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# The Semi-Weekly Telegraph

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## SPEAKER ANNOUNCES HYMAN WILL RESIGN

### Parliament Greeted With This News at Opening of Session Thursday

### London Disclosures Thought to Be Responsible for Minister of Public Works' Retirement---Recently Elected Members on Both Sides Introduced---Terms on Which Canada Gets Halifax Dockyards.

*(Special to The Telegraph.)*

Ottawa, Nov. 22.—There have been many occasions when a larger crowd witnessed the outside display in connection with the opening of parliament but there have been few instances when there was so large an attendance of members and senators as well as spectators in the senate to see the ceremonial and the delivering of the speech from the throne by the governor general, as was the case today.

The floor of the senate chamber was crowded and the galleries were filled. On the floor were Lady Grey and government house party, Lady Laurier, the wives of ministers, members of parliament and others.

The most interesting feature of today's proceedings was the announcement by Speaker Sutherland that he had received a communication from Hon. Mr. Hyman intimating the resignation of his seat for the electoral district of London. The resignation was not in form but on account of the importance of the note he thought it right to communicate it to the house. There is a certain form to be followed when a member sends in his resignation, and it was not observed in this instance. The usual way is for two members of the house to witness the resignation. In the case of Mr. Hyman it appears to have been merely a communication addressed to the speaker intimating that Mr. Hyman was resigning. At any rate it will in no way affect the decision which the minister of public works has reached and that is to throw up the seat on account of the disclosures in connection with the investigation going on in Toronto. He was in no way obliged to do this, but he has evidently come to the conclusion that it is the proper thing to do.

**Members Introduced.**

Hon. Mr. Fielding was introduced by Sir Wilfrid Laurier and Sir Frederick Borden.

Mr. Tolmie was introduced by Sir Wilfrid Laurier and Mr. Aylesworth.

Joseph Demers was introduced by Sir Wilfrid Laurier and Mr. Brodeur.

There was great cheering when the minduced by Borden and Blain and Mr. Tolmie and Mr. Demers were also received with applause fro mthe government side.

Mr. Marshall, of East Elgin, was introduced by Borden and Blain and Mr. White, North Renfrew, by Borden and Taylor.

The opposition cheered Bourassa and Lavergne when they introduced Mr. Robitaille, the new member for Quebec county.

Sir Wilfrid Laurier announced that the debate on the address will be proceeded with tomorrow. Mr. Parlee moves the address and Mr. Demers will second it.

The debate on the address will be taken up in the senate on Monday evening at 8 o'clock. Senator Jaffray will move the adoption of the address and Senator Roy will second it.

**Halifax Dockyard Terms.**

The Canadian government will take over the Halifax dockyards on January 1. They will be under the care of the agent of the marine department. The conditions in connection with the transfer of them to Canada are:

(1) Canada undertakes to keep up the buildings, machinery and plant and the yards be at the disposition of the men-of-war for repairs.

(2) The dockyards will be open to inspection by the commander in chief of the North America and West Indies and particular service squadron.

(3) The yards will be available to permit his majesty's ships at any time to use them so far as their facilities will permit.

(4) To allow the navy to keep for coaling purposes such coal in stock as they may require from time to time, and also the use of the wharf for coaling his majesty's ships.

(5) The admiralty in the event of war or any other emergency can take over the docks.

(6) The right to enter into possession on the part of the admiralty when it is considered necessary and advisable will not incur any liability on the part of the dominion.

(7) Canada to pay all liabilities for such time as the docks may be in possession of the dominion.

The dockyards' property include several wharves, a number of fine buildings, several yards, grounds, etc., in all covering about forty acres.

The usual batch of notices of motion was presented to the house today. Mr. Bergeron is after the Ross rifles and Col. Hughes will move that the interests of Canada and the British empire would be best served by a full partnership of union among Britain and her colonies.

## GILLETTE TOLD THREE DIFFERENT STORIES ABOUT GRACE BROWN'S DEATH

CHESTER E. GILLETTE.

THE CLIFF HOUSE, TUPPER LAKE N.Y.

MISS TERESA HAINISHFEGER.

