DARING EXPLORER BACK AFTER ESCAPE IN PLANE FROM CLUTCHES OF ICE

Shortage of Gasoline Forces Fliers To Seek Refuge in Open Water When Still Many Miles From North Pole—Ice Quickly Forms, Holding Planes Fast For Many Days—Axes Used To Release One Machine.

FLIGHT OVER POLE PROVES TOO RISKY

Through its membership in the North American Newspaper Alliance, The Advertiser is able to give its readers the following exclusive account of Amundsen's daring flight towards the Pole, his escape from the ice and his thrilling flight homeward. It is Amundsen's own story and the only authentic report of his adventure.

By Radio from the Steamer Helmdal.

Oslo, June 18.—Captain Raold Amundsen and his party of Polar explorers, including Lieutenant Lincoln Ellsworth, an Ohio aviator, are safe at Kings Bay.

The explorer and his party thus returned to their hopping-off place just 28 days after they poked the noses of their planes towards the North Pole.

Kings Bay, the point mentioned in the news despatch, is north of Spitzbergen, the northernmost group of islands from which departure for the Pole could be made.

Gone 28 Days.

It was 28 days ago, on the afternoon of Thursday, May 21, that the Amundsen-Ellsworth aeroplane expedition of two machines hopped off from Kings Bay, Spitzbergen, for its attempted flight to the North Pole.

The venture was everywhere counted one of extreme hazard.

With Amundsen, as observer in the second aeroplane, was Lincoln Ellsworth, aviator, engineer and explorer. Amundsen and he were the navigators of the expedition. In addition, the expedition carried four men, two in each of the planes. They were Hjalmar Riiser-Larsen, expert airman; Lief Dietrichsen, an aeroplane pilot; Oskar Omdal, mechanic, and Carf Feucht of Friedrichshafen, Germany, mechanic.

"Arrived Kings Bay all right this morning 1 o'clock." Signed Amundsen, Dietrichson, Ellsworth, Feucht, Omdal, Riiser, Larsen. With this message the suspense of the world, which waited for weeks for news, was broken.

Tells Own Story.

The message, in part, continued: "Our plans left Kings Bay at 5 p.m., May 21, with load approximating three tons by way of Amsterdam Island. At Sydagt, we encountered fog, above which we rose to a height of 3,100 feet in order to navigate. During the next two hours the planes flew like bullets through the fog, which lasted until 8 p.m."

"During the following days we studied the drift conditions and observed the magnetic variation and also the meteorological situation. While flying northward we had 'observed' an area of about 100,000 square kilometers, reaching to about 88.30 north without any indication of land considering the depth disclosed by our soundings. We, therefore, thought it most improbable that we would find any land further north on this side of the pole.

"After 8 p.m. and for the remainder of the journey the conditions of the visibility were excellent. An observation showed that we were too far to the west, probably due to northeast winds above the fog, which prevented us from positively observing the deviation. We laid our course further east until 1 o'clock in the morning of May 22, when half our gasoline was exhausted and it became necessary to attempt a descent in order to secure definite bearings with a view to our further movements. We were then above a large lane in the ice, the first of this size which we had encountered. We then flew lower and observed the surrounding ice to discover whether there was block ice.

No Landing Places.

Not once during the trip had we seen a suitable landing-place among the jagged ice of the polar cap. Neither was there one here. So we descended to the water in the broad ice lane.

Our fears regarding the descent were not groundless, it proved. Immediately after landing on the water the N25 became locked between two masses of ice while we were trying to get our aeroplanes clear. In a short time the whole ice-lane froze tight, gripping the N24 also.

Observations during the night disclosed our position as 87 degrees and 44 minutes north latitude and 10 degrees and 20 minutes west longitude, so that the distance covered in our eight hours' flight was exactly 1,000 kilometres, as our average speed was 150 kilometres per hour. This meant that a head wind had put us back 200 kilometres. We took two soundings at our landing-place and found a depth of 3,750 metres.

Not Worth Chance.

Moreover, there were no grounds for assuming that ice conditions further north would be such as to permit of a successful landing. A landing at the actual pole, with opportunity for observation, would apparently have been impossible. We believe that merely flying over the pole without making these accurate observations would have been feasible under the conditions we observed, although without real significance, and therefore not worth taking a great risk to accomplish.

