# Diving to The Pole

The attainment of the North Pole ill remains the greatest potential hievement in the field of geographihat hitherto insuperable three and a of degrees belt between the Duke of scribed as the blue ribbon of explora-

ion in general. The latest and most daring plan is chool and Dr. Anschulz-Kampfe. The lan of the latter explorer is, in brief, each the North Pole by means of a bmarine vessel. He proposes, in act, to dive under the belt of thick ice thich encircles the actual site of the

Herr Kampfe, it seems, lays great tress on the two following indisputble facts: First, that the continuous elt of field of pack ice never exceeds diameter of more than three miles or ); and, secondly, icebergs being abent from the regions immediately urrounding the Pole, the maxinum lepth of the ice below the surface does not exceed eighty feet. The proposed ressel will be capable of descending to depth of 160 feet-that is, to the epth nearly twice that which would, the opinion of experts, be required o clear the ice. At this depth it will e entirely removed—at least, that is lerr Kampfe's contention-from the therefore be open.

But the explorer, if a mere amateur may venture to pick holes in his scheme, seems to have omitted to reckon with the enormous amount of presthe depth of a hundred feet or so. The length of time during which the

ship will be able to remain below the surface is calculated at a maximum of of three knots allows it to cover a dis- ductions as pertain to this region. tance of some fifty miles. In the not altogether improbable contingency of fifteen hours there remains the possithe help of the manometer."

Here it seems there is a little flaw -no mechanical contrivance, even that of a German servant, is infallible. "The risk of injury by collision will be minimized," Herr Kampfe proceeds, us an idea of the spirit and magnitude "not only by the slow rate of motion. but by the great power of resistance to ing together of the world's work has be possessed by the ship.

The living room will be exactly in There will again be the ponderous cerethe centre, and round it the sleeping mony of idea-mixing and blood-mixing.

cabins will be grouped, the ceilings, walls and floors having several coatings of non-conducting material. To ensure further warmth, the ship's sides will be lined with tarred felt,

panelling-six coats all told. and serves as a manhole through St. Louis during the Fair. which the crew may enter and depart. The turret is the captain's "bridge," and has five glass windows of enormous thickness, one overhead-which rection of the four quarters of the com-

On arrival at the ice pack the direction of the first open water will be taken by the compass, and the boat being submerged a course will be steered for it. If after an hour or so the light shows that an opening has been reached, the vertical screw will be stopped, and the boat will rise by its own buoyancy, and in the case of a wide opening or channel leading northwards the voyage will be continued on the surface, giving an opportunity for scien-

tific work. Supposing no gleam of light appears when six hours have elapsed an ascent to the lower surface will be made with caution, and the voyage continued slowly until, by the reading of the manometer, it is found that a thin place has been reached. Here attempts will be made by blasting to effect an opening, which, however small, will be sufficient to supply air for another fiften hours, while in case of failure ready to relieve your toothaches, there will still be time to return to the racking tooth nerves, to extract last opening that has been left, whence | teeth, in a hurry if need be; to make the voyage will be prosecuted in a you new sets or partial sets; to meet slightly different direction. But both your dental requirements in every the assumptions made—the existence particular, promptly, cheaply, well. At of an uninterrupted icefield not more your service all the time. than eighteen nautical miles in dia- DRS. NEWELL & McLAUGHLIN, meter and the absence of any ice so continuously thick as to defy all efforts by disruption-are entirely contradic- Wire Railing & Ornamental Wirework

ted by all previous experience. Certainly on paper the scheme appears remarkably plausible, but the inventor's assumptions are by no means modest. Then in Arctic exploration, perhaps more than in any other field Gardens, Offices and Balconies. Wir of georgraphical research, it is the un- dow Guards, Tree Guards, Wire Cloth expected that happens. The "mano- Sieves, Fenders, Cages, Sand and Coal meter" certainly plays a most important part in this venture, but what if the Enclosures a Specialty.

this wonderful instrument fails? Not knowing its exact nature, I speak of it with the greatest respect-"omne ignotum pro magnifico." Then again, what if the experts are wrong, and no ice less than eighty feet or so thick is found during this terrible six hours? his way back to the last breathing

Naval experts who know the exfor a few hundred yards in submarine vessels, will probably consider that this supposition is a fatal flaw in the scehem. No doubt he invenor will find followers, for the fascination of Arctic seas is notorious; but should the project be actually set on foot I prefer not to let the imagination dwell on the research, and the solution of the awful picture of Herr Kampfe and his reat Arctic problem-the passage of devoted followers burrowing under a field of ice of unknown thickness, after a dozen hours of fruitless search for class of materials that will last for that small opening in the ice which Abruzzi's record (86 degrees 34 sec- serves as the last breathing hole, and ids) and the Pole may well be de- with the terrible certainty that only three hours' supply of air is between them and a death of peculiar horror and ghastliness. Such a scene would 26 West Fifth Street, Charlotte, N. C. be beyond the power even of a Victor hat of the two German explorers Dr. Hugo or Jules Verne to depict ade-

