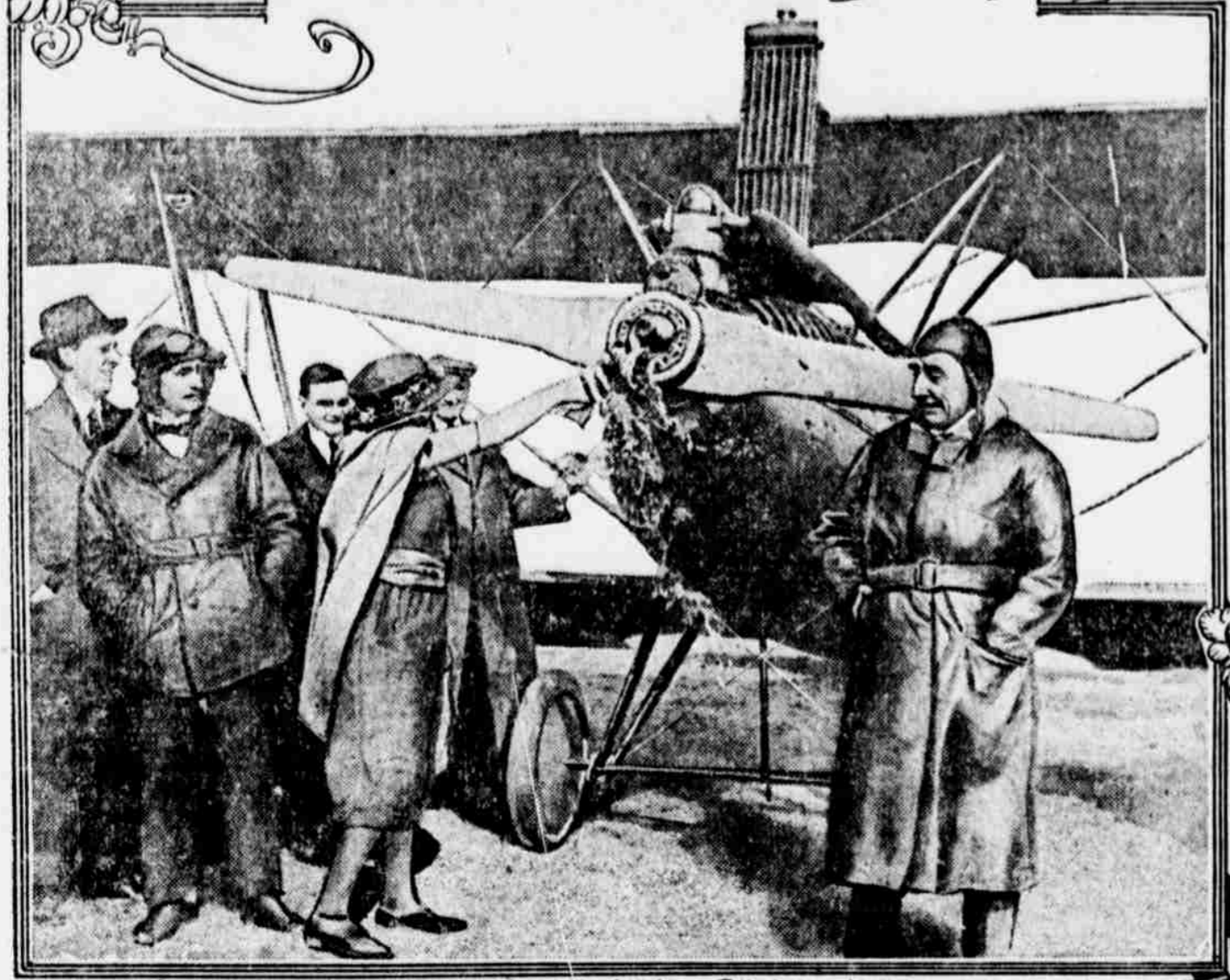


Airship, Radio and North Pole



CHRISTENING AN EXPEDITION PLANE—©Underwood & Underwood



AMUNDSEN ON SKIS
Photo by Underwood & Underwood



Photo by Underwood & Underwood

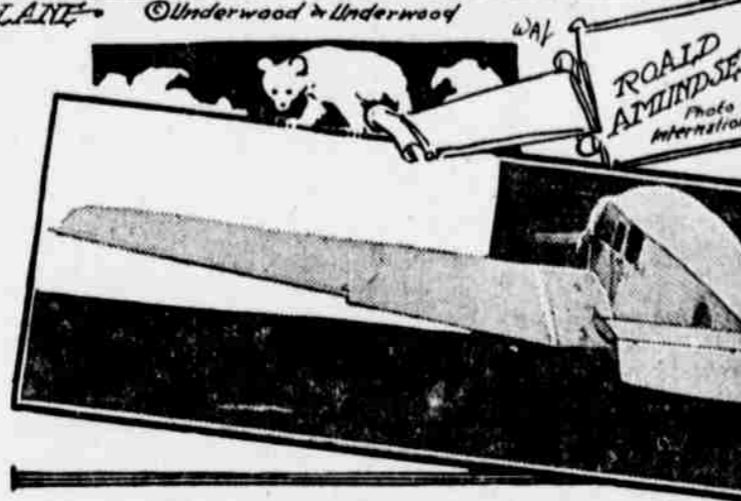


Photo by Underwood & Underwood

AMUNDSEN will explore by airplane this summer in the North Polar regions and by radio will tell the world all about it as he goes along. So it does look, after all, as if there was something new under the sun.

Capt. Roald Amundsen is the famous Norwegian explorer who discovered the South Pole. The purpose of his present expedition is to resume the work interrupted last year by mishap. He started from Norway under government auspices to explore the Arctic. After drifting through the Northwest passage his vessel, Maud, had a propeller blade smashed in the ice off the northeastern Siberian coast. So the Maud was taken to Seattle for repairs. The sturdy vessel was thoroughly refitted in Lake Union, Seattle's fresh-water lake. And that's how it happens that Amundsen's second start is from America.

Amundsen visited Washington before his start and evidently established friendly relations with Uncle Sam. "We want to find out what is in the Arctic circle," he said there. "It is believed that the information which may be obtained from a thorough inspection of the territory around the pole will be of value to science."

"I am going to retire from the exploring business when this trip is finished," he said. "I have been engaged in making explorations ever since I was twenty-one years old, and I think it is about time to rest a little bit. The life is a very hard one and makes great demands upon strength and vitality. At any rate, I have been at it for a good many years and I have had about enough."

