A decorative border of repeating leaf motifs surrounds the text.

The Canadian Polar  
Expedition

OR

WILL CANADA CLAIM HER OWN

BY

R. H. C. BROWNE,

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OTTAWA, CANADA, 1901.

# TUBERCULOSIS IN CATTLE.

## IMPORTANT TO FARMERS.

The following letter is sent by the Department of Agriculture at Ottawa to Persons desirous of having their cattle tested for Tuberculosis, and sets forth the conditions under which the Dominion Government undertake to apply the Tuberculin Test FREE OF CHARGE.

N.B.—Testing, however, will not commence until cattle have been stabled for the Winter.

### Dominion of Canada DEPARTMENT OF AGRICULTURE,

OTTAWA,.....190

DEAR SIR,—

In response to your letter of the....., I beg to say that the following are the conditions upon which the Department applies the tuberculin test to cattle.—

When a person makes application to the Department to have his cattle tested, for the purpose of ascertaining whether any of them are effected with tuberculosis, a Government Inspector is sent to test, and all expenses in connection with this are paid by the Department. The owner must accept all responsibility for the result of the test. The Government do not order the slaughter of diseased animals. No compensation will be given in cases where owners slaughter of their own free will. If any of the animals are found to be suffering from the disease they will have to be isolated and the shed or corral in which they are kept will be quarantined. The owner will then be prohibited from selling any of them or their raw products. Should he desire of his own free will to slaughter them and dispose of the carcasses for food, he will have to consult the local authorities as to whether he will be allowed to sell them. The premises in which diseased animals have been must be cleansed and disinfected to the satisfaction of the Government Inspector, as recommended on page 11 of the Farmers Bulletin on Tuberculosis, a copy of which I enclose you. The premises of which the diseased cattle have been quarantined will also have to be disinfected and cleansed, as mentioned above, after the animals have been disposed of. When the Minister of Agriculture receives a certificate from the Inspector that the disinfection has been done to his satisfaction the premises will be released from quarantine. No application will be considered unless the owner agrees to submit all his cattle to the test.

If an applicant refuses to have his cattle tested after having made formal application, he will be charged with and will have to pay whatever expenses may have been incurred by the Department in connection with the sending of a Veterinarian to make the tests.

Upon your signing and returning to us the attached form of request a Government Inspector will be sent to test your cattle.

Yours truly,  
**W. B. SCARTH,**  
*Deputy Minister of Agriculture.*

To.....

Address .....

The Honorable the Minister of Agriculture for Canada,  
Ottawa, Ontario.

DEAR SIR,—I hereby request that my entire herd of cattle consisting of—

..... Bulls.  
..... Cows.  
..... Steers.  
..... Heifers.  
..... Calves.

be tested for Tuberculosis with Tuberculin, and I hereby agree to conform to the Government conditions as expressed in their letter dated..... which I acknowledge having received.

The nearest railway station to my premises is..... on the line of the..... Railway Company, and if I am notified when the Inspector will arrive at the Station I will meet him and drive him to my premises, and when the testing is completed, will drive him back to the Station free of charge.

Signed.....

Date.....  
Lot..... Con.....  
P. O. Address.....  
Township.....

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# The Canadian Polar Expedition

OR

## Will Canada Claim Her Own.

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BY R. H. C. BROWNE.

I have always been deeply interested in scientific and arctic research and my enthusiasm knew no bounds when I learned that a Canadian expedition was about to be fitted out to explore the Polar Basin, under the command of Captain J. E. Bernier, himself a Canadian.

I have always contended—and do so yet, that the Polar area is our natural northern boundry and therefore, part and parcel of our vast Dominion, and it is my fond hope and wish that the present expedition will make it ours by right of exploration. That all true Canadians will be deeply interested I have no doubt, and feel confident, that of all nations in the world, the Canadians are the best adapted for an undertaking of this nature and, therefore, have the best chance of success. What a great day it will be for Canada, should Captain Bernier succeed in planting Canada's flag at the earths axis, something which all foremost nations of the world have endeavoured to do, but never succeeded in accomplishing, it must be said however that no expedition has returned, without bringing

valuable information concerning arctic and antarctic exploration.

