

North Pole Conquered Again

Capt. Wilkins Flies From Point Barrow to Spitzbergen—But Sees no New Land

HELD UP BY STORM

Copenhagen, Denmark — Another conquest of the North Polar regions was recorded Saturday, April 21, when Captain George H. Wilkins announced to the Copenhagen Politiken the safe arrival at Spitzbergen of himself and Carl B. Eielson. They flew over the roof of the world from Point Barrow, Alaska. A distance of 2,100 miles.

Only two brief wireless messages came through, but they revealed that Wilkins, like Koehl and Fitzmaurice in the Bremen, had a narrow escape from disaster at the very end of their epochal adventure. For some reason, as yet unexplained, Wilkins was obliged to make a landing on an uninhabited islet only 25 miles from his goal. The fliers were detained there for five days by bad weather. The islet, on the north side of Isfjord, bears the forbidding name of Doedmansoetra. It is a mere speck in the Arctic waste. There was shelter for Koehl; Fitzmaurice and Von Huenefeld on Greenly Island, but there is no lighthouse on Doedmansoetra.

The Wilkins announcements were all the briefer because the regular radio operator of the small station in the Svalbard Archipelago was killed a few days ago in an accident. Someone of the Spitzbergen colony knew enough about wireless transmission to get out word of that accident and to call for a relief operator.

May Have Sent Own Messages

It was not clear as to who transmitted the messages from Wilkins, but he may have done that himself, as he had kept in communication with stations in Alaska by using a small radio set with which his plane was equipped while he was still at Point Barrow. The plane's set is believed however, to have gone out of commission, for no word came from Wilkins on the day he hopped off nor for several days preceding the start.

The Captain, in his messages to the outside world, said that he reached Spitzbergen after 20½ hours of flying. He mentioned the five days' delay on the island. It was figured, therefore, that he must have left Point Barrow some time last Sunday.

The flight of Captain George H. Wilkins across an unknown part of the Polar basin is one of the greatest feats of exploration by air. Commander Byrd, who flew to the North Pole from Spitzbergen, and back, said it was greater than his accomplishment, and Roald Amundsen, who flew in a dirigible from Spitzbergen to Alaska—the reverse of Wilkins's course—said it was the greatest flight ever made.

So, in the eyes of men who have made journeys of equal daring, the flight of Wilkins in a small plane over an unknown sea is destined to go down in Polar history as one of the greatest achievements of them all. There are many things which make Wilkins's flight stand out as remarkable in aviation and in exploration. He took off from the Alaskan coast for a comparatively small archipelago on the other side of the "top of the world," through a region where navigation is exceedingly difficult, and hit his objective squarely.

Non-Stop Flight of 2,100 Miles

He made a non-stop flight of 2,100 miles over a part of the world where nothing could have saved him if he had come down and had been unable to rise again.

He penetrated the centre of the great unknown area between the path made by the dirigible Norge and the top of the American continent, and determined that no land existed in that section, a point which has been debatable since man first went into the Polar basin.

Almost any one of these achievements would have been noteworthy, and Wilkins and Eielson in their tiny plane packed them all into one thrilling journey of less than twenty-one hours.

For three years Wilkins has been trying to force his way by air over the route he has now flown. He combined both the enthusiasm of the air man and of the polar explorer. He had been with Stefansson in the north and with Shackleton in the South Polar regions. He had been an aviator in the war. He possessed knowledge of the Arctic and the daring of the man who has taken to the air in desperate ventures.

A Masterpiece of Navigation

This course was also the best one he could have followed for purposes of navigation, for the chances were that if his compasses—which are unreliable in a region where the magnetic lines of force shift so rapidly—lead him astray he would at least be able to come somewhere near the land.

There were many navigators who felt that Wilkins would have great difficulty in flying across the "top of the world" to Spitzbergen. It was such a small point to hit when a small compass error would throw him way off his line of direction. Amundsen once was determined to attempt it, but his plane was wrecked before he could get away from Alaska. It

Floyd Bennett Dies in Quebec Hospital



Floyd Bennett left a sick bed in Detroit to fly to Greenly Island and speed the triumph of Koehl, von Huenefeld and Fitzmaurice, who had landed there in the Bremen after completing the first westward flight across the Atlantic. At Murray Bay he suffered a relapse and was taken back to Quebec, where he developed double pneumonia, from which he died on Wednesday, April 25th. Col. Charles A. Lindbergh made the 470-mile flight from New York in the record time of 3 hours and 32 minutes with a supply of anti-pneumonia serum, but it

proved of the wrong type. It was doubtful, however, whether any such preparation could have checked the advance of the disease in the advanced stage which it had reached. Commander Richard E. Byrd, who had made Bennett his chief aid in his projected flight to the South Pole this year, hastened to Quebec by train from Boston and stayed by Bennett until the end. The latter's death will be a grievous loss to the south pole expedition. On a previous Arctic flight Bennett saved Byrd's life by crawling out on the fuselage of their plane in a sub-zero gale to correct the pres-

