Kent News.

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Modern Home Aided Byrd Pole Dash; Sugar Cane Fought Cold of North



The House in the Arctic.

Loading Ship for Trip.

Byrd in Airship and Doughnut Boat.

A MODERN home built in the Arctic defied the death-dealing cold of the Polar Regions and proved an invaluable aid to Lieutenant Commander Richard E. Byrd in his successful flight to the North Pole, which he circled three times in a record breaking flight of 1,500 miles in 15 hours and 30 minutes at an average speed of 98.75 miles an hour.

It was at the Spitzbergen base, King's Bay, where this first modern house was constructed amid the snow and ice of the Arctic immediately upon the arrival of Lieutenant Byrd and his companions, as a permanent home and observation station for the explorers. The house, which rose up on the horizon of the frigid north in marked contrast to the igloo of the eskimo, was equipped with a complete radio outfit that those who remained at the base while Lieutenant Byrd made his thrilling dash to the Pole in his speeding Fokker might keep in touch with their chief and the outside world, which they kept informed as to the progress and success of the flight.

It was to this same home that he returned after his hazardous trip and from which some of the first messages were sent to the waiting public, telling them through the lanes of the air that Byrd had circled the pole three times and had returned to his Spitzbergen home in safety, adding one of the most memorable pages to the history of Arctic exploration.

Sugar Cane Fights Polar North.

When Lieutenant Byrd left the Brooklyn Navy Yard on the ship Chantier he declared he had the best and most scientifically equipped expedition that ever had started for the North Pole. Special plans were made for the erection of his Arctic home. Boards of celotex insulating lumber made from bagasse (sugar cane fiber after all sugar juices have been extracted) were carried along with the latest inventions to aid in polar exploration. This building material is very light and is filled with millions of air cells, which give it great insulation value and resistance to change in temperature, especially the severe cold. One odd circumstance in connection with the use of this material is that the sugar cane of the south was utilized to fight the cold of the north.

Celotex was selected instead of lumber because tests made by the United States Bureau of Standards and its universal use in building construction all over the world, had demonstrated that this insulating lumber would keep the quarters of the explorers warmer and protect their living conditions more securely than ordinary building material.

It was only after careful investigation by the scientific men in the expedition that celotex was selected. These authorities pointed out that the protection afforded by its insulation efficiency was three times as great as ordinary lumber and nearly twelve times as great as that of brick and other masonry material. The ship Chantier also was lined with celotex as an added precaution to keep the ship warm while the explorers used it in the preliminary stages of the expedition.

In practically every other way this expedition was more scientifically prepared than any of its predecessors. These included inventions of Commander Byrd himself. A simple sun compass conceived by Byrd and developed by Mr. Bumstead of the National Geographic Society, superseded the complicated German device, developed three years ago for Amundsen. The drift indicator also was Byrd's invention. The bubble sextant by which the navigator obtains his bearings while in flight was another one of his inventions. Still another scientic development was a quick method of telling when one is at the North Pole. This has been worked out by G. W. Littlehales, the navy's hydrographic engineer.

Device Locates the Pole.

Byrd and others contributed to a chart of the magnetic lines flowing toward the magnetic North Pole, which is in Bolthia Land, 1,200 miles south of the Pole. Between Bolthia Land and the Pole the compass points south instead of north and over much of the Arctic it is badly disturbed by the discrepancy of position between the geographical North Pole and the magnetic North Pole.

This chart of the magnetic lines, flowing to the magnetic North Pole, although it was far from complete, was such as to enable the navigator to tell in what direction the compass should point from any spot in the Arctic. With this knowledge, the erratic behavior of the compass becomes orderly and it is once again a useful instrument.

A third type of compass used was a device of infinite sensitiveness—a revolving electrical coil, which is adjusted to a given relation with the magnetism of the earth. This, the sun compass, and the magnetic compass were each used to correct the other.

Lieutenant Byrd in his flight used a quick method of telling when he was actually at the Pole. This was the invention worked out by Mr. Littlehales, the U. S. Navy hydrographic engineer. It shows the sun's position from the North Pole at every hour of the day and every day of the year. When the flyer is near the Pole he can, by ascertaining the exact position of the sun, prove that he is near the Pole.

Flies 3,000 Miles Over Arctic.

The expedition, backed by such men as John D. Rockefeller, Jr., and Theodore Roosevelt, Jr., had three main objects.

1—To prove that air navigation in the Arctic is feasible and that freight and messenger travel over the top of the world is certain to come.

2—To hunt for new land in the unexplored areas of the Arctic.

3—To conquer the North Pole from the air as a sporting adventure and as a demonstration of what a plane can do—not a geographical study, as the Pole was bagged for all time by Admiral Peary.

Probably no one knows more about Arctic flying than Commander Byrd. From the Greenland base of the MacMillan expedition at Etah last year he flew 3,000 miles over the Arctic, studying the behavior of oil, motors, compasses, and other navigation instruments at great altitudes over the Polar sea.

With him this time Commander Byrd took a noted fuel expert, who is Flying Commander G. O. Noble, as it requires great skill and pains to prevent the freezing of lubricating oil and stiffened action of the motors, if forced to work on the plane in the open at great altitudes with the thermometer at 60 to 70 below zero. The points which favored the month of May were that the Arctic fog had not begun to rise and heavy snows still covered the land and afforded many good landing places.