Herkimer, N. Y., Nov. 22—Chester Gillette's story of how his sweetheart came to her death in the waters of Big Moose Lake the evening of Wednesday, July 11 last, as related by him to the sheriff who placed him under arrest at Arrow Head on the Saturday morning following, was retold today by the officer of the law to the jury which is trying the young man on the charge of murder.

It was brought out that Gillette knew the girl had been in a delicate condition since May. He said he and she had been intimate for a year.

"When the boat upset, accidentally as you say, and she was floundering helplessly in the water, why did you not go to her assistance?" Under-Sheriff Klock today swore that he asked his prisoner.

"Because," he says the young man replied, "I was afraid that she might struggle so that we would both go down."

District-Attorney Ward followed up this lead today by presenting in evidence the dress suit case, the camera and tripod, the tennis racquet and other articles which are supposed to have been rescued from the water by the young man after the boat upset.

"Gillette told me," continued the witness, "that he shouted to the girl to hold on to the stern of the boat and he would try to get her ashore. He said he did not get near her, for he was holding on to the bow."

Under-Sheriff Klock's story was the only testimony of interest presented during the long afternoon session.

Under-Sheriff Klock declared that since his arrest Gillette had given three excuses as to why the boat was overturned. When asked if he or the girl was to blame for the alleged accident, he replied, according to the witness:

"I suppose I am to blame for it."

Aside from this testimony, the interest of the day centered in a statement made upon the witness stand by the Rev. Couthbert Frost, pastor of the First Presbyterian church of Lowville. He was at the Arrow Head Inn with a party on the Friday following the tragedy.

"I saw Gillette coming downstairs from his room that evening," said Mr. Frost, "and overheard him ask two men if they had heard of a tragedy on Big Moose Lake in which a young girl had been drowned. I did not hear what reply, if any, was given."

Up to this time there has been no evidence that anyone else in the neighborhood of Arrowhead had heard of the finding of the girl's body. In fact, the

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## DEATH AND DISASTER IN LAKE ERIE STORM

### Steam Barge Sinks Near Toronto and Six Men Perish

### Boat Upset While Trying to Reach Shore---Thrilling Experience of "Cap." Sullivan and Another on a Piece of Wreckage---Latter Drowned When Almost in Safety---Another Craft Wrecked and Crew of Eight Thought to Be Lost.

*(Special to The Telegraph.)*

Toronto, Nov. 22—Steam barge Resolute, owned by Haney & Miller, of this city, carrying 622 tons coal, sank in about thirty feet of water a quarter of a mile west of Western Gap about 4 o'clock this morning. The Resolute and her tow, P. B. Locke, left Erie Monday and arriving at Port Dalhousie Tuesday noon started out on the passage across the lake about 9 o'clock. About 4 o'clock Wednesday morning she attempted to make Eastern Gap but failed. Repeatedly did the Resolute endeavor to make Eastern Gap but finding this impossible anchored in a more sheltered position immediately to westward of Western Gap.

Yesterday Captain Sullivan went to Deputy Harbor Master Hall with the object of examining the harbor charts. He found that there were only ten feet of water in Western Gap and therefore he could not make port from that direction as both the Resolute and P. B. Locke drew eleven feet of water. Several of the crew also came ashore expecting to find some place which would give them temporary shelter, but this did not exist. They express strong indignation that there are no such provisions made for that purpose on Canadian shore similar to that on the American side.

**Six Drowned.**

About midnight the wind changed from the northeast to west and it was then that the Resolute endeavored to make Eastern Gap, but without success. Returning to her former position she lay with her bow to the wind until about 4 o'clock when she went down bow first. There were two lifeboats on the Resolute, and the first one to be launched contained David White, Nelson Neilson, Thomas Topping, Henry Gregory and John Harrison. The boat capsized shortly after pushing off and was found on the beach, every one on board having perished.

The second boat contained Captain John Fahey, Mike Haney, Anderson Hicks, Ernie McBeth and Lizzie Callahan, the cook. A thrilling experience was that of Captain John Sullivan. He appears to have delayed leaving the Resolute until too late to make one of the boats. He jumped into the lake and grabbed a floating cabin roof. The second fireman, Topping, who had been knocked from the first boat, was endeavoring to keep afloat when Sullivan caught him and assisted him to the cabin roof. They floated towards the shore and when a short distance out Topping gave up and was drowned. He belongs to Deseronto, where he leaves a wife and two children.