We agreed finally that instead of continuing further north, we would lay a return course by a route further east, in order to cross hitherto undiscovered tracts. With the planes ice-locked, apparently our greatest difficulty was to get them into the air again. The situation was obviously critical, and with a view to lasting as long as possible, we reduced our daily rations after the first day to 300 grammes per head. This was less than a pound per day per man, and meant stretching our food supply over twice the period originally planned.

Many Difficulties.

In order to get one plane clear, we concentrated our energies on the N25, and for the following 24 days we underwent all sorts of difficulties caused by the vagaries of the fickle Arctic ocean.

The N25 being freed after the greatest exertions, we examined the plane. Though showing signs of strain, it was lugged practically undamaged out of the pack ice to a starting place, which we had levelled, some distance away. Our many trials and tribulations in this period of tremendous effort will be told in subsequent articles.

On the 14th of June, cracks suddenly opened in the ice under our feet, threatening to remove a third of the work which we had done in levelling a starting place along the frozen surface.

In view of this serious possibility, we decided on the morning of the 15th to make starting trials with a greatly reduced load without waiting to further lengthen the cleared area. We discarded nearly all our equipment, keeping only a minimum of food stores and the smallest possible quantity of gasoline to proceed southward to our base. The start was successful.

Our course was set for Spitzbergen at 10:40 a.m. After an exciting flight, partly through fog, we reached North Cape, the northern point of northeast land, a large island forming the northeastern part of Spitzbergen. Our flight to this port required 8 hours and 35 minutes. We landed on North Cape, awaiting favorable winds for the continuation of our flight with our remaining 120 litres (30 gallons) of gasoline. This would only be sufficient to take us to some spot westward, where we would be within range of the steamer Hobby's patrol area.

Continual Observations.

During our return trip we continued carefully to make similar observations to those which we had made on the way north, but on account of the fog we estimate that we observed not more than 60,000 square kilometres along our return route. Thus, up and back, the expedition has made observations on 160,000 square kilometres of hitherto unexplored area. Immediately after our landing at North Cape we sighted the Norwegian sealer Sjoeliv from Baatsfjord passing far to the westward. We immediately hopped off and went out to it. We were gladly received on board the ship, and our plane was taken in tow, but toward night the wind freshened to a gale, and we were compelled to make for shelter on the west side of Lady Franklin Bay, where we remained during the night.

Tie Up Planes.

As there was no improvement in the weather on June 16, we made our plane secure to the land ice on the edge of this bay, and the members of the expedition left aboard the Sjoeliv for Kings Bay, a distance of about 130 miles by sea.

Our plan was to reach our base at Kings Bay as soon as possible, get gasoline and send it back so that the plane could be flown overland to the base. We arrived in Kings Bay at 1 o'clock in the morning of June 18.

During our flights both up and back, our Goerse solar compasses were of essential importance and operated with entire satisfaction. This is probably the first time that solar compasses have been used in the Arctic, and certainly the first time they have been used for aerial navigation in this part of the world.

No other type of aeroplane could have withstood the strain which our Dornier-Wals met successfully. Their peculiar construction, unlike any other type, fitted them particularly for our requirements.

The engines always started instantaneously, particularly at times when immediate action was necessary to save the aeroplane under threat of danger from pack ice.

ROALD AMUNDSEN, daring explorer, who returned to civilization yesterday after a daring but fruitless attempt to reach the North Pole by aeroplane. He spent many days imprisoned in ice.

Find Baby Deer On Way To Bend

Special to The Advertiser.

Forest, June 18.—While Kenneth Armstrong and several companions, of Forest, were motoring along the Pinery road to Grand Bend, they noticed a young fawn lying by the roadside. The baby deer was picked up and petted and became so attached to its new friends that they had difficulty in keeping it from following them.

COUNTY ROADS WIDENED TO PROTECT MOTORISTS

County Engineer Charles Talbot is doing everything possible to safeguard motorists and others using the county roads. County highways are being widened this year, and the grades improved.

Special attention has been paid to the Sarnia gravel road, where county employees have just completed the spreading of 550 cords of gravel.

Interviewed today Mr. Talbot declared that graveling operations were farther advanced than they were this time last year, owing to extremely favorable weather conditions. More attention was being paid to the widening of the roads, so that there would be less danger of collision to passing motor cars.

