

## ARCTIC EXPEDITIONS.

Public curiosity is always on the alert with respect to expeditions to polar regions, and of late there have been a number of such. Contradictory reports have been issued about the progress of some of them; and even what was true in the geographical descriptions given was sometimes hardly intelligible by reason of defects in recent atlases or maps of very far north latitudes. The *Winnipeg Free Press*, knowing that Hon. John C. Schultz, Lieut.-Governor of that province, had while in the Senate given study and attention to the Polar, Arctic and sub-Arctic parts of Canada and Alaska when investigating the great resources of the country south of these regions, asked the Governor for his opinion upon the success or otherwise of pending expeditions. In a reply which covers more than two columns of that journal, and which is decidedly interesting, Mr. Schultz gives his views.

## NANSEN'S EXPEDITION.

Beginning with the expedition of Dr. Nansen, the Governor praises his forethought, his sensible preparations and his great courage. His expedition differs in some respects from all the others, for with the sea king instinct strong within him, this modern Viking trusts himself and his companions entirely to the "Fram" and to the whale-boats and other craft which she carries. He, last summer, left a southern port of Norway, passed the Loffoden islands, turned the North cape, passed by the mouth of the deep inlet at the bottom of which Archangel is built at the mouth of the Volga, passed between Nova Zembla and the European Russian coast, and when last accounts reached us had crossed, or nearly crossed, the stormy and dangerous Kara sea. It is true that at a date later than that referred to, a wandering coast tribe of Asiatic Russia told of having seen his ship crushed between the ice and a precipitous island in a tidal channel [as was McClure when he found the Northwest passage]. Yet the hope is strongly expressed that he will yet emerge. There is no attempt made to ignore his perils, however, when he nears the paleocrycistic ice, "which," said the Governor, "I believe continually surrounds the pole itself." When last heard from near the farther side of the Kara sea, he would have passed the mouth of the Gulf of Obi, leaving Nova Zembla to his left, to the northwest, and Spitzbergen and Franz Josef Land still further in the same direction, passed near Cape Tamar and across Tamar Bay to and around the northeast cape, and continued his course to and southward of the Linkor or new Siberian Islands, where he may winter. Wherever he has wintered his ship, she must have been some time ere this set free, and September will find him, if still alive, preparing for his final purpose of securely fixing the "Fram" in the Polar Drift.

"Leaving him there, I take next," said the Governor, "the expedition under Lieutenant Peary, which, though less bold in conception, is entitled to rank with Nansen's in that he is an officer of experience in all Arctic matters. We are justified in looking for good results from his efforts in the less difficult work he has set himself to do in the brief space between his departure and the arrival of a relief ship, which, sent by the Philadelphia Academy of Natural Sciences, has already sailed from St. John's, Nfld. He will in all probability verify, by actual survey, the assertions made even in Queen Elizabeth's days, that Greenland is an island continent.

"Jackson's is as yet the only English expedition, its commander equipping it at his own expense, and he has had, I believe, no personal Arctic experience. Like the American expedition of the *Chicago Herald*, under Wellman, he has provided himself with light aluminum sledges and boats, and hoped with these to reach the pole and return to his headquarters at Franz Josef's Land, which is the furthest north of known islands, if island, indeed, it is. He will establish stations at intervals and leave caches of provisions and other necessaries to facilitate his return journey. Wellman's expedition, the cost of which is being borne by a leading *Chicago* newspaper, has been written up in all its details and may be summarized as the attempt of a number of dashing men, without Arctic experience, who, with their boats, stores, sledges, and dogs, landed at one of the northern harbors of Spitzbergen from a chartered steamer, to make what they called a 'dash for the pole,' with equipments as light as the sub-

stitution of aluminum for oak and iron can make it, hoping thus to avoid the difficulties which Parry encountered years ago in making a somewhat similar attempt."

Another expedition now said to be organizing is to be under Prof. Stein, of the United States Geological Survey, and although intended mainly for scientific explorations in Ellsmere Land, which joins Grinnel's Land, may send a party further to the unknown south. Still another Arctic expedition is being projected, which is to be under the direction of the celebrated Baron Nordenskjold, the discoverer of the northeast passage.

"On one occasion," continued his Honor, "Nansen allowed it to be announced that his next would be an effort in a particularly constructed ship to cross the polar basin from that part of it which can be reached from Behring Straits to known waters north of his Norwegian home. Why he changed his projected route from west to east to east to west, I have never learned, but it may have been to avoid the long journey around Cape Horn the first route implied; and why, even if this were the case, he should have followed the Lapland, European, Russian and Siberian coasts so far eastward as the new Siberian islands, and only turn towards the Polar star when little more than thirty degrees of longitude from Behring Strait, I do not understand and have seen no special reason assigned; his route eastward from Northern Norwegian waters takes him with but little northing around over one-third of the earth's circumference in that latitude. If he prove right in his opinion that there exists a cross-polar current, he is now doubtless trying to find its most rapid centre, and preparing for a long night-winter in the ice with which he hopes to be carried across the pole. Should he reach that long sought goal he must still drift where that current wills till he reaches waters south enough to unlock the 'Fram' from her glacial prison. Since you press me for an opinion as to the probable outcome of the several expeditions, I may express at once my belief that after spending this and probably another summer in a vain attempt to pass the barrier which, I believe, will be offered to the northward progress of his ship by the Paleocrycistic ice, which radiates in the form of an ice cap, or as at the south pole forms a flat-topped, but precipitous, side barrier two or three hundred ft. high, to all who seek to unlock this almost last of the world's geographical secrets. Strive as he may, he will, I think, encounter these grim

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wherever he may seek to pierce them, and when baffled and beaten as were Bellingshausen, Weddell, Morrell, Biscoe, Kemp, Wilkes, D'Ureville and Sir James Ross at the south pole of our earth from the same cause, he will retreat by the way he came or by one of the southern routes I have indicated.

