

"All the News That's  
Fit to Print."

# The New York Times.

THE WEATHER

Cloudy and warmer, probably showers, today; tomorrow showers.  
Temperature yesterday—Max: 64; min.: 42.  
For weather report see Page 43.

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NEW YORK, MONDAY, MAY 10, 1926.

TWO CENTS In Greater New York | THREE CENTS Within 100 Miles | FOUR CENTS Elsewhere in the U. S.

## BYRD FLIES TO NORTH POLE AND BACK; ROUND TRIP FROM KINGS BAY IN 15 HRS. 51 MIN.; CIRCLES TOP OF THE WORLD SEVERAL TIMES

### PEARY'S OBSERVATIONS ARE CONFIRMED

Flight Is Favored by Sunlight and the  
Absence of Fog; Sun Compass  
Functions Perfectly

### LEAK DEVELOPS IN PLANE'S OIL SYSTEM NEAR POLE

But Byrd Insists on Going On, Overruling Pilot  
Bennett—Commander's Nose and Fingers  
Frozen in Zero Temperature

By WILLIAM BIRD.

The New York Times Correspondent With the Byrd Expedition.  
Copyright, 1926, by The New York Times Company and The St. Louis Post-Dispatch.  
By Wireless to The New York Times.

KINGS BAY, Spitzbergen, May 9.—America's claim to the North Pole was cinched tonight when, after a flight of fifteen hours and fifty-one minutes, Commander Richard E. Byrd and Floyd Bennett, his pilot, returned to announce that they had flown to the Pole, circling it several times and verifying Admiral Peary's observations completely.

They were favored by continued sunlight, and there was never the slightest fog, enabling Commander Byrd to use his sun compass and bubble sextant and obtain the most accurate observations possible. There were three magnetic compasses in the plane, but all of them deviated eccentrically after reaching high latitudes. Bennett declared that when he was piloting the magnetic compasses were wholly useless and would swing almost a quarter turn, returning very slowly.

#### Take Turns in Piloting.

Without the sunlight, navigation would have been almost impossible. Bennett and Commander Byrd alternated in the piloting, Bennett refilling the gasoline containers while the Commander piloted and navigated.

Commander Byrd found that the Bumstead sun compass worked perfectly, even when held in the hand, so when he was in the pilot's seat he held the control stick in one hand while he got his direction from the sun compass held in the other.

When they were within sixty miles of the Pole the oil system of the right-hand motor began leaking badly and it seemed necessary to choose between proceeding with two motors or attempting a landing to make repairs.

#### Bennett For Landing, Byrd Refuses.

In the neighborhood of the Pole numerous stretches of smooth ice were visible, and a landing was favored by Bennett, but Commander Byrd, remembering his difficulties in starting at Kings Bay, vetoed this proposal.

Both agreed, however, to continue the flight to the Pole even if they went on with only two motors. To their surprise, the right-hand motor continued to work effectively, despite the ruptured oil tank, and when the Fokker returned to Kings Bay all three motors were hitting perfectly.

#### Chantier's Men Embrace Fliers.

The Josephine Ford, after making three circles over Kings Bay, landed at the take-off runway and taxied to her original starting position.

Commander Byrd and Bennett hurried a mile and a half to the shore, where a motor boat rushed them to the Chantier. The crew aboard her went wild with joy, waving flags and their caps. Many of the crew completely broke down with emotion, and with tears streaming from their eyes embraced the fliers.

Commander Byrd's nose and several fingers were frozen while he was taking observations in zero temperature (Fahrenheit) above the North Pole, but treatment here speedily restored circulation, and the Commander is all right now.

At 3 o'clock this morning, Greenwich Time [11 P. M. Sunday, New York Daylight Saving Time], the Norwegian radio station at Stavanger reported that heavy static was interfering with further transmission of The New York Times dispatches from Spitzbergen. These dispatches will be published tomorrow. Commander Byrd's story will be told in New York exclusively in The New York Times.

