

Capt. Amundsen Tells of His Dash to the South Pole

NORWEGIAN TELLS OF CONQUERING ICE BARRIERS AND HOISTING OF THE FLAG OF HIS COUNTRY

Locates the South Pole on a Vast Plateau, Which He Names "King Haakon Land," After Monarch of the Norsemens.

PARTY OF FIVE MADE THE TRIP IN FINE WEATHER AND RECORD TIME

A Graphic Pen Picture of Intrepid Explorer's Thrilling Journey Told Over His Own Signature—Describes Day Spent at the Pole as Beautiful One.

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Hobart, Tasmania, March 8, 11:20 a.m.—On the 10th of February, 1911, we commenced to work our way toward the south, from that day to the 11th of April, establishing seven depots, which in all contained a quantity of provisions of about 3,000 kilos (a kilo is about two and one-fifth pounds). One thousand six hundred kilos, including 1,100 kilos of seal meat, were cached in 80 degrees, 700 kilos in 81 degrees and 800 kilos in 82 degrees, south latitude.

As no landmarks were to be seen, these depots were marked with flags, seven kilometers on each side, in the easterly and westerly directions.

OVER THE BARRIERS.

The ground and the state of the barrier were of the best, and specially well adapted to driving with dogs. On Feb. 15 we had thus travelled about 100 kilometers (a kilometre is a little over three-fifths of a mile). The weight of the sledges was 300 kilos, and the number of dogs was six for each sledge. The surface of the barrier was smooth and fine with no sastrugi (ridges of snow blown up by the wind, which become very bad). The crevices were very local and were found dangerous only in two places. For the rest—long, smooth undulations.

WEATHER WAS FINE.

The weather was excellent—calm or a light breeze. The lowest temperatures on these depot trips were minus 45 celcius or centigrade (49 degrees below zero, Fahrenheit). On the 4th of March, on our return from the first trip, beginning on the 15th of February, we found out that the Fram had already left us. With pride and delight we heard that her smart captain had succeeded in sailing her furthest south and there hoisting the colors of his country—a glorious moment for him and his comrades—the furthest north and the furthest south—old Fram. The highest south latitude attained was 78 degrees 41 minutes.

Six Tons of Seal Meat.

Before the arrival of winter we had 5,000 kilos of seal meat in the depots, enough for ourselves and 110 dogs. Eight doghouses, a combination of tents and snow huts, were built. Having cared for the dogs, the time came to use our solid little hut. It was almost entirely covered with snow by the middle of April. First we had to get light and air. The lamp, which had a power of 200 standard candles, gave us a brilliant light and kept the temperature up to 20 degrees celcius (68 degrees Fahrenheit) throughout the winter, and our excellent ventilation system gave us all the air we wanted.

In direct communication with the hut and dugout on the barrier were workshops, packing rooms, cellars for provisions, coal, water, oil, a plain, bath a steam bath, and observatories. Thus we had everything within in doors if the weather should be too cold and stormy.

No Sleds for Four Months.

The sun left us on the 22nd of April, and did not return until four months later. The winter was spent in changing our whole outfit, which the depot trips were found to be too clumsy and solid for the smooth surface of the barrier. Besides this, as much scientific work as possible was done, and some astonishing meteorological observations were taken. There was very little snow, and there was open water close by throughout the winter. For the same reason higher temperature had been expected, but it was very low.

In the months there were observed temperatures between minus 50 and 60 degrees celcius (58 and 76 degrees below zero Fahrenheit), the lowest temperature on the 18th of August, being minus 59 degrees celcius. It was then calm. On the 1st of August the temperature was minus 58 degrees celcius, and there were six metres of wind. The mean temperature for the year was minus 26 degrees celcius (14.8 degree below zero Fahrenheit).

Absence of Hurricanes.

I had expected to have winter hurricanes, but I observed only two moderate storms and many excellent auroras australis in all directions.

The sanitary conditions were of the best all winter, and when the sun returned on the 24th of August, he met the men sound in mind and body, ready to set about the task that had to be solved.

Already, the day before, we had brought our sledges to the starting place for our march toward the south. Only in the beginning of September did the temperature rise to such an extent that there was any question of setting out.

On the 8th of September eight men, with seven sledges, ninety dogs, and provisions for four months, started. The ground was perfect. The temperature was the best.

Had To Turn Back.

The next day it appeared that we had started too early, as the temperature of the following days fell and was kept steadily between minus 50 and 60 celcius (58 degrees and 76 degrees below zero Fahrenheit). Personally we did not suffer at all from this cold. Our good furs protected us. But with our dogs it was a different matter. It could easily be seen that they shrank from day to day, and we understood pretty soon that they could not stand the long run to our depot at 80 degrees south.

We agreed on returning and to await the arrival of spring. The provisions were cached, and off we went for the hut. With the exception of the loss of a few dogs and a couple of frozen hocks everything was all right.