The drowned: John Harrison, chief engineer, Deseronto; Thomas Topping, second engineer, Deseronto; David White, deckhand, Prescott; Henry Gregory, fireman, Bath (Eng.); John Barnes, fireman, Port Colborne; Nelson Neilson, wheelsman, Sweden. The rescued: Captain John Sullivan, St. Catherines; Captain John Fahey, Toronto; Andrew Hicks, wheelsman, Toronto; Michael Haney, mate, Port Dalhousie; Edward McBeth, deckhand, Toronto; Mrs. Lizzie Callahan, cook, Toronto.

Captain Sullivan's escape was probably the narrowest and most thrilling through which that hardy mariner has ever passed. When the vessel broke up the captain rushed to launch the life boats. One had already been launched, and as the captain endeavored to cut the lash of another he was swept overboard. Bravely he battled against the turbulent waves. He swam to the boat that was afloat. Clinging to its side he asked them to go back and see if they could rescue any others. As they endeavored to turn the boat it went over and the occupants went into the water. Just then the cabin floated past and Sullivan and Topping grabbed it. It was only hope of life remaining to these struggling men. Topping seemed to lose courage from the first. "Hang on and you will be all right," said the undaunted "Cap," in an effort to inspire hope.

The piece of wreckage to which they clung was the part in which the stove pipe had been. The captain buried his hands between the boards and canvass and hung on tenaciously as a man would with grim death staring him in the face. His watch stopped at 4.10, which would therefore be about the time he fell into the water. All about was dark and cold. One moment he and his comrade would be under water, the next above. Before the stiff northwester which was blowing they were carried at a rapid rate in the direction of the Western Gap. Just outside the Gap, when safety seemed in sight, the wreckage broke in two and the men were parted. "Good-bye," gasped Topping, feeling that his last hope had vanished. "Keep up your courage; we are near safety," called back the captain as he was tossed by waves.

For a time it looked as though he would be landed on the beach but the fickle waves took him around through the gap. On shore he saw a light. He called for help. His calls were heard and he was saved. Almost unconscious from exhaustion he was taken to his home, Euclid avenue, where after a few hours' rest he was reported to be all right again.

**Likely Eight More Perished.**

Leamington, Nov. 22—(Special)—This morning about 5 o'clock the Chauncey Hurlbert, a steam barge, was driven aground by the fierce storm which raged here last night. The crew of 13 were all saved. It was loaded with pig iron going from Manistique (Mich.) to Buffalo. They had in tow the D. C. Clint, a small barge, which broke away in the storm. It is supposed to be wrecked and the crew of eight probably drowned. Another barge went aground at Point Pelee. The crew of 22 were rescued by the Point Pelee life saving crew. The name of the last boat has not been learned. It was one of the worst storms that ever swept the lakes.

## EMPRESS OF IRELAND SIX DAYS TO HALIFAX IN STORMY VOYAGE

*(Special to The Telegraph.)*

Halifax, Nov. 22—The Empress of Ireland, the first C. P. R. steamer to land mails at this port, arrived last night. She sighted Chebucto Head at 7 o'clock and was delayed endeavoring to obtain a pilot by burning of lights and sounding blasts of whistle. After waiting an hour without sighting a pilot, the captain of the Empress decided to come into port unassisted.

There has been considerable speculation as to how far up the harbor the mail boat would come. The Empress of Ireland came up further than anticipated, dropping her anchor opposite the ferry slip at 8.30 p. m.

She left Liverpool on the 16th of November at 8.10 p. m., thus making the run in six days.

The first four days of the voyage were very stormy, and most of the passengers were sick. Had it not been for the rough weather the steamer would have reached here on Wednesday evening. The last two days of the trip was uneventful and good weather was experienced.

Her daily runs were as follows:

Nov. 17—278 miles.
Nov. 18—344 miles.
Nov. 19—409 miles.
Nov. 20—414 miles.
Nov. 21—426 miles.
Nov. 22—465 miles.

On Tuesday Mrs. Addie Pretty, of London, a steerage passenger, died of hemorrhage and was buried at sea. She was on her way to Toronto to visit her brother, who resides there.

On Tuesday the sister ship, the Empress of Britain, homeward bound, was passed at close quarters.

