

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

The New York Times.

THE WEATHER

Fair today; tomorrow fair and warmer; fresh northwest winds. Temperature yesterday—Max., 58; min., 47.

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NEW YORK, WEDNESDAY, MAY 12, 1926.

TWO CENTS in Greater New York; THREE CENTS Within 200 Miles; FOUR CENTS Elsewhere in the U. S.

THE NORGE FLIES OVER NORTH POLE AT 1 A. M.; REPORTS HER FEAT TO TIMES BY WIRELESS; GOING ON OVER ARCTIC WASTES TO ALASKA

FIRST MESSAGE EVER RECEIVED FROM THE NORTH POLE

By FREDRIK RAMM.

New York Times Correspondent Aboard the Norge.

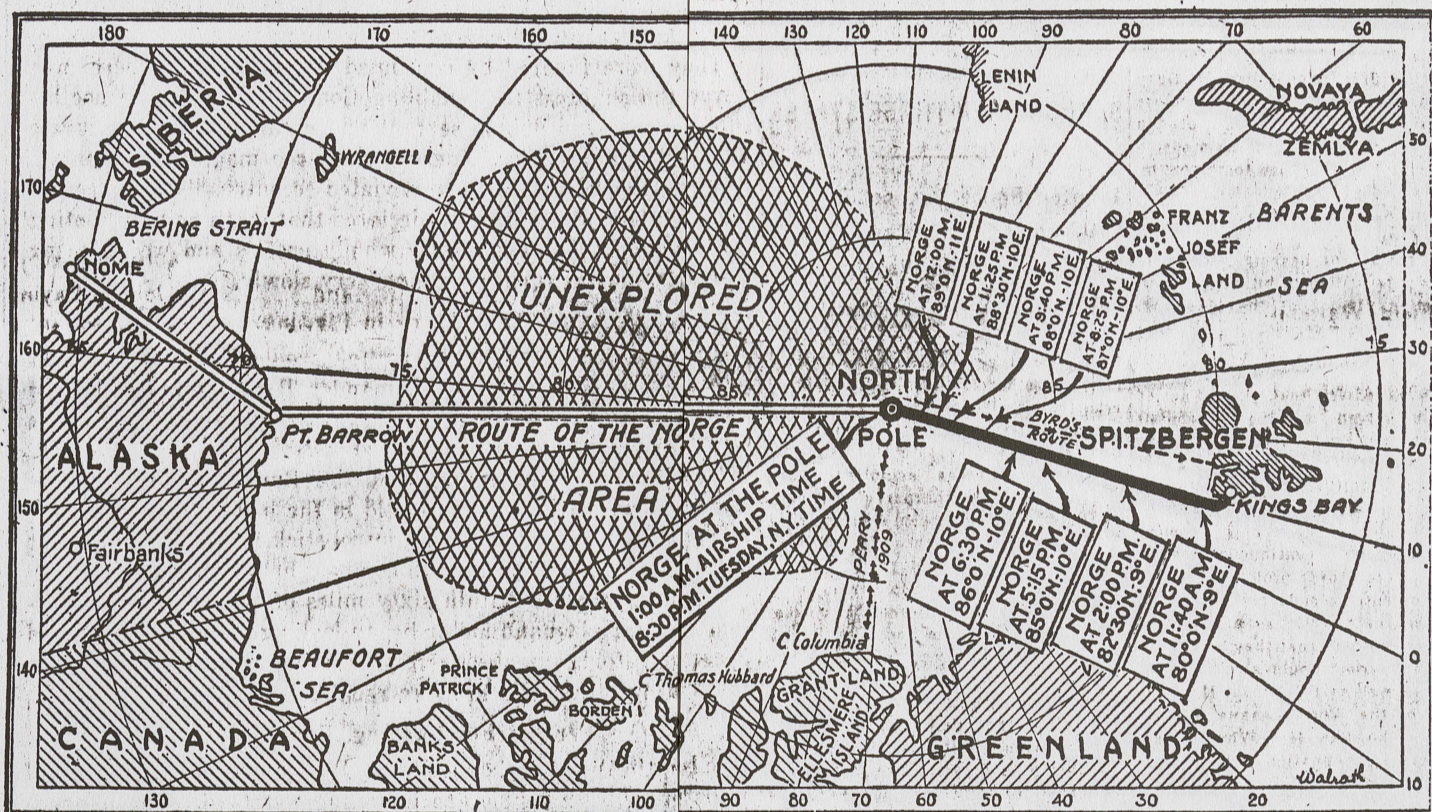
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By Wireless to The New York Times.