New Louisiana Society Proposed. St. Louis, July 6 .- Natives of the Louisiana Purchase Territory may be given a special day at the World's Fair at St. Louis, Indeed a new and permanent society named, perhaps, "Native Sons and Daughters of Louisiana," is likely to result from an idea that originated with E. E. Griswold, editor of the Metal Worker, at Minneapolis.

Mr. Griswold, who is a "native" himself, wrote to Col. E. C. Culp, secretary of the Committee on Ceremonies for the Louisiana Jurchase Exposition, Politeness must be always used, suggesting that a day be set aside as a special day for "natives' 'of the Purchase. The proposed new society is the outgrowth of Mr. Griswold's suggestion, and steps are being taken to effect the organization.

It is desired that as a preliminary movement the name and address of every person over 21 years of age be ascertained, no matter where he now sure, and the way to the Pole will resides. Any such person will be eligible to membership in the society. It to Insurance Headquarters for your has been suggested that the organiza- Insurance. tion hold its first reunion at this World's Fair on the day to be agreed upon by the founders of the society sure which is known to be exerted at and the Committee on Ceremonies. Plans are being considered as to the best methods of equipping a museum in one of the buildings on the World's Fair grounds for the reception of hisfifteen hours, which at the modest rate toriical relics and such literary pro-

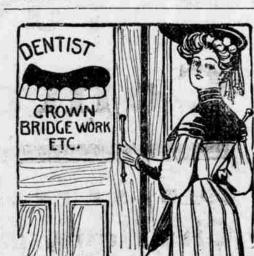
The project has been received with considerable favor in many querters no opening being met with within the and it is anticipated that thousands of those persons born on this vast terribility of opening a way by blasting at tory acquired 100 years ago will make a weak point in the ice, "to be indi- this "Native Sons and Daughters of cated without possibility of mistake by Louisiana Day" one of the important days of the World's Fair.

The St. Louis Exposition. The recent formal dedication of the Word's Fair at St. Lius gave some of of that great undertaking. The bringmore of educational value than any of The form of this submarine vessel us realize. The Philedelphia Exposiwill be cirgar-shaped, with a major tion of 1876 was immediate cause of the axis of seventy feet and breadth of awakeing of the German Empire. The twenty-six feet, giving a displacement German commissioners wrote back to of 800 ons. To obviate rolling the cen- the home Government and people that ter of gravity will be placed as low as they (the Germans), were behind all possible. The capacity of the interior other civilized nations in the induswill be 3,500 cubic feet, which allows trial arts and manufactures. This was sufficient air for five men for fifteen at first met by resentment, but the irhours, the carbonic acid emitted being ritation was soon turned into activity. removed by combination with caustic America was enthused, encouraged and soda. Propulsion will be effected by instructed by the Philadelphia Exposihorizontal and vertical screws, the tioin. It was really the first affair of its former forty, the latter of five horse- kind which received gneral public patpower, this last being sufficient to ronage. The Vienna Exposition was counteract the tendency to rise, while quite as beneficial to America as to forthe motive power is to be supplied by eign countries-not in small ways, but a petroleum motor through the in a few large ways, notably in the medium of a 220-volt accumulator. One matter of breadmaking machinery and hundred and fifty tons of petroleum mechanical transportation-and who is will be taken, or more than ten times it that will overestimate the material the quantity needed for the 600-mile and inspirational benefit derived by the voyage to the Pole from Spitzbergen, world from that supreme effort in Chito which, or rather to the edge of the cago during '93? The world will go to ice, the submarine boat will be towed. school again at St. Louis next year,

> -From the Clay Worker, Indianapolis. World's Fair Notes.

A daily lunch, where cool milk, country butter and other dairy procork padding, panelling, another layer ducts will be served, will be a feature of felt, air-tight linoleum, and more in the Wisconsin building at the Cook World's Fair. The necessary products There will be but one opening, the to maintai nthe lunch counter will be with turret, which projects about one foot, shipped regularly from Wisconsin to

The California building at the World's Fair will be patterned after the old mission type for which the may be raised-and the rest in the di- State is noted. It will embrace the characteristics of the old Spanish architecture.



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But butt in, boy, butt in; You may be snubbed and abused.

