

LITTLE AMERICA
AVIATION and EXPLORATION
CLUB
 LITTLE AMERICA ANTARCTICA
With Byrd at the South Pole
 by C.A. Abels Jr. President
 U.S.N.R.

Flying Into Antarctica!

ON BOARD THE BYRD FLAG-SHIP, JACOB RUPPERT:—(By Mackay Radio) Whew! That was some crossing of the Pacific, wasn't it? From Norfolk, Va., to Wellington, N. Z., and then smack into the ice pack bordering on the great Antarctic continent (if it is a continent)—all in a week. Well, anyhow, here we are right in the middle of a most amazing world of icebergs, ice cakes, seals, whales and silly looking penguins! The sudden change from America and New Zealand is more than my mind can take in all at once.



In last week's story we were just leaving Norfolk. I have sent to the club editors by mail and radio twelve stories of our adventures on the long trip. You will probably never see those stories. Too much is happening with us and we've got to come up to Harold June date with this series right now. Two great events occurred here on December 20 and 22. Admiral Byrd made a magnificent four-hour flight of discovery over the ice of the Ross Sea in the big Condor plane. And Klondyke had a calf! Some excitement!

First, I'll tell you about the Admiral's great flight on the 22nd. He had been dreaming this flight for years. Already our great steel ship had gone further south into the ice than any ship in history. Commodore Gjertsen advised re-creating to open water. Admiral Byrd had seen a big open bay in the closely packed ice and we circled around to its entrance. Then he notified Harold June, chief pilot, William Bowlin, relief pilot, J. A. Pelter, mapper, and Carl O. Petersen, radio man, to get ready. In the most beautiful and fantastic scene ever dreamed of, the huge 6-ton Curtiss-Wright Condor plane was hoisted out on the big boom and dropped gently into the calm water and then the 46-foot Matthews motor boat cruiser was put over and took the plane in tow.

Under Commander Noville, executive officer, great red drums of Tydol gasoline were rolled up on deck and 400 gallons put into the plane by hand. Then the cruiser towed the plane out into the ice-lined bay and cast off. This was 10:30 a. m. Up and down the bay June ran the flying ship, warming the engines. Then, like a magnificent sea bird, she took the air and circled for almost an hour over the Ruppert, while compasses, radio and other equipment were checked and tested. At 11:40, the Admiral signalled "We are heading south," and off they went, at 1500 feet. It took only fifteen minutes for the Condor to disappear in the distance.

At 2:55 she was over the ship again after one of the most important exploration flights ever made—from 66.31 South 149.5 West along the 150th Meridian to 70 South—250 miles further south than the record made by Captain Cook on the same meridian in 1773. Mark

this on your map when you get it in the near future.

The Admiral saw no land, but he saw miles of open water behind an ice pack not nearly as big or tough as it was supposed to be. So with new flights for guidance, it may be that we shall get our big steel ship further south safely than was dreamed possible. It is now December 26 and we have drifted around for days in a thick fog.

And maybe this whole ship load wasn't excited about Klondyke last week (on the 20th). We had suddenly plunged into an ocean of icebergs. The first I had ever seen. Never will I forget it. We passed more than a thousand in sixteen hours—like huge ships or glistening apartment buildings. In the water between there were thousands of shiny white broken pieces of bergs. Admiral Byrd and Commodore Gjertsen told me they had never seen so many at one time in all their trips. The Admiral said, "Only an undulating and extensive barrier coast could produce bergs in such large numbers. Somewhere hereabouts is a barrier which may be considerably larger than the great Ross ice barrier fronting on the Ross Sea. If that's the case and we're lucky enough to find it, the eastward search for the coast of the Antarctic continent may be ended."

But at ten o'clock in the morning our thoughts were taken violently off of icebergs and everything else except Klondyke. At that hour she increased the population of the Byrd Expedition to the extent of one full-blooded Guernsey bull-calf. It was a hectic time on the Jacob Ruppert and it was a huge event for Messrs. Cox and Clark, two of our ex-Navy men. For weeks they had been consulting charts, calendars, the ship's log book and Captain Verleger, because they had promised the donor of our three cows that the first calf would be born within the Antarctic circle. This would have happened except for a couple of days of fog and the terrific gale that slowed us down last Sunday, and they missed it by 247 miles!

The happy event took place in the cow shed on deck next to the studio of David Paige, our artist. An able seaman, Fred Dustin, was first to know of it. We were all watching a berg four miles long when he yelled "Oh boy, oh boy, oh boy!" and went racing for the Messrs. Cox and Clark and Dr. Shirey, our medico. Commander George Noville tells me he is very fond of veal chops.