sure in an oil tank which threatened to explode. Lindbergh, who is shown in No. 1, left Curtis Field, Long Island, at 3:08 on Tuesday. He flew an army pursuit plane and, heading directly into a snow storm, flew direct to Quebec, where he landed on the Plains of Abraham at 6:40 p.m. Bennett is shown in No. 2 with Fitzmaurice on his arrival at Murray Bay. No. 3 is Commander Byrd and No. 4 shows Bennett being helped into a plane which carried him to the hospital at Quebec. No. 5 is a close-up of Bennett.

was regarded as requiring masterly navigation.

Success, to a certain extent, depended upon the weather, and it may be assumed that Wilkins had splendid weather most of the time. This is the best season for flying in the Arctic. It is light for the whole twenty-four hours and it is too early for the dense fogs which later make navigation difficult.

Found No "Foxes"

New York—The words "no foxes seen" in a radiogram from Captain George H. Wilkins to Dr. Isalah Bowman, Director of the American Geographical Society of New York, brought the information that Wilkins had discovered no land in his flight over the North Pole.

Before flying over the Pole from Point Barrow to Spitzbergen, Wilkins sent to Dr. Bowman the code in which he would report whether or not he discovered land, and if he did, its extent and location.

A black fox in the distance was to refer to mountainous land, while a blue fox in the distance would denote flat land.

Wilkins is a British subject, a native of Australia.

Help Sent to Stricken Area

King Boris Among Workers in Devastated Region of Bulgaria

Sofia, Bulgaria.—The Government and charitable institutions are bending all their efforts to restore order in the southeastern region of Bulgaria that has been devastated by earthquake.

King Boris, who has been visiting Tchipran and other of the districts affected a few days ago, has come to the newly stricken region around Philippopolis. Other active workers on the scene of the disaster have been Andrew Liapcheff, the Premier, and Slaveico Vassileff, Minister of Public Works. Everything possible is being done to assist those whose homes have been demolished.

Many of the people have taken refuge in the countryside. Only the higher portion of Philippopolis, the second largest city in Bulgaria, has escaped serious damage, and many vil-

lages in the region have been destroyed.

Efforts are being made to repair the railway tracks as quickly as possible. The Orient express and other trains, which were compelled to stop near Papazali, have now been able to continue.

Damage in the affected area has been estimated at several hundred million leva, the lev at par being worth about 19 cents. Casualties so far have been reported at 100.

Canada's Forest Area

The total forest area of Canada is 1,200,000 square miles but only 38 per cent of this area carries any timber of merchantable size which is presently accessible or likely to become so for many years.

Losses in Young Growth

During the last five years forest fires in Canada have burned 1,400,000 acres of young growth of various ages representing the annual increment on 25,000,000 acres.

"I had such a funny sinking feeling when Jack tried to kiss me." "Hadden't you ever been kissed before?" "Not by a submarine sailor."

Usborne Succeeds Admiral Collard

New Commander in Mediterranean Has Distinguished Career

London—Captain Cecil Vivian Usborne has been appointed rear-admiral to fill the vacancy caused by the retirement of Rear-Admiral Bernard St. G. Collard which was announced by W. C. Bridgeman, First Lord of the Admiralty, in the House of Commons. Rear-Admiral Collard's retirement was the outcome of trouble between him and Captain Kenneth G. B. Dewar and Commander H. M. Daniel on H.M.S. Royal Oak at Malta which resulted in the Rear-Admiral handing down his flag and the Captain and Commander being convicted by court-martial, reprimanded and dismissed from their ship for conduct subversive to discipline.

Rear-Admiral Usborne's last appointment was as captain on H.M.S. Malaya in the Mediterranean. He has also been deputy-director of naval ordnance at the Admiralty. He was born at Queenstown, Ireland, on May 17, 1880, and has had a distinguished career in the Navy. He invented an apparatus for mine-protection in 1915; took command of H.M.S. Latona, a mine-layer, in the eastern Mediterranean in 1916, engaged in mining operations off the Dardanelles and in blockade work off Asia Minor. He was senior British naval officer at Salonica in 1917, and commanded the naval brigade on the Danube in 1918-19.

Viscount Jellicoe, who was in command of the Grand Fleet, 1914-16, gave very high commendation to Captain Usborne in his book on the Grand Fleet in wartime.

Increase in Annual Cut

During the last fifteen years, the annual cut of timber for the production of lumber, lath, shingles, and pulpwood has been increasing at an average rate of 18,000,000 cubic feet per annum. For all purposes the increase is estimated to be 25,000,000 cubic feet.