There are two questions foremost in the mind of the general public, viz :

Is it possible to reach the Pole?

Of what use will it be if you do?

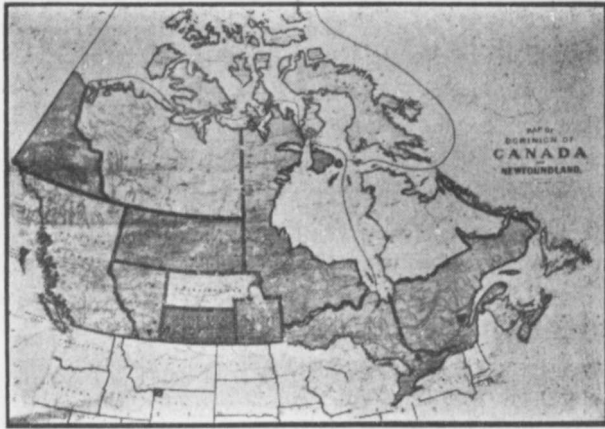
To the first question I would say, that as far as I have been able to learn, all recent authorities on Polar research, are unanimous on two points, first, that the North Pole is not inaccessible, and second, that in the remote past human beings have not only visited it, but have resided in that region. Further, that is a great mistake to think that the temperature is so low that it will be impossible for human beings to exist. We have the registered temperatures taken nearest the Pole on recent Arctic expeditions, and they are very much higher than the temperatures recorded in our own Canadian west and the Yukon where our citizens have now lived for some years. The chief features of a Polar expedition to-day, will be the maintenance of supplies, to co-operate with nature and to be able to take advantage of the polar outflow.

To the second question the reply is, that all previous attempts to discover the Pole, have resulted in the most important discoveries and in great benefits to mankind. In fact, all scientific expeditions have resulted in discoveries of the utmost value to science and applied science. Let me instance a few. The search for the Philosopher's Stone not only led to discoveries of the greatest importance, but was the source and origin of modern Chemistry. The search for Eldorado opened up the vast valley of the Amazon with all its riches. The search of Ross and Parry for the North-West Passage resulted in millions through the whaling operations,

The search for Prester John opened the trade of the world to China and Africa. The search for Franklin in 1853 revealed the great wealth of northern Alaska. In fact the results of scientific importance to be derived from an examination of the immense unknown area around the North Pole are as numerous as the region is extensive. Moreover, that it is desirable to complete the survey of the Northern Seas from a physiological, zoological and magnetic standpoint is unquestioned, and Canada has too deep an interest in these northern waters to permit all the glory of discovery to pass to foreign nations. We all know that no boundary line can be surveyed with precision, that dangerous shoals and rocks cannot be accurately located until the problem of the ellipticity of the earth's surface, the question whether or not the earth is flattened at the Poles is settled. Science realizes that its reckonings, based upon the shape of the earth, are not correct, but it can never be known in what the error exists until some one starts the measurements correctly at the one point where the measurements begin.

This question of the earth's formation is however not the only problem that will be settled by the discovery of the Pole. As Wellman says: "The pioneer expedition to the heart of the inner polar regions, to the Pole itself or its vicinity, will not only bring back a story of adventure, of hardships, of achievement which will stir the blood of all who admire courage and physical prowess and triumph over the difficulties of Nature, but it will return with valuable information concerning the magnetic and electrical forces of the earth, now so little understood; concerning meteorology and geology, the forms and extent of unknown lands, if they exist, the depths of the the sea and currents thereof, the organic life of our own and

past ages, and the great problem of glaciation which involves the history of the human race." The many other advantages to be derived from arctic exploration are not quite so clear to all except scientists. However it is quite clear from what we have already learned that there is much more dependent upon the discovery of the Pole than is generally supposed.



