

**CAPTAIN ROBERT F. SCOTT'S
FAREWELL MESSAGE**

Following are Associated Press dispatches: London, Feb. 11.—Grief and pride in the simple narrative of high courage, endurance and sacrifice given in Captain Robert F. Scott's farewell message to the world are close competitors for dominance in the feelings of the British public today.

"It is not a black mourning we wear for these gallant souls who have done and dared so greatly," was the comment of a cabinet minister today. The closing words of Captain Scott's epistle were:

"Had we lived I should have had a tale to tell of the hardship, the endurance and the courage of my companions which would have stirred the heart of every Englishman. These rough notes and our dead bodies must tell the tale. But surely a great and rich country like ours will see that those who are dependent upon us are properly provided for."

These words have had an electric effect, and steps have been taken already to respond to his appeal to the nation by insuring a comfortable future for those dependent upon the men who, while awaiting certain death, could write they did not regret their journey.

Captain Scott's message is as follows:

"Message to the Public: The causes of this disaster are not due to faulty organization, but to misfortune in all the risks that had to be undertaken.

"First—The loss of the pony transport in March, 1911, obliged me to start later than I had intended and obliged the limits of the stuff transported to be narrowed.

"Second—The weather throughout the outward journey, especially the long gale in 83 degrees south, stopped us; the soft snow in the low reaches of Beardmore glacier again reduced the pace. We fought these untoward events with will and conquered, but it ate into our provision reserve. Every detail of food supplies, clothing and depots made on interior sheet and on that long stretch of 800 miles to the pole and back, worked out to perfection.

"The advance party would have returned to the glacier in fine form and with a surplus of food but for the astonishing failure of the man whom we had least expected to fall. Seaman Evans was thought to be the strong man of the party and Beardmore glacier is not difficult in fine weather, but on our return we did not get a single completely fine day and this with a sick companion, enormously increased our difficulties. We got into frightfully rough ice and Evans received concussion of the brain. He died a natural death, but left us a shaken party with the season unduly advanced.

"But all the facts above enumerated were as nothing to the surprise that awaited us on the barrier. I maintain that our arrangements for returning were quite adequate and that no one in the world would have expected the temperature and surface which we encountered, at this time of the year. On the summit in latitude 85 degrees to latitude 68 degrees, we had minus 20 to minus 30.

"On the barrier, in latitude 82—10,000 feet lower—he had minus 30 during the day and minus 47 at night, pretty regularly, with continuous head wind during the day marches. These circumstances came on very suddenly and our wreck was certainly due to this sudden advent of severe weather, for which there was no satisfactory cause.

"I do not think human beings ever came through such months as

we have come through and we should have got through in spite of the weather but for the sickening of our mates and the shortage of fuel in our depots, for which I can not account, and finally but for the storm which has fallen on us within eleven miles of the depot at which we hoped to secure final supplies.

"Surely misfortune could scarcely have exceeded this last blow. We arrived within eleven miles of our old One Ton camp, with fuel for one hot meal, food for two days. For four days we have been unable to

leave the tent and a gale has been blowing about us. We are weak. Writing is difficult.

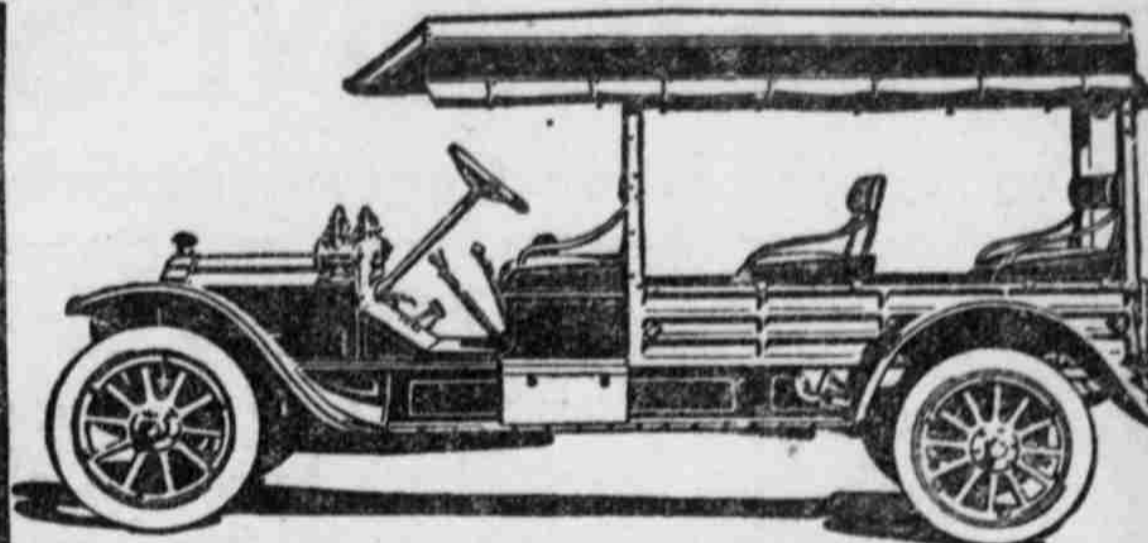
"But for my own sake I do not regret this journey, which has shown us that Englishmen can endure hardship, help one another and meet death with a great fortitude as ever in the past. We took risks. We know we took them. Things have come out against us and therefore we have no cause for complaint, but bow to the will of providence, determined still to do our best to the last.

