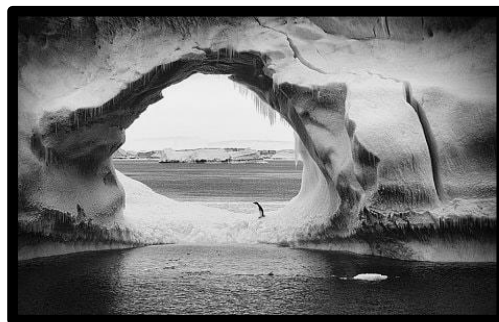


**Pamphlet in the possession of
Maurice Fiennes Fitzgerald Wilson (1886-1975)
who was very nearly selected to be the navigator
on Scott's ill-fated expedition to the
South Pole.**

In the end Wilson was not chosen because it was decided to take a civilian rather than another Naval Officer – there was considerable politics between the Royal Geographical Society and the Royal Navy about who ultimately had ownership of the expedition.

Following the pamphlet are the various communications between Wilson and the expedition organizers



ANTARCTIC EXPEDITION FOR 1910

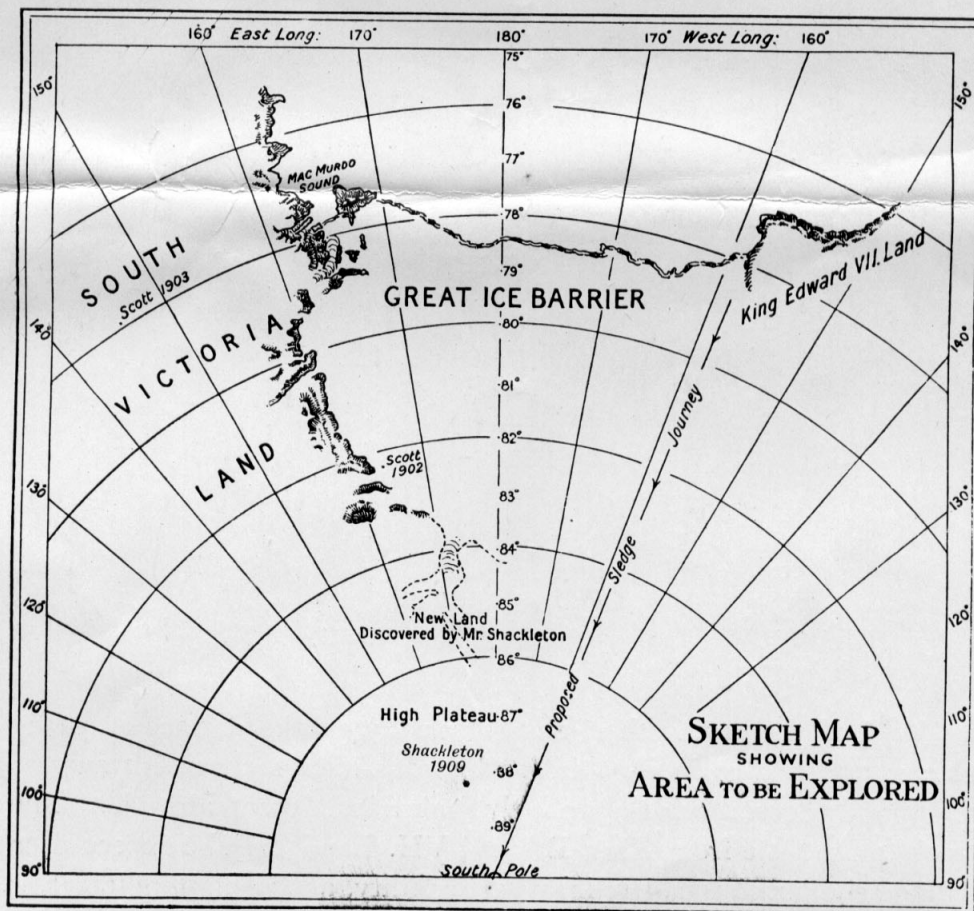
ANTARCTIC EXPEDITION FOR 1910.



THE main object of this Expedition is to reach the South Pole, and to secure for the British Empire the honour of that achievement.

THE GEOGRAPHICAL SITUATION.

The accompanying map shows the geographical discoveries of recent British expeditions. It will be seen that the base hitherto used is in McMurdo Sound, and it might at first appear natural to confine a fresh effort to this region. But the cause of science and the tradition of British exploration make it desirable that every fresh effort should be directed to breaking new ground. For this reason it is proposed to endeavour to establish a second base in King Edward VII. Land, 400 miles to the east of McMurdo Sound.



