

## Definite Word Arrives of Italian Airship Crew Adrift in Ice Floes in Arctic

Radio Conversation Places Their Position and Tells of Two Men Being Injured—Making For Land

### NEED BOATS

King's Bay, Spitzbergen.—Bearing two of their number who were injured when the Italia came down on the ice of the Arctic Ocean, the crew of the big dirigible are making perilous progress toward land. The 18 men have divided into two parties, presumably to allow a few of the stronger to reach the rescue ships and guide the relief expeditions back to the main body.

Open water leads among the floes are making the progress slow and dangerous. At times the men are borne out of their course as the wind or sea currents drift the floes east or south. When the drift is toward the west there is that much gain for the refugees.

Boats to get them from their predicament constitute the need of the moment. The crew has provisions for six weeks.

All this was revealed in radio conversations last night and to-day. The Citta Di Milano kept in constant touch with General Nobile's men. Each message, however, accented the peril and the necessity for speed in rescue.

In the fact of this condition, Captain Romagna of the Citta Di Milano has asked the Italian Minister to Norway to request aid of the Russian Government, which possesses the most powerful ice-breakers. Word has also been dispatched to Milan to hasten the departure of the big Italian seaplane, the Savoia-55.

Captain Risser-Larsen, Norwegian naval ace, explains that the planes which he and Lieut. Holm brought to Spitzbergen have not space to carry supplies sufficient for the 18 refugees. He and the lieutenant, however, are making every effort to get in touch with the marooned men.

Ice Holds Up Rescue Ship  
Captain Risser-Larsen to-day flew his plane from Spitzbergen and joined Lieut. Holm on the sealer Hobby. But ice packed in around that vessel and prevented them from taking off for the spot in the Arctic Ocean where the Italia's crew is stranded.

He also recalled the ice-breaker Braganza to King's Bay so that it might fit out as a base ship for the two Norwegian aviators. But ice conditions have also prevented that vessel from making headway.

The Citta Di Milano has received no definite word as to the actual condition of the dirigible itself. It can only be conjectured that she was not totally wrecked, this theory being based upon the fact that solar observation and radio instruments were saved. Otherwise Nobile's men could not have communicated their position to this harbor.

### Difficulties Confront Rescuers

Captain Romagna in his appeals to the Italian Minister at Oslo emphasized the need for haste. In conversations here he also dwelt on the difficulties that confront rescuers. He agrees with Captain Risser-Larsen that a big Russian ice breaker is the best hope for success.

The Italian commander has asked a local dog driver if he could make his way over the ice to the Italia's crew. The latter, whose name is Smith, said he could probably do it, but the trip would be very dangerous and prolonged. In his opinion the best chance of rescue by dog sled would come if the Italia's men succeed in reaching the coast of North East Land. They could be fetched by dogs from that place.

## At End of Epochal Flight Over North Pole



WILKINS AND EIELSON LAND AT SPITSBERGEN FROM POINT BARROW, ALASKA

Herewith are the first reproductions of actual photographs of the Lockheed-Vega plane bearing Capt. Wilkins and Lt. Eielson, landing in the snow at King's Bay, Spitzbergen, after their sensational flight from Point Barrow, Alaska, over the North Pole. No. 2 shows Lt. Eielson, pilot, and No. 3 Capt. Wilkins, commander. The two daring explorers covered the 2,000 miles over the broad expanse of the uppermost part of the world in 21 hours. They are seen at ease in their flying outfits.

## Historic Flight Ended at Sydney

Southern Cross Reaches Her Goal in Australia Amid Great Euphuism

Sydney, Australia.—The 7,800-mile flight of the monoplane Southern Cross across the Pacific Ocean from Oakland, Cal., to Sydney, was completed when the plane and its crew of four arrived here at 3.03 p.m. (9.03 p.m. Staurday, Pacific Coast time).

The plane covered the last leg of its epochal air journey, 500 miles from Brisbane, Australia, on schedule time, landing at the local field after following the coast line of Australia for five hours and eight minutes.

The arrival of the two Australians and two Americans, Captain Charles Kingsford-Smith, Charles Ulm, Harry W. Lyon and James Warner, was marked by wild enthusiasm on the part of thousands of persons who had watched and hoped as the huge trimotored craft fought its way through storms for hours along the 7,800 mile path over the sea.

The flight from California to Sydney was accomplished in less than 10 days. There were halts of many hours on the Hawaiian Island of Oahu, where the plane landed from Oakland. Another short delay was experienced on the Island of Kauai, across the channel from Oahu, whence the plane took off from the Barking Sands course for the Fiji.