"Jackson's success or otherwise will depend primarily, I think, on whether he finds Franz Josef's Land to be an island, or like some lands which lie without the Antarctic Circle, merely a spur of a Polar Continent. In the last case his chances are far better."

We are compelled to omit much interesting speculation as to what would happen should Peary and Nordenskjold join forces in the ship of the latter. His Honor has no faith in the light aluminum boats, which, chilled by cold, are likely to fail; with the conditions likely to be present, the thin metal will break with the slightest blow, nor can it like a wooden boat be easily and quickly repaired. But he is warm in praise of the hemispherical map published by the Canadian Pacific Railway Company, by the aid of which, new and strange as it is, the course of the several adventurous spirits commanding the various expeditions can be easily marked out. "While we admire," says the Governor, in conclusion, "the courage of these strong northern races, which produce such men as Peary, Nansen, Jackson and the others I have mentioned, it always seems to me that they are tempting Providence when they venture upon such a bootless quest into these dreared regions, which Henry Kirke White describes as follows:—

Where the North Pole in moody solitude  
Spreads her huge tracts and frozen wastes around,  
Where never sound  
Startled dull Silence's ear, save when, profound,  
The smoke-frost muttered: there drear Cold for ages  
Throned him; and fixed on his primeval mound  
Ruin, the giant, sits; while stern Dismay  
Stalks like some woe-struck man along the desert  
way."

## THE TRADE JOURNAL.

Like all other phases of the newspaper business, trade-journalism is a growing institution. From being a mere advertising sheet, representing only special individual interests, the trade journal has become the great organ of communication between manufacturers and dealers and their customers, and has helped and is helping to bring them into closer relations with one another. It has become one of the best educators, and, since the general abrogation of trade mysteries—better known as secrets of the trade—it has done good work in the spread of technical knowledge among all classes, to the benefit of the entire community. So well has this become recognized that a man is regarded as behind the times who does not take and read at least one journal devoted to his own trade or profession. There are many who say—and some who actually believe—that they cannot afford to take a trade paper, when the truth is that they cannot afford to do without one. If a man is content to follow in one beaten path all his life; if he is so wise in his own conceit that he thinks he knows it all, and that nobody can teach him anything; if he is content to remain in sodden ignorance because he cannot see that the knowledge offered him is going to bring him an immediate return in cash—then, and in all such cases, a man cannot afford to pay for a trade journal. But if he would keep abreast of the times in his own calling, if he would know what new inventions and discoveries are being made that directly affect his own interests; if he would profit by the experience of others as told in print; if he would know everything possible connected with his own calling, so that he may be able to converse intelligently, not only with his co-workers, but with outsiders seeking information—then the trade journal is indispensable. It is a power in the land, and he who rejects its friendly aid will soon find himself at the rear end of the procession. He cannot know too much of his own calling.—*The British Printer*.

## THE NORWEGIAN WOOD-PULP INDUSTRY.

The year 1898 was a very favorable one in Norway for manufacturers of wood-pulp, according to the *Bulletin du Musée Commercial*, the prices having on the average been four kroner (3s. 5½d.) higher for wet pulp, and eight kroner (8s. 10½d.) higher for dry than they were in the preceding year. Purchasers hastened to place their orders, and at the commencement of the year the quantities sold amounted to 130,000 tons. The demand having again increased, the wood-pulp syndicate realized that the reduction of the production to the extent of 33½ per cent., which was primarily fixed upon, was too great, and at a meeting, which was held in May, the maximum reduction was fixed at 23½ per cent., but in spite of this prices continued to rise. Towards the end of the year small quantities which were available were sold at 55 kroner (£3 1s. 1½d.), and 100 kroner (£5 11s. 1½d.) per ton respectively for pulp wet and dry.

For the current year the greater part of the production is already sold at remunerative prices. The improvement which has manifested itself in the Norwegian wood-pulp industry has led to the very considerable extension of the factories already existing, and to the construction of new works in Norway and Sweden. The home consumption has remained almost stationary; in England the consumption has increased, and also in France. As regards Germany, this country imported in 1898, 10,000 tons of Norwegian wood pulp more than in 1892, but this increase was in great measure due to the dryness of the season last year. At the present time there are 59 wood-pulp factories in Norway; of this number, one is engaged in the manufacture of casks, three manufacture cardboard, and ten paper. The quantity of wood pulp exported from Norwegian ports, that is to say, the Norwegian product, and a certain proportion of Swedish pulp, amounted in 1898 to 230,000 tons, as compared with 215,000 tons in 1892 and 207,000 tons in 1890. The above observations and figures all relate to mechanical wood-pulp.

—The Belmont, Ont., flax mill will only be run to half its capacity this year, as the acreage sown was small, only about 150 acres.