive of the laymen's missionary movement and in fact prominently identified with nearly all schemes for the betterment of man. He is survived by his wife and one son, Edgar N., M. P. for Cumberland, N. Curry, President of the Rhodes, Curry Co., is a brother-in-law and for some thirty years has been identified with him in business. The funeral will take place on Saturday afternoon.

Mr. Rhodes was born in Amherst sixty-four years ago, and with the exception of a few years spent in the United States, lived his entire life in his home town. Returning from the United States in 1877 he started in conjunction with N. Curry, his brother-in-law, a small wood working factory. This was burnt out two years later, and as there was no insurance the men concerned lost all their available capital. Financial backing from local men was secured and the machinery again started in what has developed into one of the largest manufacturing concerns in Canada, having an output last year of four million dollars. Mr. Rhodes up until the time of his death was vice-president of the concern. He was elected Mayor of Amherst in 1904, and has been actively associated with all the business enterprizes of the town.

BLACKSMITH INJURED BY REARING HORSE

H. Schweinheimer Struck on the Forehead by Animal's Hoof.

H. Schweinheimer, an employee of J. Arthur Fitzgerald, blacksmith, of Sydney street met with quite a serious accident on Charlotte street about noon today. Schweinheimer was leading Dr. Baxter's horse to the shop and when opposite Chipman's drug store the horse suddenly reared and struck Schweinheimer on the forehead and hurt him painfully. He was carried into Chipman's drug store where Dr. Duthie was called and attended to his injuries.

The horse ran away but was later recaptured.

FINDS SIMPLE MAID SIX TIMES MARRIED

KANSAS CITY, Sept. 28—When he found marriage certificates in his wife's trunk, Frederick Chapman, of this city, who believed he had married an unsophisticated country girl, investigated further and discovered what he considered evidence that Mrs. Chapman had not been divorced from a former husband.

Chapman confronted his wife with the certificates and she confessed o previous alliances. He then preferred a charge of bigamy against her, and she was arrested last night.

According to an alleged confession to the prosecuting attorney, Mrs. Chapman admitted having been married to five men besides Chapman, and said she had deserted each of them.

PRESSED ON IN SPITE OF THE PIERCING COLD

THE RIVER ROSE THREE FEET TODAY

Has Now Beaten the Record for Fall Freshet

But the Worst is Over—Railway Traffic Resumed—Son of Gov. Gordon to Visit the Capital.

FREDERICTON, N. B., Sept. 30—For the first time in seven days the sun broke through the clouds at noon today and the weather is gradually clearing. The wind shifted to the southwest at midnight and everything points to fine weather. Both the I. C. R. and Gibson branch trains arrived this morning and it is now thought the worst is over. The tracks on these lines are in many places under water but by travelling slowly the trains manage to get through. The main river still continues to rise. During the past twenty-four hours it has come up over four feet and between midnight last night and eight o'clock this morning it rose over two feet and a half and since then about three inches. It is now within three feet of the freshet water mark reached last spring. The river is full of floating shore wood and many logs. The Star Line freight shed is flooded and a large quantity of cordwood piled on the wharf is all afloat but is being saved by a boom set just below the wharf. As a fall freshet it has no equal.

The Nashwaak still continues to rise and the highway along that river is in many places entirely submerged.

The highway bridge above Marysville was swept away last night and other bridges are in a critical condition. With the ceasing of the rain it is expected that the water will drop very rapidly.

Hon. Mr. Gordon, son of Sir Arthur Gordon, the last Governor of the province before Confederation, 1862-1867, is visiting Canada, and is to arrive here by boat this afternoon and register at the Queen. Mr. Gordon is anxious to once again see the old government house where so many happy days were spent. Col. Marsh, an old friend of the former Governor, has been asked to meet the distinguished visitor.

EXHIBITION OPENED IN ST. STEPHEN TODAY

W. F. Todd, M. P., Officiated—Agricultural Exhibits a Revelation—Races on Friday and Saturday.

ST. STEPHEN, N. B., Sept. 30—St. Stephen has a place on the map again. The weather has cleared finely, Agricultural exhibition is in full swing. Owing to the uncertainty of travel His Honor Governor Tweedie did not arrive, and W. F. Todd, M. P., opened the fair in the presence of a very large attendance.

Every department of the exhibition is filled and the people are flocking in great numbers.

