

AMUNDSEN THE MAN WHO REACHED POLE

Norwegian at South Pole on 14, 15, 16 and 17 th December Last.

Doubtful if Scott Has Been There--Amundsen's Career Sketched.

Christiana, Norway, March 11.—Two local newspapers to-day received despatches from Captain Roald Amundsen, announcing that he reached the South Pole on December 14, 1911.

The despatches were sent from Hobart, Tasmania, where Amundsen arrived yesterday.

The despatches read: "Pole reached, fourteenth-seventeenth of December." This evidently means that he remained three days in the vicinity of the pole probably for the purpose of taking accurate observations as to his position.

DID SCOTT REACH POLE?

London, March 11.—Details of Captain Amundsen's feat and the difficulties he had to surmount are not yet at hand, and the people of England and the world wait most anxiously for news of Scott's expedition.

Sir Ernest Shackleton says:

"The question naturally arises in one's mind, 'Did Scott reach the pole before December 14, the date of Amundsen's arrival?' If so, the honor lies with the British flag, but the same endurance, the same skill and the same need of endeavor must be granted to Amundsen as the Norwegian people would grant to Scott if the positions were reversed.

"It would be quite possible that the two expeditions having reached the Beardmore Glacier, would be in touch with each other or would come across depots which would indicate the advance or the return of either party. And if Scott had left his party at the foot of the glacier they would naturally be acquainted with Amundsen's movements.

"There may have been a more dramatic situation still. The two parties crossing the glacier and converging toward the coveted spot from different directions may have met at the pole itself."

Hobart, Tasmania, March 11.—Captain Roald Amundsen, the Norwegian explorer, denies having telegraphed anything regarding Capt. Robert Scott of the British expedition.

Captain Amundsen up to the present is the only member of the Antarctic expedition who has landed from the Fram. Nobody is allowed to go on board the vessel under any pretext whatever.

The explorer says that he is pleased with the results of his expedition, but otherwise maintains absolute silence on the subject.

Captain Amundsen intends to stay at Hobart for a few days. He will then go to Australia, and give a few lectures there, afterwards departing for Europe by the circuitous route of Buenos Ayres, then round Cape Horn up to the Behring Straits and through the northwest passage and the Arctic Ocean.

The confirmation of Captain Roald Amundsen's attainment of the South Pole on December 14, 1911, received to-day from the explorer himself at Hobart, sets at rest the conflicting reports current on the subject yesterday.

A despatch published by the Daily Express in London yesterday morning, dated Wellington, New Zealand, declared that Amundsen had reached the South Pole. It was assumed that this declaration indicated that Amundsen himself had not succeeded in attaining the object of the expedition, and credit was generally given to the British explorer.

Nothing has hitherto been heard from Captain Scott, and Amundsen now denies that he said or telegraphed anything referring to his British rival or his expedition.

The honor for the achievement of reaching the South Pole must now be given to the Norwegian explorer until Captain Scott announces the result of his expedition.

Captain Amundsen has been for many years considered one of the most daring and competent of Arctic and Antarctic explorers. A sailor from his youth, he started polar research at the age of 25, when he participated in the Belgica Antarctic expedition, under the command of Gerlache. He was first officer of the vessel and the voyage lasted from 1897 to 1899. On his return he made up his mind to continue polar research, but this time he decided to go to the north in an endeavor to discover the northwest passage which had been sought for for 200 years by daring sailors, among them Frobiisher, John Cabot, Sir Hugh Wilkoughby, Richard Chancellor, John Davis, Sir John Ross and Sir John Franklin.

He prepared himself for the task by undergoing a course of two years' study in magnetism and meteorology, after which he sailed for the north from Christiania on board the Ujoa, with a crew of only eight men, on June 16, 1903.