CONFIDENCE IN PAINLEVE.

Associated Press Despatch.

Paris, June 19.—The chamber of deputies today voted confidence in the Painleve government by a ballot of 525 to 32.

A Queen Writes About Life

MEET AGE WITH A SMILE ADVISES QUEEN MARIE

Scores Artifices Used by Men and Women To Conceal Ravages of Years—Likes the Way Women Allow Her To Turn Gray or White.

"OLD AGE IS ALABASTER CHAMBER"

This is the seventh and last of a series of articles by Queen Marie of Rumania written exclusively for The Advertiser and the North American Newspaper Alliance. She gives in a frank and intimate way her philosophy of life, love and work. The series marks the first time that a reigning member of royalty has written under his or her own signature for a newspaper.

By HER MAJESTY QUEEN MARIE OF RUMANIA.

CHAPTER 7.

OLD AGE.

One of the saddest things in life is the struggle of the woman, the man, who will not give up, who will hang on to the pleasures, excitements that are out of season for them, when paint, dye, wigs, false teeth, set up a brave but agonizing and often unlovely fight, vying with those whose springtime it is.

Youth will laugh at these efforts, will turn them into ridicule for, being triumphant, youth is cruel. But for all that, we who are ageing can keep in touch with the young. We can laugh with them, go with them, we can heighten their pleasures by our appreciation which has in it nothing of competition but only a happy memory of what was ours yesterday, whilst today we have moved on just a little further, where tomorrow they also will be.

There is tremendous wisdom and even elegance, also something of coquetry in giving up in time before our time, in taking the back seat before we are invited to do so. Once more I quote Nietzsche: "Let us give up, allowing ourselves to be eaten when we taste best; let us learn early the difficult [illegible] going in time!"

Better Sit and Look On.

Yes, better sit by and look on, saying: "I could if I would" rather than allow others to show you that you "can't." Do not stretch out your hand for the fruit which is no more for you, and when you see the prize, the pleasure, passing you by for another, remember that you have had your day and that jealousy can sour even a happy remembrance. After all, enough is as good as a feast.

Do not imagine that I am preaching, but I am on the further downward slope. I have had my day. I do not say that I could not still have a few more days. But never for anything in the world would I stretch out my hand to grasp what might be meant for another.

When still even today a lovely, great big, shiny fruit is dropped into my lap, I am astonished and grateful. I hold it between both hands. I sniff at it and its delicious scent reminds me of spring and sunshine, and I love its touch. But for all that I do not bite into it. I say thank you, and I smile—but do not take—I do not taste—that belongs to the others now, not to me—and I am not sad at all. I am at peace.

There is nothing ugly about a woman already far beyond youth so long as she is not making terrible efforts to look twenty when she is already fifty. I like a woman to look young as long as she can; I myself look younger than my age, but I do not dye my hair nor use cosmetics in an offensive way. The painted old hag is not only an unlovely sight, but also a heart-rending one. Who is she taking in but herself? Fearful must be the hours when she honestly faces her own image in the glass!

Old Age Is Peace.

Carmen Sylva, in one of her poems, says: "Old age should be like an alabaster chamber." I like the picture it evokes—all white, clean, peaceful. I especially see old age as peace, "white peace"—a dying down of all storms and desires, of striving and struggling.

If the life lived has not been wasted, if a normal amount of joy and pain has been experienced, if difficulties, sorrows, conflict, have been bravely met and overcome, if joys and pleasures have been real, natural and healthily enjoyed, old age ought to bring peace, calm, rest. You do not want to keep dancing, dancing when your limbs have grown stiff.

The old man may heave a sigh, and regret may have a share of his thoughts, but if he is a man who has acquired his full development normally, he will have replaced his love of dancing by something just as real and satisfactory to him in spite of his sigh of regret—which is not as deep as the young man hearing it may suppose.

There is also something of peace in it, something of relief at the knowledge that what we call pleasure is not everything. It was sweet in its day, but has been replaced by something else. Something bigger, something more worth while, though probably less gay.

Is Eternally a Grief.

Of course, the loss of beauty for a women remains eternally a grief. 'Tis a real grief to herself as well as to others. A beautiful woman is like a great gift to the world and when we see that beauty go down, year by year becomes less, finally to die out, disappear. I confess that I find no consolation for the loss. It simply belongs to the sorrows of this world and must be faced.

