

# The New York Times

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

BROOKLYN-QUEENS

Fifth City Edition With Added News  
Of Brooklyn, Queens, Long Island

On Pages B 1-2-3-4. Following Page 17

THE WEATHER—Fair and occasional cold showers; tomorrow cloudy and warmer.  
W. S. Weather Forecast—For details see Page 2.

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## BYRD SAFELY FLIES TO SOUTH POLE AND BACK, LOOKING OVER 'ALMOST LIMITLESS PLATEAU'; DROPS FOOD, LIGHTENS SHIP ON PERILOUS TRIP

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Says She Saw Man With Angry  
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UNCERTAIN ON HIS IDENTITY

Mrs. M. A. Putnam, "Surprise"  
Witness for State, Attacked  
by the Defense.

RAYMOND TELLS OF BIG BET

Testifies He Won \$40,000 From  
Rothstein on One Card—Admits  
That They Had a Quarrel.

### Byrd Leads Radio Amateurs For Help in Message Relays

LOS ANGELES, Nov. 29 (AP).—A congratulatory message sent by Commander Richard E. Byrd just before the start of his flight over the South Pole, was read today at the convention of the Pacific division of the American Radio Relay League.

The message, received by B. E. Sandham, Los Angeles amateur short wave radio operator, read: "Greetings from Little America to the radio amateurs of the Pacific division. Am glad for this opportunity to acknowledge the big debt our North and South Pole expeditions owe to the amateur radio operators.

"I wish to thank them for their helpfulness and to express my admiration of the high sense of honor they show in handling messages.

"It is radio that has made this expedition possible.

"Cordial good wishes in which all of Little America join.

"RICHARD BYRD"

### FIRST MESSAGE EVER SENT FROM THE SOUTH POLE

By Commander Richard E. Byrd

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WIRELESS TO THE NEW YORK TIMES.

#### ABOARD AIRPLANE FLOYD BENNETT, in flight, 1:55 P. M. Greenwich mean time [8:55 A. M. New York time], Friday, Nov. 29.—My calculations indicate that we have reached the vicinity of the South Pole, flying high for a survey. The airplane is in good shape, crew all well. Will soon turn north. We can see an almost limitless polar plateau. Our departure from the Pole was at 1:25 P. M.

The difference in the times mentioned in this dispatch, that is between 1:55 P. M. in the date line and 1:25 P. M., given by the Commander as that of his departure from the South Pole, is probably accounted for by the lapse between the writing of the dispatch by the Commander and its coding and sending by the wireless operator, Harold I. June. Greenwich time is five hours ahead of New York time and twelve hours ahead of time at Little America.

The Commander's last sentence was evidently added after he began to fly away from the Pole; the first part written before he left there.

### CROSSES GLACIER PASS AT 11,500 FEET

Commander Takes Chance and Plane  
Roars Upward Amid Swirling Drift  
Out Through Gorge to Tableland

#### FLYING TIME FOR THE WHOLE CIRCUIT ABOUT 18 HOURS

With Two New Ranges Discovered, the Four Air  
Argonauts, Guided by Chief, Turn Back  
to Wild Welcome at Base Camp.

By RUSSELL OWEN.

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LITTLE AMERICA, Antarctica, Nov. 29.—Conqueror of two Poles by air, Commander Richard E. Byrd flew into camp at 10:10 o'clock this morning, having been gone eighteen hours and fifty-nine minutes. An hour of this time was spent at the mountain base refueling.

The first man to fly over the North and South Poles and the only man to fly over the South Pole stepped from his plane and was swept up on the arms of the men in camp who for more than an hour had been anxiously watching the southern horizon for a sight of the plane.

Deaf from the roar of the motors, tired from the continual strain of the flight and the long period of navigation under difficulties, Commander Byrd was still smiling and happy. He had reached the South Pole after as hazardous and as difficult a flight as has ever been made in an airplane, tossed by gusts of wind, climbing desperately up the slopes of glaciers a few hundred feet above the surface.

Radiant Airman Borne in Triumph.