Contribution of Farm Woodlots

The last census showed that the total value of forest products produced from Canadian farm woodlots was \$72,000,000.

Killed Attempting To Set a Record

Frank Lockhart, Young Auto Racing Driver, Hurlled From His Car

FLUNG THIRTY FEET

Daytona Beach, Fla.—Frank Lockhart, Indianapolis speed ace and one of America's most colorful racing figures, rode to his death Wednesday in his little Stutz Blackhawk Special on the local beach, while attempting to break the world's record of 207.5 miles an hour.

The young driver was killed almost instantly when a tire blew out as he was making his second speed run northward and caused his car to swerve from the course and skid. The machine rolled and somersaulted into the sand dunes directly before the judges' stands, burying its nose in the sand and throwing its driver thirty feet. His car just missed crashing into a parked car in which Mrs. Lockhart, the driver's wife, was sitting.

Horrified bystanders rushed for the inert form of the speed ace, but Mrs. Lockhart meanwhile had been one of the first to reach him. Physicians at the hospital said he probably died a few minutes after being thrown from the car. Mrs. Lockhart, who had gone to the hospital in the car with her husband, received the news of Frank's death courageously.

Lockhart, who was said to have held all the American records from one to a hundred miles on circular courses, had his heart set on winning the world mark for the miles straightaway. He had a meteoric record on the racing tracks, being unknown until he won the Speedway races at Indianapolis in 1925.

Chaos Reported Throughout Italy

Travellers Says Police Have Started Reign of Terror

Agra, Austria.—Newspaper dispatches from Rakek, Italy, on the Italian-Jugo Slav frontier, quote travellers as saying that panic and chaos reign throughout Italy. The police, aided by Fascist militia, are said to have inaugurated a reign of terror in an effort to get even with "enemies of Fascism."

Hundreds of persons suspected of being anti-Fascist, are being arrested daily in almost every town of Italy and thrown into overcrowded prisons.

One traveller brought a report that the bomb outrage at Milan was the work of extremist Fascists themselves who were trying to settle their account with the reigning dynasty. This report had it that Mussolini had withheld from King Victor Emmanuel until the last minute his decision not to go to Milan.

Other travellers allege that Mussolini has completely terrorized Victor Emmanuel and is only waiting for proposals from his own black shirt followers to assume kingly power himself.

Canada's Methods Warmly Criticized

Editor of London Morning Post Claims His Heritage

London.—Concluding an editorial eulogy on Henry Hudson in connection with the unveiling of a memorial window by the Hudsons Bay Company the Morning Post waxes bitter against Canadian emigration and says, "We owe to these great Elizabethans and their successors—our heritage in North America—if we may still call it our heritage when Englishmen are denied free entry into Canada, and are put on a sort of Maconochie ration in the land which their fathers established. We gave an account of the difficulties set in the way of emigration to Canada by Canadian authorities, but we have heard so many complaints of the system that we are inclined to think that the elaborate machinery of medical examination and so forth covers some political design against British emigrants—if the Dominion were wise in its own interests it would allow as free movement between Great Britain and Canada as between London and Edinburgh or Quebec and Montreal.

Government Economy

Leeds Mercury (Cons).—The nation has shown such powers of resistance in times of misfortune that, given a year of peace at home and abroad, we may look confidently for expansion of our trade and revenue. If, along with that, we have a policy of steady economy we need not look very far ahead for the reduction of taxation which is the heaviest in the world and an oppressive handicap to our industry. This relief may come from a Conservative Chancellor another year, but assuredly it will not come from a Liberal or a Socialist Chancellor.

Canada's First Proposals for Division of Costs of Lake-to-Ocean Waterway



CORRESPONDENCE TABLED IN PARLIAMENT OUTLINES ATTITUDE OF TWO GOVERNMENTS

The present attitude of the governments of Canada and the United States towards the head-of-the-lakes to tidewater ship canal and power project was revealed officially when correspondence between Ottawa and Washington was released simultaneously in the two capitals. The dominion government proposes that the United States shall build the navigation and power works in the International or Ontario section of the river at a cost of \$274,247,000, thus providing, ultimately, 2,199,000 h.p. of electricity for equal division between the two countries; also that the United States shall deepen the upper lake channels at a cost of \$65,100,000. That would make the share of the United States \$339,347,000. On her part, Canada would be ready to spend \$199,670,000 on the Quebec section for which she would obtain for herself 949,300 h.p. This outlay would be in addition to the \$115,600,000 Canada is spending on the new Welland canal. That would make the dominion's total share \$315,270,000 not taking into account her expenditures on old canals. She has spent 80 million dollars on old St. Lawrence and Welland canals and on lower St. Lawrence deepening and \$5,560,000 on a lock at the Soo. The United States has spent 43 millions on upper lake channels and the Soo canal.