Especially difficult are the years when old age has not yet been accepted, when the struggle is being kept up and whe none knows that there can be but defeat in the end.

But old age itself is like an alabaster chamber—all white, clean, like the bowed head. And the door which opens out of it opens out into light.

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THE END.

MINNESOTA BANK FAILS.

Associated Press Despatch.

St. Cloud, Minn., June 18.—The First National Bank of St. Cloud, established in 1867, and with deposits of more than one and one-half million dollars, failed to open its doors for business today.

CONSTRUCTION WORK EMPLOYS MOST MEN

Over 2,000 Have Been Hired Through Employment Office This Year.

Employment conditions in London, while better at the present time than at any other period of the year, are not as good as in 1924, J. C. Spencer, of the government employment bureau, stated today.

There are 295 men and 73 women on local employment lists, while last year showed but 192 men and 60 women out of work. This conditions has been brought about by the dearth of building and general construction work.

Employment figures given out by Mr. Spencer covering the first six months of the year are: Men's department: Applications, 2,857; placements, 2,532; made up as follows: Farm 260, manufacturing 877, construction 2,042, and causal 153.

Women's department: Applications, 823 and placements 456. Some 220 women were given positions as domestics, 24 went to manufacturing plants, while 212 received casual employment.

HIGHWAY BOOSTERS WILL MEET IN LONDON

Invitations to Conference Here Next Week Sent Out by C. of C. Officials.

Invitations went out today from the London Chamber of Commerce office for a meeting to be held in London next Friday of the Windsor-Niagara Falls Highway Tourists' Association. Delegates are expected from practically every city and town of any size along the highway.

J. D. Isaacs, vice-president, has had designs prepared for a handsome billboard fifty feet long by twenty feet high, which it is hoped to place at various strategic points all along the highway, indicating to tourists the advantage of keeping to the Windsor-Niagara route while passing through Ontario. The design will be presented for approval at the meeting on Friday next. Dr. J. M. Rogers and Erne Wilson of Ingersoll, both earnest advocates of stimulation of tourist trade, were in the city today in conection with Ingersoll's share in putting the highway on the map.

PAPERS ARRIVE FOR LOWER SCHOOL EXAMS

Sealed in Inspector's Vault, Awaiting Arrival of Monday.

Examination papers for high school entrance, and upper, middle and lower school examinations for London collegiate institutes were received this morning by G. A. Wheable, inspector-administrator of the board of education, and are now under seal in the vault of his office. The examinations commence on Monday morning next, and will continue for two weeks, except that the entrance exams and those for the lower school will be completed in one week.

Approximately 167 pupils will try the departmental examinations in the middle school, and 140 are expected to write on the upper school tests.

MOTORIST DENIES DRUNK CHARGE, DECISION HELD

High Constable Wharton Testifies Against Joe Grinstead in St. Thomas.

Magistrate Maxwell, St. Thomas, reserved judgment at Springfield yesterday afternoon in the case against Joe Grinstead, charged by High Constable Wharton of Middlesex with driving a car while intoxicated.

High Constable Wharton, who is also an Elgin county constable, gave evidence as to Grinstead's condition, while the accused produced a number of witnesses who swore that he was sober.

The case was prosecuted by Crown Attorney Angus McCrimmon of St. Thomas, while the prisoner was defended by Harold Barnum, K.C., of Alymer.

DISTRICT WILL HAVE 15 CULLING DEMONSTRATIONS

Applications for poultry culling demonstrations are piling into the local agricultural office every day. District Representative R. A. Finn declares. "There will be some fifteen demonstrations held in various parts of the county," said Mr. Finn, "and it will be quite impossible to hold demonstrations at all the farms making applications. However, later on, poultry will be culled at a cost of 2½ cents for each bird.

'PRESBYTERIAN' USE IS DENIED BY ACT

Rev. Wm. Beattie, D. D., Is Loath To Comment, Though, On Controversy.

Rev. William Beattie, D.D., C. M. G., First Presbyterian United church, was loath this morning to comment upon the attempt being made by the continuing Presbyterian church to retain the name "the Presbyterian church in Canada."

