

WILKINS AND EIELSON MAY FLY FROM ICE-BOUND POLAR ISLAND; STORY OF TRIP REACHES WORLD

Explorers Report No New Land Sighted in Crossing Top of World.

FORCED DOWN BY STORM

Plane Barely Able to Rise After 5 Days Snow on Barren Strip.

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GREEN HARBOR, Spitsbergen, April 23.—Capt. George Hubert Wilkins started from Point Barrow, Alaska, April 15, at 10 o'clock Alaska time (presumably 10 a.m.) He was obliged to change his starting point because the runway was too short for the heavily loaded monoplane, which weighs about 1,800 pounds when empty and 3,600 pounds when loaded.

The weight of the plane necessitated a runway of about five-eighths of a mile to achieve a speed of eighty kilometers (fifty miles) an hour, so that the plane could rise.

The newly selected starting point was bad because of loose snow, which had to be hardened.

That was done to a width of four meters (about thirteen feet) so Lieut. Carl B. Eielson, pilot of the Arctic plane, was obliged to steer carefully. The ice was very uneven, adding to the danger of the start.

Sight No New Land
Captain Wilkins passed the places where Dr. Cook and Admiral Peary presumably had been and sighted "Grant Land."

The modern air explorers passed about 300 miles from the north pole. The weather was fine then, although a little foggy. The plane flew at a height of 1,000 feet and was obliged to rise a few times.

Occasionally it was necessary to ascend to 3,500 feet to get above the cloud banks.

The explorers sighted no land which had not been discovered previously.

There were no signs of animal life on the ice.

Goes South of Pole
Wilkins' trip of exploration over the top of the world was made for the sole purpose of trying to determine whether there was land where Admiral Peary thought he saw it. Wilkins purposely flew south of the north pole instead of across it, to carry out the scientific object of his flight.

Captain Wilkins took his last observation about 200 miles from Spitsbergen, but visibility then became bad.

Near Spitsbergen (the Spitzbergen archipelago) there was open sea.

Captain Wilkins knew he was near land by two pointed mountain tops he saw on Prince Karl's (Charles), Foreland, near Spitsbergen.

Then, with land in sight, a terrific snowstorm started.

Wilkins and Eielson knew they must land quickly. But landing was made difficult by the gale.

With consummate skill, Eielson managed to bring the plane to earth on Doedmansoera Island (Dead Man's Island). The plane stopped dead after a run of only thirty feet in loose snow.

Wilkins and Eielson had flown 20½ hours at a speed of more than 110 miles an hour.

Wilkins and Eielson were forced to stay five days on Dead Man's Island because of unusually bad weather for this time of the year.

Plane Buried in Snow
Snowstorm followed snowstorm, with the direction of the wind continually changing, and the average temperature 23 degrees below zero Fahrenheit.

About 3 a.m. Saturday the weather cleared and Wilkins and Eielson began to think of reaching civilization.

Until then the only things the pair could do were to eat and sleep and remain huddled up in the monoplane. It gave them a good rest, but they had heavy work in front of them before they could start their airplane, which had been almost covered with snow.

The gasoline supply was so low that fuel had to be pumped into the higher tanks so the plane could be made ready for starting.

Three times the engine was started at full speed, but the monoplane refused to budge.

The third time Captain Wilkins tried to help loosen the plane from the snow.

He got out of the plane but held tight to a rope tied to the seat in the machine so he would be able to get back.

Finally the plane started to move but it was sometime before Wilkins was able to climb board.

They had agreed that if Wilkins was unable to get back when the plane started, Eielson should fly around and try to find some people.

Wilkins had left behind a tent and provisions but had he, too, been left behind he would have been exposed to the crudest hardships of Arctic weather.

JULIUS WOCHER DIES

Former City Resident Passes Away in Detroit.

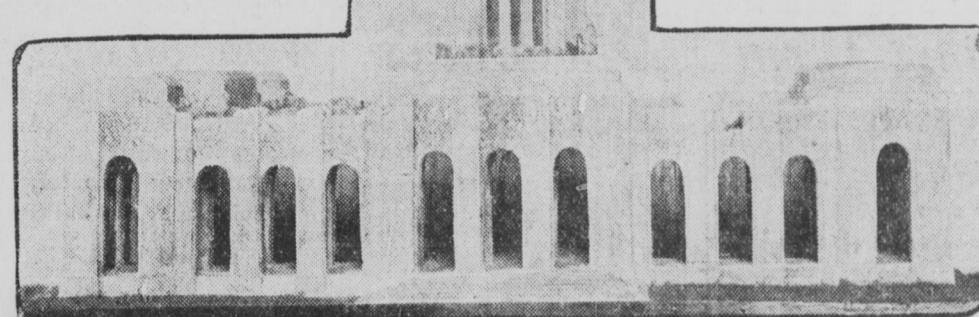
Julius Wocher, 74, former wholesale grocer of Indianapolis, died Saturday at the home of his daughter, Mrs. Robert Churchman, in Detroit. Death followed a stroke of apoplexy Tuesday, from which Mr. Wocher never regained consciousness. He had been living in Detroit for the past five years.