His companions on the flight tumbled out stiff and weary also, but so happy that they forgot their cramped muscles. They were also tossed aloft, pounded on the back and carried to the entrance of the mess hall.

Bernt Balchen, the calm-eyed pilot who first met Commander Byrd in Spitzbergen and who was with him on the transatlantic flight, came out first. There was a little smudge of soot under the nose, but the infectious smile which has endeared him to those who know him, was radiant.

He was carried away and then came Harold June who, between intervals of helping Balchen and attending to fuel tanks and lines and taking pictures, found time to send the radio bulletins which told of the plane's progress.

And after him Captain Ashley McKinley was lifted from the doorway, beaming like the cheshire cat because his surveying camera had done its work all the way.

Dumped Food of Forty-Five Days, But Not Fuel.

Men crowded about them eager for the story of what they had been through, catching fragments of sentences. It had evidently been a terrific battle to get up through the mountains to the Plateau.

"We had to dump a month and a half of food to do it," said Commander Byrd. "I am glad it wasn't gas. It was nip and tuck all the way."

"Yes," chuckled Balchen. "Do you remember when we were sliding around those knolls picking the wind currents to help us and there wasn't more than 300 feet under us at times? We were just staggering along, with drift and clouds and all sorts of things around us."

When the plane approached the mountains on the way south, Commander Byrd picked out the Livingston Glacier, a large glacier somewhat to the west of the Axel Heiberg Glacier, as the best passageway.

Swooping Upward Through Swirling Drift.

The high mountains shut them in all around as they forced their way upward, Balchen, conserving his fuel to the utmost, coaxing his engines, picking the up-currents of air as best he could to help the plane ride upward.

Clouds swirled about them at times, puff-balls of mist driven down the glacier; drift scurried beneath them; it was a wicked place for an airplane to be, hemmed in by the wall of the towering peaks on either side.

This was the time when they had to lighten ship and Byrd, looking around for what could best be spared, decided to dump some food. There was a dump valve in the fuselage tank, but he had determined to go through and did not know what winds he might face at the top of the glacier. So food was thrown overboard, scattered over the rigid and broken surface of the Livingston Glacier.

"It is an awful looking place," Commander Byrd said.

Over the "Hump" and Vast Panoramic Unfields.

They finally reached the hump at an elevation of 11,500 feet, as indicated by the barometer, although it might have been a little more, because of the difference in pressure inland.

But there was little space under the staggering plane, buffeted by the winds that eddied through the gigantic gorge. Once at the top, Balchen could level off for a time and then gain altitude.

Then there came into view slowly the long sweep of mountains of the Queen Maud Range, stretching to the southeast, and the magnificent panorama of the entire bulwark of mountains along the edge of the Polar Plateau.

Behold Tinted Slopes of Myriad Mountains.

"It was the most magnificent sight I have ever seen," Commander Byrd said. "I never dreamed there were so many mountains in the world. They shone under the sun, wonderfully tinted with color, and in the southeast a bank of clouds hung over the mountains, making a scene that I shall never forget."

Over the plateau the Commander set his course for the pole. They had had a beam wind all the way in to the mountains which

### WINTER GRIPS NATION; MERCURY AT 20 HERE

Icy Blast Sweeping Out of the  
Northwest Kills 9, Spreads  
Damage, Blocks Shipping.

#### BLIZZARDS RAGE IN WEST

One Frozen to Death in New  
York and No Let-Up in the  
Frigid Wave Is Seen.

Winter came howling out of the northwest and the Arctic wastes yesterday, bringing blizzards to the Western States and Canada, hampering shipping on the Great Lakes, and holding the West, the Middle West, the East and many Southern States in the grip of sub-freezing temperatures.