Proceeding to Lancaster Sound, he sailed past Cape Adelaide and King William Land and Ross Strait. The vessel wintered in that part. For many months Amundsen drifted along and finally on August 26 met an American whaler to the east of Cape Bathurst. He finally brought his little vessel through the Behring Straits and thus for the first time accomplished the northwest passage. During the voyage he determined exactly the position of the magnetic pole. Altogether he was three years away from Norway. He arrived in New York after this expedition on Nov. 9, 1906.

Several years have been spent by him in making preparations for an expedition to the North Pole, on which he was to start in 1910. He, however, later changed plans and decided to go to the Antarctic instead.

The Fram, which he used for the expedition, is a most remarkable ship. She has been used for many years in Arctic exploration. From 1893 to 1896, during the expedition of Dr. Fridtjof Nansen, she covered a journey of about 7,000 miles in the Arctic Ocean, 3,000 miles of this being accomplished while she was frozen solid in the ice. She was not damaged at all during this voyage.

Captain Amundsen left Buenos Ayres on his present trip toward the close of 1910 with a small party of Norwegians, all of them experienced in Arctic work. He took with him a large pack of Siberian dogs, and his men were all equipped with skis, which were thought to offer great advantages in traversing the glacier ice. Captain Amundsen's party made its base and winter quarters 80 miles nearer the south pole than his British rival.

Nothing was heard from the expedition for many months until the arrival of the Fram was reported two days ago at Hobart, Tasmania.

Thence came rumors that the great Norwegian explorer had not succeeded in his dash to the south, and also reports that he had brought the news of Scott's success. The whole world was kept in a state of suspense, waiting for definite information as to whether the secret of the South Pole had been solved or not. Nothing came until early this morning, when a short message announced that the hardy Norwegian had reached the southernmost point of the earth on Dec. 14, and had remained on the spot until Dec 17 of last year.

No further details have yet been sent to the waiting world by Amundsen, but the simple fact that he has reached a point which has been the ambition of many adventurous explorers to attain for a long series of years has sufficed to send a thrill through all the nations, and all are now anxious to show him that they honor him for his feat.

With characteristic Scandinavian modesty, however, Captain Amundsen, now the cynosure of all eyes, hesitates to come to Europe to be the central figure in celebrations and festivities, and announces that he will return by a route which will undoubtedly take him several years to cover, first proceeding to the east coast of South America at Buenos Ayres, then sailing round Cape Horn, and up the western coast of the two Americas to the Behring Straits, drifting through the Northwest passage, of which he is already the hero, and which on the last occasion took him three years to accomplish, and then back to his Norwegian home.

NORWAY REJOICES.

Christiana, Norway, March 11.—Rejoicings over Captain Amundsen's success in reaching the south pole are widespread. The feeling of the people was voiced in the Storting by the President, Frederick Konow. At the opening of the session President Konow, amid loud cheers from the members, said:

"We cannot begin our day's work without expressing our thankful joy and the admiration and pride with which we are all filled by the news that Captain Roald Amundsen and his comrades have reached the South Pole and planted the Norwegian flag there. We are proud in the thought that these men are our fellow countrymen, and that they have once more succeeded in covering the name of Norway with glory."

The Storting then telegraphed to Captain Amundsen, at Hobart, Tasmania, its warmest greetings and thanks.

EXPECTED SCOTT TO WIN.

New York, March 11.—Herbert L. Bridgeman, secretary of the Arctic Club of America, expressed little surprise when he received the news of Amundsen's dash to the south pole had been successful.

"I rather expected it would be Scott and I should not wonder at all if he should hear in a few days that he had reached the pole also," he said. "The most important thing is that the dashes and result are over and hereafter explorers will go out seriously to discover the facts of the earth. In time the map will be without any unknown land."

Captain Fiala, secretary of the Explorers' Club and commander of a north pole expedition in 1903-5, said:

"I am glad Amundsen won. It is likely that Scott, too, may have reached the goal. If so, he was probably a week or two later than Amundsen. Scott could hardly fail in his attempt, for he was equipped as no other party that ever penetrated polar regions."