Only in the middle of October spring came in earnest. Seals and birds appeared. The temperature was steady between 20 and 30 celcius (4 degrees and 22 degrees Fahrenheit).

Party Split Up.

The original plan that all of us

HAS CAPT. SCOTT REACHED POLE?

Some Uncertainty as to Honors Until Britisher Is Heard From.

WAS HE THERE FIRST?

Captain Amundsen in His Report Makes No Reference to His British Rival.

[Canadian Press.]

New York, March 9.—The Tribune prints the following cable: London, March 9.—"The Daily Chronicle this morning publishes the first instalment of Capt. Roald Amundsen's account of his discovery of the South Pole. The interest excited by the news of this great feat was sufficient to keep thousands of persons out of bed until copies of the Daily Chronicle could be secured early this morning. There was no spirit of distrust as to the accuracy of Capt. Amundsen's claim. In the club men familiar with the Antarctic regions pointed to his clear, connected narrative, and his exact description of the observations at the pole were taken as abundant proof as to the truthfulness of his statement.

Over Ice Barrier.

Capt. Amundsen describes the long journey over the great ice barrier and tells how he followed the outline of South Victoria and King Edward Land. A great mountain range which stretches across this country, the general direction of which he followed, he named the Queen Maud Range.

The hardy explorer does not devote many words to his descriptions of his feelings upon arriving at the pole, but there is just sufficient vagueness with regard to details to suggest that he shared the great discovery with others.

The Final Dash.

He says that he left his winter quarters, on the Bay of Whales, on Oct. 20. After crossing the great ice barrier and following the mountain ranges, he arrived Dec. 8 at Shackleton's furthest south point. Following the due south direction, he came to a great plateau in six days' march. This plateau, which he reached on Dec. 14, was a vast plain, mountainous in its appearance, stretching for miles in every direction.

Hoisted the Flag.

Observations showed that the party was in latitude 89 degrees, 5 minutes south. On Dec. 15, the party travelled nine kilometers in as near as possible a direct southerly line. Observations taken at the point then reached on Dec. 15 and the following day fixed this as the approximate position of the pole. A hut was erected here, and the Norwegian flag hoisted. It remained as the only evidence of the discovery when the trip back began.

The pole was in the midst of the great plateau, which Amundsen, in honor of the King of Norway, named King Haakon Plateau.

Had Fine Weather.

The expedition was favored by unusually fine weather, and the party was able to make an average of 35 kilometers a day, going to the pole, and 35 kilometers a day on the return journey. The distance from the winter quarters at the Bay of Whales to the pole was approximately 1,400 kilometers. The highest point of the mountains crossed was 10,750 feet above sea level, at 81 degrees 40 minutes south latitude.

Amundsen started on his dash to the pole on Oct. 20, and returned to his quarters on Jan. 21. The party consisted of five men, four sledges, and 52 dogs.

No Reference to Scott.

Amundsen's full story of his stirring achievement leaves no room for doubt that he reached the South Pole on Dec. 14. He does not, however, make any reference to Scott, and the

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GRAND TRUNK CONDUCTOR SAW MAN JUMP INTO NIAGARA

Sensational Story Comes From the Falls, But the Conductor Is Not Known Here.

Niagara Falls, N. Y., March 9.—That a man whose identity has not been determined jumped from a Michigan Central freight train crossing the cantilever bridge and was lost in the whirlpool rapids about 7 o'clock last night is the story told by Conductor Torrence, of the Grand Trunk Railway. The conductor said he was about to enter the bridge from the Canadian side when he saw a freight train bearing the American end of the bridge. The train was out of Montrose, Ont., destined for Day's yards. A brakeman on top of the box car nearest the engine was seen to face towards the lower rapids, beyond which is the whirlpool. His arms upwards and dive from the car into the river.

Torrence says he saw the man float down the river until he was lost in the whirlpool.

When the train arrived at the yards none of the crew was reported missing, and the engine was coupled to a number of empty cars and re-

turned to Montrose. All effort to learn the identity of the victim proved futile last night.

The police were notified of the incident, but were unable to authenticate the conductor's story.

They think the man was a tramp stealing a ride. A reporter made inquiries about the yard, but none could determine who the man was, as the crew came from the Canadian side of the river.

Home Is in London?

Torrence, whose home is in London, Ont., declares positively he saw the man fall overboard from the train. By the time Torrence made his experience known it was too dark to permit of an investigation in the lower rapids, and in any event the swirling whirlpool had engulfed its latest victim. Inquiries made in several branches of the Michigan Central railroad along the Canadian shore failed to solve the mystery, surrounding the suicide's identity.

At the offices of the Grand Trunk Railway and Michigan Central here, it was stated to The Advertiser that no person by the name of Torrence was employed on those roads running out of London.