### First News of Byrd's Great Feat As It Reached The New York Times

Whole Population of Kings Bay, Including the Members of the Amundsen-Ellsworth Party, Out to Welcome the Aviator.

From Staff Correspondents of The New York Times.

KINGS BAY, Spitzbergen, to the North Pole in the air—Sunday, May 9, 6 P. M. Greenwich Time (2 P. M. New York Time). — Lieut. Commander Richard E. Byrd, U. S. N., leader of the Byrd Polar Expedition, returned from his flight North Pole. He started at



LIEUT. COMMANDER RICHARD E. BYRD, U. S. N.  
The American Naval Aviator Who Flew Yesterday to the  
North Pole and Back.

### Coolidge Sends 'Heartiest Congratulations'; Glad That Flight Was Made by an American

Special to The New York Times.

WASHINGTON, May 9.—President Coolidge received the first details of Commander Byrd's successful flight to the Pole from a radio message sent by THE NEW YORK TIMES to the Mayflower, which is cruising tonight in the lower Potomac River.

The message, sent by the Washington Bureau soon after 5 o'clock, furnished the President with all the details known at that time. In reply he radioed:

"Thanks for your message."

Later Mr. Coolidge sent by radio the following comment:

The President sends his heartiest congratulations to Commander Byrd on the report that he has flown to the North Pole. It is a matter of great satisfaction that this record has been made by an American.

The fact that the flight seems to have been accomplished without mishap demonstrates the high development of the art in this country. That it was made by a man trained in the American Navy is a great satisfaction.

CALVIN COOLIDGE.

It is well known that the President was very anxious that the flight should be made, and, although there had been some adverse criticism of the proposal, Mr. Coolidge gave his approval to the plans.

12:50 o'clock this morning, Greenwich Time (8:50 P. M. Saturday, New York Time), which is full daylight at this time of the year in the Arctic, so that his flying time on the dash to the Pole and back was fifteen and a half hours.

Some error in the wireless transmission of these figures is possible, according to later dispatches to THE TIMES, which state that the commander's total flying time was 15 hours 51 minutes. This is 21 minutes longer than the elapsed time here indicated. It is, however, possible that the hour 4:20, recorded as marking the commander's return, was the moment at which the returning plane was sighted.

The Josephine Ford had as its pilot on the trip Floyd G. Bennett, the American pilot of the Byrd Expedition.

The two were welcomed on their return by Captain Roald Amundsen, Lincoln Ellsworth and the entire crew of the airship Norge, now awaiting her chance to fly over the North Pole from Spitzbergen to Alaska, and the entire Summer population of Kings Bay, all of whom had been asleep when the airplane took off fifteen hours previously.

### BYRD FAMILY PROUD OF FLIER'S SUCCESS

Governor of Virginia Declares His  
Brother Never Would Give  
Up—Mother Rejoices.

Special to The New York Times.

RICHMOND, Va., May 9.—Richmond received its first information of the successful polar flight of Lieut. Commander Richard Evelyn Byrd about 3 o'clock this afternoon, when a message saying the flier had "returned safely" was received by Governor Harry F. Byrd by telephone. The flier's mother, Mrs. Richard Evelyn Byrd, was at the executive mansion when the message was received.

"I am tremendously gratified," Governor Byrd said, "and proud to hear of my brother's success in reaching the Pole."

"Dick has always been so lucky all his life that he believes he will come through, even though ninety-nine of a hundred chances might be plainly against him. I am proud of him. He has always been such an adventurous fellow, we are somewhat relieved, though proud, that he has made the flight. If he had not, and believed there was a ghost of a chance to do so, he would try again as soon as possible."

This one day of the year dedicated to mothers, the message flashed across the frozen miles, brought happiness and comfort to Virginia's "first mother," Mrs. Richard Evelyn Byrd.