The Empress of Ireland had 52 saloon, 92 second and 324 third class passengers.

Among the saloon passengers was Miss M. Cartwright, daughter of Sir Richard Cartwright. None of the passengers were landed here.

The Empress came here to land the mails. Immediately on dropping anchor, the Pastime, one of Heffler's lighters, drew up alongside of the steamer, and the work of transferring the mail bags was commenced.

A heavy sea was running at the time and great difficulty was experienced in keeping the lighter close to the steamer's side. It took an hour and thirty minutes from the time the first bag left the steamer's deck until the last was safely stowed away on the lighter.

There was an unusually large mail to handle, there being 1,124 sacks, made up of 841 sacks of Canadian mail and 283 of parcel post.

The steamer had on board 427 bags of Japan mail, and 124 of parcel post. These were not landed here.

Just as soon as all the mail was transferred the Empress weighed anchor and at 10.30 p. m. she was under way down the harbor racing to St. John.

The lighter Pastime went to Deep Water, arriving there at 11 o'clock, where the mails were put aboard the special train for Montreal, which left at 12.45 this morning.

## GOVERNMENT ON INSPECTION TOUR

### Local Executive Went Over International Railway Thursday

### AN UP-TO-DATE ROAD

### When Completed the Line is Expected to Develop a Vast Tract of Country and Carry an Immense Traffic from Gaspe District.

*(Special to The Telegraph.)*

Campbellton, N. B., Nov. 22—All the members of the executive council of New Brunswick—Hon. Messrs. Pugsley, LaBillois, Farris, Sweeney and Jones—made a thorough inspection of the International Railway today. A special Pullman car was engaged for the visitors at Moncton and when they awoke in the morning they found themselves a distance of twenty miles from Campbellton near the Upsalquitch River.

After taking breakfast at one of Mr. Malcolm's camps the train ran ten miles further, covering the third section, a distance of thirty miles. Considerable work has been done on the fourth section which was inspected by the visitors who walked through the new work and witnessed some very heavy rock cuttings.

In a space of half a mile they saw five concrete bridges which are ready to receive the steel spans. The roadbed along the line is everything that could be desired. Contractor Malcolm was prepared during the summer to give shelter to 1,000 laborers and he has now 200 at work and will push things till he is prevented by deep snow. It is his intention next year to work at both ends of the road.

When this railway is completed and a bridge spans the Restiguoche at Campbellton there will be an immense traffic carried on from the Gaspe district, the northern part of New Brunswick and the New England states. The increase of population which is bound to follow after the International is built will make Campbellton one of the most progressive towns in eastern Canada.

The members of the local government have shown a great interest in this line of railway and it must be satisfactory to the country to know that Contractor Malcolm is building an up-to-date road.

## FRANCIS' TRAIL STRUCK AGAIN

### Discovered in the Woods Near Belfast Hovering Over a Fire

### STOLEN RIG WITH HIM

### Posse Now After Desperado But Have Little Hope of Capturing Him—Store Broken Into Near By, But Only Provisions Stolen.

Belfast, Me., Nov. 22—The horse and wagon stolen by Minot St. Clair Francis, the negro desperado, was recovered late this afternoon in the town of Monroe, 15 miles from Belfast, the capture affording a new clue to the whereabouts of the fugitive. After Francis stole the horse and wagon near Searsport Tuesday night, he was traced by a searching officer over a roundabout course which seemed to lead to Sandy Point, on the shore of Penobscot Bay not far from this city.

Today the attention of the officers centered mainly around Sandy Point and the whole region about that neighborhood was being thoroughly explored under the direction of William B. Robinson, United States post office inspector of Portland, when word came that Francis had been seen in Monroe about 15 miles west of Sandy Point. The clue to the whereabouts of Francis was discovered by Clifton Moore, who lives near Lord's Bridge, in the town of Monroe. Mr. Moore saw smoke rising above the tops of the trees in a wood lot on his property and investigated the source of it. Going along a wood road, he found a horse and wagon and a little way beyond, saw a fire. There was a colored man working about the blaze and Moore immediately recognized him as Francis from the descriptions of the latter which have been spread carefully through all this part of Waldo county. Returning home, Mr. Moore lost no time in driving to the village of Monroe and notifying by telephone Warden Norton in Thomaston. The latter sent word to Inspector Robinson at Sandy Point and directed that men from Monroe village be stationed at Lord's bridge to prevent the escape of the fugitive by the highway until the arrival of Inspector Robinson and his force from Sandy Point.