The city directory does not give the name of Conductor Torrence.

NO STRIKE, SAYS SUPT. U. E. GILLEN

Grand Trunk Official Explains the Cut in Wages on That Road.

NOT MANY MEN AFFECTED

Company Merely Asking Advantage of a Clause Which Permitted Cancelling Agreement.

That there will be no strike by the employees of the Grand Trunk against the action of the company in reducing the salaries of the men on certain runs is the opinion expressed by Superintendent U. E. Gillen, who passed through London Friday evening en route from Goderich to Montreal.

Mr. Gillen arrived in this city in his private car attached to the regular Bruce train at 5:30, and left ten minutes later on a special. The manner in which the change announced in a bulletin from the head offices at Montreal was brought about was explained to The Advertiser by the superintendent.

The Increases.

Up until 1909, and previous to the big strike of 1910, the conductors on certain runs received wages much below what was given them after the settlement of the trouble.

However, one of the clauses of the mutual agreement was that the company later should adopt the schedule of payment in force on certain model American roads named by the employees. This was to go into force in 1912, and up until the present the Grand Trunk has performed strictly in accordance with the contract, Mr. Gillen says.

As a result, a table prepared by the company shows that in some cases men who earned \$100 a month in 1909 are now drawing as high as \$135 for the same service.

Different on G. T. R.

"Operating conditions are different on the Grand Trunk than on the American roads named by the men," Mr. Gillen told The Advertiser, "and the company does not intend to carry out this unreasonable agreement."

"The men were given very substantial increases at the time of the strike, and the Grand Trunk acceded to the demand that this new schedule should be adopted in 1912. A clause in this contract stated that either party could cancel the agreement on 30 days' notice, and the company is simply taking advantage of this. The bulletin was issued on March 1, and the changes go into effect on the 1st of April."

"Only a small proportion of the men are affected. Yardmen, freight crews and others are to continue as at present, but the conductors on certain passenger and mixed runs are to be brought back to the schedule of 1911."

Subways in London.

Mr. Gillen stated that he is not in a position to either confirm or deny the story brought back from Montreal by Mayor Graham to the effect that the company is to build subways with entrances at the four corners of the block bounded by Richmond, York, Clarence and Bathurst streets. He had not heard of such an arrangement, and was under the impression, as is Mr. Brownlee, that the old plans for elevation will be brought forward again when the company is ready to proceed.

"Something will undoubtedly be done toward track elevation, said Mr. Gillen, but just when is a matter of conjecture."

Feeling the Pinch.

The water commissioners have modified their original offer to light the streets for \$36,000. The figures they now agree on are \$32,000. It must be pointed out that this includes a considerable extension of the present system. In fact, it is the intention of the commissioners, if this tender is accepted, to double the number of lights, and also to extend the ornamental lighting on Richmond from Fullarton

(Continued on Page Four.)

POURED OIL ON FIRE, EXPLOSION FOLLOWED

Five-Year-Old Tot Had Narrow Escape From Death on York Street.

The 5-year-old daughter of Mr. James McLarty, 434 York street, had a very narrow escape from a fearful death Friday afternoon when coal oil with which she was lighting a fire, exploded, burning her badly about the face and arms. The prompt action of Mrs. Short and other neighbors prevented a tragedy.

Mrs. McLarty was out at the time and the child attempted to light a fire in the range. She took the oil and poured it on the coal and wood. In an instant it exploded in her face, setting fire to her clothes.

The little one rushed out the front door screaming. Mrs. Short, a neighbor, heard her, and running to her assistance put out the fire. Dr. Cline was at once called and dressed her injuries.

"The child is burned about the face and shoulders, but will recover," said Dr. Cline. "She is not as badly injured as was first thought."

THE WEATHER.

TOMORROW FINE.

Forecasts.

To-morrow, March 9—8 a.m.

Fresh north and northwest winds. Fine and cold.

Sunday—Westerly winds. Fine and moderately cold.

Temperatures.

The following were the highest and lowest temperatures during the 24 hours previous to 8 a.m. today:

Stations.	High.	Low.	Weather.
London	54	23	Clear
Victoria	50	28	Fair
Calgary	36	18	Clear
Winnipeg	24	2	Clear
Port Arthur	28	18	Clear
Ferry Sound	28	2	Clear
Toronto	35	12	Clear
Ottawa	35	18	Fair
Montreal	30	26	Snow
Quebec	34	24	Snow
Father Point	28	14	Snow
Minus	—	—	Means below zero.

The area of rough weather which was over the Northwest States yesterday has moved to the Missouri Valley, and there are indications that a somewhat important disturbance will develop near the Atlantic Coast.

The temperature is fairly low this morning and Ontario and the Western Provinces.