The new base may be difficult to establish, and it will certainly be exposed to the full rigour of the Antarctic climate, but on the other hand its distance from the Pole will be no greater than that of the McMurdo Sound base and the region about it is entirely unknown. The attack on the Pole will be made from one or other of these bases according to circumstances.

PLANS FOR A PROLONGED SOUTHERN JOURNEY.

The track to the Pole from McMurdo Sound traverses at first the extensive plateau of the Great Barrier, maintaining approximately



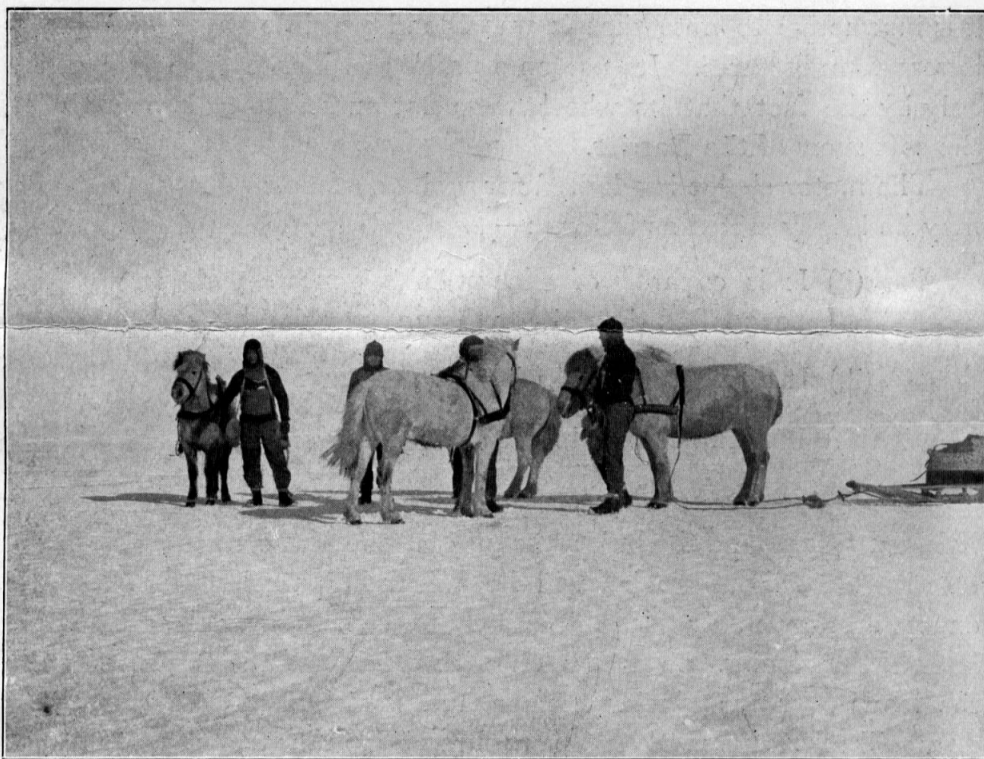
MOTOR SLEDGE, March 10, 1909, mounting Snowslope 1 in 4½.

the level of the sea, it then rises gradually on the surface of a long glacier, and finally, in its third and most difficult phase, it traverses an inland plateau which probably maintains a great altitude. The track to the Pole from King Edward VII. Land may be expected to include similar phases, but in all probability, as the map indicates, it

will continue longer on the sea level, meet the mountains in a more southerly latitude, and consequently leave a shorter distance to be traversed on the lofty inland plateau.

The problem of reaching the South Pole from a wintering station is a problem of transport. The distance to be covered, there and back, is about 1,500 miles; the time at disposal in a single season is about 150 travelling days. An average of 10 miles a day can be easily maintained by men, provided adequate transport arrangements are made.

There are three means by which the traction for heavy sledge



MANCHURIAN PONIES.

loads can be provided, viz., ponies, dogs, and motors; and each must be considered, not only with regard to capacity for work, but also with respect to the changes in the nature of the track to which reference has been made.

Mr. Shackleton has shown the brilliant results which may be

achieved by pony traction on the Barrier surface, but he has also shown their unsuitability for work on glaciers.

Dogs, if not overladen, could be used for glacier work, and might travel the whole distance to the Pole if properly husbanded by being lightly laden and well fed on the lower plateau.

The motor sledge is a new development, and bids fair to become the most promising means of polar transport.