In the meantime, however, a Waldo county deputy sheriff who had heard of the location of the fugitive went to the wood lot and found the horse and wagon there but failed to capture the colored man. The deputy drove the team to Monroe and it was identified fully later on as the one stolen in Searsport. Francis, meanwhile, disappeared and although Warden Norton arranged tonight to station a cordon of guards about the woods and along the highway leading to Lord's bridge, it was considered very doubtful if the capture of the desperado would be effected.

It is believed that last night Francis broke into the general store and post office at Park, halfway between Searsport and Stockton Springs. Nothing in the post office was disturbed, but provisions were taken from the store. It is now believed that Francis took a direction inland with the stolen team, with the intention of making some point on the main line of the Maine Central Railway.

Town Marshall J. C. McAdam, of St. George, accompanied by some seven or eight armed citizens of that place, had a hunt after a colored man supposed to be

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## EXODUS OF SCOTT ACT VIOLATORS

### Dorchester Jail Didn't Get Any of Them as Guests Thursday

### VARIOUS EXCUSES

### One Produced Doctor's Certificate Stating Prison Wouldn't Agree With His Health; Another Paid a Fine, But Those Accused of Selling to Indians Disappeared.

*(Special to The Telegraph.)*

Moncton, N. B., Nov. 22.—There are various reasons why Scott act violators for whom committments have been issued did not go to jail this morning as was intended. Eustache LeBlanc, who had been fined $100, paid and avoided a trip to Dorchester.

When the officer called on Thaddy Richard, proprietor of the Park Hotel, he presented a counter document in the shape of doctor's certificate that his health would not permit close confinement in a crowded place like the county jail is at present. He was given time to recuperate.

The third commitment was for William McDougall. He apparently decided before the officers arrived to seek a health resort other than Dorchester. He could not be found. More commitments are out and there will probably be more skirmishing among liquor dealers tomorrow.

W. C. Carter, Indian commissioner, arrived in the city this afternoon from Richibucto to prosecute parties to be arraigned tomorrow morning in the police court for violation of the Indian liquor act. It is reported the parties against whom the cases are pending have left town but the cases, Mr. Carter says, will be proceeded with just the same.

Andrew Gaudet, for whom a warrant was issued yesterday on a charge of stealing a suit of clothes from his boarding house, was arrested this afternoon at Shediac. He will be brought to Moncton and given a hearing before Police Magistrate Kay.

## "ALL IS WELL" BETWEEN BRITAIN AND UNITED STATES, SAYS DURAND

New York, Nov. 22.—Interesting addresses by the ambassadors to the United States of two world powers, marked the annual banquet of the Chamber of Commerce of New York at the Waldorf-Astoria tonight. These utterances were in response to toasts by Baron Spock Von Sternburg and Sir Henry Mortimer Durand, the representatives in this country, respectively of the German and the British governments. Baron Von Sternburg spoke on "The Commercial relations between the German Empire and the United States should be reciprocal."

The topic of the British ambassador's remarks, "Diplomacy and Commerce," was anticipated with interest because of his intention soon to leave Washington and to retire from public life.

Sir Henry Mortimer Durand, in his speech, said in part:

"It has long been recognized in England that commerce is the life-blood of the nation, and other nations have woke up, rather too thoroughly perhaps, for our taste, to the consciousness of its importance. The diplomatic service has caught the spirit of the age and for many years past the embassies and legations have been devoting their attention much more than they used to the interests of trade. Commercial attachesships have been founded for this special purpose, and every year sees more attention paid to the subject."

Mr. Durand then said:

"As you know I am about to retire from the diplomatic service. For some reason I greatly regret doing so, and es-

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## MOVE TO PUT MONCTON POLICE FORCE IN HANDS OF COMMISSION

*(Special to The Telegraph.)*

Moncton, N. B., Nov. 22—A movement is to be made to place the Moncton police in control of a commission. Ald. Robinson, at a meeting of the police committee tonight, stated he had a resolution favoring taking the control of the police out of the hands of the city council and placing it in commission. The matter is likely to create a considerable discussion in the council. The handling of the police by the council has been unsatisfactory and Ald. Robinson's move meets with favor in many quarters.