Answering the question, Dr. Beattie pointed out that the dominion act incorporating the United church of Canada prohibited the use of the names of any of the three churches which formed the union, though the right was not taken away for any nonconcurring minorities to for " a Presbyterian a Methodist or a Congregational cvhurch."

Dr. Beattie was much more inclined to talk of the new church and of the sessions of the general council, which closed at Toronto yesterday.

"There was absolute concord, harmony and unanimity," averred Dr. Beattie. Something seemed to come over the 350 commissioners of the council at the communion service which obliterated everything that savored of sectionalism, something came over us all which made it possible for us to forget almost that we ever had been separated.'

Regarding the use of the old name, Dr. Beattie expressed his entire willingness to leave the mater in the hands of the law comitte of the general council, which is headed by Hon. Newton Wesley Rowelli, K. C., Toronto, and other distinguished lights. He ventured the opinion, however, that the non-concurrents could retain the term "presbyterian," though not as part of the old name, "the Presbyterian church in Canada.'

An excerpt from the Dominion United church of Canada act reads as folows: "Non-concurring congregations may use any names other than those used to designate the three congregations forming the new church and nothing in this act shall prevent such congregations from constituting themselves a Presbyterian, a Methodist or a Congregational church as the case may be, under the respective names so used.'

Harmon Westland, secretary-tre of the Elmwood avenue Presbyterian church and superintendent of the Sunschol, asserted this morning that since the former Presbyterian church had never been incorporated or the name 'Presbyterian' copyrighted, that the continuing Presbyterian church could make what use of the name it desires.

'We can't be stopped from using the name 'the Presbyterian church in Canada,' declared Mr. Westland. 'They can't take that into union with them and bury it. Presbyterian means simply a system of church government. we have retained the name and we intend to retain it to the end."

Mr. Westland maintained that the United church is protesting against the use of the name "Presbyterian" just as much as to the full name "the Presbyterian church in Canada," though such does not seem to be the case either by the federal bill or by Dr. Beattie's interpretation.

NOTED DIVINE PAYS TRIBUTE TO CLERGY

Concluded From Page One.

not that they rely upon themselves too greatly in working for Him.

Dr. Meyer provided an interesting little sidelight upon the writing of his books, Biblical biographies, which are widely read in this and other countries, when he outlined briefly the method he follows in combining his preaching and writing.

Tells Methods.

"I usually preach a gospel sermon in the morning," said Dr. Meyer, 'but in the evening I take up some biography of the Bible. On Saturday I read all the books I have in my library on the subject which I have chosen. I then write my introduction, and sometimes spend half a day or so filling up a large waste paper basket with my attempts. And then, of course, I don't read the introduction, but I let the Spirit move within me in delivering my message. On Mondays I sit down and write the biography combining the work of my Saturday preparation and Sunday sermon."

It is interesting to note that Rev. W. C. Poole, D.D., who visited London a few months ago as president of the world Sunday schools association and delivered a splendid address in St. Andrew's church, is now pastor of Christ church, London, and in complete charge of the work during Dr Meyer's absence.

Dr. Bowley Green, D.D., Talbot street Baptist church, and president of the Baptist ministers' and deacons' association, under whose auspices Dr. Meyer is visiting the city today, acted as chairman of the meeting at the Y. M. C. A. this morning. Following the meeting, Dr. Meyer was the guest of the association at an informal luncheon at Smallman & Ingram's.

Dr. Meyer addressed a public meeting in Talbot street church this afternoon. His subject this evening, in the same edifice, will be, by request, 'How Christ Makes Apostles Out of Fishermen."

SAYS LAND PURCHASE FOR BEACH NOT NEEDED

City Owns Property If Change Decided, E. V. Buchanan Declares.

Preparations are in progress for the opening of the municipal swimming camp at Birkett's on the south branch of the Thames, following yesterday's meeting of the public utilities commission, which authorized such action.

The commissioners discussed the possibility of moving the swimming lace to locate on further east above the present sewage disposal plant, but this will not be attempted this year. The commission has in view the acquirement if necessary of a site on the river bank to the east of Egerton street, to be turned into a playground and swimming pool, but General Manager Buchanan thinks this will not be necessary, as the city already owns lands in that vicinity which should be quite adequate if the proposal develops.

"ROUND-ROBIN" WILL DECIDE OPENING OF THAMES POOL

Results of Questionnaire Sent Among Councillors Expected Tonight.