As the result of two years' experiment, a motor sledge has been evolved which has undergone satisfactory trials on the snows of Norway, and can now be seen in London on application.

A motor was taken on Mr. Shackleton's recent expedition, and it is instructive to note that it was found possible to run it in the lowest temperatures. Its use on a prolonged journey was prohibited only by the fact that its wheels were not sufficient to support it on the soft snow of the Barrier.

The motor sledge is adapted for such a surface, and its advantages may be briefly stated as follows:—

- (i.) It is capable of accomplishing more work for the fuel expended than either the pony or the dog.
- (ii.) It expends no fuel when not actually in use.
- (iii.) It is sufficiently long to bridge dangerous crevasses.

The plan for the journey to the South Pole from King Edward VII. Land includes the use of the three means of sledge traction described—ponies will be taken in sufficient numbers to ensure a thoroughly adequate amount of food being taken to the base of the glacier. A dog team with a relay of men will transport the loads over the glacier surface, and a picked party of men and dogs will make the final dash across the inland ice sheet.

Motor sledges will, according to their proved capacity, be a main agent or useful auxiliary to the transport plan. If they reach the foot of the glacier there can be little doubt they will ascend it, and greatly simplify the difficulties of the further journey. If they fail to reach the glacier, they will at least as far as they can be taken relieve the ponies and dogs of weights, and increase the safety of the return journey.

SCIENTIFIC OBJECTS OF THE EXPEDITION.

The scientific objects of the Expedition may be briefly stated as follows :

Geographical.—To explore King Edward's Land, to throw further light on the nature and extent of the Great Barrier ice formation, and to continue the survey of the high mountainous region of Victoria Land.

Geological.—To examine the entirely unknown region of King Edward's Land, and to continue the survey of the rocks of Victoria Land.

Meteorological.—To obtain synchronous observations at two fixed stations, as well as the weather records of sledge journeys.

Magnetic.—To duplicate the records of the elements made by the "Discovery" Expedition with magnetographs: the comparison should throw the most important light on secular changes.

In addition, attention will be paid to the study of marine biology at both stations and in the ship, and the examination of physical phenomena will be continued.

EXTENT OF THE EXPEDITION.

The plan which has been outlined to secure the main object of the expedition, together with subsidiary plans for the complete exploration of the region of King Edward VII. Land, will necessitate the establishment of a strong party of men at the winter stations, and a more ample equipment than has hitherto been taken.

It follows that the ship in which the expedition embarks must be suitable in size as well as strong enough to enter the heavy pack ice likely to be met with in the region of King Edward VII. Land.

These considerations prevent the full realization of the project under a total estimate of £40,000.

Considerable subscriptions have been offered towards this sum, and it is confidently hoped that the expedition will not be hampered for lack of funds. The cause should appeal to all who have taken a legitimate pride in past feats of British exploration, and who wish to see the British flag planted on the South Pole.

Subscriptions should be sent to the British Antarctic Expedition, 1910, 36 Victoria Street, S.W. Cheques should be crossed Messrs. Cocks, Biddulph & Co., 43 Charing Cross.

Auditors—Messrs. James Fraser & Sons, Chartered Accountants, 31 Copthall Avenue, E.C.

R. SCOTT.

September 15, 1909.



PREST D'ACCOMPLIR

H.M. S. TALBOT.

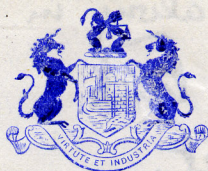
Navigation School
Thursday August
1909

My dear Wilson,

Thanks very much for your letter and certificates, I have noted them in my book and will show them to n Capt Scott. If I were you I would not bother him just now as he is away on a short holiday. Ward, the first lieutenant, gave you a very good character. Excuse a typewritten letter but I am very busy.

Yours sincerely
Edward R.G.R. Evans.

E.R.



ROYAL HOTEL,
COLLEGE GREEN,
BRISTOL.

TELEGRAMS, "BANQUET, BRISTOL."

TELEPHONE NO 3591.

My Dear Wilson,

I shall be at our
office 36 Victoria Street, Westminster
on Saturday till about ^{1 P.M.} ~~2 P.M.~~
or at 24 Greycoat Gardens
Westminster (Just behind Army &
Navy Stores)
till 2 P.M.

I shall also be at 24 Greycoat Gdns
all the forenoon on Sunday,
but I am leaving at 12.15.