But butt, in boy, butt in; Be gently independent and Remember that in all the land Your 'trade' 's grandest of the grand,

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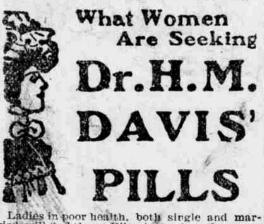
not be discouraged if you have taken medicines and subwitted to treatment elsewhere without results. If we undertake your case we will CURE you, nor do you have to PAY until you are CURED. We probably have patients nyour immediate neighborhood who have been fully restored to health by our treatment. Our staff of physicians is prepared to cure any disease which will yield to medical skill.

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#### Legal Notices

#### Trustee's Sale

Under and by virtue of a deed of trust executed to me and bearing date September 11th, A. D. 1901, and registered in beck 154, at page 228 in the lenburg county, North Carolina, and ment of the debt therein secured, I will sell for cash at public auction to the highest bidder at the county court house doo rin the city of Charlotte, N. In fact, you cannot afford to make C., on Monday, July 6th, A. D. 1903, at 12 o'clock m., all that certain lot of of North Carolina, in the city of Charlotte, in Ward No. 1, bounded as fol-

> Beginning at a post on the North side of East Fifth street, the S. E. corner of the Mrs. Amanda Gibson lot and running with said street in an Easterly direction forty-seven (47) feet to a post, P. M. Cave's corner; thence in a Northerly direction and at ight angles to Fifth street 198 feet to a post; thence in a Westerly direction, parallel to the first line, 47 feet to a post, corner of the Mrs. Gibson lot, and thence 198 feet to the beginning corner. Upon the said lot is located an 8-room frame dwelling Practice in All Courts. Room 203, 2d Floor, located an 8-room frame dwelling house.

· This June 5th, 1903. R. E. COCHRANE, 6-6-tds. Trustee.

#### Trustee's Sale

Under and by virtue of a deed of trust executed to me by A. U. Frierson and wife, Ella C. Frierson, and Edward C. Frierson, bearing date November 14th, 1901, and registered in book 154, at page 316 in the office of Register of Deeds for Mecklenburg county, and because of default in the payment of the debt therein secured I will sell for cash at public auction to the highest bidder, at the county court house door in the city of Charlotte, N. C., on Monday, July 6th, A. D., 1903, at 12 o'clock m. all the following described lot or piece of land: in Biddleville, near the city of Charlotte, bounded and described as fol-

Beginning at a stone in the Beattie's Ford Road, corner of the lot formerly occupied by Alfred Stokes and runs with said road 186 feet to a stone; thence West with Village street 266 feet to a stone; thence S. 178 feet to a stone; thence E. 232 feet to the beginning, being the same lot of land conveyed by deed to Thomas Walker by Stephen Mattoon and wife Mary L. Mattoon, January 10th, 1880, and recorded in book 23, at page 139, Register's office of Mecklenburg county to which reference is made; and also deed made by Thomas Walker to his wife Frances Walker and his daughter Don't let some Mary Jane Walker, see book 98, page 283 of said Register's office. (See deeds registered in book 101, page 384 and book 121, page 168). This June 4th, 1903.

R. E. COCHRANE. 6-6-tds.

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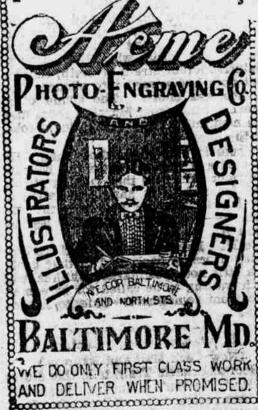
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Southport, N. C. .. ... .. Virginia Beach, Va...... 16.15 Washington, D. C., (steamer from Portsmouth) .. .. .. 19.50 Wrightsville, N. C... . . . . . . 8.15 Baltimore, Md., (via Portsmouth and steamer)..... 21.15 Boston, Mass., (via Portsmouth and steamer).......... 34.15

Final limit on tickets to the above points, Oct. 31. Rates to New York, Providence and Boston, include meals and state room on steamer.

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ing Charlotte at 10:18 a.m. Inauguration of Sleeping Car Service Between Wilmington and Hamlet. Effective July the 2d, the Seaboard Air Line Ry, will inaugurate tri-weekly sleeping car service between Wil-

mington and Hamlet. First car will leave Hamlet on train No. 14 at 1045 p. m., July the 2nd, return leaving Wilmington, train No. sleeper for Washington. First-class 15 at 9:00 p. m., July the 3rd, and thereafter to be operated triweekly, car to leave Hamlet Tues- S. H. HARDWICK, Gen. Pass. Agt. days, Thursdays and Saturdays, returning leave Wilmington Mondays, Wednesdays and Fridays. Reservations made at No. 23 South Tryon street.