A factor of safety pointed out by Commander Byrd in connection with the use of the Fokker machine is that it carries a reserve engine. It has three engines. With a light load one is expected to be sufficient to maintain the plane in flight. With a normal load, two engines will do the work. If two engines break down at one time, when the plane is not too heavily loaded, it may fly with the use of one engine. The Fokker machine has a wingspread of slightly more than 64 feet. It is said to be a marvel of airship construction.

The other airplane—the Curtis Oriole—was to have been used chiefly in finding landing fields so that if the fliers found their main landing place covered with a fog they might go elsewhere.

The Chantier was equipped with a powerful radio transmitter to send back the news of the expedition. The Fokker also is equipped with a receiving and transmitting set. Commander Byrd not only kept the world informed of the progress of the expedition, but received through the Chantier weather warnings to guide him in his flight.

How Expedition Was Equipped.

Forty-five hundred pounds of whole beef were included in the rations of the Byrd crew of forty-seven fliers, seamen and technicians. Also four hundred pounds of pemmican (meat fats and raisins), huge quantities of bacon, dried milk, erbswurst (pea soup) and other supplies in proportion were carried along. Cod liver oil was included for its healthful properties. Herbert Griggs, who had charge of provisioning Peary's expedition in his famous dash to the Pole, worked out the rations for the Byrd explorers. Two pounds per man per day was the allowance to take care of all emergencies.

No amount of clothing is really sufficient when flying 1,000 or more feet in the air in the Polar regions, but every possible precaution was taken by Commander Byrd against exposure. The men were equipped with the warmest and lightest of reindeer suits and with fur parkas, a garment that reaches to the knees and has a hood covering the head. Plenty of goggles were found to be an absolute necessity to protect them against the glare of the snow.

In spite of all the precautions the undertaking was full of unseen danger. None of this equipment would be of the slightest avail against some unexpected and unprecedented situation which might arise. There is always the danger of snowblindness, exhaustion, freezing, some mishap to the engine. Lieutenant Byrd and his companions, however, were particularly fortunate in escaping with practically no ill effects except the exhaustion due to such a perilous trip.

Pick Up Ice Pilot.

The ship Chantier's first stop was at Tromso, Norway, where an ice skipper was taken on to pilot the Chantier and its crew through the ice-filled waters around Spitzbergen to King's Bay, where preparations for the first flight to the Pole were made. The planes, the instruments and the various oil mixtures used in connection with the airship tests, were carefully examined and tested. Lieutenant Byrd's original plans called for six flights as follows:

1—A 400-mile flight from Spitzbergen to Peary Land to unload oil, provisions and equipment at a place that looks promising for a landing.

2—A 400-mile flight back to Spitzbergen.

3—A second 400-mile flight from Spitzbergen to Peary Land base with further food, fuel and equipment.

4—An 850-mile flight to and around the Pole and back to the Peary base.

5—An 800-mile round trip flight to the northwest over unexplored areas in search of new lands.

6—A 400-mile flight from the Peary Land base back to Spitzbergen.

It was his plan in his second flight to attempt to discover new land, but when he received the report of the flight of Amundsen in his dirigible, in which it was stated that the Norge had failed to find any trace of new land, Lieutenant Byrd decided to abandon further flights and the trip over land on sleds he had planned in his search for new land in unexplored areas. Now he has decided to try to accomplish by airship at the South Pole what he did at the North. As he left the Spitzbergen base he stated that he would have just as well an equipped expedition for his southern flight as he had in his recent adventure in the North.

The Same Woman

The kind of mother who used to say her twelve-year-old daughter was six, so she could travel on half fare now says she's sixteen, so she can drive the car.—Ohio State Journal.

Old University

The oldest university under the United States flag is Santo Tomas university in Manila, founded by the Dominican friars in 1605. The friars still conduct the university.

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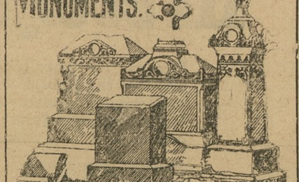
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Tuesdays — Leave Baltimore for Betterton and Fredericktown 1.00 p. m. Returning leave Fredericktown for Baltimore at 5.30 p. m. Returning leave Betterton for Baltimore at 6.30 p. m. Arrive in Baltimore about 10.00 p. m.

Saturdays — Leave Baltimore for Betterton 2.15 p. m. Returning leave Betterton for Baltimore 7.00 p. m. Arrive in Baltimore about 10.30 p. m.

PORT DEPOSIT AND HAVRE DE GRACE LINE
Effective June 24, 1926

Mondays — Leave Baltimore for Betterton, Havre de Grace and Port Deposit at 12.00 noon. (No Trip on July 5th.)

Tuesdays—Leave Port Deposit for Baltimore at 6.30 a. m.,Havre de Grace 7.00 a. m., Betterton 8.30 a. m. Arrive in Baltimore about 11.45 a.m. (No Trip July 6th.)

Thursdays — Leave Baltimore for Betterton, Havre de Grace and Port Deposit at 9.00 a. m. Returning leave Havre de Grace for Baltimore at 2.00 p. m., Port Deposit 3.00 p. m., Betterton 5.00 p. m., Worton Manor 6.00 Arrive in Baltimore about 9.30 p. m

Sundays — Leave Baltimore for Betterton, Havre de Grace and Port Deposit 9.30 a. m., Returning leave Havre de Grace for Baltimore 2.00 p. m., Port Deposit 3.30 p. m., Betterton 5.15 p. m. Arrive in Baltimore about 9.30 p. m.

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