Jules Verne has nothing on Roald Amundsen, as the Norwegian outlines his plans for exploring the roof of the world. His expedition will not be like those which have preceded it. Its vision will not be confined to a few miles on either side of the ship, but from the air it will be able to take in at a glance objects 200 miles away.

It will not be for years cut off from touch with the outside world, leaving friends and relatives to wonder if the northland had smashed in its icy fist the hardy adventurers who encroached on its fastnesses. Instead, it will talk by radio every day with all the world.

It will not have spent years charting merely a narrow strip, but, with the aid of aviation will be able to chart 1,000,000 square miles, sketching the currents of the air as well as those of the sea. He hopes to accomplish with his airplanes in a five-years' voyage what would take a score of years, millions of dollars and many lives if only a ship and dog sleds were employed.

Now, here's another view of the expedition—based upon the additional fact that Vilhjalmur Stefansson, the famous Canadian explorer, is also headed for the Arctic. Capt. C. D. Pedersen, the "Lone Wolf of the Arctic," skipper of the whaler Hermann, thinks there's something doing beside science in these two expeditions. Captain Pedersen was in San Francisco just before Amundsen's departure from Seattle. He said he was anxious to sail, so as to get a ring-side seat under the aurora borealis. From that vantage point he wants to watch what he says is history's greatest international marathon across the top of the world, in which the untold riches of the northland will reward the victor.

Principals in the international race to the pole will be Roald Amundsen, discoverer of the South Pole, who'll represent Norway, and Vilhjalmur Stefansson, who'll carry the flag of Great Britain.

They'll start as soon as the ice will let them—Amundsen from Seattle with a ship equipped with airplanes and radio, Stefansson from Wrangel Island with the old-fashioned equipment of dog sled.