The exhibition cattle, live stock, farm produce, fancy work, etc., is a revelation to all who attend.

Good horse races are assured for Friday and Saturday.

MONCTON DRINKING LESS LIQUOR THAN LAST YEAR

Customs Receipts Show Heavy Decrease—Moncton Feeling Effects of Storm—City Reservoir May Overflow.

MONCTON, N. B., Sept. 30—The storm has had its effect in Moncton. Catch basins have been overflowed and the city employes find it necessary to make daily visits. The tides in the river are exceptionally high, completely submerging the wharves, while the reservoir has risen over two inches and will probably overflow.

Peter Dowd this morning had two fingers badly smashed in the I. C. R. erecting shop by having a piece of iron fall on them.

The customs returns for the month show a decrease as compared with that of the corresponding month last year. The imports for Sept., 1909, are $44,438, compared with $50,524 during Sept. last year. The duties levied in 1909 are $6,751, and last year $9,735. It is said that the smaller importation of liquor is the cause of the decrease.

MONTREAL, Sept. 30—Lord Northcliffe and Mr. Evelyn Wrench, editor of the Overseas Mail, arrived today from the west and leave on the Ocean Limited for the east.

Dr. Cook Describes Long, Steady Marches Toward His Goal

TORMENTS THAT TRY THE SOUL

Ice Improved as Party Advanced—The Joy of the Sleeping Bag

The Conquest of the Pole

By Dr. Frederick A. Cook

Eighth Instalment

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The ice about was very much disturbed and numerous black lines of water opened on every side, from which cozed jets of frosty steam. The great difference between the temperature of the sea and that of the air made a contrast of seventy-six degrees, and the open spots of ice water appeared to be boiling. Anxious to move along away from the troubled angle of ice, the usual breakfast was simplified. Melting some snow, we poured down the icy liquid as an eye-opener and then began at the half pound boulder of pemmican, but with cold fingers, blue lips and no possible shelter the stove [illegible] unusually hard. To warm [illegible] is were prepared, and under the lash the dogs jumped into harness with a bound. The pemmican, somewhat reduced with the axe, was ground under the molars as we went along. The teeth were thus kept from chattering and stomach was fired with durable fuel.

As we advanced the ice improved to some extent, and with a little search a safe crossing was found over all of the new crevices, though a strong westerly wind carried a piercing cold. Good progress was made, but we were not allowed to forget at any time that we were invading the forbidden domains of Polar environment. Starting before the end of the winter night and camping on the open ice fields in the long northward march we had first accustomed our eyes to a frigid darkness and then to a perpetual glitter with shivers. This proved to be the coldest season of the year. We should have been hardened to all kinds of Arctic torment, but man only gains that advantage when the pulse ceases to beat. Far from land, far from other life, there was nothing to arouse a warning spirit. Along the land there had been calms and gales, and an inspiring contrast, even in the dark days and nights, but here the frigid world was felt at its worst. The wind, which came persistently from the west, now strong, now feeble, but always sharp, inflicted a pain to which we never became accustomed.

ICE ABOUT THE FACE.

The kind of torture most felt in this wind and humid air of an Arctic pack was a picturesque mask of ice about the face. Every bit of exhaled moisture condensed and froze either to the facial hair or to the line of fox tails about the head. It made a comical caricature of us. It made a comical in this course brought both sides to the wind and arranged a line of icicles from every hair offering a convenient nucleus. These lines of crystal offered a pleasing dash of light and color as we looked at each other, but they did not afford much amusement to the individual exhibiting them. Such hair as had not been pulled from the lips and chin were first weighted and then the wind carried the breath to the long hair with which we protected our heads and lent a mass of dangling frost.

Accumulated moisture from the eyes coated the eyelashes and brows. The humidity escaping about the forehead left a crescent of snow above, while that escaping from the chin, combined with falling breath, made a semi-circle of ice. The most uncomfortable icicles, however, were those that had formed on the coarse hair within the nostrils. It is to free the face of this kind of durations that the Eskimos pull the facial hair out by the roots, hence the real poverty of moustache and beard.

During two days of chilly bluster the sleds were forced along with encouraging results, and on the evening of March 26, with a pedometer and other methods of dead reckoning for position, we were placed at latitude 84 degrees 24 minutes, longitude 96 degrees 53 minutes. The western horizon remained persistently undisturbed, a brisk storm, it seemed, was gathering, but it was a long time in coming eastward.