NORTH POLE, Wednesday, May 12, 1 A. M. (on Board the Dirigible Airship Norge)—We reached the North Pole at 1 A. M. today, and lowered flags for Amundsen, Ellsworth, and Nobile.

LATER, 3.30 A. M.—Lowering the three flags, Norwegian, American and Italian, when the Norge was over the North Pole, was the greatest of all events of this flight. Riiser-Larsen's observations showed that we were over the Pole. The Norge descended and speed was reduced, when the flags were lowered over the wastes whose edges gleamed like gold in the pale sunlight, breaking through the fog which surrounded us.

Roald Amundsen first lowered the Norwegian flag. Then Ellsworth the Stars and Stripes; finally Nobile the Italian flag.

The airship's 1 A. M. time (Norwegian time), was 8 o'clock on Tuesday night, New York daylight time.



PROGRESS OF THE NORGE AND HER PROJECTED ROUTE ONWARD TO ALASKA

Here is shown the route covered, according to the last wireless reports from the Amundsen-Ellsworth-Nobile airship Norge, which sailed from Kings Bay, Spitzbergen, at 10 o'clock yesterday morning, Norwegian time (5 A. M. New York daylight time) to fly over the North Pole, and her probable course onward toward her ultimate destination, Nome, Alaska.

The hours given in the hollow squares on the map show the position of the Norge at the times stated. The figures are Norwegian time, which is five hours ahead of New York daylight time. The thick black line shows the course the airship has already covered; double line shows her probable future course to Nome. Dotted lines show the routes taken to the Pole by Lieut. Commander Peary in 1909 by dogsled, and by Lieut. Commander Byrd by airplane on Sunday last.

Norge Sails Straight Into the Golden Glow of the Morning Sun, A Silver Creature of the Air, Moving With Grace and Quiet Dignity

Kings Bay Cheers and Weeps as the Giant Dirigible Starts Down the Fjord Accompanied by Commander Byrd and Bennett in Their Polar Airplane, a Striking Contrast in Arctic Exploration—Colonel Nobile Says That the Wind Is His Only Concern—Expedition May Spend Sixty Hours on the Trip to Alaska.

By RUSSELL D. OWEN.

Staff Correspondent of The New York Times.

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By Wireless to The New York Times.

KINGS BAY, Spitzbergen, May 11.—At 9 o'clock this morning, Greenwich time, or 5 A. M. New York time, the Norge, of the Amundsen-Ellsworth-Nobile expedition, started for Point Barrow, Alaska.

Straight into the morning sun, a tiny speck soon lost in the golden glow of the north, the dirigible disappeared on her journey across the Pole and into the unknown wilderness of the Arctic.

The giant airship, like a silver creature of the air, rose slowly and gracefully from the hands that held her and with her motors humming sailed swiftly down the fjord, following the path Commander Byrd had taken in his spurt to the Pole. She turned over across the bay and rose over Cape Mitre. Then her black silhouette was lost in the sun.

There was rush and swift action to Commander Byrd's departure and the tense hazard of his quick take-off, but the Norge's departure was tremendously impressive because of the ponderous grace and quiet dignity of the great ship, lifting her immense burden from the ground and sailing into the unknown like a liner of the air. There were power, endurance and swiftness all embodied in her action.

Cheers and Tears at Departure.

Those below the floating fabric raised their hats in the air or flung up their arms in farewell, some cheering and a few

moved to tears by the tenseness of the moment which saw their comrades departing on the greatest Arctic feat ever attempted. The air voyagers will spend at least sixty hours in Arctic regions never seen by man and at the end face the greatest hazard, when they may be forced to land the dirigible without assistance from the ground, something never done before.

All the day before Kings Bay was in a fever of preparation, the men of the expedition assembling equipment, packing provisions and small things for comfort, and making sure that nothing was overlooked. Mechanics swarmed over the dirigible, grooming her as though she were a race horse. Every bolt, stay, control wire and girder was gone over carefully. The full tanks were minutely examined, all pipes were overhauled and all instruments tested.

The big motors raced as they received their final turn-overs, the immense green curtain near the end of the hangar billowing out in the gale created by the propellers. The new motor was put in splendid condition. Commander Gottwald tinkered over the wireless, making sure that the batteries and all the connections were in good condition, for on his direction-finder much depends.

Crew Spurts at Tasks.