Dr. Frederick A. Cook heard the news at his uptown hotel, where he had just returned from a lecture tour.

"It is not only possible that Scott and Amundsen crossed each other, but it is likely that both men met at the pole," said Dr. Cook, with a smile. "Captain Scott, at the very latest, ought to be heard from in ten days."

WHAT DISCOVERY MEANS.

Chicago, March 11.—"The discovery of the south pole, besides being a geographical achievement, will enable scientists to make long time weather predictions, which has been an object of work for centuries," said Professor T. C. Chamberlain, head of the department of geology of the University of Chicago, last night.

"Heretofore we have been enabled to trace the winds and storms up until the time they entered the antarctic circle. At this point we lost trace of them absolutely and do not know where to watch for their appearance. It now becomes possible to make a complete map of the wind movements over the face of the globe."

WILL SURVIVE CHARTS.

London, March 11.—Captain Roald

Amundsen states that he will submit his charts and all information as to his expedition without delay, according to despatches from Hobart, received by a special correspondent at Wellington, N. Z.

KNOWS NOTHING OF SCOTT.

New York, March 11.—The New York Times received a despatch to-day from Roald Amundsen at Hobart, Tasmania, saying that he knew nothing about Captain Scott, the British explorer, and his expedition.

This message was in reply to one sent by the Times asking Amundsen if he knew anything about Captain Scott, and was brought out by the despatch from Hobart yesterday by a London newspaper to the effect that Amundsen, upon his arrival at Hobart had declared that Captain Scott had discovered the South Pole.

Another despatch to the same effect as the one from Amundsen was received from Henry D. Baker, the American consul at Hobart.

CONJECTURES AS TO SCOTT.

London, March 11.—After meeting Captain Scott in the Bay of Whales on January 19th, 1911, Captain Amundsen, camped with nine men in longitude 164, west latitude, 98. He has not revealed his subsequent movements.

Captain Amundsen has settled his plans to sail from Hobart within a week for Buenos Ayres. From that port he will go round Cape Horn to San Francisco and then on to the Behring Straits. Then he will drift with the ice across the Arctic ocean and expects to emerge at some point between Greenland and Spitzbergen.

Captain Scott's agent in New Zealand, expresses the opinion that Scott must have changed his plans and proceeded with new exploring and scientific work, thus possibly delaying the return of the Terra Nova for some weeks.

HIGHWAY ESSAYS.

Papers on Good Roads to Stir Interest in Problem.

New Westminster, B.C., March 11.—In order to stimulate good roads throughout Canada, W. J. Kerr, President of the Canadian Highway Association, is offering three valuable medals for the best essay on "What Good Roads Mean to Canada." The Competition for these medals is to be confined to boys and girls under eighteen years of age, and no distinction is to be made between the sexes. Women have long since taken a place in literature equal to that occupied by men, Mr. Kerr believes, and a contest in which girls will compete against boys will be more interesting to all concerned than one in which separate prizes are given.

The competition will be open to students in all parts of Canada, and there will be no hard and fast rules as to the length of the essay submitted, although articles of 600 to 800 words will be preferred. The well-known newspaper rule that writing must be on one side of the paper only will be strictly enforced.

Competitors will be required to deal with facts as well as with theories in the preparing of their papers, and all essays must be in the hands of the secretary, P. W. Luce, 614 Columbia street, New Westminster, on or before May 15.

The first prize will be a solid gold medal bearing on the obverse a reproduction of a part of the Canadian Highway Association, 1912. On the reverse the name of the winner will be engraved, followed by the words, "First prize winner Canadian Highway Association Essay Competition." The second and third prizes will be the same as the gold medal, but will be of silver gilt and of silver. In addition to a silver souvenir pin will be given every competitor whose essay attains a certain standard of merit.

By interesting the young people of Canada in the proposition to establish a Canadian Highway, that will reach from Albert, B. C. to Halifax," says Mr. Kerr, "I expect to create wide interest in this movement."