It was the frigid season's first general offensive, and it scattered death, suffering and property damage widely. White River, Ontario, which usually claims the distinction of recording low temperatures, shared with Thief River Falls, Minn., first place on the icy list yesterday, both communities recording 28 below zero. A least eight persons died in the North Central States as a result of the sudden zero snap, according to the Associated Press. New York City added one death to the list. Cars were left for the safety of hunters caught unprepared for the severe cold in the Minnesota woods. Near the cradle of winter, a blizzard over the Saskatchewan Lakes, the fate of fifty fishermen, pushing northward on a 50-mile trip, was in doubt. The fishermen had been gone for three days.

Cold to Continue Here Today.

New York had an uncomfortable sample of winter, and last night the local weather bureau gave practically no hope of a let-up today in the cold temperatures.

This city felt its lowest temperature of the season at 10 o'clock last night when the thermometer registered 20 degrees above zero, 12 below freezing. Even the maximum temperature at 9:30 A. M. was only 30 degrees, or 2 below freezing. The average temperature for the day was 26 degrees, compared with a normal Nov. 29 reading of 39. The coldest Nov. 29 on record occurred in 1872 when the thermometer registered 18 degrees.

A cold here was aggravated by a biting northwest wind, blowing at thirty-eight miles an hour. The city's firemen were put to their first severe test of the season in what was a busy "fire" day in Manhattan, the Bronx and Brooklyn. Up to 9 o'clock last night the number of fires for the day totaled thirty in Manhattan, ten in the Bronx and forty-three in Brooklyn.

Fair Weather Forecast.

Although the barometer in the New York weather bureau was rising last night, indicating fair weather for today, the cold snap will continue, according to the official forecaster, and the thousands of football spectators who will swarm into the Yankee Stadium for the Army-Notre Dame game this afternoon will have to wear their warmest clothes and wraps.

"Fresh northeast winds and continued cold" was the prediction for today. As the weather bureau it was even considered possible that today might be a little colder than yesterday.

A woman on Staten Island was New York's addition to the list of victims of the cold. She was Mrs. Gladys Todd, 51 years old, who was found dead in the back yard of her home, at 4 Schenckholts Place, Mar-

### CAPITAL DISPLAYS KEENEST INTEREST

President, Waiting News, Is the  
First in Washington to Hear  
of Byrd's Success.

#### OFFICIALS LAUD FLIGHT

Admiral Hughes Says the Com-  
mander Is a Worthy Successor  
to Admiral Wilkes.

Special to The New York Times.

WASHINGTON, Nov. 29.—President Hoover, who had waited anxiously all day for word of the progress of the daring flight to the South Pole, was the first person in Washington, outside of the staff of The New York Times bureau, to learn of the successful flight of Commander Byrd to the South Pole and back to the base at Little America.

The word was flashed to the White House tonight from the Washington Bureau of the New York Times. It was transmitted to the President by dinner by Secretary Walter H. Newton.

All day the President had asked for word of the progress of the flight and late in the afternoon had indicated his deep interest. When the news was taken to him, the President expressed his delight over the successful outcome.

Official Washington expressed the most intense relief and the greatest delight at the successful termination of the flight.

Admiral Charles F. Hughes, the Acting Secretary of the Navy, was among the first to be informed.

"We are greatly pleased at the success of Commander Byrd's flight," he said. He is a worthy successor to Admiral Wilkes, the American naval officer who first discovered the Antarctic Continent.

Earlier in the day Admiral Hughes had said:

"The Navy Department is intensely interested and, knowing Commander Byrd, we are thoroughly confident that he will return successfully."

Davidson Congratulates Expedition.

F. Truett Davidson, Assistant Secretary of War for Aeronautics, declared the success of the flight demonstrated again the value of aircraft.

"The flight of Commander Byrd and his brave companions to the South Pole," he said, "is another epic in the annals of the achievements of heavier-than-air craft and proves once again the value of the airplane in exploration of unknown areas where distances can be traveled in hours which under ordinary forms of transportation would require weeks and months. On behalf of the War Department and the Army Air Corps, I wish to congratulate his brave companions to the South Pole. Their achievement will be lauded by Americans the world over."

Major Clarence M. Young, the Assistant Secretary of Commerce for Aeronautics, declared the Byrd flight was simply another demonstration of the "limitless purposes which aviation can serve."