"But if we have been willing to

give our lives to this enterprise, which is for the honor of our country, I appeal to our countrymen to see that those who depend upon us are properly cared for. Had we lived I should have had a tale to tell of the hardship, endurance and courage of my companions which would have stirred the hearts of all Englishmen."

Captain Scott's interest in the welfare of his men was emphasized by practically the last business he transacted before he left for New (Continued on Page 14.)

**Two Ordinary Touring
Cars,
Two Wagons and
Two Teams of Horses,
Approximate, but Do
Not Give the Pleasure or
Actual Service of—**



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The Most Remarkable Car Ever Made. It is a Touring Car and Motor Wagon of the First Grade—All in One.

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THE automobile business has now reached the point where sentiment has given way to reason. The earliest designs of cars followed the model of horsedrawn vehicles. Then came the present design, with engine in front, and seating in a carriage body 4, 5, or 7 people, according to size and price. But this type, now so common, has no provision for any extra passengers or even light baggage. On the other hand there are many times when you drive alone or with only one passenger, but the big empty tonneau you find useless for any practical purposes, because of the fixed, impractical carriage body. This condition of affairs with thousands of owners has made a place for the White Combination Car.

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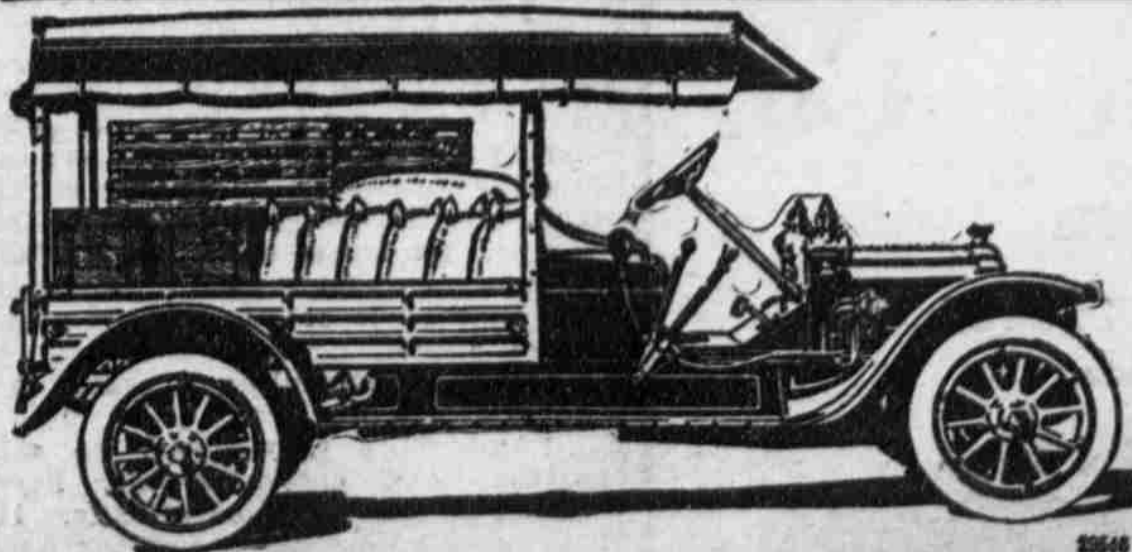
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The lines of this car are distinct. It is a departure from the touring car models, while in its grace and finish it does not resemble a motor truck. It has a wheel base of 120 inches, 34x4 1/2 inch tires and a perfectly balanced chassis. This gives the greatest riding comfort and makes it as easy to operate as a light roadster. It is driven by the famous White, long stroke, 30 h. p. quiet engine, appreciated the world over for its economy of fuel, its dependable power and durability. Even when fully loaded this car will pass most cars on the level, and will easily make hills that other cars cannot climb at all. There is ample room on the driving seat for two and each of the two seats in the wagonbox comfortably hold three. These are roomy and comfortable and are amply cushioned with the best finished leather. When desired, one or both of these seats can easily be removed by one person in a couple of minutes, and the space utilized for baggage, freight, produce or anything you want in a compartment 6 ft. 10 in. long, 43 in. wide, 5 ft. high from floor to top, with side boards and tail piece 14 in. high. This serviceability does not affect its qualifications as a high grade automobile. Every part of the car—its power plant, chassis, springs, wheels, lamps, top and curtains, body and seat fittings—are the result of the highest type of workmanship and engineering ability, and the very best materials—as in all other White cars, which are second to none in the world.

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