All essays must be accompanied by the name of the writer and by a statement, signed by parent or guardian, declaring that the composition is the competitor's own work and that the writer is under 18 years of age.

"NA-DRU-CO" DYSPEPSIA TABLETS

Proved of Great Value to Me

There is only one explanation for the numbers of enthusiastic letters received recently praising Na-Dru-Co Dyspepsia Tablets, and that is that these tablets really do cure any kind of stomach trouble.

Here is a typical letter from Miss Eliza Armstrong, Canoe, N.S.:

"It is with pleasure I wish to inform you that your Na-Dru-Co Dyspepsia Tablets have proved of great value to me. I tried them after remedy but without any lasting good. Having heard of your tablets curing such cases as mine I decided to give them a fair trial. They proved satisfactory in my case."

The remarkable success of Na-Dru-Co Dyspepsia Tablets is such a success as can only come to an honest remedy, compounded according to an exceptionally good formula, from pure ingredients, by expert chemists. If you are troubled with your stomach just ask your Druggist about Na-Dru-Co Dyspepsia Tablets, compounded by the National Drug and Chemical Co. of Canada, Limited, and sold throughout the Dominion at 50c a box. 142

KILLED TREATY.

Washington, March 11.—President Taft's programme for a general arbitration treaty with Great Britain and France, and for the promotion of world-wide peace was killed by the Senate to-day.

By a vote of 42 to 40 the Senate annulled from the pending treaties with France and England the vital paragraph, relating to the joint high commission, and otherwise curtailed their scope.

Hard work offers small odds, but is generally a winner. Genius is a 100 to 1 shot.

NEWS OF THE DAY IN BRIEF

Explosion of Gas Kills Four Men.

John Greenlakes, Crimean veteran, died at Ingersoll.

Free Church Principal Coming Out to Canada.

Woman Lost Her Foot Crawling Under Car.

Saskatchewan claims access to a port on Hudson Bay.

S. Axton, 260 Sumach street, Toronto, was fatally injured by bricks falling on his head.

Minister of Justice proposes to retire Justices Dugas and Craig, of the Yukon, on full allowance.

Henri Salvey flew from London to Paris—222 miles—in 2 hours and 57 minutes without a stop.

The London police had to protect a meeting of militant suffragettes from an organized mob.

A Provincial Government party is returning to study the tides of James Bay and Lake Huron.

Chief Inspector James L. Hughes has been offered a position as editor of a magazine in Chicago.

Mr. Thomas Kent, of London, left an estate of \$100,000, of which the greater portion will go to churches and charities.

The United States Senate deleted clause 5 and added other material amendments to the arbitration treaties with Britain and France.

A branch of the Canadian Bank of Commerce will be opened at Port Colborne, Ontario, on the 8th instant, in charge temporarily of Mr. A. R. Graham.

Mrs. John Bertram, 4 Spadina road, Toronto, who was struck by a street car, is still unconscious, and little hope is entertained for her recovery. She is 73 years of age.

Charles Robinson, an iron worker, who lives at 258 Parliament street, Toronto, had both legs fractured in a fall from a new building on which he was working at Espanola.

Newfoundland's population is 242,000, according to the complete census returns for 1911, which were made public to-day. This shows an increase of ten per cent. for the past decade.

Gertrude Vigault, Montreal, twenty-three months old, was drowned early this morning by falling into a tub of water her mother had just bathed her in and had left on the kitchen floor.

Mrs. William Bullock, about 37-years old, had her left foot cut off by a freight car at the lower Grand Trunk Railway Junction, Kingston. Mrs. Bullock lives near the junction.

A gas explosion in the mine of the Diamond Vale Mining Company at Berrett, B. C., ten miles northeast of Vancouver, killed four men and imprisoned ten others. Rescue apparatus has been sent.

For stealing two gold medals from the desk of A. J. Jackson, in the Rawlinson warehouses, Robert McLean, a former employee of the firm, was sentenced to sixty days in jail by Magistrate Denison.