"The flight to the South Pole and back was surely a major accomplish-

### BRITISH APPLAUD FLIGHT AS TRIUMPH

Thrill Over Byrd's Feat Puts  
Polar Land Dispute in the  
Background.

#### NEWS EAGERLY AWAITED

German Press and People Fol-  
lowed Commander's Course  
With Keen Interest.

Special Cable to The New York Times.

LONDON, Saturday, Nov. 30.—Great Britain watched Commander Byrd's progress over the Antarctic wastes to the South Pole and his return as a magnificent adventure, and what claims he may make to any rich coal or mineral deposits over which he has flown or stalked with the American flag is an issue that is exciting no comment here.

Even the publication by New York newspapers of a summary of the State Department's answer to the British Government's year-old note concerning sovereignty over the Antarctic lands, which was read here as clearly indicating that the United States does not intend to abandon its claims based on earlier discoveries by American explorers, was not allowed to distract attention from Commander Byrd's performance or to cause a controversy almost on the eve of the five-power naval parity in London.

Hailed as Byrd Triumph.

The Daily Chronicle outstripped its London rivals this morning by alone printing a full account of Commander Byrd's South Pole flight, as transmitted to it by The New York Times and associated newspapers. The remainder of the London newspapers were able in their final editions to announce only the bare fact of the aviator's epoch-making flight with full acknowledgment of the source of their information.

The feat, therefore, was hailed here not only as a personal triumph for Commander Byrd and his three companions, Balchen, June and McKinley, but as an outstanding feat in newspaper organization.

Stupendousness is the accomplishment of a flight of 1,560 miles over the frozen wastes to the South Pole and back in 18 hours and 55 minutes in itself, it has been brought home more vividly to the public mind here by the fact that within a few hours of Commander Byrd's return to his base on the Ross ice shelf, at 10:10 o'clock London time last night, the leading newspapers of the world were able to reproduce the story of the exploit.

It has not escaped notice that scientific development, from the short-wave radio to the finest details of aircraft construction, have been pressed into use on this occasion.

Scientists, aviators and public men on every hand are expressing admiration for Commander Byrd's initiative and courage in carrying out successfully a flight which for scientific results may stand alone.

Commander Byrd had been flying over twelve hours before the British

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Tributes to Commander's  
Daring and Foresight.

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Some of these comments follow:

Anthony H. G. Fokker, designer of the plane in which Commander Byrd crossed the Atlantic—I didn't expect anything but success from Byrd and Balchen. The Commander is an excellent organizer and Balchen is a fine pilot. With all the qualities fliers need for such an expedition, they have proved the welcome he so richly deserves. The unquestioned value and possibility of the airplane.

Mayor Walker—That's marvelous news. I can sum up the way I feel about it in a single sentence. I know Dick Byrd would do it. He has made another great contribution to scientific advancement and world knowledge. The American flag will certainly look great down there. I know I speak for the people of this city when I say that we're rejoiced with him and his intrepid companions in this epoch-making exploit. We will await his return to New York with impatience, so that the city can give him the warmest welcome in this globe.

New York City has honored Commander Byrd before. It is glad to honor him again, for it feels that in a very real sense he is one of us.

Senator Governor Herbert H. Lehman—It is glorious news. Commander Byrd's successful flight to the South Pole will go down in history as one of the greatest of human exploits. Its success is all the more noteworthy because achieved in the face of great obstacles after the most painstaking preparation. The nation whose flag he has now carried to the uttermost ends of the globe rejoices with him and his gallant crew for the success they have

### BYRD'S FAMILY GETS NEWS OF FLIGHT

Virginia Governor at Capitol  
Relays News to Mother at  
Winchester.

Special to The New York Times.

RICHMOND, Va., Nov. 29.—Although he knew that his brother, Commander Richard Evelyn Byrd, intended to hop to the South Pole "about this time of the year," Governor Harry F. Byrd said in his office tonight that no one in the family or any one else had known exactly what day the plane Floyd Bennett would leave the base.