Again at the Island of Viti Levu the fliers were forced to wait for an opportune moment to hop off from Naselai Beach for Brisbane, where they landed Saturday. Then they took to the air again at Brisbane at 10 a.m. Sunday (4 p.m. Saturday, Pacific coast time) for the final lap to Sydney. Captain Charles Kingsford-Smith and C. T. Ulm, announced that they plan to continue their air journey and make the circuit of the globe. They expect to get away from Sydney in a few days.

Receive Great Reception  
Tanned to mahogany by their 7,800-mile flight through the tropic sun and storm from Oakland, Cal., the Australian airmen and their two American companions, were tired in body, but as undaunted in spirit as when they maneuvered their Fokker through Pacific squalls.

The fliers were seized bodily and hoisted to a platform in view of 200,000 enthusiastic admirers. Kingsford-Smith and Ulm, paid tribute to their American companions, Warner and Harry Lyon.

The story of the flight of the Southern Cross from Oakland to Sydney, Australia, a distance of 7,800 miles was on all tongues to-day. The flight consumed less than 89 flying hours, less than 10 days in all, counting intermediate halts.

Reception in Brisbane  
Brisbane, Australia.—The wildest enthusiasm marked a civic reception Saturday afternoon to the four members of the Southern Cross crew, which flew from Oakland, Calif., to this city over the Pacific Ocean.

When a telegram from Prime Minister Bruce was read, announcing the Commonwealth's intention of granting £5,000 (\$25,000) to Kingsford-Smith and his companions, enthusiasm ran riot.

The Queensland Governor said the aviators had successfully completed an achievement which had been watched with breathless interest by the world.

The visitors were congratulated as four brave men who had concluded one of the most amazing feats in history.

The Prime Minister of Australia telegraphed congratulations on the accomplishment of the seemingly impossible, and gratification at the association with two citizens of our great sister democracy beyond the Pacific.

Canada Extends Congratulations  
Ottawa.—Immediately upon receiving news of the arrival of the Southern Cross and its crew at Brisbane, Australia, Col. the Hon. J. L. Ralston, Minister of National Defence, sent the following cable of congratulations to them:

Captain Charles Kingsford-Smith, Monoplane Southern Cross, Brisbane, Australia.

On behalf of the Prime Minister, the Government of Canada and the aviation services of this Dominion, I beg to extend very sincere and cordial congratulations to you and your gallant companions. Ulm, Lyon and Warner, on your new and great aerial achievement.

## London Salvation Lassies Bob Hair, Doff Bonnets

London.—The bobbed hair fashion has wrought the first change in the headgear of the Salvation Army lassies here since the army was established by the late General Booth.

The familiar bonnet, designed on the lines of the old "coal scuttle" bonnet of early Victorian times, is giving place to a hat of a more modish pattern nearly resembling the fashionable "cloche."

The shears that bobbed long hair obliterated the "bun" that supported the bonnet.

The new hats are made of the same dark-blue straw, but the scarlet ribbon, which was carried across part of the old bonnets, goes completely around the new models.

for any fire hazard that might devolve from the prospecting boom in these sections. Gas for use of the planes operating there was carried in by dog team last winter and cached in readiness for spring operations.

Advance caching of gas is a pet policy of the Service. At the present time there are four or five such caches at James Bay, at Moose Post, on the Albany River, and at Atwapiska. The remotest cache of all is to be found 400 miles north of the C.N.R. It was deposited there three years ago, ready for any fire hazard that might arise, and has not been touched since.

All flying done by the service is done strictly in accordance with regulations laid down by the Air Board Act. Every pilot is medically examined every six months. After each flight a machine is checked over by a competent air engineer, whose duty is to classify it as airworthy or not. After 125 hours of flying service an engine is taken out, sent to Sault Ste. Marie, there dismantled, inspected, re-assembled, and returned to the operating base. At the present time the service has 21 machines, 9 of which are Moths equipped with pontoons and used for detection work. The other 12 are H.S.-2L flying boats, for fire suppression and photographic work.

In July there will be delivered to the Sault base a D.H.-61, powered with a Bristol-Jupiter 500 h.p. engine, and capable of carrying a one-ton payload. It is to be the "apple" of the fleet's "eye." It will have a cruising non-stop range of from 700 to 800 miles, and will accommodate eight passengers, as well as baggage. It can be flown from water on pontoons, from land on wheels, and from ice on skis. Developing 132 miles per hour at sea level and 115 miles at cruising speed, it is to be used for long-distance flying to any section of Ontario in which an emergency may arise.

A health specialist says that his hair and his teeth are man's best friends, but a wag says, even the best of friends will fall out.

Young Lady (gazing into fireplace): "Do you ever see pictures in the fire?" Cynical Art Critic: "No—but I've seen many that ought to be."

## "ROYAL MOUNTED" TO PROTECT TRAPPERS ON BARREN LANDS

Ottawa.—Trade and commerce are spreading to even the barren lands between Hudson Bay and the Mackenzie River, where a considerable trapping industry is growing up.