General Manager Pottinger returned tonight from an inspection trip to Sydney.

## DENMARK TO CLOSE BALTIC TO HELP GERMANY IF AT WAR?

London, Nov. 22—According to the Berlin correspondent of the Daily Mail, Denmark and Germany have entered into a treaty to close the Baltic to fleets hostile to Germany in time of war. It will be remembered that the value of such an agreement was discussed in Germany some time ago. It is now arranged, and one of the objects of the King of Denmark's present visit to Berlin is to ratify it. Germany guarantees the integrity of Denmark in return for the privilege of closing the sound between Denmark and Sweden to any hostile fleet trying to attack Kiel or other of the Baltic ports. This, according to the correspondent, has been the object of the Kaiser's patient courting of Denmark in recent years. The agreement is of such a character that official denials of its existence can always be made apparently truthful. It even makes it possible for Denmark to put up a make-believe protest when the time for the fulfillment of the agreement arrives.

## THIRTEEN KILLED IN LINERS' COLLISION

Cherbourg, Nov. 22—Two big liners, the Kaiser Wilhelm Der Grosse and the Orinoco, collided in the English Channel last night at 9 o'clock. As a result thirteen steerage passengers and sailors were killed, each vessel was seriously damaged and the two steamers have returned to port to repair.

The Kaiser Wilhelm Der Grosse carried 258 first class passengers, 389 in the second cabin and 607 in the steerage.

The shock of the collision was terrific and there was a panic on board each ship. Order, however, was quickly restored, but not before a small boat, lowered from the Orinoco, had been swamped by the efforts of the fear-stricken passengers to crowd into it.

Those who lost their lives were killed either by being crushed by the grinding timbers or being thrown overboard and drowned.

## PEARY'S STEAMER DUE AT SYDNEY

Halifax, Nov. 22—(Special)—The steamer Roosevelt left Port Aux Basque at 2 o'clock this afternoon, having taken a supply of coal on board. There is a heavy snow storm on the coast tonight and with a high sea running it is not likely that the steamer will reach Sydney before tomorrow forenoon.

## BEAVER HARBOR WOMAN TAKES HER OWN LIFE

### Had Been Despondent at Times—Husband Found Wife Unconscious.

St. George, Nov. 22—(Special)—Mrs. Tobias Cross, a much respected resident of Beaver Harbor, committed suicide at her home Wednesday evening by drinking carbolic acid. It is thought the unfortunate woman was suffering from despondency at the time.

About a year and a half ago Mrs. Woods, a twin sister of Mrs. Cross, died. They were very much attached to each other and since then Mrs. Cross had been subject to fits of melancholy. About six months ago she was placed in the Provincial Hospital for Nervous Diseases, but was discharged a short time after, apparently very much improved in health.

On Wednesday her husband was absent from the house and when he returned in the evening it was to find his wife unconscious from the effects of the drug. It was estimated that she drank two ounces of it. Dr. Taylor, who happened to be at Beaver Harbor at the time, was hurriedly summoned, but all his skill proved unavailing, and the unfortunate woman died at 10 o'clock that night. A great deal of sympathy is felt for Mr. Cross, who is much and deservedly respected in this community. There are no children, nor as far as known any immediate relatives of Mrs. Cross left alive.

## RECORDS OF SEEKERS OF NORTH POLE

Sir John Franklin, King William sound, lat. 70 deg. 5 min., in 1846.

Dr. E. K. Kane of Philadelphia took the advance to 78 deg. 3 min. north, and his fellow-voyager went over land and ice to 80 deg. 35 min., in 1853.

Commander G. W. De Long, in the Jeanette, reached 77 deg. 15 min. north, in 1880.

A. W. Greeley reached lat. 80 deg. north, in 1881-1883.

Dr. Fridtjof Nansen, in the Fram, reached 86 deg. 4 min., in 1896.

The Duke of Abruzzi, in the Stella Polare, attained 86 deg. 33 min., in 1900, which was the best record previous to the last achievement of Mr. Peary.

Sverdrup attained 80 deg. north, in 1898.

Robert E. Peary set the "farthest north" record at the highest notch, 87 deg. 6 min., in 1906.