Commander Byrd's mother, Mrs. Richard E. Byrd Sr., and Thomas Byrd, his brother, received news of the successful flight at their home in Winchester.

Today Byrd flew to Richmond late today from Norfolk to get news of his brother. He had been at Chapel Hill for the Virginia-Carolina football game on Thanksgiving Day and stopped in the capital to be the guest of Governor O. Max Gardner of North Carolina. Accompanying Governor Byrd in another plane was Colonel Willard D. Newbill of his staff.

From the Executive Mansion the Governor relayed news of the flight to his mother at Winchester.

When Commander Byrd duplicated his top of the world feat by flying over the South Pole at the very bottom of the world his mother, thought it "terrific" and was "thrilled to death," she said tonight.

"I was in Winchester when we heard Dick had hopped off," she said. "My son Tom drove up there to get me when I phoned him and we went back to Winchester to wait for news. Tom, New York Times called me about 8 o'clock but said they would not release the news generally until later."

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### President Sends His Congratulations to Byrd, Saying Spirit of Great Adventure Still Lives

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Commander Richard E. Byrd,  
Little America:

I know that I speak for the American people when I express their universal pleasure at your successful flight over the South Pole. We are proud of your courage and your leadership. We are glad of proof that the spirit of great adventure still lives. Our thoughts of appreciation include also your companions in the flight and your colleagues, whose careful and devoted preparation have contributed to your great success.

HERBERT HOOVER.

### RAYMOND TELLS OF BIG BET

Testifies He Won \$40,000 From  
Rothstein on One Card—Admits  
That They Had a Quarrel.

A fragile woman with gray hair, but a schoolgirl complexion, took the stand yesterday in the Criminal Courts Building to aid the State in its effort to convict George A. McManus of the murder of Arnold Rothstein. In "clear tones" she identified herself as Mrs. Marian A. Putnam of Asheville, N. C., chief of the surprise witnesses for the prosecution.

Loosening the gray squirrel collar of a broadtail fur coat, she said that she had been a guest at the Park Hotel on the night of Nov. 4, 1928, when Rothstein received a bullet wound which caused his death two days later. She added that she had registered at the hotel on Oct. 28. Assistant District Attorney George N. Brothman, urbane in manner and soothing of voice, asked her to tell what she had heard and seen that night.

Mrs. Putnam turned her thin face toward the jurymen and folded her hands, apart, with four diamond rings. Quietly she told how she had heard a "crash" and had seen a man walking down a corridor on the third floor, leading from Room 349, part of a suite hired by McManus.

Saw Agency of Anger in Face.

She had looked at the man's face. It was the imprint of agony or anger. He had his hands clasped over his abdomen as he followed her down the carpeted passageway. Mrs. Putnam said she locked the door of her room and said nothing about the episode, even the following morning when she learned of the shooting.

On through the events of the evening Mr. Brothman led the witness. She told a straightforward story under the prosecutor's questioning and now and then a faint smile curved her light lips. Mrs. Putnam settled more comfortably in the witness chair, and slipped out of the heavy fur coat. As she replied to the questions she smoothed the lace ruffles of the wristbands of her black velvet dress and adjusted the cream-colored lace fichu at her neck.

When completed her story and then James D. C. Murray, attorney for the defense, began his cross-examination. The slow-moving lawyer, his grizzled hair somewhat rumpled, favored the witness with a prolonged stare before he started his questions. Slowly but not searchingly he delved into Mrs. Putnam's past. His questions were blunt but were met with composure by the witness.

Raymond Tells of Winnings.

She made impeaching admissions with a detached calm that almost equaled the perfect poise which had been displayed shortly before by another witness, Nathan (Nigger) Tate) Raymond, who told how he had won \$40,000 from Rothstein when the slain man drew the dice at high card, admitted that he probably had been guilty of a faux pas—the expression was his own—when he asked Rothstein to give him 10 O. U.'s for \$200,000 he had won.

