# CHARTING 500,000 SQUARE MILES OF THE ARCTIC

## Capt. J. E. Bernier Back From Long Cruise on the Ship Guide, After Having Patrolled 11,000 Miles of Northern Seas---Sees Short Water Route to Pole

By CHARLES HENRY DORR.

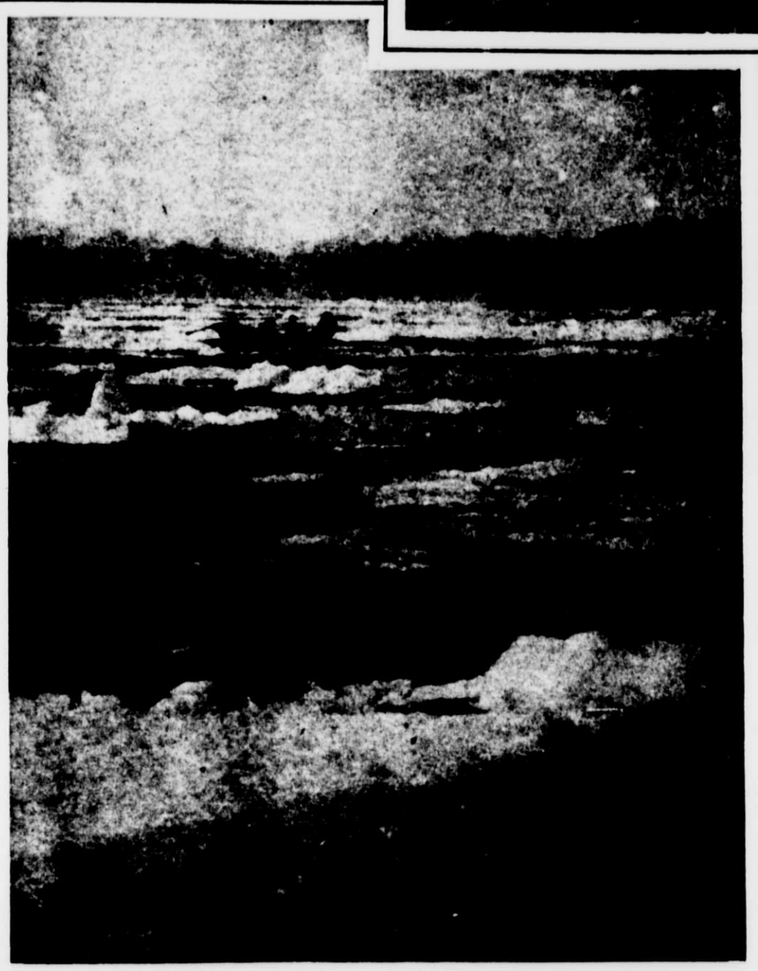
CAPTAIN JOSEPH E. BERNIER, who holds a record of six adventurous voyages of exploration in polar waters, returned recently, from a cruise of more than 4,000 miles through the Arctic archipelago, during which he placed many new islands, bays and promontories on the map. The expedition he commanded was sent out by the Canadian Government.

A typical Arctic skipper, hardy and accustomed to life in the open, is Capt. Bernier. During his eleven years of Arctic exploration he has charted over 500,000 square miles of islands in the great northern archipelago and has discovered many records of Arctic expeditions, including documents left by ill fated mariners, and pieces of wreckage, grim reminders of craft that went down in the Arctic seas.

AN ESKIMO CHIEF AND PARTY FROM IGLOLICK.

Capt. J. E. Bernier, commander of the Arctic expedition.

THE FURY AND THE HECLA, CAPT. PARRY'S SHIPS. THE FURY LOST IN THE ICE.



THE NEPTUNE IN POND'S BAY.

Capt. Bernier has left a record of his own work in various places to guide future explorers. If Vilhjalmur Stefansson, leader of the Canadian Arctic expedition, now in the polar regions, happens to reach Winter Harbor, Melville Island, he will find there a substantial cache built several years ago by Capt. Bernier, and well stocked with provisions, enough to last him a year or more. Capt. Bernier established many of these caches or life saving stations in the polar regions, for he knows by experience the needs of Arctic explorers.