The two explorers tell the world they'll shut themselves off from civilization and risk their lives in Arctic icepacks for the glory of discovery and scientific achievement.

But "Wolf" Pedersen says there's more than that in the expedition. He sees a race for vast treasures hidden behind the ice barriers.

He says the explorers are seeking for Norway and England great radium mines, vast oil fields and coal deposits, fossil ivory, diamonds, areas of fertile land where reindeer thrive.

"I cannot believe," Pedersen says, "that England and Norway have gone to this great expense purely for exploration purposes.

"For I myself have seen oil ooze from the ground and form a lake near Point Barrow—oil so pure that natives burn it in lamps without refining!

"And I have seen coal beds so easily tapped that even the lazy natives use them.

"That is not all—I have heard tales of fossil ivory, of furs, of radium, of great meteoric diamond beds that formerly furnished crown jewels for Russia. The wealth of the Arctic is tremendous."

Pedersen may be right or he may be wrong. Anyway, there is corroborative evidence of sorts. Stefansson certainly "seized" Wrangel Island last year and took possession in the name of Great Britain, notwithstanding it was discovered many years ago by United States naval vessels and claimed as United States territory. While Stefansson has refused to divulge the purpose of this year's expedition he did say this:

"The development and colonization of the Northland will surely begin with the present generation. The mystery woven around the north has resulted from misinformation. Theories that it is uninhabitable have been forever rejected, for it has been proved that fuel and food exist in abundance.

"Since the true conditions in the north have been realized colonization and commercial exploitation will surely follow. The animal life is the basis of attraction for commerce. At first it would be largely a source of meat supply, but there are also large deposits of oil, coal, copper and other metals."

Amundsen seems to have many friends and they have contributed liberally to his exceedingly comprehensive equipment. An American manufacturer of airplanes has "chipped in" to the extent of about \$40,000. He has contributed an all-metal monoplane which has been tested to meet arctic conditions.

Besides the monoplane, Amundsen will take a scout plane, a smaller British ship which will be used only within the vicinity of the Maud. The monoplane, with a cabin in which passengers have been carried, will be self-supporting. She is so equipped that she can carry large stocks of fuel and provisions and to her can be adjusted skis, wheels or pontoons, so that she can land on any surface. With her aid, Amundsen believes he can chart a 200-mile-wide course across the top of the earth.

The planes will be designed to permit of landing on land or water and will be equipped with fuel tanks for twenty hours' flying. Only one plane will leave the ship at a time, with the second always available for relief work.

Two Norwegian aviators, Lieutenant Omdal and Sergeant Odd Dahl, accompany Amundsen. They will carry a moving-picture outfit and about 30,000 feet of film. Both Omdal and Dahl are expert wireless operators and expect to keep the Maud in touch with Spitzbergen, and to receive messages from the Norwegian wireless station at Stavanger.

They also expect to talk with Washington. They plan to flash reports from airplane to the mother ship, which is equipped with transmitting apparatus of 2,000 miles radius. The ship then will communicate with Alaska, and Nome will relay to the powerful station at St. Paul, on the Behring sea. St. Paul will send the messages directly to Washington.

Dr. H. U. Sverdrup, technical expert for the expedition, assembled at Seattle what was said to be the most complete equipment of technical apparatus for meteorological research ever assembled for a polar expedition. The equipment, packed in forty cases, was lent to the expedition by the Carnegie Institute and Smithsonian institution, the coast and geodetic survey and the United States weather bureau.

The Norwegian army and navy have presented to the explorers the arms and munitions they may need and sixty boxes of specially selected

provisions, tested by Prof. Torup of the physiological laboratory of the University of Christiania.

With the explorer will be Capt. Oskar Wisting, sailing master, who stood at his side "on" the South Pole, and G. Olonkin, engineer. Six Siberian natives who joined the Maud in 1920 will be in the crew.

Captain Amundsen expects to strike immediately into the outward or northern drift of the ice as it leaves Bering sea in the spring break-up, and to swing with the northeasterly current during the summer.

Provisions for seven years will be taken, though the expedition figures on getting through inside of five years.

