



by C. A. Abele, Jr. President  
U.S.N.A.

No. 11—Lost and Found!

On Board The Byrd Flagship, Jacob Ruppert, Antarctica, Jan. 29 (via Mackay Radio)—Well, here I am folks. Back again on the good old Jake. Filthy dirty and no chance to get clean. Dog tired, every joint I possess aching madly. But gosh! What muscles I've been developing!

I've been told by the club secretary, by radio, that I've been lost. I didn't know it. But I've had the amazing experience of spending three nights—or rather the tiny parts of night I could spare for sleep, with the sun shining all night—in a tent with a snow floor.

And only the exhaustion of 20 hours a day of the most terrific physical labor could make me sleep on that cracking snow and ice floor. I'll never see a crack in a concrete sidewalk again without the Ruppert wanting to run away from it. Down here you'll see a tiny crack you could hardly put a knife-blade into. A few minutes later it is three feet wide and you're sprinting away from it as fast as you can go. In half an hour a piece of territory as big as ten football fields, with a horrible grinding sound, has slid into the ocean, which is 1600 feet deep around these parts and darn cold. Nice stuff to sleep on, eh?

My job won't sound impressive to you. Checking gas and oil. Prosaic enough, I imagine, doing that in some warehouse or freight station. But on the edge of a slippery, crumbling cliff or snow and ice which is likely to disappear any minute and take you with it, well, prosaic is not quite the word, believe me.

All day yesterday and practically all night we worked with furious energy on the ice to take advantage of good weather. The ship had been able, with the aid of our wonderful motor boat cruiser, to snuggle up to the treacherous and unsteady ice cliffs after drifting about the bay for three days to save her from being sunk in a smother of falling ice cakes as big as houses. On the end of the big boom the landing net was spilling radio equipment and great red drums of gasoline and oil out onto the ice. And George Noville, C. P. Lindley, of Warren, R. I., several other fellows and myself were working frantically loading them onto the dog sledges and tractor sledges for the mad dash away from the edge of the ice to Pressure Camp, four miles back, where the ice hasn't started to crack up yet.

Admiral Byrd, on a tour of inspection, had located several cracks behind us but we were too busy to worry. He worried, though, as he always does about his men when there is danger around. He considers the breaking up of the bay ice a terribly serious problem. But we toiled on undisturbed.

Pretty soon, from the bridge, we heard the Admiral yell through a megaphone to Lindley, "Hey, Lindley, you're too close to the edge to work without a life line. Put one on immediately." This was Lindley's lucky day. The rest of us had life lines on, groups of us tied together on long ropes. Lindley did as the Admiral told him and attached himself to Noville and me. Darn good thing he did!

We were loading up another sledge for another wild run to Pressure Camp when suddenly we heard the four ominous blasts on that deep whistle on the Ruppert. It scared the wits out of us. This was the signal to cast loose ship and dash aboard. In other words, it meant both we and the ship were in deadly danger and the ship was going away from there immediately. Before we could move a muscle the ice started breaking up all around us and underneath us, with that awful grinding sound. The sharp eyes of Admiral Byrd and Commander Gjertsen had spotted its beginning from the ship. Tremendous cracks appeared like magic on all sides of us. One opened up directly under Lindley and he went head over heels into it, out of sight and almost took

ADMINISTRATOR'S NOTICE TO CREDITORS

Having qualified as Administrator of R. D. Watson, deceased, I hereby notify all persons having claims against his estate to present them to me within twelve months of this date, or this notice will be plead in bar of recovery. All persons indebted to the estate are notified to make settlement immediately. This February 12th, 1934. W. B. REEVES, Admr. of R. D. Watson, Deceased, AT-4tc-8

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Why wait five years longer? Your dollar will do double duty now. It will pay you to come miles and miles for bargains like these.

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See Castevens Motor Co. for radio batteries, tubes and service.—adv.

4tc-22 AT J. M. ESTEP, Administrator James A. Williams

Containing 48 acres, more or less, and being the tract of land conveyed by R. J. Edwards and wife, Ollie Edwards by deed dated February 15th, 1919, to B. O. and Leff Choate, which deed is recorded in Book 31, Page 93 office of Register of Deeds for Alleghany County to which reference is hereby made for a more complete and specific description. This February 20, 1934. R. F. CROUSE, Trustee, 4tc-15 AT

Not Responsible Neighbor, just returned from an afternoon of golf—Good heavens! You don't mean to say you've been working in the garden since seven o'clock this morning! I wouldn't think of doing such a thing. Victim—I wouldn't either; it was my wife who thought of it.

Under and by virtue of power vested in me in a certain deed of trust executed by B. O. Choate and wife and P. L. Choate and wife on June 1st, 1926, and recorded in the office of the Register of Deeds for Alleghany County in Book 14, Page 124, to secure certain indebtedness to The Mountain Loan Corporation, and default having been made in payment of said note, and demand having been made to the undersigned Trustee to execute the power vested in him in said deed of trust, I will offer for sale to the highest bidder for cash at the Court House door in Sparta on the 22nd day of March, 1934, at 11 o'clock A. M. the following described tract of land, to-wit:

Prices subject to change without notice and to any State sales tax.

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THE BEST lasts longest—especially in tires it makes today's dollars carry you farther—it postpones future buying at higher prices... Picking the best in tires is easy. The public has tried out all makes and—by overwhelming plurality—Goodyears are the public's FIRST choice... for quality and value. Let us show you why!

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