

Martin Ship Hits Side of Mountain; Seattle Wrecked

Commander of World Flight Forced to Quit Trip; Makes House Out of Damaged Plane.

Told by LOWELL THOMAS. (Copyright, 1924.)

"No finer fellow and no pluckier flyer than Maj. Frederick L. Martin ever climbed into a cockpit," is the unanimous opinion of every man in the air service who knows him. But from the first day when they had the forced landing in the San Joaquin valley, on the way up to Sacramento ill luck seemed to dog the aerial trail of Major Martin and Sergeant Harvey.

At Seattle their world cruiser was tail heavy, and in trying to get off the water the propeller broke and a hole was knocked in a pontoon. Landing in a blinding snowstorm at Prince Rupert, two struts and several vertical wires gave way. At Seward engine trouble held them up and the other planes circled around over Resurrection bay for 20 minutes waiting for the Seattle to get off. On the way down the Alaskan peninsula they lost their oil and had to make a speedy forced landing in Portage bay.

Crash Into Mountain. Then on top of all this, while trying to catch up with the other world fliers, they got lost in a storm, crashed into a mountain, and wandered for days across the snow fields of one of the most remote corners of Alaska.

The story of the hardships they went through and of their thrilling adventures at Portage bay fades into insignificance in comparison with the story of their collision with the mountain. This, too, is a tale that has never been told in full. However, it now forms the concluding chapter of Major Martin's report to the chief of the air service, and no history of the first circumnavigation of the globe by air could be complete without it.

We have seen in what a dismal place the Seattle came down when Martin and Harvey dropped behind the rest of the flight on the way from Seward to Chignik. Almost in despair of ever getting any clear weather at Portage Bay, they carefully set a "wille waws" might sweep down the valley and dash their plane to pieces, at 11 on the morning of April 25 they started off for Chignik and Dutch Harbor. Major Martin states that he does not believe a seaplane ever before succeeded in leaving the water under such adverse circumstances. A high sea was running at the time and they started off through a snowstorm, thinking that it was only a local disturbance.

Post Mountains Lookout. "It was too dangerous to fly a compass course on account of the poor visibility," says the major in his report. "This made it imperative that we should fly directly over the shore line. We had previously arranged that under such circumstances Sergeant Harvey was to watch for obstructions such as projecting headlands, on the port side of the plane, while I was to watch the shore line over the starboard side. If the major saw anything that looked dangerous he would kick the rudder, and at times I was forced to bank the vertical to escape disaster. We were constantly in imminent danger.

"Two hours and 15 minutes went by, during which it was imperative that I keep on the lookout. During this time it was impossible to study the map. The storm continued and it seemed as though we would never get through.

"The wind blew from the southwest with a velocity of about 25 miles an hour. Finally we found ourselves flying over a stretch of water which seemed to be protected from the wind. For 15 minutes we continued over it and noticed that it contained considerable floating ice. When we tried to get out of this bay we plunged into a snow storm of even greater intensity than the one we had flown through from Kanatak. So, in leaving, we turned north instead of south, as the course had originally been laid out.

Land at Chignik. "After an hour and a half the storm abated slightly, so we took off again and landed at Chignik at 5:50. "Snowstorms and high winds prevailed on the 26th, 27th and 28th. All during the night of the 28th Chignik bay was swept by a stiff gale. The next morning when we found that the spray from the sea breaking over the pontoons had frozen on them, and also on the fuselage and wings, making the Seattle look like an iceberg. Fully 400 pounds of ice had formed on it.

"The win had gone down slightly, and, for the first time since arriving at Chignik, it was possible for us to get out to the plane. With a launch belonging to the Columbia river packers we towed it to a more sheltered spot near the cannery, carefully scraped off all the ice, went over the