I understand the maps we are going to send without cost to every member of the Little America Aviation and Exploration Club will be ready by January 10th. Those already members will receive them automatically. Non-members should become members right away, at no cost, by sending me a self-addressed stamped envelope at the Club's American headquarters, Hotel Lexington, 48th Street and Lexington Avenue, New York, N. Y., so they can mark this flight on the map.

Present Monetary Policy Aids Tar Heel Farming

Both the economic and the monetary policies of the federal government are bringing marked improvements in southern agricultural conditions, according to Dr. G. W. Forster, head of the department of agricultural economics at N. C. State College.

In North Carolina alone, he said, the gross farm income for 1933 has been estimated at more than \$200,000,000, as compared with \$140,000,000 in 1932—an increase of 43 per cent. Due to lower production costs, the net income was 75 per cent higher in 1933 than in 1932.

Tobacco farmers of the South got \$19,500,000 in equalization payments and increased prices resulting from adjustment activities. An additional \$4,000,000 will be paid in 1934 to those who signed reduction contracts. Payments to cotton growers are expected to reach \$100,000,000. These are seen largely as the outgrowth of the government's economic program.

The monetary policy of the fed-

eral government in abandoning the gold standard and boosting the price of gold has brought about a general rise of domestic prices as well as an increase in the prices of foreign trade. As the value of foreign moneys increased, the prices offered by foreign buyers for American farm products rose also. Still further rises are expected in the future to accompany the rising price of gold.

As an example, Dr. Forster pointed out, when the British pound was rated at \$4.13, the average price for export tobacco was about 10 cents a pound. When the rate advanced to \$4.53, the price rose to 11 cents a pound, and when the pound reached a valuation of \$5.15, the export tobacco price jumped to 13 cents a pound.

Increased prices in cents per pound could be paid by British buyers without spending additional British money, he said, since the pound had increased in exchange value with the American dollar.

TAX ON GOATS

Tom and his wife had always had a goat. Even after the village became a suburb of the town, that goat would frolic around the street. In a playful set-to with pedestrians he always left them in a heap on the sidewalk, and the goat became very unpopular. One day the tax collector presented Tom with a tax bill for \$8 on the goat. Great consternation ensued, the owner insisting that even the tax collector must know that the goat was not worth \$8 (as prices were then). "I have my authority right here," insisted the collector, reading from his instructions: "Charge \$2 a foot for anything abutting on the sidewalk."

Cooperative sales of chickens and turkeys by Chatham County farmers have brought them about \$8,000 in cash during the past month.

Demand the BALTIMORE SUN DAY AMERICAN each week and be assured of the enlarged Comic Weekly with its four more extra pages and 30 or more funnies in color. Reserve a copy with your newsboy or newsdealer.

G. T. White of Yadkin County built and filled a 65-ton trench silo this fall at a cost of only 37 cents per ton of silage stored, he reports.

—Buy in Salisbury—

At a meeting of early Irish potato growers at Washington, Beaufort County, last week an agreement was signed to reduce and, as far as possible, to prevent an increase in acreage to the crop this season.

Science says Today use a LIQUID Laxative

If you want to GET RID of Constipation worries—

Any hospital offers evidence of the harm done by harsh laxatives that drain the system, weaken the bowel muscles, and in some cases even affect the liver and kidneys.

A doctor will tell you that the unwise choice of laxatives is a common cause of chronic constipation.

Fortunately, the public is fast returning to the use of laxatives in liquid form.

A properly prepared liquid laxative brings a perfect movement. There is no discomfort at the time and no weakness after. You don't have to take "a double dose" a day or two later.

In buying any laxative, always read the label. Not the claims, but the contents. If it contains one doubtful drug, don't take it.

Dr. Caldwell's Syrup Pepsin is a prescriptive preparation in which there are no mineral drugs. Its ingredients are on the label. By using

it, you avoid danger of bowel strain. You can keep the bowels regular, and comfortable; you can make constipated spells as rare as colds.

The liquid test:

This test has proved to many men and women that their trouble was not "weak bowels," but strong cathartics:

First. Select a good liquid laxative. 2. Take the dose you find is suited to your system. 3. Gradually reduce the dose until bowels are moving regularly without any need of stimulation.

Syrup pepsin has the highest standing among liquid laxatives, and is the one generally used. It contains senna, a natural laxative which is perfectly safe for the youngest child. Your druggist has Dr. Caldwell's Syrup Pepsin.

In The WEEK'S NEWS

MOTOR CAR IS KING. New York's most popular topic was the new 1934 cars during the auto show, to which celebrities and plain John Citizen flocked in great numbers. Here are some of the high spots of the show: right; the cameraman shows some of the crowds which jammed the exhibit.

AL SMITH MEETS NAMESAKE. Al Smith of New York met Al Smith of Detroit during the show. Detroit's Al, a veteran employe of the Fisher Body Corporation, hasn't missed an auto show in thirty-five years, but this is the first time he ran across New York's Al. Looks as though Al has his eye on that car in the next picture!