I shall be very glad to
see you if you come along &
you may rest assured that
I will do my level best

to help you to come along in
this Expedition. as I think
you are the right sort,

I don't want to raise your
hopes too much. but I can
promise you my support.
the rest is a question for the
Admiralty. I think Capt. Scott
will agree with me, all right,
as he has given me a really
free hand. It is a good
chap.

In great haste,

Yours very sincerely

Edward G. Evans

NO 225 NATIONAL TELEPHONE.
TELEGRAMS,
NAVIGATION, PORTSMOUTH.

NAVIGATION SCHOOL,
H. M. DOCKYARD,
PORTSMOUTH.

31. 8. 07

Dear Wilson

I have asked Evans, &
of course he cannot say for
certain, but he thinks you have a
very good chance of getting the
antarctic job. You certainly had a
merry passage rather than the old way.

BRITISH ANTARCTIC EXPEDITION, 1910.

36 & 38, VICTORIA STREET,
S.W.

Advisory Committee:

Major LEONARD DARWIN, R.E. (President, Royal Geographical Society).
The Right Hon. LORD CRATHCONA, G.C.M.G., &c.
The Right Hon. Sir GEORGE D. TAUBMAN GOLDIE, P.C., K.C.M.G., &c.
The Right Hon. VISCOUNT GOSCHEN.
The Right Hon. LORD HOWARD DE WALDEN.
Sir EDGAR SPEYER, Bart. (Treasurer).

22nd October 1909.

Dear Wilson.

You certainly stand a "dogs" chance of getting the job. Captain Scott will not select anyone before the end of the year.

The selection of Naval Officers will rest entirely on their own merits, and I do not think that any influence will help one chap more than another, I am sure that you yourself would prefer to stand your chance of being appointed to the Expedition on your own merits.

It is rather a slow business, and realizing how anxious you are to come with us, I am sorry not to be able to give you more definite news.

Believe me,

Yours very sincerely,

Ernest R. Evans

I want to telephone to many dear
British Antarctic Expedition, 1910.

She's been gone such a long -- which
You don't know or I mean a long time

I cannot tell you what a woman
But its somewhere in the sky
As I want to hear her voice dear
as I used to in the days gone by.

10 Sat.

We shall see
in when

O.E. &

The American
Columbia

STE. &

The Bethesda

Blair

B.P. from

Expedition on your own merits.
would prefer to stand your chance of being appointed to the
help one step more than another. I am sure that you yourself
fairly well merited and I do not think that any influence will
The selection of Naval Officers will rest entirely on
Crested Scott will not select anyone before the end of the year.
You certainly stand a "dogg" chance of getting the job.

have let our house for a year & perhaps
two as my time here is up now. I hope

You will get what

NAVIGATION SCHOOL,

You want. I put in

H. M. DOCKYARD,

another word to you

PORTSMOUTH.

for you so hope that I shall
not come off. In haste

Dec. 12th 09

Dear Wilson

Yr. sincerely
G. Edward

I was talking to Capt.
Powers about you the other day &
he said he was going to move
you on if the C. in. C. of some
Fleet had no objection so I suppose

he wrote to him, & hence he
Cursed you mildly - I believe
the Captain took your name
up to the Admiralty last week,
but I don't know what job he
decided on for you, there are
two or 3 chaps to be relieved
soon, but I fancy Captain Parry
wanted to find out if you were
going to the South Pole show, if
so to keep you in England, if
not I think a P. class in
Australia was in his mind,
but I think you will manage
your leave all right. I wish
I could find a good billet they
are very rare just now. My
family are in Cumberland &
Perrywell I am glad to say, & so

No 225Y NATIONAL TELEPHONE.
TELEGRAMS,
NAVIGATION, PORTSMOUTH.

NAVIGATION SCHOOL,
H. M. DOCKYARD,
PORTSMOUTH.

13th Dec^r 09

Dear Wilson

I don't think Captain Power
was able to find out for certain
about you & the South Pole, but
from what Evans said to me I think
you will get it all right. Your
name was put down for the

"Latona" I believe. To suspect
that means you are to relieve
a chap who is to come here for
1st Class ship Examⁿ ^{on 10th of Jan 1910}. & you will
be on the spot for South Pole
Show if required. I have let my
house for a year & perhaps two to
Addison the chap in command
of the "Bonaventure" & am a bachelor
now the family are in Cumberland.
In haste yrs Sincerely
G. D. Ward

H.M.S. HARRIER,

PORTSMOUTH.

Jan 26th/10.