SHOWING UNEXPLORED TERRITORY CLAIMED BY CANADA.

The extent of territory which we claim and which is still unexplored is enormous, there is no less than one million seven hundred and fifty thousand square miles of land and water teeming with riches, and will Canada stand aside and allow other nations to reap the glory and wealth, or will she gather herself together and make a grand effort to reach out and take possession of her own. The opportunity is now presented to Canadians by Captain Bernier's proposed Polar expedition to show their interest in and loyalty to Canada.

Captain Bernier offers his services gratuitously to his

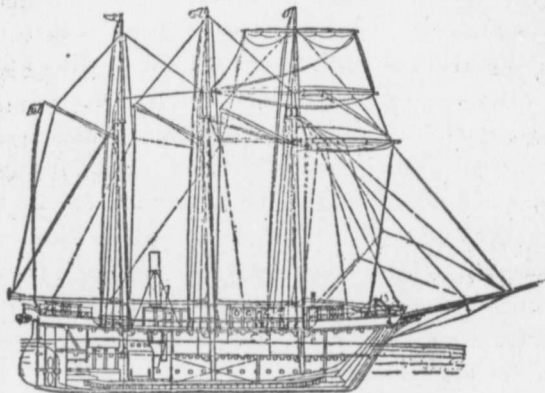


King and country asking only that the government and people pay for building and equipping a suitable ship. The sum required will be one hundred and fifty thousand dollars, of which the government have promised to contribute sixty thousand. The interest is growing daily, and I hope that the people of Canada will promptly contribute the necessary funds to carry out the undertaking. Practically unlimited means have been placed at the disposal of explorers in other lands. Russia has placed unlimited means at the disposal of Admiral Makaroff, William Zeigler a millionaire of New York is willing to spend one million five hundred thousand dollars to enable Evelyn B. Baldwin to be first at the Pôle. But Canada must and will be first to reach the goal. I have studied the plans for the proposed Canadian expedition and after having read the accounts of other explorers feel quite confident that Captain Bernier will reach the Pole and return with a cargo of records of the unknown Polar Basin, for the honor and glory of Canada and science in general.

The plan proposed by Captain Bernier has been laid before all the most eminent scientists in Canada and all parts of Europe and has received the warmest approbation ever accorded any proposition of a like nature hitherto revealed to authorities on Arctic and Antarctic research.

The accompanying cut is a sectional view of the ship Capt. Bernier proposes to build. She will be one hundred and thirty three feet long, thirty six foot beam, eighteen feet depth of hold and a little over three hundred tons register, to run under both steam and sail. She will have a perpendicular stern-post, with the rudder outside, making it possible to unship at any time either the rudder or propeller. This will be a great advantage and will prevent the rudder and screw

getting frozen up while jammed in the ice as was the case with other Arctic vessels while their build rendered their stern weak. Captain Bernier's ship will also have a flush deck which will prevent her being overweighted with an unnecessary load by the frequent flooding of the forward deck by water and slushy snow as was the case with other vessels



SECTIONAL VIEW OF CAPTAIN J. E. BERNIER'S ARCTIC SHIP.

visiting the Arctic regions. The engines will be more powerful and better protected than any other Arctic vessels hitherto constructed. She will have three masts, and her total sail area will be one thousand feet more than that of the "Fram" or seven thousand square feet. Her rig will very much resemble that of a three-masted top-sail schooner, which is said to be the best all round coaster. She will be provisioned for a six years voyage, and will have a crew of fourteen. These will consist of six scientific men, including a surveyor, astronomer, geologist, biographer; artist-photographer and doctor, all chosen as far as possible with a view to their

practical as well as scientific knowledge. There will be three navigators, all qualified as Captains; three sailors, one engineer and one assistant engineer who will be a mechanic and electrician. The vessel will be built in Canada and if Canadians take the interest they should in the expedition she will sail from Victoria or Vancouver B. C. about the first of May, 1902.