The Royal Canadian Mounted Police therefore have decided to open a new post this year near Fond du Lac, at the extreme east end of Lake Chipewyan.

## Senate Divorce Work Finished

Number of Applications Reviewed Heaviest on Record

Ottawa.—The Senate Divorce Committee has finished its work for the session, the heaviest on record. Notice has been given of 298 applications, while 268 petitions were actually presented. Unopposed cases were granted to the number of 233, opposed cases which were successful numbered 7. Three unopposed cases and seven opposed ones were rejected. Nineteen were not dealt with because of the delays required not expiring. They were started too late. Infidelity was the ground in 237 cases. Three were granted on other grounds. Of the applications recommended 215 were from Ontario and 25 from Quebec. Many occupations were reflected, but on the whole this year as usual the great preponderance of divorce comes from the middle classes.

The growth of divorce is reflected in these comparative statistics: 1919, 55; 1920, 100; 1921, 111; 1922, 102; 1923, 117; 1924, 130; 1925, 133; 1926, 124; 1927, 196, and this year 210.

A correspondent writes that she has one of the best cooks going. When?

## The Motor Toll

Victims of week-end motor accidents in Ontario were:

Dead  
James H. Hinnegan, 19, Wallaceburg.

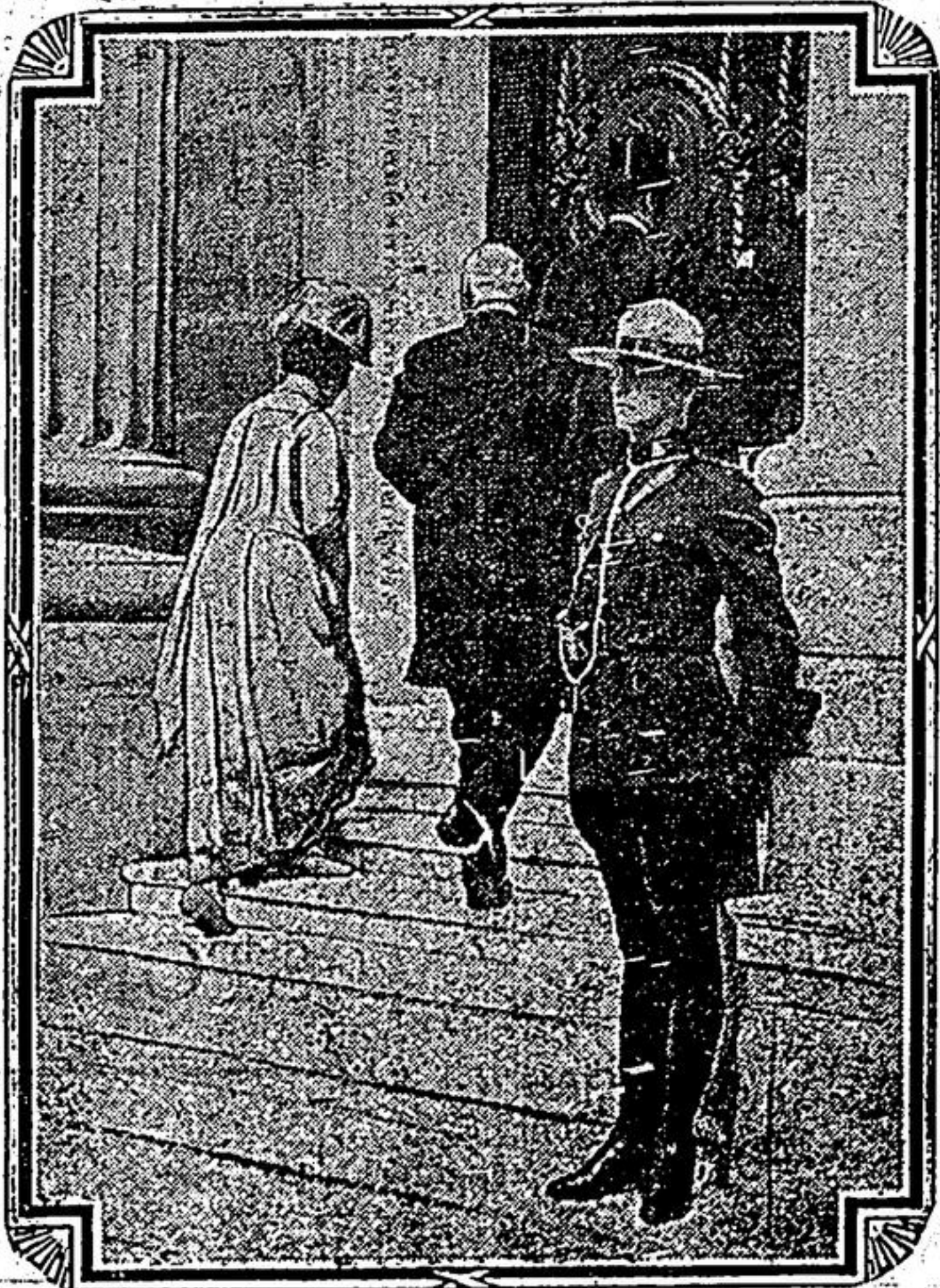
Injured  
W. R. Jackson and Edward Jackson, Owen Sound; Mrs. Belle Side, Detroit; Joseph Brechard, Paincourt; Mrs. Louis Brechard, Detroit; Edwin Brechard, Detroit; Alphy Brechard, Detroit; Marlon Gray, Guelph; John Strone, Thorold; George Fleming, Stouffville; Rev. R. W. Frid, Guelph.