The Employing Printers Association of Toronto has appointed a committee to meet the representatives of the three National Unions, the Bookbinders, No. 1, Pressmen, No. 1, and Press Assistants, No. 1, to form a new agreement.

The Commission of the Free Church of Scotland has decided to send Rev. Principal MacColloch and Mr. John MacDonnell to Canada to investigate as to the future development of the Church of the Dominion. Rev. Principal MacColloch is at the head of the Free Church College in Edinburgh.

St. Catharines has lost an old citizen in the death of Thomas Coyle, after a rather brief illness. For several days his condition had been critical, and though his death was not altogether unexpected, the announcement caused universal regret. He was eighty years of age.

Archibald Fenell, who says his home is in Guelph, surrendered himself to the police at Windsor, stating that he had deserted from the army in Halifax four years ago. Fenell has since been living in Detroit and Boston. The police are communicating with the Halifax authorities.

The strike of oil by the Brandon syndicate is the cause of great excitement at Milton. Oil men have come from Petrol and elsewhere, and the farmers of the neighborhood are kept busy discussing proposals of options. A number of the oil men are real operators or their representatives. The land owners are wary, and few of them have given options.

Following a complaint made to the Smith's Falls police about a house on Bay street, an investigation was made, resulting in the finding of the body of an infant child. The body was doubled up in an old pan in the cellar. The coroner, after viewing the body and inquiring into the circumstances, decided that there was no foul play, and gave a burial certificate to the parents.

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Mining Troubles in Siberia and Eastern Prussia.

London cable: Speaking to a friend in the House of Commons last night, Premier Asquith declared himself more hopeful of ending the coal strike.

A statement issued by the Miners' Federation attacks the press for alleged misrepresentation of its attitude. It is evident that the miners are beginning to feel the pressure of the other trades union bodies, which are suffering in consequence of unemployment and the depletion of their funds owing, they say, to the miners' obstinacy.

Even the Radical newspapers now severely criticize the miners, while the conservative journals, which at the outset were very guarded, now demand drastic action by the government to end the strike.

The public alarm has been increased by the discovery of a syndicate movement to provoke a general railway strike, and the Attorney-General's opinion is being taken regarding the possibility of prosecuting the promoters of the conspiracy.

The message from all parts in the country to-day tell the same story of factories, mills, engineering works and ship yards closed down, of idle docks, of steamers held up, of hundreds of thousands of people thrown out of employment, of raising prices for everything, and, in a word, great and increasing distress, particularly in the north of England and in Scotland.

In the poorer districts of Glasgow distress is already becoming acute, which will be increased by the action yesterday of several engineering works and ship yards in discharging the bulk of their hands. Three thousand men were discharged from one establishment on the Teeside. At Sunderland, Hull and other big ports, steamers are lying idle in dozens.

The steady slackening of work in London is shown by the falling off in the number of passengers on the workmen's trains, the company running fewer cars, the Cardiff coal exchange is closed for want of business, but the hotels and the places of amusement in South Wales are doing record business, owing to the coalers' holiday.

A syndicate of coal merchants and clerks has a hundred tons of Welsh steam coal on the Cardiff docks, which it bought at \$5 a ton and for which it refused \$9 yesterday, hoping to make a bigger profit.

THE GERMAN TROUBLE.

Berlin cable: The strike fever has spread to the Silesian coal fields in Eastern Prussia, where the Socialist and the Polish miners' trades unions, representing all the organized miners in the district, to-day presented to the employers a demand for 16 per cent. increase in their wages.

The Government is endeavoring to fix a basis for the settlement of the difficulties which have arisen in the Westphalian coal fields, but it is very doubtful whether the efforts will be successful.

Even the most optimistic believe that at least 150,000 out of the 350,000 Westphalian coal miners will declare a strike on Monday next. The mine owners at a general assembly, non-unionist workers to take their places.

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