Captain Bernier has carefully examined every ship that went to the Artic regions and returned and has picked out all the weak points in their construction and when his ship is completed he will undoubtedly have the strongest vessel that was ever constructed.

The Captain's plans are fully in accord with the working of nature, as he says, everything on earth is made for man, and by following the laws of nature, a man is much more likely to succeed, than the man whose plans are in direct opposition to nature. The fact that he proposes to attempt to reach the Pole by co-operating with nature, while the plans of his competitors are all opposed to nature, is sufficient in itself to commend his expedition to the public, and is without doubt, the reason, that all the eminent authorities have declared, that if Captain Bernier starts on his Polar expedition he will succeed in planting Canada's flag at the earth's axis.

The expedition is purely Canadian, the ship will be built in Canada by Canadians, and the crew will all be Canadians, and the Captain wishes to secure the necessary financial aid from Canadians alone.

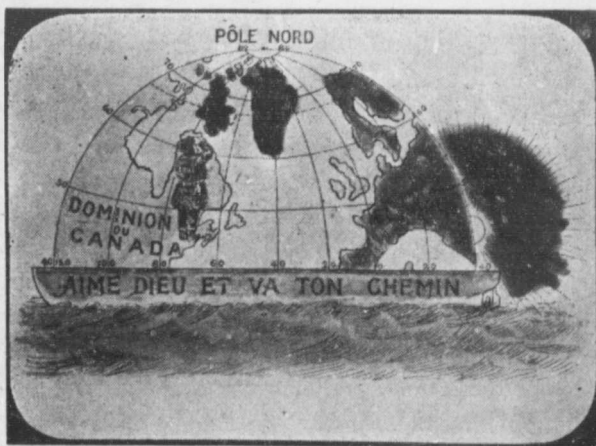
In order to ensure the sailing of the expedition on the first day of May 1902, the money must be forthcoming at once, otherwise it will not be possible to leave until May 1903 necessitating a loss of one year.

Unless I am greatly mistaken in my estimate of the people of Canada, I am confident, that the necessary subscriptions to the Polar Fund, will be forthcoming promptly, and the Canadian Polar Expedition will leave on time, and will return the winners of the greatest international contest in the history of the world.

The Canadian expedition will take from three to five years, going by the Strait of Behring, in about the month of July, and will push north into the ice as far as possible, according as its state will permit. A small balloon messenger will be sent every month with records, when the wind is suitable. Each balloon sent will contain a copy of the records in the former balloons, so, that, should one be lost the chain of records will not be broken. Everything of importance will be faithfully recorded. In the second spring or summer two different routes would be made, one in a north east direction, and the other in a south-west direction, with stations at different places, so that communication with the ship can be maintained by wireless telegraphy, and gun-signals when weather permits. The route will be staffed; the staffs will be hollow and part of them filled with condensed provisions, each bearing a number and a record, so that the passage of each party will be recorded. At the fifty mile staff a station will be established where soundings and weather records will be taken at intervals, and other observations made. When the neighbourhood of the Pole is reached the north-east route will be extended to one or two more stations, as may be deemed requisite, always keeping in communication with the ship and stations. In this way it is thought that 90 degrees north can be reached with certainty.

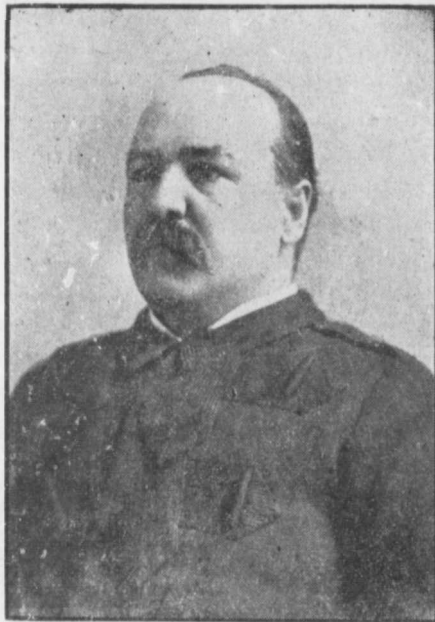
Captain Bernier has spent twenty three years studying the problem of Arctic exploration and has expended thirteen