During the cross-examination of Raymond the defense developed that he had quarreled with Rothstein in a taxi cab subsequent to the poker game. Raymond said that he had no recollection of any blows having been struck.

When Raymond left the stand the defense sought to have stricken from the record all testimony regarding the quarrel. Mr. Murray told the court that the prosecution had shown that the quarrel was the motive for the game. McManus had refused to grant the motion.

Mrs. Putnam admitted that she had been registered at the Park Hotel on Nov. 4, 1928.

Continued on Page Fourteen.

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Loosening the gray squirrel collar of a broadtail fur coat, she said that she had been a guest at the Park Hotel on the night of Nov. 4, 1928, when Rothstein received a bullet wound which caused his death two days later. She added that she had registered at the hotel on Oct. 28. Assistant District Attorney George N. Brothman, urbane in manner and soothing of voice, asked her to tell what she had heard and seen that night.

Mrs. Putnam turned her thin face toward the jurymen and folded her hands, apart, with four diamond rings. Quietly she told how she had heard a "crash" and had seen a man walking down a corridor on the third floor, leading from Room 349, part of a suite hired by McManus.

Saw Agency of Anger in Face.

She had looked at the man's face. It was the imprint of agony or anger. He had his hands clasped over his abdomen as he followed her down the carpeted passageway. Mrs. Putnam said she locked the door of her room and said nothing about the episode, even the following morning when she learned of the shooting.

On through the events of the evening Mr. Brothman led the witness. She told a straightforward story under the prosecutor's questioning and now and then a faint smile curved her light lips. Mrs. Putnam settled more comfortably in the witness chair, and slipped out of the heavy fur coat. As she replied to the questions she smoothed the lace ruffles of the wristbands of her black velvet dress and adjusted the cream-colored lace fichu at her neck.

When completed her story and then James D. C. Murray, attorney for the defense, began his cross-examination. The slow-moving lawyer, his grizzled hair somewhat rumpled, favored the witness with a prolonged stare before he started his questions. Slowly but not searchingly he delved into Mrs. Putnam's past. His questions were blunt but were met with composure by the witness.

Raymond Tells of Winnings.

She made impeaching admissions with a detached calm that almost equaled the perfect poise which had been displayed shortly before by another witness, Nathan (Nigger) Tate) Raymond, who told how he had won \$40,000 from Rothstein when the slain man drew the dice at high card, admitted that he probably had been guilty of a faux pas—the expression was his own—when he asked Rothstein to give him 10 O. U.'s for \$200,000 he had won.

During the cross-examination of Raymond the defense developed that he had quarreled with Rothstein in a taxi cab subsequent to the poker game. Raymond said that he had no recollection of any blows having been struck.

When Raymond left the stand the defense sought to have stricken from the record all testimony regarding the quarrel. Mr. Murray told the court that the prosecution had shown that the quarrel was the motive for the game. McManus had refused to grant the motion.

Mrs. Putnam admitted that she had been registered at the Park Hotel on Nov. 4, 1928.

Continued on Page Fourteen.

### WINTER GRIPS NATION; MERCURY AT 20 HERE

Icy Blast Sweeping Out of the  
Northwest Kills 9, Spreads  
Damage, Blocks Shipping.

#### BLIZZARDS RAGE IN WEST

One Frozen to Death in New  
York and No Let-Up in the  
Frigid Wave Is Seen.

Winter came howling out of the northwest and the Arctic wastes yesterday, bringing blizzards to the Western States and Canada, hampering shipping on the Great Lakes, and holding the West, the Middle West, the East and many Southern States in the grip of sub-freezing temperatures.

It was the frigid season's first general offensive, and it scattered death, suffering and property damage widely. White River, Ontario, which usually claims the distinction of recording low temperatures, shared with Thief River Falls, Minn., first place on the icy list yesterday, both communities recording 28 below zero. A least eight persons died in the North Central States as a result of the sudden zero snap, according to the Associated Press. New York City added one death to the list. Cars were left for the safety of hunters caught unprepared for the severe cold in the Minnesota woods. Near the cradle of winter, a blizzard over the Saskatchewan Lakes, the fate of fifty fishermen, pushing northward on a 50-mile trip, was in doubt. The fishermen had been gone for three days.