On his last voyage Capt. Bernier started from Pond's Inlet, Baffin's Island, with the exploring ship Guide and a crew of ten men and an equipment including forty dogs and sledges. While voyaging through Arctic seas two of his crew found parts of the hull of one of the vessels of Sir Edward Belcher's squadron. These relics of Arctic disaster were discovered on the north end of Bylott's Island, in the Arctic sea.

Capt. Bernier believes that these relics were part of the Pioneer or the Intrepid of Sir Edward Belcher's squadron. Three vessels in the Belcher squadron were not accounted for, the Pioneer, the Intrepid and the Assistant. The Pioneer was abandoned in the Arctic and all on board were lost.

Another relic of the Arctic found by Capt. Bernier's crew is a spear from Sir John Franklin's expedition, which drifted in on the tide in Erebus Bay, North Devon Island, the bay being named after the Franklin ship Erebus. It is a wooden spear with iron point and the name Erebus stamped upon it. The spear from the Franklin expedition was probably lost overboard in a storm, and drifted, swept on by ice and tide, to Erebus Bay. The wreck of the Erebus was found on O'Reilly Island, south of Victoria Strait, by Eskimos years ago.

GRAVE OF WILLIAM SCOTT OF THE HECLA.

For fifteen days Capt. Bernier and the members of his Arctic expedition on board the Guide were caught in the ice of Melville Bay, in latitude 75. After battling with huge masses of ice drifting down from the north for two weeks the Guide managed to get free from the ice packs and make her way into the open sea.

An interesting theory of a route to the pole for a vessel is advanced by Capt. Bernier, and is based upon deductions made from his discoveries of relics of marine disasters in the Arctic and study of the polar tides. He believes that starting from a certain point in the Arctic a ship well equipped can make the voyage from ocean to ocean and to the pole.

"Capt. George De Long was a pioneer in the field of Arctic exploration," said Capt. Bernier the other day while in New York, "and his first expedition aroused my interest in voyages to the north pole regions.

"I followed De Long's expedition with keen interest, and I realized that he was undertaking a voyage almost certain to lead to destruction. But his experience pointed out a route leading into the northland, and other explorers have doubtless profited by his example. When Dr. Nansen proposed a trip to the Arctic he planned his voyage along the lines of De Long's trip to the polar seas.

"Diatoms found on the east coast of Greenland are similar to those brought back by that great explorer Nordenskiold from regions to the westward, and comparison showed that these specimens were of the same type as the diatoms brought from Cape Wandarum, in Asia.

"The finding of these diatoms proved that a passage existed from the Pacific to the Atlantic but did not indicate the time it took for them to pass through from sea to sea. Later an American harpoon was found by an English whaler in the Atlantic Arctic sea, which proved also that there was a passage by which a whale could go through.

"Then later on wreckage of the Jeannette and some part of the clothing of two members of the Jeannette's crew came ashore on the west coast of Greenland at Julianehaab. This proved to me that if the Jeannette had not been lost she would have drifted into the Atlantic Ocean in about four years and a half. It also proved that there is a passage from ocean to ocean.

"When the Fram was caught in the ice she drifted into the Atlantic ocean from the Pacific, which also proved my theory of a free passage. When Admiral Melville and President Bryant of the Philadelphia Geographical Society placed casks in Bering Strait and set them adrift they demonstrated the time it took to pass from ocean to ocean.

"Now the last link in my theory is illustrated by the wreck of the Karluk, Stefansson's ship, which was caught in the ice off Point Barrow. It was not a good place to start, but she drifted in a short time to latitude 73 north, and would have completed her voyage to the Atlantic in about four years, because she was drifting faster than the Jeannette."