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RUNAWAY JUMPED INTO CUTTER AGED MAN SERIOUSLY INJURED

Mr. William S. Groome Hurt In a Peculiar Accident at Corner of York and Wellington Streets—Victim May Not Recover.

Mr. William S. A. Groome, 83 Oak street, was seriously injured shortly after 11 o'clock this morning, while driving on York street, near Wellington, when a runaway horse, owned by Mr. W. Brooks, butcher, 724 Dundas street, crashed into the rig he was driving. Mr. Groome sustained a broken hip and other injuries, and as he is about 73 years of age, it is feared that he will prove fatal. He was removed to Victoria Hospital. His horse had a leg broken also, and was destroyed.

Mr. Groome was driving west on York street, going to the market, as is his custom. Charles Selfwood, driver for Brooks, and turned onto York street from Waterloo street. For some unknown reason the horse made a sudden lunge and started running away. Selfwood could not control the animal, and it raced down the street at a lively rate. There were many rigs on the thoroughfare at the time, but Selfwood managed to guide the horse passed the others.

Jumped Into Cutter.

Mr. Groome was near the corner of Wellington when it was seen that a collision was inevitable. Selfwood shouted a warning to Mr. Groome, but it was too late, and the Brooks' horse jumped into the cutter ahead.

Mr. Groome was thrown out on the street, and the Brooks' horse kicked the cutter to pieces, freeing itself.

Runaway Uninjured.

The horse owned by Mr. Brooks was uninjured. It was captured near the scene of the runaway.

"I do not know what started the horse to run away," said Mr. Selfwood. "It suddenly bolted, after turning on Waterloo street. I tried my best to hold my horse, and I tried to avoid striking Mr. Groome's rig, but it was impossible to do so."

Mr. Groome is well-known in the city, having resided here for many years. He is a carpenter by trade, and has many friends in East London.

His daughter, who was married, was for some years a stenographer in the office of former City Engineer Graydon.

FARMERS BESIEGE CITADEL IN QUEST OF LABORERS!

100 Men Around On Friday But the Demand Cannot Be Supplied.

There is an enormous demand all through this district at the present time for farm help. The Salvation Army and other agencies are doing their best to secure men, but cannot begin to meet the wants of the farmers.

At the local citadel today more than 150 farmers from all parts of the district called upon Major McGillivray as a result of having heard that he had a large party of men come out from England yesterday.

100 Men in One Party.

"There were about 100 in the party that came yesterday," said Major McGillivray to The Advertiser this afternoon. "Every one of them was spoken for weeks ago, and they simply came here to register, so that we can keep track of them. All of them are said, and was under the impression, as is Mr. Brownlee, that the old plans for elevation will be brought forward again when the company is ready to proceed."

"Something will undoubtedly be done toward track elevation, said Mr. Gillen, but just when is a matter of conjecture."

500 Applications.

"I should say that we have 500 applications in for help that we cannot get yet," he said, "and every mail brings more. If I had 500 men tomorrow, I could place every one. Farmers all through this district are apparently finding it impossible to get men. There is a big demand also for women. Domestic help is badly needed, and we find places waiting for all we can bring out."

Farmers seen by The Advertiser today say that the hired help problem is by far the most critical that they have to face, and with the rush to the West they find it impossible to get young Canadians to work the land.

Advertiser Praised.

Many loudly praised The Advertiser's booming campaign in Western Ontario, and said that it will have the very best results in keeping men home and in developing this section.

"People need not look for any lower prices as long as farm help is as scarce as it is now," said one man. "This district is not producing a fraction of what it might produce if the land were worked. We have finer land between Niagara Falls and Windsor than have anywhere in the West, and why people want to leave it is more than I can understand. Many no doubt have the get-rich-quick craze, and expect to make money by speculating."

Western editors are not beginning to produce crop for crop with the land for 100 miles around London."

In the meantime farmers are doing their best to get men and are paying wages that set a new record.

LONDON MEN IN G. T. R. WRECK ARE NOT IN DANGER NOW!

London for nine years, coming to the city from Owen Sound. Since that time, he has been engaged with the same firm, and is well known among the commercial men. Besides his wife, he has a family of six children.

Mr. Cole's Condition.

Mr. John A. Cole, 781 Waterloo street, is inspector for the London and Western Trusts Company. He was on a tour of inspection when the accident occurred.

Mrs. Cole had a message from him today stating that he was not badly injured, and was on his way home, expecting to arrive some time tonight. He was a very bad one, and that he was indeed fortunate to be alive.

"I was frightened when I first heard of it," said Mrs. Cole. "When I learned that Mr. Cole was not badly injured, it lifted a great load off my mind."

The family have resided in London for 12 years, coming to London from Rodney, in addition to his business as inspector, Mr. Cole and his son are owners of the London Pant and Over-all Company, at 101 King street.

See Page Fifteen for Story of Wreck.