There had been uncertainty all day as to the time of departure, but late at night it was announced that the start would

NORGE SAILS OVER VAST ICE DESERT

Start Made From Kings Bay at 9 A. M. Greenwich Time and Course Is Laid Due North

VOYAGERS SEE POLAR BEARS AND SEALS BELOW

Gentle Wind, Clear Skies and Temperature A Few Degrees Above Zero Accompany Fliers on First Reach to Pole.

By FREDRIK RAMM.

New York Times Correspondent Aboard the Norge.

ON BOARD THE DIRIGIBLE NORGE, KINGS BAY, Spitzbergen, May 11.—The airship Norge, carrying the Amundsen-Ellsworth-Nobile expedition on its flight across the Pole to Nome, Alaska, started today at 10 A. M. Norwegian Time (9 A. M. Greenwich Time, 5 A. M. New York Time).

Make 66 Miles an Hour at Start.

ON BOARD THE DIRIGIBLE NORGE, Flying Poleward, May 11, 11:40 A. M. Norwegian Time (10:40 A. M. Greenwich time, 6:40 New York Time).—We are north of Danes Island, 80 degrees latitude, 9 east longitude. The weather is bright, with the lightest breeze from the south-southeast. The temperature is minus 7 degrees centigrade (19 degrees above zero, Fahrenheit). Our altitude is 425 meters (1,394 feet) and our speed is 107 kilometers (66 miles) an hour. The edge of the ice pack is a few kilometers north of Danes Island. We have sighted seals on the ice. Our motors are running perfectly and we are not feeling cold.

[Later] We are now in latitude 81.12. Our speed is 100 kilometers [62 miles] an hour. The weather is bright with a light easterly breeze. The temperature is minus 10 degrees centigrade (14 degrees above zero, Fahrenheit) and our altitude is 530 meters (1,732 feet).

Espy Polar Bears on Ice.

ON BOARD THE DIRIGIBLE NORGE, Flying Poleward, May 11, 2 P. M., Norwegian Time (1 P. M. Greenwich Time, 9 A. M. New York Time).—We are now in latitude 82.30, longitude 9 east. Our altitude is 560 meters (1,836 feet). The temperature is minus 9 degrees centigrade (15.3 degrees above zero, Fahrenheit). The weather stays clear, with a light south-easterly breeze. The air pressure is 730.

In the sea some lanes are covered with new ice. All the time we have used the left and back motors. Lieutenant Riiser-Larsen has been navigating, assisted by Captain Gottwald. Ellsworth has been measuring the atmospheric electricity. Our better speed is due to our new altitude, where the conditions are more favorable.

We have now lost all sight of land and the ice changes the whole aspect. We see several great polar bears and can discern white fish in the small openings in the ice. One meteorological report from the Stavanger radio promises that fine weather will continue far on the other side of the Pole.

All of us are naturally in the highest spirits. We are now eating our first meal and discussing how to celebrate Ellsworth's forty-sixth birthday tomorrow.

View of Ice Desert Most Beautiful.

ON BOARD THE DIRIGIBLE NORGE, Flying Poleward, May 11, 5:15 P. M. Norwegian Time (4:15 Greenwich Time, 12:15 New York Time).—We are now in 85 degrees north latitude 10 east longitude, and heading directly north at a speed of 87 kilometers and a height of 610 meters. A gentle south wind is blowing and the weather is clear. The temperature is minus 12 degrees centigrade (9.8 degrees above zero Fahrenheit) and the barometer stands at 727 millimeters.

We have now flown over the ice a long time. Despite our great height we can clearly see how the ice is cracking and screwing.

The low temperature has as yet had no effect on us. The whole view of this desert of ice is indescribable and most beautiful.

All are well.

Speed North Under Clear Sky.

ON BOARD THE DIRIGIBLE NORGE, Flying Poleward, May 11, 6:30 P. M. Norwegian Time.—We are now in 86 degrees of latitude, 10 degrees east longitude. Our course is due north and our speed is 92 kilometers (57 miles) an hour. We are 570 meters above the ice. A light south-southwest breeze is blowing and the skies are entirely clear. The temperature is minus 12 degrees centigrade [9.8 degrees above zero Fahrenheit] and the barometer stands at 727 millimeters.

Weather reports, which are constantly being received, continue to be favorable. The left engine has been stopped and the right set going. All are well.

The Pole Four Hours Ahead.

ON BOARD THE DIRIGIBLE NORGE, Flying Poleward, May 11, 8:25 P. M. Norwegian Time.—We are now at 87 de-

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