## The Week's Best Story

The best story of the week is told in Lord Oxford's Memoirs, now in course of serial publication. It concerns the late Lord Northcliffe, who wrote:

"Oxford is now somewhere in the East, and is said to have telegraphed King George that he was about to join the Roman Catholic Church. 'The King's alleged reply was: "Well, well! I can't help it.'"

## Is It Bound With Red Tape?



CANADA HOUSE UNDER TORY FIRE

Allegations of "Bunkoyism" and red-tape in the administration of Canada House, the Dominion government's headquarters in Trafalgar Square, London, were voiced in the House of Commons recently by H. H. Stevens, Conservative, of Vancouver. The photograph above shows His Majesty the King in the act of formally opening Canada House, while ascending the steps are the Queen and Hon. P. C. Larkin, Canadian high commissioner.

## Soldiers of the Air Ontario's Fire Fighters

Provincial Air Service, Preserving Ontario's Forest Wealth From Fire—Fly Distances That Would Be "Stunts" For "Show Flyers"

### MAY-BUSY MONTH

Ontario's Knights of the Air have no snap in so far as an easy life is concerned. Long hours and incessant vigilance is their lot to "spot" and fight the fire demon which grows and spreads as careless prospectors invade the northwestern limits of our provincial domain.

The official reports are really a romance, though told in a cold matter of fact way. These reports tell you that up to May 26 this year the service did 517 hours and 50 minutes more flying than it did in the corresponding period last year. This achievement, too, despite the fact that, due to climatic conditions, the service was two weeks later getting started this season than in 1917.

1,000 Hours to Date  
To date the service has done more than 1,000 hours flying. Up to May 26, it did 755 hours and 50 minutes; 422 hours of this aggregate was done in a single week in May, when the spring fire hazard was at its peak. Those 422 hours represent dawn-to-dusk patrolling. Day-in and day-out effort. They also come within eight hours of the service record for a single week's flying.

Look at them from another angle. Multiply them by 75, which is the "cruising period" of the forest patrol flier, and you will have another answer to think over. The answer is that during that one hectic week the service, on its job of fire detection and suppression, flew 31,650 miles above the great forest wealth of Ontario. Take some of the fliers. Captain Cooper of Sioux Lookout, for instance,

Cooper is credited with 40 hours and 10 minutes of flying. That is, time actually spent in the air, entirely outside of refuelling and eating. On a single day, up in the dangerous north-west corner, he flew 8 hours and 40 minutes, the endurance record to date this season. When one stops to think that a six to seven hours' flight means a check-up of from 7,000 to 8,000 square miles of forest area, and a flight of between 500 and 600 lineal miles, one should not begrudge the pilot "time off" for food.

Spot and Fight  
Ed Ahr, Ted Stull, Alex. Harvey, Gifford Swartman, George Phillips, Bill Lyons and Alex. McIntyre, all graduate pilots of the Service's training school at Sault Ste. Marie, are other fliers who have turned in very creditable records this year, and who, in the language of Captain Maxwell, their chief, aren't "boys who are content to stick to their machines and keep their hands clean," but boys who "pitch in and fight fires" just as determinedly and effectively as they go spotting for them.

The Provincial Air Force is a staunch believer in preparedness. As the prospector and the mining engineer goes farther north, so farther north goes the fire hazard. This year the Service is patrolling areas never patrolled before. These areas include the Favorable Lake district, 140 miles north of the Red Lake field, and in which, since the fall of last year, there has been extensive claim-staking; and the district around Fort Hope, on the Albany River. The Service was ready



WINNER OF THE 500-MILE MOTOR SWEEPSTAKES

Louis Meyer, youthful speed driver, receiving congratulations after the race at Indianapolis. He made the 500 miles on the Indianapolis speedway in 5 hours, 1 minute, 33 seconds, an average of 99,482 miles an hour.