Although holding these theories for some years Capt. Bernier has not yet realized his ambition to make a voyage to the north pole by way of the sea as opposed to a voyage by sledge. He has been in the service of the Canadian Government for a number of years, and has been commissioned to establish a force of the mounted police in Hudson Bay and to take possession of the Arctic archipelago between the region of 141 degrees west to 60 degrees west and all the adjacent islands as far as 90 degrees north latitude. But he could never obtain permission to go to the north pole, being under orders to patrol the waters of the Arctic instead and to chart the islands of the archipelago. He is confident, however, that this voyage will be accomplished eventually.

"The time will come," he said, "when this voyage will be undertaken, and it will be over the route that I now point out."

"What is your opinion of Stefansson's venture into the Arctic regions and what are the probabilities of his success in discovering an unknown land or country up north?" Capt. Bernier was asked.

"Stefansson has good courage," he said, "and he is young and fired with ambition to succeed. Although greatly handicapped by the loss of the Karluk and part of his band of explorers, I admire him for going on almost single handed and continuing his work of exploration in the polar regions. He deserves to succeed, and I believe he will be rewarded by finding new land up there, for I am certain that unknown territory exists.

"The tides are irregular at certain points in the Arctic, and this indicates that they are hampered presumably by land not yet charted on the map. Stefansson has a good chance, if he succeeds in holding out and can find a food supply, of discovering new land in the Arctic. I believe he will do it."

Capt. Bernier, who arrived in New York recently from Canada, also takes a keen interest in the MacMillan Crockerland expedition and in the relief expedition, the latter in command of Dr. Edmund Otis Hovey of the American Museum of Natural History. He knows Capt. George Comer, ice pilot of the relief expedition, and he is confident if any navigator is able to pilot the relief ship Cluett out of North Star Bay into the open sea, that man is Capt. Comer.

Before next spring or summer Capt. Bernier will be sailing the northern seas on a new expedition, and will command the Guide on another Arctic expedition. On this voyage he proposes to keep a sharp lookout for unknown parts of Fox Channel, and probably will place more new lands on the map. He will also continue his work of exploration in other regions up north and will visit remote Eskimo habitations. Several years ago he took possession of Baffin's Island in the Arctic archipelgo on the King's birthday, November 9. On this occasion twenty-one shots were fired as a salute in honor of the King. The last shot was fired by an Eskimo, who became a Canadian subject.

On his last voyage the captain secured numerous interesting pictures of Eskimo life in the Arctic: the midnight sun, fishing in the far north, seal hunting and norwhal hunting over the ice. He has written several books on these subjects, records of former voyages to the Arctic. This year, however, he will picturize his trip. The voyage of the Guide will be shown in the movies.

Among the relics of Arctic exploration found by Capt. Bernier while cruising through polar seas are the record in a bottle of the whaler Esquimo, Capt. Perry (1819); a prayer book, left on Melville Island, Sir William Parry (1819-20); several pieces of an old boat, part of Sir Edward Belcher's North Star expedition; pieces of wood from the yacht Mary, Capt. John Ross (1854); box of ammunition from the Depot House of H. M. S. Resolute, Capt. Henry Kellett (1851-53) and relics from the fireplace of Parry's expedition, Melville Island (1819-20).

Up in Baffin's Land the captain has a country place of one thousand acres or more, and in his home he has a remarkable collection of Arctic curios. He has followed the sea nearly all his life, and when a boy of 17 years he was in command of a ship, the St. Joseph, which sailed across the Atlantic. His books and maps of the Arctic regions have been approved by the Canadian Government and geographical societies, and may be found in the principal cities of America and Europe and in many of the large museums.

A well known author once said: "Once a newspaper man, always a newspaper man," or, "Once a writer, always a writer," so Capt. Bernier says of the Arctic fever: "Once you get the Arctic fever, the lure of exploration, and the adventurous life holds you in its grasp. You cannot escape it. The Arctic fever holds you in its thrall."

# FAMOUS PEACE PAINTING DISAPPEARS

ALBERT BESNARD'S ALLEGORICAL GROUP SYMBOLIZING "PEACE."

The Besnard painting was sent to this country by the French Government to be exhibited for the benefit of the French soldiers. It disappeared mysteriously from the pier of the French line in this city.