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Atlanta, 10:05 a. m. 39, from Atlanta, New York, Wash Lv. Winston, N. & W. Ry. .. 3:00 p m. ington, Richmond, Norfolk, Raleigh, Lv. Martinsville.. .. .. .. 5:15 p m. Wilmington, 10:45 p. m. Train 32, from Rutherfordton, Shelby and Lincolnton, 7:25 p. m.

Trains leave as follows: 40, for Atlanta, Wilmington, Raleigh, Norfolk, Richmond, Washington, New York, 5:01 a, m. 32, for Atlanta, Raleigh, Norfolk,

Richmond, Washington, New York, 7:15 p. m. 33, for Lincolnton, Shelby, Ruther fordton, 10:18 a, m. Nos. 39 and 40 run solid to and from

Wilmington. lotte to Portsmouth, connecting at Monroe with through sleeper to Washington, Baltimore, Philadelphia and New York.

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# SOUTHERN BAILWAY

In Effect June 21, 1903ol

This condensed schedule is published as information and is subject to change without notice to the public. 4:30 a. m. No. 8 daily, for Richmond and local points, connects at Greensboro for Winston-Salem, Raleigh, Goldsboro, Newbern and Morehead

7:45 a. m. No. 39 daily, Atlanta Ex-

boro, Columbia and Savannah; Pull-Chimney Rock, N. C....... 7.05 man sleepers to Augusta; first-class Jackson Springs, N. C...... 6.25 coach, Washington and Savannah.

Old Point, Va. .... . . . . . . . . . . 16.15 | coaches New Orleans to Washington; eigh and Goldsboro. 9:30 a. m. No. 37 daily, Washington and Southwestern limited. Pullman drawing room sleepers, New York to

> observation car, New York to Macon; dining car service; solid Pullman 10:05 a. m. No. 30 daily, for Wash-

> 11:00 a. m. No. 28 daily, for Davidson, Mooresville, Barber Junction, Cooleemee, Mocksville, Winston-

Through connections for Blowing bia, Augusta, Savannah, Charleston Rock, Hickory and Lenoir made by and local stations beyond Chester, Seaboard Air Line morning train leav- Pullman sleepers to Jacksonville; first-class coach, Washington to Jacksonville.

10:15 p. m. No. 40 daily, for Washington and points North. Pullman coach Atlanta to Washington. C. H. ACKERT, Gen. Mgr.

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Scedule in effect May 24 1903. Through Train Daily, Charlotte and Roanoke, Va.

NORTH BOUND

Lv. Charlotte, So. Ry ..11:10 a m. Lv. Rocky Mt. .. .. .. 6:35 p m. Ar. Roanoke.. .. .. .. 7:40 p m. SOUTH BOUND.

Ar. Winston, N. & W. Ry. . 2:00 p m. Ar. Martinsville.. .... ..11:45 a m. Ar. Rocky Mt.. .. .. .. 10:26 a m. Lv. Roanoke.. .. .. .. 9:15 a m.

Connects at Roanoke via Shenandoah Valley Route for Natural Bridge, Luray, Hagerstown and ali points in Pennsylvania and New York, Pullman sleeper, Roanoke and

Additional train leaves Winston-Salem 8:00 a, m. dafly except Sunday for Southwest Virginia and Shenan-

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7:15 p. m. No. 24 daily, except Sun-

9:50 p. m. No. 29 daily, for Colum-

10:20 p. m. No. 35 U. S. Fast Mail for Atlanta and all points South and Southwest. Pullman drawing room sleepers to New Orleans and Birmingham; day coaches Washington to New Orleans. Dining car service.

Washington, D. C. R. L. VERNON, Traveling Pass, Agt.

Ar. Charlotte, So. Ry. .. .. 6:00 p m.

Philadelphia. doah Valley points.
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AN ANNOUNCEMENT,

City, at Danville for Norfolk. Newton, N. C... . . . . . . . 2.65 local stations, connects at Mooresville Cross Hill, S. C. . . . . . . . . . 6.05 for Winston-Salem, at Statesville for Lakeview, N. C... 5.50 Asheville, Hickory, Lenoir and Blow-Lincolnton, N. C... 1.75 Littleton, N. C... 10.25 7:45 a. m. No. 39 daily, Atlanta Ex-Niagara, N. C... 5.40 press, Pullman sleeper and day coach-Pine Bluff, N. C... 5.00 ss to Atlanta, Close connec-5.25 press for Rock Hill, Chester, Winns-