thousand dollars of his own hard earned means in bringing the matter to a focus. He asks nothing whatever in return for his services, not even for the three, four, or five years, he will spend in the Great White North, as he says himself: "I am lured by no hope of gain, influenced by no spirit of conquest, but I am moved solely by the belief that man should know even those most desolate regions of his abiding place the earth, and with the determination that the British Canadians shall do their part.



THE GLOBE A CHARTERED SHIP.

"The Globe is a chartered ship for the future, and richly loaded. The earth was made for man to utilize for his own good, and God gave him his own free will to go where he likes. Some men stop on the way, some go farther and farther, and it is a race to see this earth and to find our wants and pleasures,"



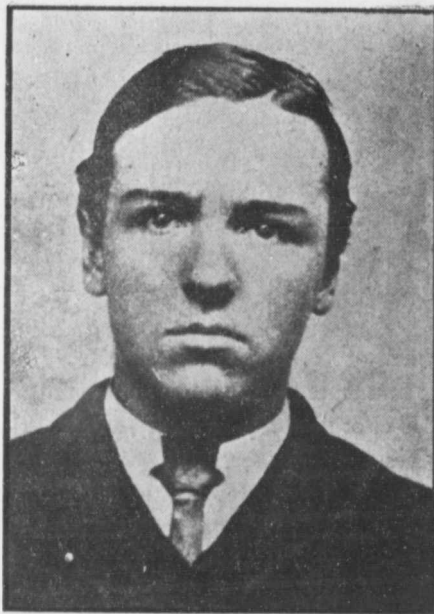
CAPTAIN J. E. BERNIER.

Captain Joseph Elzear Bernier was born at L'Islet, Province of Quebec on January 1st 1852 and has the most unique record of any sea Captain that ever lived. He comes of an old sea-faring family. His father and grandfather were sea captains, and if the service of himself and immediate relatives could be extended in one life, it would make a period of seven hundred and ninety-four years. He has spent almost his whole life at sea, and as most of his family have attained an extreme old age, he may be said to be in the prime of life.

When only one year old he went to sea with his parents. He was at the bombardment of Sebastopol in 1855. His father was then in command of the "Zillah" having on board

a cargo of military stores for the British, but owing to the seige being in operation he was unable to discharge the cargo and was ordered to Malta, there to await the return of the fleet. Capt. Bernier sailed with his parents until he was seven years old when he was sent to school where he remained until he reached the age of twelve. He then went to sea again with his father as "boy" and the following year became a sailor, began to steer the ship and learned from Captain Tyrell, who was with them at the time as mate, how to take observations, and to arrange a days work. It was during this time that he learned to speak English. He rapidly rose to second mate, then to first mate, and at the early age of seventeen, was appointed master of the brigantine St Joseph. He took command of his vessel at Quebec, and sailed to Teighnmouth, Devonshire, England, and brought her back safe and sound. On the return voyage, his mate, John McLeod, met with an accident and was *hors de combat* during the entire trip, throwing the entire responsibility on the shoulders of the captain. Captain Bernier has had a varied and valuable experience. He has crossed the Atlantic one hundred and seventy eight times, and has commanded no less than forty six different vessels. He has sailed around the world a number of times, and has visited the Arctic regions on more than one occasion, each time making a careful note of the currents, winds, etc., for future reference.

No other man has ever been in command of a vessel at the age of seventeen, and since that time a law has been passed making it compulsory for a man to be twenty one years of age before he can take command of a ship, so that the captain is the only man to command a vessel at so early an age that ever lived.