Cold to Continue Here Today.

New York had an uncomfortable sample of winter, and last night the local weather bureau gave practically no hope of a let-up today in the cold temperatures.

This city felt its lowest temperature of the season at 10 o'clock last night when the thermometer registered 20 degrees above zero, 12 below freezing. Even the maximum temperature at 9:30 A. M. was only 30 degrees, or 2 below freezing. The average temperature for the day was 26 degrees, compared with a normal Nov. 29 reading of 39. The coldest Nov. 29 on record occurred in 1872 when the thermometer registered 18 degrees.

A cold here was aggravated by a biting northwest wind, blowing at thirty-eight miles an hour. The city's firemen were put to their first severe test of the season in what was a busy "fire" day in Manhattan, the Bronx and Brooklyn. Up to 9 o'clock last night the number of fires for the day totaled thirty in Manhattan, ten in the Bronx and forty-three in Brooklyn.

Fair Weather Forecast.

Although the barometer in the New York weather bureau was rising last night, indicating fair weather for today, the cold snap will continue, according to the official forecaster, and the thousands of football spectators who will swarm into the Yankee Stadium for the Army-Notre Dame game this afternoon will have to wear their warmest clothes and wraps.

"Fresh northeast winds and continued cold" was the prediction for today. As the weather bureau it was even considered possible that today might be a little colder than yesterday.

A woman on Staten Island was New York's addition to the list of victims of the cold. She was Mrs. Gladys Todd, 51 years old, who was found dead in the back yard of her home, at 4 Schenckholts Place, Mar-

### BYRD'S FEAT STIRS ENTHUSIASM HERE

Victorious Flight Hailed With  
Tributes to Commander's  
Daring and Foresight.

With the reception of news from Little America of the return of Commander Byrd and his companions from their flight over the South Pole, explorers, aviators, aeronautical designers and builders whose names are known throughout the world of aviation and scores of others offered their congratulations to the Commander and expressed their enthusiasm over the success of his efforts.

Some of these comments follow:

Anthony H. G. Fokker, designer of the plane in which Commander Byrd crossed the Atlantic—I didn't expect anything but success from Byrd and Balchen. The Commander is an excellent organizer and Balchen is a fine pilot. With all the qualities fliers need for such an expedition, they have proved the welcome he so richly deserves. The unquestioned value and possibility of the airplane.

Mayor Walker—That's marvelous news. I can sum up the way I feel about it in a single sentence. I know Dick Byrd would do it. He has made another great contribution to scientific advancement and world knowledge. The American flag will certainly look great down there. I know I speak for the people of this city when I say that we're rejoiced with him and his intrepid companions in this epoch-making exploit. We will await his return to New York with impatience, so that the city can give him the warmest welcome in this globe.

New York City has honored Commander Byrd before. It is glad to honor him again, for it feels that in a very real sense he is one of us.

Senator Governor Herbert H. Lehman—It is glorious news. Commander Byrd's successful flight to the South Pole will go down in history as one of the greatest of human exploits. Its success is all the more noteworthy because achieved in the face of great obstacles after the most painstaking preparation. The nation whose flag he has now carried to the uttermost ends of the globe rejoices with him and his gallant crew for the success they have

### BYRD'S FAMILY GETS NEWS OF FLIGHT

Virginia Governor at Capitol  
Relays News to Mother at  
Winchester.

Special to The New York Times.

RICHMOND, Va., Nov. 29.—Although he knew that his brother, Commander Richard Evelyn Byrd, intended to hop to the South Pole "about this time of the year," Governor Harry F. Byrd said in his office tonight that no one in the family or any one else had known exactly what day the plane Floyd Bennett would leave the base.

Commander Byrd's mother, Mrs. Richard E. Byrd Sr., and Thomas Byrd, his brother, received news of the successful flight at their home in Winchester.