Just by way of reminder that getting to the North Pole even with airplane and radio and all modern improvements still has its incidental hazards and thrills, Amundsen's big flyer had to make a forced landing in Pennsylvania the other day. Amundsen was in it, but none of the adventurers was injured and the machine was only slightly damaged. However, as a reminder the forced landing was a success.

Of course a forced landing in Pennsylvania is quite a different thing from a forced landing on the ice in arctic weather and far from civilization. So there are possibilities in arctic flying that will keep the world interested in the progress of the Maud and her aviators.

There are even those who think that the attempt to go to the pole presents one of the most dangerous expeditions ever attempted by man and that its successful accomplishment will put a great feather in the hat of aeronautics.

Wouldn't it be a queer thing if Amundsen should go flying some day from the Maud and should see Stefansson crawling along by dog-sled on the ice below him?

And Stefansson, hearing the drone of an airship propeller, should look up from his sled on the ice and see Amundsen far in the air above him?

Capt. Roald Amundsen has long been a prominent figure in polar exploration—so long that he has the right to rest on his laurels at the end of this expedition.

He was born in 1872 at Borje, Norway. He received a public school education and became a sailor at an early age.

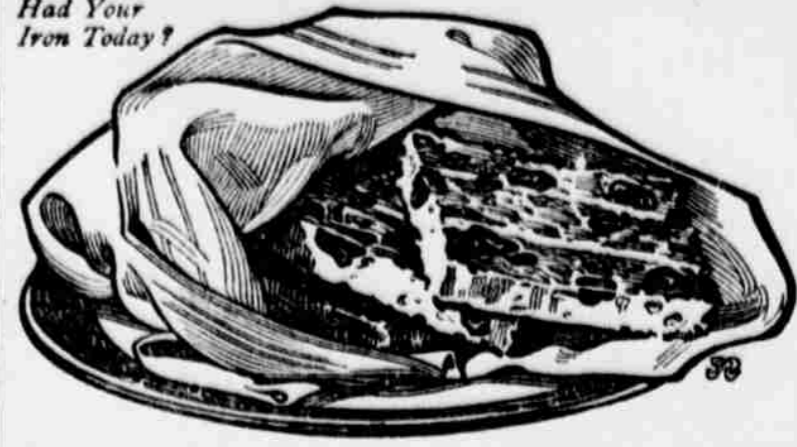
He was a member of the Belgian Antarctic expedition of 1897-9.

On his return he planned an expedition for the discovery of the Northwest passage and the location of the magnetic pole. He purchased and outfitted the schooner Gjon. He sailed June 16, 1903, from Christiania. The expedition was both important and successful. He located the magnetic pole near Boothia Felix, the extreme north end of the North American continent. He was the first to make the passage from Europe to Alaska, which he reached early in December, 1905.

Amundsen then turned his attention to the Antarctic. Sir E. H. Shackleton in the Nimrod had reached a point 111 miles from the South Pole January 9, 1909. In 1910 three expeditions started in search of the South Pole: Amundsen in the Fram; Capt. Robert F. Scott (Great Britain) in the Terra Nova, and Capt. Wilhelm Filchner (Germany) in the Deutschland. A little later Dr. Douglas Mawson sailed in the Aurora from Wales and Captain Shirase in the Kainan Maru from Yokohama.

The Fram was the first to report. She arrived at Hobart, Tasmania, March 7, 1912. She brought the news that December 14, 1911, Captain Amundsen and four men had attained the South Pole and had remained there four days.

Had Your Iron Today?



That Luscious Raisin Toast!

A NEW delicious breakfast bread. Full-fruited raisin toast! A new delight for the entire family.

Made with big, plump, tender, seeded raisins—Sun-Maid brand.

The raisin flavor permeates each slice.

You can get such bread from any grocer or bake shop if you insist. No need to bake at home.

Once try it and you'll always have this kind. You'll serve it at least twice a week.

Fine food for business men and children due to the energizing nutriment and the iron of this famous, healthful fruit.

Make dainty bread pudding with left-over slices. No need to waste a crumb.

Order now for tomorrow's breakfast. But be sure to say you want "one of those full-fruited raisin loaves."