CAPTAIN J. E. BERNIER, IN COMMAND, AGED 17.

The Captain has kept a faithful record, day by day of his life, ever since he was twelve years of age, and prior to that time, his mother kept a diary for him, which he now has in his possession. Not the least interesting matter in his possession, is a letter from the owner of every ship he has been in command of, speaking in the highest terms of him, as a man, and a captain, and predicting a brilliant future. He is justly proud of his record, and has endeavoured all his life to be worthy, of the numerous encomiums he has received. Upon retiring from the sea, he was appointed government dock master at Levis. He was afterwards persuaded to resign and return to the sea by his former employer J.G.Ross with whom



he remained until 1893, when he was called to Quebec by a telegram and on reaching there, was advised, that he had been chosen to fill the position of Governor of the Quebec goal. He hesitated about accepting the appointment, which had been so abruptly thrust upon him, but was finally prevailed upon to accept. His administration as governor of the goal has been warmly commended by the authorities and his retirement was greatly regretted by all.

Captain Bernier is a man of strong personal character, with high ideals, and an immense amount of originality.

Though he is somewhat below medium height, he is solidly built, and a powerful and vigorous man. He is, and has been all his life, a total abstainer and non-smoker. He is very thoughtful and considerate to those under his command, and has established for himself an enviable reputation among all those who have laboured with him in storm and tempest.

Captain Bernier lectured before the Royal Colonial Institute of London, England, on the Seventeenth day of January 1901, and at the close of his remarks said. "I now offer my services to Her Majesty the Queen and Canada." At half past six on the evening of the twenty second, five days later, Her Majesty passed away, and the Captain was the last man to offer his services to our late Queen.

At a meeting of the Royal Society of Canada, which was held at Ottawa on Thursday, the 23 day of May 1901, and at which all the scientific men of Canada were present, Captain Bernier by special request, addressed the meeting on his proposed Canadian Polar expedition, and at the conclusion was warmly congratulated for the lucid manner in which he had propounded his scheme, and the following resolution endorsing his plans was unanimously carried.

Moved by Hon. Pascal Poirier, Senator, Seconded by Dr. Robert Bell, F.R.S., D.Sc.,—"That, in the interest of

Science, the Royal Society of Canada approves of the idea of Captain Bernier to start an expedition from Canada for the purpose of exploring hyperborean hemisphere and discovering the North Pole, and heartily recommends his project to public support."

To say that Captain Bernier is confident of the success of his undertaking, very poorly expresses his feelings. He is determined to claim for Canada, her own valuable unexplored territory, and with the help of God to reach the Geographical Pole. His Motto is. "*Aime Dieu et va ton chemin.*" Love God and go thy way.

Surely the people of Canada will not allow the expedition to fail for want of the necessary financial assistance. A very small donation from each person will be sufficient to ensure the success of the undertaking and although your contribution may be only a few cents, your name will be recorded in the official records of the undertaking to be handed down to posterity in the history of Arctic exploration.



CAPTAIN J. E. BERNIER AT THE POLE,

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## The Royal Military College.

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THERE are few national institutions of more value and interest to the country than the Royal Military College at Kingston. At the same time its object and the work it is accomplishing are not sufficiently understood by the general public.

The College is a Government institution, designed primarily for the purpose of giving the highest technical instructions in all branches of military science to cadets and officers of Canadian Militia. In fact it is intended to take the place in Canada of the English Woolwich and Sandhurst and the American West Point.

The Commandant and military instructors are all officers on the active list of the Imperial Army, lent for the purpose, and in addition there is a complete staff of professors for the civil subjects which form such a large proportion of the College course.

Whilst the College is organized on a strictly military basis the cadets receive in addition to their military studies a thoroughly practical, scientific and sound training in all subjects that are essential to a high and general modern education.

The course in mathematics is very complete and a thorough grounding is given in the subjects of Civil Engineering, Civil and Hydrographic Surveying, Physics, Chemistry, French and English.