On the evening of the 26th we prepared for the blast and built the igloo stronger than usual, hoping that the horizon would be cleared by a good blow on the morrow and afford us a day's rest. The long, steady marches without time for recuperation had begun to check our enthusiasm.

In the daily monotony of hardship we had learned to appreciate more and more the joy of the sleeping bag. It was the only animal comfort which afforded a relief to our life of frigids, and with it we tried to force upon the party the large march—a pleasing anticipation.

THE DISROBING.

In the evening, after the blocks of snow walled a dome in which we could breathe quiet air, the blue flame lamps sang the notes of gastronomical delights. A heaven given drink of ice water was first indulged in to quench the chronic thirst, and then the process of disrobing began, one at a time, for there was not room for all to act at once.

The fur stuffed boots were pulled and the bearship pants were stripped. Then half of the body was quickly pushed into the bags.

A brick of pummican was next taken out and the teeth were set to the grind of this boneilke substance. The appetite always large, but a half-pound of cold, withered beef and tallow changes a hungry man's thoughts on fortunately.

The tea, an hour in making, was now ready, and we rose on elbows to take it. Under the influence of the warm drink, the fur coat with its mask of ice was removed. Next the shirt with its ring of ice about the waist comes off, giving of the last sense of shivers. Pushing further into the bag, the hood was pulled over the face, and we were lost to the world of ice.

The warm sense of metal and physical force which follows is an interesting study. The movement of others, the sting of the air, the noise of torturing winds, the blinding rays of a heatless sun, the pains of driving snows and all the bitter elements were absent. The mind, freed of the agitation of frost, wandered to home and better times; under these peculiar circumstances there comes a pleasing sense with the touch of one's own warm skin, while the companionship o the arms and legs freed of their cumbersome furs, makes a new discovery in the art of getting next to one's self.

On March 27 it blew a half gale at night, but at noon on the following day the wind eased. The bright sun and rising temperature were too tempting to remain quiescent, and though the west was still darkened by the clouds, the dogs were put to the sleds, and off they went among the wind swept hummocks.

We had not gone many miles before the first rush of a storm struck us. Throwing ourselves over the sleds we waited the passing of the ice blast.

There was no suitable snow near to begin the erection of a shelter, but a few miles northward was a promising area for camp, and to this we hoped to take ourselves after a few moments' rest. The squall soon spent its force, and in the wind which followed good progress was made, without suffering severely. The temperature was 41 and barometer 29.05. Once in moving order the drivers required very little encouragement to prolong the effort to a fair day's march in spite of the weather. As the sun settled in the western gloom the wind increased its fury and forced us into camp.

Before the igloo was finished a steady, rasping wind brushed the hummocks and piled up the snow in large dunes. The snow house was not cemented with water. The tone of the wind did not seem to indicate danger ,and furthermore, we were beginning to realize the great need of fuel. Therefore we did not deem it prudent to use oil for the fire to melt snow, except to quench thirst. Not particularly anxious about the outcome of the storm, and with sense blunted by our work and blinded with cold we sought the comfort of the bags.

WOODSTOCK, N. B., Sept. 30—The death took place this morning at 7 o'clock after a short illness, of Mr. Francis Rankin, in the 68th year of his age. His wife who pre-deceased him a few years, was a daughter of the late Rev. Wm. Donald, and a sister of Mrs. Robert Thomson, of St. John. He is survived by three children, Dr. W. D. Rankin and Misses A. Marion and Katherine M. The funeral will take place on Saturday.

SACKVILLE, N. B., Sept. 30—At West Sackville on Tuesday night the death too place of John Estabrooks, son of Mr. and Mrs. Samuel Estabrooks, of Midgic. Death was due to typhoid fever. Mr. Estabrooks was about twenty-eight years of age. He is survived by his wife and one child, a little boy, his parents, four sisters and five brothers. Of the sisters one is Mrs. David Sears, of Midgic, another Mrs. James Tower, of West Sackville, a third, Mrs. William Tower, of Rockport, and the fourth, Miss Lena Estabrooks, of Sackville. Two of the brothers are residents of the United States and two are at home in Midgic. Another is Seward Estabrooks, of West Sackville. Mrs. Estabrooks was formerly Miss Minnie Moores, of Newfoundland. The funeral will be held this afternoon.