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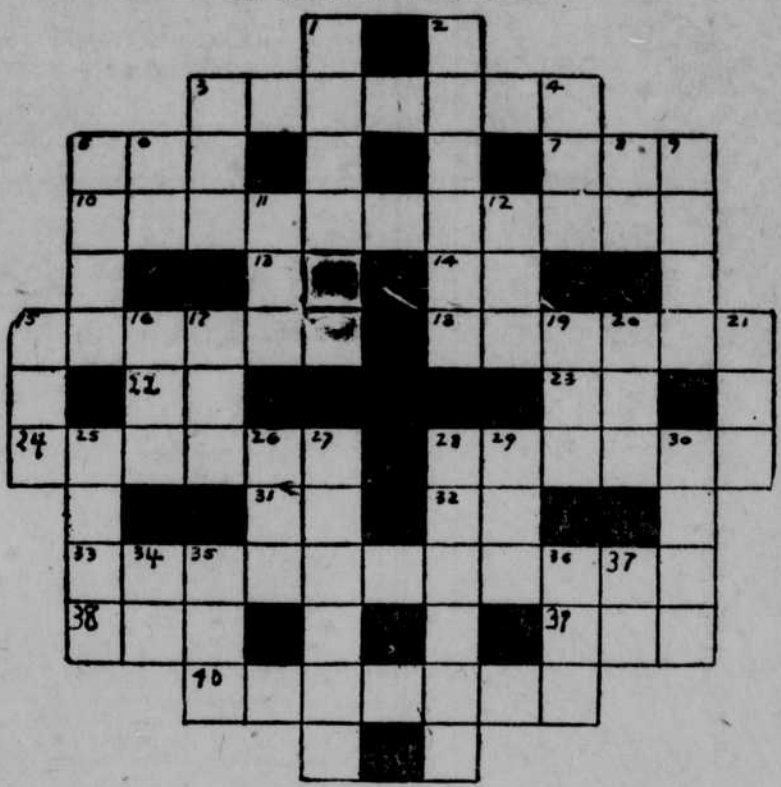
Alexandro Volta, the well-known Italian physicist for whom the electric cell was named, has discovered a powder that drives out the agonizing rheumatism from the joints. This powder is the only one in the world that has already brought relief from pain so quickly that it seems miraculous. This amazing discovery is in the form of a fine powder which when rubbed into the shoes, seems to be absorbed immediately into the blood. This is due, no doubt, to the fact that in the feet there are 16 times as many pores as in any other part of the body, and, intended to act at once on the Acid which causes rheumatic pain, Volta powder brings speedy relief in even the worst, most painful cases.

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The Daily Cross Word Puzzle

By RICHARD H. TINGLEY.



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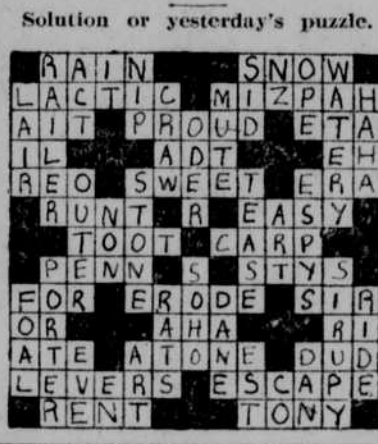
3. A West Indian fruit.
5. Period of time.
7. To hasten.
9. One who can't leave liquor alone.
13. In Japan.
14. A Japanese mile.
15. Deep gorge.
18. Comatose condition.
22. Personal pronoun.
23. Egyptian personification of the Supreme Being.
24. That which wipes out.
25. Release purchased.
31. Exclamation.
32. One.
33. Features, as revealing character.
35. Pedal digit.
38. No (Slang).
40. Gymnastic apparatus.

1. To chant.
2. War weapons no longer used.
3. A breach.
4. Greek letter.
5. Icelandic literature.
6. Our smallest state (abbr.).
8. Feminine noun termination.
9. Outside or without (Greek).
11. Evil.
12. Insects' eggs.
15. Fish eggs.
16. By way of.
17. Belonging to it.

The solution will appear tomorrow.

19. Large antique vase.
20. A step (French).
21. Alcoholic drink.
25. Transported with ecstasy.
26. Goddess of dawn.
27. Nasal.
28. Tattered.
29. Cape on the Massachusetts coast.
30. African antelope.
34. Call to attract attention.
35. Besides.
36. Single unit.
37. Musical note.

The solution will appear tomorrow.



Solution or yesterday's puzzle.

engine thoroughly, serviced up with gasoline and oil, and got ready to fly out to Dutch harbor.

Take Off in Snowstorm. "When we arose at 4 a. m. on the morning of the 30th we found it still snowing, but perfectly calm. The weather reports that came through from Dutch Harbor about 10 a. m. led me to believe that we could get through. On the recommendation of Mr. Osmund, superintendent of the cannery, who said that the rest of the flight had done likewise, we decided to take a short cut over a portage northwest of Chignik. So, in leaving, we turned north instead of south, as the course had originally been laid out.