P. U. C. TO MEET

Let City Assume All Responsibility, Mayor's Stand—McKay Against It.

Opening of Thames park swimming pool tomorrow morning hinges on the success of a "round-robin" which is being circulated amongst members of the council this afternoon. An answer is expected tonight, and the verdict of the council will be handed to the public utilities commission.

Ald. F. B. Kilbourne, Ald. Edwin Smith, Ald. Paul Doig, Ald. John Ashton and the mayor are in favor of opening the pool, with patrons personally assuming any risk from the use. Two other aldermen definitely opposes the city assuming liability for claims, whilst remaining councillors could not be reached early this afternoon.

Stand of Mayor.

Plans of the mayor are to secure an immediate vote of the council in favor of the city assuming the responsibility of any claims which may arise from the operation of the pool. He points out that the city has progressed well in past years, with no claims arising from the operation of the pool, no serious disease outbreak, and with cleaner water in the pool than in some parts of the river.

It is claimed that the city permit the public utilities commission to open the swimming pool, asking patrons of the waters therein to assume liability for any disease incurred. As there have never been any disease claims, no serious trouble is expected this year.

Here are representative opinions from members of the council:

Doig in Favor.

Ald. Paul Doig: "Go ahead and open it. As far as I'm concerned, the proposal looks all right. Of course, I'd like to know something of what the claims are likely to be, but, judging from the past, this shouldn't stand in the way."

Ald. John Ashton: "The claims argument shouldn't hold up the pool opening. I'm satisfied and not afraid of any claims against the city. I don't think the council would have to have a special meeting to decide this. We can surely agree on this thing among ourselves.

Mayor Wenige: "I'm personally satisfied. Disease can be contracted anywhere. There is always a chance of catching something. But I'd sooner see the pool opened tomorrow morning than left idle. The letter of the law is plain, but we should rather follow the sense of it to get proper results."

Douglass Opposes.

Ald. Douglass: "I wouldn't be a party to such an agreement. The utilities took the responsibility a year ago. Conditions are no different now. The provincial board of health has said that they would not grant a permit. If the public utilities wants to go ahead in the face of that, it's up to them entirely.

Ald. Frank McKay: "Is the city going to be liable for damage claims if disease is contracted there? How are we going to prove that disease reported was not contracted at the pool? The plan to open the pool opens u great ossibilities in the way of claims. I'd sooner see the matter such risks."

Whole Family Behind Bars

There is one happy family behind bars and the members don't seem to mind the chilled steel that shuts them off from the outer world. The younger members of the tribe have to be fed however and both the mother and father escape from behind the gratings and earn a living for the hungry babes.

Mr. and Mrs. Sparrow are living on city property and haven't any taxes to pay. A cosy home made of wisps of straw from the market is concealed beneath the iron grating protecting a cellar window of the market house. Market gardeners are quite interested in the family and make sure every day that they have enough to eat.

SPEEDERS GIVEN WEEK TO OBTAIN FINE MONEY

County Court Allows Men Respite To Gather Enough Funds.

Two speeders learned this morning at the court house that the way of the transgressor is hard. Billed to appear before Magistrate Hawkshaw for whizzing along country roads at more than 25 miles an hour, they turned up in court with worried looks on their faces.

High Constable Wharton gave evidence as to the dust they were kicking up and the two men pleaded guilty, stating that they had no money to pay their fines. The magistrate, feeling that it would be hardship to send them to jail, allowed them a week to produce the $10 and costs necessary to soothe the injured feelings of the government.

BELGIAN IS WINNER.

Associated Press Despatch.

Brussels, June 19.—The Aero club today declared the Belgian, M. Veenstra, winner of the recent Gordon Bennett cup balloon race, and De Muyter, Belgian, second. The American, Wade T. Van Orman, was disqualified.

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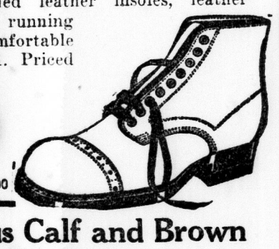

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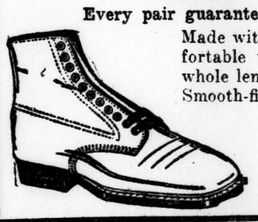

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