Today Byrd flew to Richmond late today from Norfolk to get news of his brother. He had been at Chapel Hill for the Virginia-Carolina football game on Thanksgiving Day and stopped in the capital to be the guest of Governor O. Max Gardner of North Carolina. Accompanying Governor Byrd in another plane was Colonel Willard D. Newbill of his staff.

From the Executive Mansion the Governor relayed news of the flight to his mother at Winchester.

When Commander Byrd duplicated his top of the world feat by flying over the South Pole at the very bottom of the world his mother, thought it "terrific" and was "thrilled to death," she said tonight.

"I was in Winchester when we heard Dick had hopped off," she said. "My son Tom drove up there to get me when I phoned him and we went back to Winchester to wait for news. Tom, New York Times called me about 8 o'clock but said they would not release the news generally until later."

"Dick had sent me a Thanksgiving radio message a few hours before they hopped off. We are off. We were very uneasy, but I was never so happy in my life as when we heard he had landed safely back at Little America. We really were quite uneasy because this flight seemed more hazardous than anything he ever tried. Nobody knew anything much about Antarctica."

"Tom heard Dick had gone over safely he said he was 'tremendously

### President Sends His Congratulations to Byrd, Saying Spirit of Great Adventure Still Lives

Special to The New York Times.

WASHINGTON, Nov. 29.—After being informed tonight of Commander Byrd's successful flight to the South Pole and back to the base at Little America, President Hoover gave to THE NEW YORK TIMES the following message of congratulations on behalf of himself and the American people, to be transmitted by radio to Commanded Byrd:

Commander Richard E. Byrd,  
Little America:

I know that I speak for the American people when I express their universal pleasure at your successful flight over the South Pole. We are proud of your courage and your leadership. We are glad of proof that the spirit of great adventure still lives. Our thoughts of appreciation include also your companions in the flight and your colleagues, whose careful and devoted preparation have contributed to your great success.

HERBERT HOOVER.

### BRITISH APPLAUD FLIGHT AS TRIUMPH

Thrill Over Byrd's Feat Puts  
Polar Land Dispute in the  
Background.

#### NEWS EAGERLY AWAITED

German Press and People Fol-  
lowed Commander's Course  
With Keen Interest.

Special Cable to The New York Times.

LONDON, Saturday, Nov. 30.—Great Britain watched Commander Byrd's progress over the Antarctic wastes to the South Pole and his return as a magnificent adventure, and what claims he may make to any rich coal or mineral deposits over which he has flown or stalked with the American flag is an issue that is exciting no comment here.

Even the publication by New York newspapers of a summary of the State Department's answer to the British Government's year-old note concerning sovereignty over the Antarctic lands, which was read here as clearly indicating that the United States does not intend to abandon its claims based on earlier discoveries by American explorers, was not allowed to distract attention from Commander Byrd's performance or to cause a controversy almost on the eve of the five-power naval parity in London.

Hailed as Byrd Triumph.

The Daily Chronicle outstripped its London rivals this morning by alone printing a full account of Commander Byrd's South Pole flight, as transmitted to it by The New York Times and associated newspapers. The remainder of the London newspapers were able in their final editions to announce only the bare fact of the aviator's epoch-making flight with full acknowledgment of the source of their information.

The feat, therefore, was hailed here not only as a personal triumph for Commander Byrd and his three companions, Balchen, June and McKinley, but as an outstanding feat in newspaper organization.

Stupendousness is the accomplishment of a flight of 1,560 miles over the frozen wastes to the South Pole and back in 18 hours and 55 minutes in itself, it has been brought home more vividly to the public mind here by the fact that within a few hours of Commander Byrd's return to his base on the Ross ice shelf, at 10:10 o'clock London time last night, the leading newspapers of the world were able to reproduce the story of the exploit.

It has not escaped notice that scientific development, from the short-wave radio to the finest details of aircraft construction, have been pressed into use on this occasion.

Scientists, aviators and public men on every hand are expressing admiration for Commander Byrd