"In trying to cross this portage, which was supposed to be low ground, we found ourselves suddenly flying directly toward a mountain, with no water in sight. Thinking that we might have veered a bit too sharply in leaving Chignik lagoon, I turned and flew back, got my bearings again, and flew over level ground for a short distance, until we came to mountains with level ground extending to the northward.

Feeling certain that but a slight change of direction could be necessary, I flew north for a short distance. As we were now flying over land, with pontoons instead of wheels we were getting rather concerned. Blue water was plainly visible to the

westward, seemingly but a short distance away, so we headed for it in an effort to reach the sea again with the least possible delay.

Hit Fog and Then— "Our ceiling now was about 200 feet. For some strange reason the water never seemed to grow any nearer, and we were approaching fog. I was strongly inclined to turn back to Chignik, and then take the original course. But as we had come this far and the water seemed so near we kept on. The fog grew more and more dense, and forced us almost down to the ground. Still finding no water, but feeling certain that we had left the mountains behind us, I believed that it would be safest to climb up over the fog which I felt sure would only extend for a short distance.

"In order to make sure of getting through to Dutch Harbor we had taken on board 200 gallons of gasoline and oil. With this heavy load the plane climbed slowly. We had been climbing for several minutes when suddenly a mountain loomed up ahead, and I caught a glimpse of several bare spots where the snow had been blown away.

Smash Into a Mountain. "At that instant the plane crashed. The right pontoon had struck an incline right at a point where a 1,000-foot precipice suddenly tapered off to a more gentle slope. The plane came to a final stop about 200 feet up this slope. The fuselage went over at an angle of 45 degrees. The force of the impact drove the right pontoon right under the fuselage alongside the left pontoon, and the pontoon struts were crushed and torn loose. The bottom wing on the right was completely demolished by the crash, and the upper wing on the right driven half way back to the tail. The propeller, of course, was smashed.

"Sergeant Harvey got out without a scratch and I merely suffered minor injuries to my face. "But the tragedy to us was that as far as we were concerned the world flight was at an end. "We realized the seriousness of our situation because we knew that the Alaskan peninsula was almost uninhabited.

Then They Hoof It. "After eating the sandwiches which Mrs. Osmund of Chignik had prepared for us, we packed up the malted milk tablets and two thermos bottles that remained unbroken, which contained concentrated food made from raisins, figs, walnuts, peanuts, barley, wheat and celery. This latter had been presented to us by the Bartlett Nu Products people of Pasadena, to use in case of just such an emergency as this. We also packed up as many other things as we could carry and struck off to the south over the mountain into which we had crashed.

"We figured that we were not over 10 miles from the Pacific coast side (the east side) of the peninsula. But we knew we were cut off from it by a range of mountains. We set our compass with the aid of a small card compass that had been presented to Sergeant Harvey by his friend, Cor-

poral Foster, before leaving Chanute field.

White Fog Buries Countryside. "The fog was both dense and white and seemed to blend right into the snow. The latter was so deep and buried in it. Everything we could see was dead white. We were also troubled with not being able to walk in a straight line. Evidently our sense of balance was not working. So we had to stop frequently and check our course with the compass. Finally, after walking for two hours, we returned to the plane because it appeared unlikely that we would be able to reach shelter before darkness came down upon us.

Putting on our heavy, fur-lined suits which we had abandoned on account of their great weight, we built a fire out of broken parts of the plane, and in our helmets, fleeced-lined moccasins, fur gloves and flying suits, we took shelter in the baggage compartment of the fuselage. We had to sleep on just one side of it because it was tilted up at an angle of 45 degrees. Although it was long enough, it was only two and a half feet wide, so first one would sleep with the other laying half on top of him, and then the other would take the lower berth. We were cramped and uncomfortable and it was bitter cold. So we slept but little.

"Next morning when we crawled out of the fuselage we found the fog as thick as ever, so we decided to wait until it lifted rather than run the risk of walking blindly over a precipice.

Build House From Wrecked Plane. "All that day, and all the second night we remained there. Our fire finally melted the snow and ice until quite a pit was formed. Then we took the metal cowl from the plane, put it under the fire, took the small spade from the plane and with it cut chunks of snow and ice about a foot square, stacked these up and made walls over which we placed the wings of the wreck for a roof, banked loose snow around to keep out the wind, got out our pipes and tobacco, and made ourselves as comfortable as possible."

Read the next installment of the thrilling story of the round-the-world flight in The Omaha Bee tomorrow.

Son of Late Bishop Talks on Mission Work in India

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