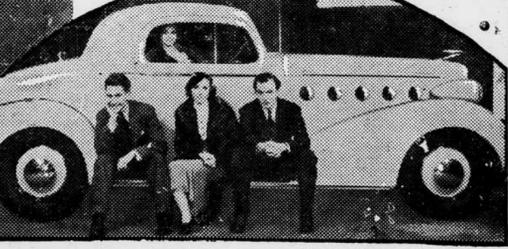


THEY COULDN'T GET PAST. Lyda Roberti and Tamara, stars of "Roberta," were busy inspecting gadgets and motors at the show until they found this miniature style show with tiny mannequins dressed in latest fashions—and there they stayed. Photo shows Miss Roberti, Margit Nilsen, ex-Vanities dancer who designed the style show, and Tamara.



THE PRESIDENT'S DAUGHTER, Mrs. Anna Roosevelt Dall, put off her return to Washington from a shopping expedition long enough to inspect the new cars. The most interesting exhibit in the show, she said, was the tiny Napoleonic coaches built by young members of the Fisher Body Craftsman's Guild. She is shown inspecting the coaches with W. A. Fisher, sponsor of the foundation.

WRAP IT UP! That's what these stars of "She Loves Me Not" are saying as they rest for a minute on a shiny new streamlined LaSalle. Polly Walters, New York's stage sensation, is at the wheel.



MUTT AND JEFF—THE CREW LOOKS LIKE A SOCIABLE GROUP

JEFF, I INVESTIGATED AND FOUND OUT THAT THE OLD SEA CAPTAIN REALLY OWNS THAT SHOONER—IM GONNA PAY HIM THE \$1,500 BALANCE FOR THE FOUR LEAF CLOVER!

SO WE'RE REALLY GOIN' TO THE HAWAIIAN ISLANDS AND FIM GOLD DIGGERS OF THE DEEP!

THERE YOU ARE SKIPPER, \$1,500 BALANCE IN CASH FOR THE OLD BOAT!

O.K. MATE—I'LL CALL THE CREW TOGETHER AND INTRODUCE 'EM TO THEIR NEW BOSS!

BOYS, I WANT YOU TO MEET THE NEW CAPTAIN AND OWNER OF THE FOUR LEAF CLOVER—HE'S THE NEW BOSS AND ANYTHING HE SEZ GOES!

OH YEAH?

BY BUD FISHER

Cotton growers in North Carolina will receive an average of \$11.15 an acre for withholding land from production in 1934, say State College specialists.

Beaufort County farmers used 900 pounds of the government prepared red squill bait as a rat control measure in the county last week.

A carload of 24 mules bought cooperatively for cash by farmers of Alamance County saved the purchasers approximately \$50 per mule.

Nagging Pains are WARNING SIGNALS

TEMPORARY pain relief remedies may save you much suffering at the moment, but putting a mask over a warning signal does not clear up the condition it was telling you to avoid.

When periodic pains, due to a weak, run-down condition, distress you, treatment for the cause of the trouble should be started without delay.

Take Cardui to build up against the nagging symptoms of ordinary womanly ailments. It has been in use for over 60 years. So many women praise CARDUI, it must be good to have the widespread use that it has today. Sold at drug stores.

Four-H club members of Catawba County produced products to the value of \$8,493.76 and secured a labor income of about \$4,000 from these products in 1933.

Over 75 per cent of the tobacco growers in Pearson County have signed reduction contracts. No grower, so far approached, has refused to sign.

Ride 'Em Cowboy! Follow "Way Out West," one of the brand-new comics in BALTIMORE SUNDAY AMERICAN. Buy your copy from your favorite newsboy or newsdealer.

THE FACT FINDERS—AND THEIR DISCOVERIES

REX HAS OUR ROCKET-PLANE, ALL TUNED UP FOR TODAY'S FACT-FINDING VENTURE, BOYS—LET'S GO!

THUMBS DOWN WAS THE DISAPPROVING SIGN OF THE TYRANT NERO AND MEANT DEATH FOR THE DEFEATED GLADIATOR WHEN NERO WAS NOT PLEASED WITH THE COMBAT.

THE EARLIEST MENTION OF WHAT ARE KNOWN TODAY AS LEAD PENCILS APPEARS IN RECORDS DATING BACK TO 1565.

ACCORDING TO RELIABLE TESTIMONY, INCENDIARY COMPOSITIONS, POSSESSING SOME EXPLOSIVE FORCE WERE IN USE THOUSANDS OF YEARS AGO.

A YUMA INDIAN WHO KILLED A TRIBESMAN HAD TO STARVE FOR A MONTH ON VEGETABLES AND WATER.

WELL, SO MUCH FOR THAT! LET'S GET FOR HOME NOW BOYS!