Dear Wilson

I heard from Evans yesterday
that Scott went to the Admiralty
on Tuesday to apply for permission
for N.O's to go & asked for 4 people
besides Rennie. Evans & self, no
reply though yet. He also told me
that he was pushing your name
forward & expected you would be
the next to be applied for.
So I hope we may hear something.

definite say shortly.

I told Delius what you told
me about going to Harlow & he
agrees that the best thing is
to say nothing & go. Of course
provided that you don't hear
before that, definite news of
your appointment. If you did
that might alter the circle
however I should think it
would not debar you from

going even if you did tell
them but I should not unless
you know for certain you are
going.

Yours
yrs sincerely
A. H. Potter.

A. M. S. Hamer

Portsmouth.

Feb 28th 1910.

Dear Wilson

So I have no definite news of
my appointment yet, surely that I
have been applied for & am pretty
sure to go. I saw Evans in London
yesterday & he told me no more news.
I know you have not been applied for
yet & that there is still a blank in

the list, so I should think it
would be quite worth your while
to go & make your number.

Scott is away in howay, & I
know Evans goes down to Bristol
today but I don't know how long
for. I should make your visit
as late in the week as possible
& they are nearly always in Tuesday
mornings. The office is 36 Victoria
Street close to opposite to the A & N

Stores or perhaps a little further
East. Evans flat is 24 Greycoat
Gardens, at the back of the A & N
Stores & the Fire Station.

nobody has any definite appointments
yet & I should certainly go up & see
but don't say I said so

Yrs sincerely

L. H. Potter

Telephone No.: 1480 GERRARD.
Telegrams: "ONWARDNESS, LONDON."

BRITISH ANTARCTIC EXPEDITION, 1901.

Advisory Committee:

Sir ARCHIBALD GEIKIE, K.C.B., &c. (President, Royal Society).
Major LEONARD DARWIN, R.E. (President, Royal Geographical Society).
The Right Hon. LORD STRATHCONA, G.C.M.G., F.R.S.
Sir CLEMENTS R. MARKHAM, K.C.B., F.R.S.
The Right Hon. Sir GEORGE D. TAUBMAN GOLDIE, K.C.M.G., F.R.S.
The Right Hon. VISCOUNT GOSCHEN.
The Right Hon. LORD HOWARD DE WALDEN.
The Right Hon. Sir EDGAR SPEYER, Bart. (Treasurer).

36 & 38, VICTORIA STREET,
LONDON, S.W.

12th April 1910.

Bankers:

Messrs. COCKS, BIDDULPH & CO., 43, Charing Cross, S.W.

Auditors:

Messrs. JAMES FRASER & SONS, Chartered Accountants.

Manager:

Mr. GEORGE F. WYATT.

My dear Wilson,

I have shewn your letter to Captain Scott and he cannot concur with your obtaining half-pay from the Admiralty and then coming with the Expedition, although you have every qualification and we are only too sorry that you will not accompany us.

decided The Admiralty granted us the services of three Lieutenants and I think, quite rightly, that the three senior should go. We were very disappointed at not being able to have all Naval Officers because it curtailed ^{the} number of sledge parties somewhat and also increased the cost of the Expedition.

You must not be too disappointed, Potter and Delius had made all their arrangements to come and they have been disallowed and it is much harder for them.

With kindest regards.

Yours very sincerely,

Edward Evans

BRITISH AND ARCTIC

THE HON. LORD HOWARD DE WADDEN;
THE HON. JAMES ARCHBISHOP COXHEAD;
THE HON. HON. GEORGE D. LAMBART COLDE, K.C.M.G., F.R.S.
THE HON. HON. LORD STANTHOPE, K.C.B., F.R.S.
THE HON. HON. LORD STANTHOPE, K.C.M.G., F.R.S.
SIR LEONARD DAVAN, Bt. (Baronet, Royal Society and Foreign
Archibald Clerk, K.C.B., and Harcourt Ross, Esq.)

You can't all live in
 those houses in Golden Square
 or you can't get to a 77
 or two to take a small house
 that you can get for what
 you want. £10
 I am full of the same
 but yesterday I was told
 the best of the world is getting
 good weather
 with all the money
 in the land.

You could all live in England
Nor a house in Golden Square
You can't all be a P of Monaco
or Lord Child? around ??????? ?
Don't you sigh for what
You haven't got.

You ???? little Prince of Mexico
(the above line deleted)
But just you understand
The best of wealth is jolly
good health
If it's worth all the riches
in the land.