The object of the College course is thus to give the cadets a training which shall thoroughly equip them for either a military or civil career.

The strict discipline maintained at the College is one of the most valuable features of the system. As a result of it young men acquire habits of obedience and self-control and consequently of self-reliance and command, as well as experience in controlling and handling their fellows.

In addition the constant practice of gymnastics, drills and outdoor exercises of all kinds, ensues good health and fine physical condition.

An experienced medical officer is in attendance at the College daily.

Five commissions in the Imperial regular army are annually awarded as prizes to the cadets.

The length of course is three years, in three terms of 9½ months residence each.

The total cost of the three years course, including board, uniforms, instructional material, and all extras, is from \$750 to \$800.

The annual competitive examination for admission to the College will take place at the headquarters of the several military districts in which candidates reside in May of each year.

For full particulars of this examination or for any other information application should be made as soon as possible, to the Adjutant-General of Militia, Ottawa, Ont.

# THE CANADIAN NORTH WEST.

## HOMESTEAD REGULATIONS.

Any even-numbered section of Dominion Lands in Manitoba or the North-west Territories, excepting 8 and 23, which has not been homesteaded, reserved to provide wood lots for settlers, or for other purposes, may be homesteaded upon by any person who is the sole head of a family, or any male over 18 years of age, to the extent one quarter-section of 160 acres, more or less.

## ENTRY.

Entry may be made personally at the local land office for the District in which the land to be taken is situate, or if the homesteader desires he may, on application to the Minister of the Interior, Ottawa, the Commissioner of Immigration, Winnipeg, or the Local Agent for the district in which the land is situate, receive authority for some one to make the entry for him. A fee of \$10 is charged for an ordinary homestead entry; but for lands which have been occupied an additional fee of \$5 or \$10 is chargeable to meet cancellation or inspection and cancellation expenses.

## HOMESTEAD DUTIES.

Under the present law homestead duties must be performed in one of the following ways, namely:—(1) By at least six months, residence upon and cultivation of the land in each year during the term of three years. (2) If the father (or the mother, if the father is deceased) of any person who is eligible to make a homestead entry resides on a farm in the vicinity of the land, entered for by such person as a homestead, the requirements of the law as to residence prior to obtaining patent may be satisfied by such person residing with the father or mother. (3) If a settler has obtained a patent for his first homestead, or a certificate for the issue of such patent countersigned in the manner prescribed by the Dominion Lands Act, and has obtained entry for a second homestead, the requirements of this Act as to residence prior to obtaining patent may be satisfied by residence upon the first homestead. (4) If the settler has his permanent residence upon the farming land owned by him in the vicinity of his homestead, the requirements of the law as to residence may be satisfied by residence upon the said land.

## APPLICATION FOR PATENT

should be made at the end of the three years, before the Local Agent, Sub-Agent or the Homestead Inspector. Before making application for patent the settler must give six months' notice in writing to the Commissioner of Dominion Lands at Ottawa of his intention to do so. When, for the convenience of the settler, application for patent is made before a Homestead Inspector, a fee of \$5 is charged.

## INFORMATION.

Newly arrived immigrants will receive at the Immigration Office in Winnipeg or at any Dominion Lands Office in Manitoba or the Northwest Territories information as to the lands that are open for entry and from the officers in charge, free of expense, advice and assistance in securing lands to suit them; and full information respecting the law, timber, coal and mineral laws, as well as respecting Dominion Lands is in the Railway Belt in British Columbia, may be obtained upon application to the Secretary of the Department of the Interior, Ottawa; the Commissioner of Immigration, Winnipeg, Manitoba, or to any of the Dominion Lands Agents in Manitoba or the Northwest Territories.

JAMES A. SMART,

Deputy Minister of Interior.

N.B.—In addition to Free Grant Lands, to which the Regulations above stated refer, thousands of acres of most desirable lands are available for lease or purchase from Railroad and other corporations and private firms in Western Canada.

