

YUKON EXPEDITION TO NORTH POLE

Imbued with the idea that the conquest of the North Pole can only be accomplished by explorers who have become acclimated to the rigors of the Arctic winter and who have had long practice with the management of dog sledges, a party of hardy men in Dawson City, the metropolis of the Yukon district, have given an appreciative ear to the project of Dr. Antonio Varile, a Frenchman at present a resident of Dawson, who is said to be an inventor and an ardent student of polar research. His plan as described to a meeting of citizens of Dawson recently did not lack novelty, and it is reported that Gen. Greely, who has been in the Arctic himself on a memorable expedition, has declared the scheme is well founded. Certainly he admitted the correctness of the judgment of the French explorer in deciding to make a trial trip as it were in the Yukon district, the coming winter, where the stage is set very like the setting in the neighborhood of the Pole and the experiments will be within reach of civilization.

To start next June. The real start, as reported, is to be made in June next year, so that Commander Peary need not fear the onset of winter. The expedition is to be a research and experiment was formed at Dawson. It is the object of this organization, said to number about twenty members, to develop the theory of Dr. Varile. The expedition is to be a research and experiment was formed at Dawson. It is the object of this organization, said to number about twenty members, to develop the theory of Dr. Varile.

Charles Macdonald, clerk of the territorial court of the Yukon, made an address, in which he described the advantages of Dr. Varile's proposition.

Improvements in Methods.

It is the contention of the new North Pole seekers that the expeditions of former polar explorers or Pole seekers have been conducted on anything but lines that would be approved by the northern travelers of experience. Yukoners found many valuable points in the method of travel, equipment and the position of nearly every polar expedition of the past.

The most familiar example of polar endeavor is the Naansen expedition. They say it is shown by Naansen's own book that he understood little of equipment and handling of sledges and dogs. Yukoners handle them with more simplicity, ease and skill. While Naansen was in the Arctic, he was in the ice, the Yukoners permit themselves to sweat. Naansen traveled with dogs wearing harness. Yukoners never use dogs wearing harness. They use harnesses made of rawhide, and they use harnesses made of rawhide. They use harnesses made of rawhide, and they use harnesses made of rawhide.

Salitors Not Useful.

Another contention which they think is a serious defect is that nearly every expedition sent to the Arctic thus far has been composed of sailors, never of men who have been in the Arctic before. The sailors are not used to the Arctic, and they are not used to the Arctic. The sailors are not used to the Arctic, and they are not used to the Arctic.

It is the object and plan of Dr. Varile to carry the expedition across the Arctic, and he has been in the Arctic before. He has been in the Arctic before, and he has been in the Arctic before. He has been in the Arctic before, and he has been in the Arctic before.

Matter of Fuel and Supplies.

The question of fuel and sufficient supplies to carry the expedition across the Arctic is a sticking point. Varile proposed to carry a supply of fuel, and he proposed to carry a supply of fuel. He proposed to carry a supply of fuel, and he proposed to carry a supply of fuel.

By thus supplying the dogs with fuel, each dog will have nothing to eat but fuel. The dogs will have nothing to eat but fuel, and they will have nothing to eat but fuel. The dogs will have nothing to eat but fuel, and they will have nothing to eat but fuel.

An Experimental Trip.

Varile plans to make an experiment of a trip of several hundred miles in the Yukon basin, the coming winter. He plans to make an experiment of a trip of several hundred miles in the Yukon basin, the coming winter. He plans to make an experiment of a trip of several hundred miles in the Yukon basin, the coming winter.

His plan is to start from Grant Land, the base of Peary's coming polar dash, and to dash over the ice, 700 miles to the pole, and then continue 600 miles to Peary's last land. At right angles to Grant Land, and to make the journey in about 130 days or less. Ships will make connections at both ends, and each ship will be equipped with wireless telegraph apparatus, with which the travelers can communicate when within proper distance of the ship. It is expected the wireless will help to locate the ship without delay.

It will be noticed by those familiar with Peary's route that the latest and best for polar honors will do the American the compliment to follow in his footsteps. Peary, it will be remembered, laid considerable stress upon the importance of operating from a base on Grant Land. Peary had attributed his previous failures to reach the goal of explorers by starting from a base at Cape Sabine, or Etah, about latitude 70.

European explorers of recent years have almost to a man decided to follow the route of Peary. Dr. Varile's plan is to follow the route of Peary. Dr. Varile's plan is to follow the route of Peary. Dr. Varile's plan is to follow the route of Peary.

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Review Season's Work at Atlin

Returned Miner of Opinion That Clean-up Will Be Over a Million.

Gives Detailed Report of the General Results at the Different Creeks.

R. A. Lambert was one of the 100 men who arrived on the Princess May. He said that he was very happy to see the government on the coast. He said that he was very happy to see the government on the coast. He said that he was very happy to see the government on the coast.

Atlin, B. C., Oct. 12.—The review of the season's work at Atlin, B. C., was held yesterday afternoon at the Atlin Hotel. The review was held by the Atlin Mining Association, and was attended by a large number of the miners and the public.

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ing and it has now been definitely announced that they have struck it rich. Having located coarse gold pay dirt they have been making money for some time. This time the money is being made in Atlin, as the creek is owned locally.

There has been a good year for nuggets. There have been none of great size located, they have run from five to twenty ounces. One nugget of twenty ounces has been located in the creek. This time the money is being made in Atlin, as the creek is owned locally.

And these findings of rich bench claims have proved a great attraction to men without capital. It can be explained in this way: A stream of water is turned on to the surface of the bench, which appears like so much sand. The hard work is done by the men, and the water is turned on to the surface of the bench, which appears like so much sand.

There are small claims of this sort, and they are being made in Atlin, as the creek is owned locally. There are small claims of this sort, and they are being made in Atlin, as the creek is owned locally.

Mr. Lambert was asked for details as to the sluice box robbery. He said it was very cleverly planned. They came on the night of the robbery, and they came on the night of the robbery. They came on the night of the robbery, and they came on the night of the robbery.

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Along the Waterfront

Two Derelict Fishing Boats Are Picked Up in Gulf of Georgia.

No Sign of Occupants—Tells Arrives From Kobe—Cheswick Chartered.

Steamer Tellus, a collier well known at near-by coal ports, arrived yesterday morning from Kobe and proceeded to load coal. The steamer was chartered by the British Columbia Coal Company, and was bound for Seattle.

The Tellus, now in charge of Capt. Laidlaw, was engaged in blockading the coast during the war, being one of the few vessels which made successful trips. She was carrying a large amount of coal, and was bound for Seattle.

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HEAVY SHIPMENTS OF Flour From Puget Sound for Ports of the Orient.

Steamers Tremont and Vermont (one of the fourteen tramps chartered to carry flour to the Orient) sailed yesterday from Puget Sound. Flour formed the major part of the cargo of both steamers. The Tremont carried 14,500 tons of flour, and the Vermont carried 15,000 tons of flour.

Steamers Tremont and Vermont (one of the fourteen tramps chartered to carry flour to the Orient) sailed yesterday from Puget Sound. Flour formed the major part of the cargo of both steamers. The Tremont carried 14,500 tons of flour, and the Vermont carried 15,000 tons of flour.

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