Sun-Maid Seeded Raisins

Make delicious bread, pies, puddings, cakes, etc. Ask your grocer for them. Send for free book of tested recipes.

Sun-Maid Raisin Growers
Membership 13,000
Dept. N-25-6, Fresno, Calif.

Troublesome Bird Box.

Seven-year-old Mary Ellen did not wish a baby sister and when it arrived she was very indignant. She wished the doctor to take it back home with him, and she was so determined that, to protect himself, the doctor explained that he hadn't brought it to their home, but that it had been the work of a faithful bird called the stork.

Mary Ellen stared at him a minute. Then she said, "I'm going to tear down that birdhouse right away, before any more birds can build nests there."

Cuticura for Pimply Faces.

To remove pimples and blackheads smear them with Cuticura Ointment. Wash off in five minutes with Cuticura Soap and hot water. Once clear keep your skin clear by using them for daily toilet purposes. Don't fail to include Cuticura Talcum. Advertisement.

An Unjust Accusation.

Mrs. Knagg—I just know you're going out to spend the evening with some other woman.

Her Husband—How foolish you talk! I'm going out to get relief from one woman. Think I'd spend my precious moments of freedom with another?

Red Cross Ball Blue is the finest product of its kind in the world. Every woman who has used it knows this statement to be true.—Advertisement.

Improvement Goes On.

Although recent statistics state that 92.6 per cent of American farm houses have telephones, only 27.1 per cent have electric lights, 21 per cent have vacuum cleaners and 16.2 per cent have electric washing machines.

Marriage is a tie, but not necessarily a noose.

ALLEN'S FOOT-EASE FOR THE FEET

Sprinkle one or two Allen's Foot-Ease powders in the Foot Bath and soak and rub the feet. It takes the sting out of Corns and Bunions and smarting, aching feet. Then for lasting comfort, shake Allen's Foot-Ease into your shoes. It takes the friction from the shoe, rests the feet and makes walking a delight. Always use it for dancing parties and to break in new shoes. Over One Million Five Hundred Thousand pounds of Powder for the Feet were used by our Army and Navy during the war.

In a Pinch, Use ALLEN'S FOOT-EASE

So Fussed He Name'd Wrong Verse.

The minister was putting on a brand new collar and was having the usual trouble with it. "Bless the collar!" he ejaculated as he tugged and tugged. "Bless the blessed collar!"

"My dear," said his wife, "what is your text for this morning's sermon?"

"F-fourteenth verse f-fifty-fifth Psalm," he replied in short gasp.

"The w-words of his mouth were (tug) s-smoother than butter, but there was (tug) w-war in his heart."—Boston Transcript.

There isn't much criticism of the man who always comes back with flour in the flour barrel.

MAN'S BEST AGE

A man is as old as his organs; he can be as vigorous and healthy at 70 as at 35 if he aids his organs in performing their functions. Keep your vital organs healthy with

GOLD MEDAL HARLEM OIL CAPSULES

The world's standard remedy for kidney, liver, bladder and uric acid troubles since 1896; corrects disorders; stimulates vital organs. All druggists, three sizes.

Look for the name Gold Medal on every box and accept no imitation

WOODMEN OF THE WORLD LIFE INSURANCE

LARGEST AND STRONGEST IN THE CENTRAL WEST

Headquarters OMAHA, NEBRASKA

TOTAL ASSETS \$110,000,000

Keep Nebraska Money in Nebraska

Patronize Home Industries

PARKER'S HAIR BALSAM

Removes Dandruff, Itchiness, Redness, Restores Color and Beauty to Gray and Faded Hair. 6c. and 15c. at Druggists. Hilsco Chemical Works, Patuxent, N. Y.

HINDERGORN'S

Removes Corns, Calluses, etc., stops all pain, ensures comfort to the feet, makes walking easy. In 15c. bottles at Druggists. Hilsco Chemical Works, Patuxent, N. Y.

Good Stores Sell Them!

There's a man in this town who sells KEY OVERALLS. Ask him to show you a suit. Extra quality. Better workmanship. Costs less per day to wear them. Buy them. If they don't give full satisfaction, take them back and get your money back or a new pair. Free!

KEY OVERALLS UNION MADE GUARANTEED