He was a member of the Mystic Lodge, F. & A. M., and during his residence in Indianapolis, a member of the local Board of Trade. He is survived by two daughters, Mrs. Church of Detroit, and Mrs. Herbert M. Wooten, Indianapolis; three brothers, Charles, Adolph and Frank Wocher, and two sisters, Mrs. John Kerland and Miss Louis Wocher, Indianapolis.

The body was brought to Indianapolis this morning, and burial at Crown Hill today will be private.

How Lincoln Memorial Will Appear

This model of the proposed Lincoln Memorial building to be erected at Lincoln City, Ind., on the site of Abraham Lincoln's boyhood home, was completed today and will be placed this evening in a show window of the L. S. Ayres & Co. store by direction



of Herman P. Lieber, member of the building and plans committee of the Indiana Lincoln Union.

The model was made to give the public a better idea of the building which is only part of the project for which \$1,265,000 is being raised throughout Indiana.

SEEK TO FORCE ANTI-WAR PACT

Prior Agreement May Compel France to Accept.

By United Press

WASHINGTON, April 23.—Possibility of a prior agreement among the United States, Great Britain and Germany which virtually would compel France to accept the Kellogg plan for an unqualified renunciation of war was foreseen here today.

An attempt is being made to work out a formula, under which France could join with the other powers in a treaty outlawing war without direct reference to the various reservations which France has advanced.

Although little hope was held out of reaching such a formula, it was believed this course would be the only one possible under which the French demands could be fully met while the Kellogg plan would be preserved.

In any event, it was declared, Secretary Kellogg has no intention of yielding on the point of an unconditional renunciation of war.

It was understood that London and Berlin already have intimated to the State Department they would favor the Kellogg plan if it came to a choice between that and the Briand scheme under which, according to the French draft received here, only wars of aggression not legitimized by existing international agreements would be outlawed.

The seat of Wilkins and Eielson

is a narrow and uninhabited spot. There was extreme danger in landing. The two might have starved to death on this narrow spot before help reached them, instead of being forced to remain there only five days before continuing to the little town of Green Harbor.

Their official greeting came from Radio Operator Ilmen, who was the sole official representative.

The seat of Wilkins and Eielson

has received acclaim from all parts of the world.

The little radio stations of the district were said to be overtaxed with congratulatory messages to the fliers, some from other famed explorers.

Roald Amundsen was among the many to congratulate Wilkins and Eielson.

Praised for Heroism

It was a splendid exploit—not only a sporting feat, but a flight with a plan. General Information Wilkins and Eielson obtained will be of great interest to geographical science, even though there could have been no exact observations I believe the flight to have been the most remarkable in aviation history.

Unlike trans-Atlantic fliers, Wilkins and Eielson could not count on assistance of any kind. They are as heroes, Amundsen said.

Fridtjof Nansen, one of the most famous Scandinavian explorers, said:

"It was a flight that required real heroism."

MRS. IDA JOHNSON DIES AFTER YEAR'S ILLNESS

City Woman for Thirty Years Was Native of Lafayette.

Mrs. Ida Johnson, 65, wife of Richard M. Johnson, 1719 Park Ave., died Sunday at her home after a year's illness.

Born in Lafayette, Ind., Mrs. Johnson was married to Robert A. Thayer, who died more than forty years ago, and later married Mr. Johnson. Mr. and Mrs. Johnson came to Indianapolis about thirty years ago.

Mrs. Johnson was a member of the Seventh Presbyterian Church, Arthur Court No. 5, Tribe of Ben-Hur, and Comanche Council, Daughters of Pocahontas.

She is survived by her husband, four daughters, Mrs. Clayton E. Crane of Seattle, Wash.; Mrs. Earl Blackburn, Chicago, Ill., and Mrs. Frank Perry and Mrs. Harry Knaan, both of Indianapolis; four sisters, Miss Susie Blades and Mrs. Frank Blair, Lafayette, and Mrs. Lora Rice, Chicago, and Mrs. George Alyea, Indianapolis; two brothers, B. J. Blades, Atlanta, Ga., and W. B. Blades, Michigan City, Ind., and a granddaughter, Betty Jean Lawler, Indianapolis.

Funeral services at the Flanner & Buchanan mortuary, at 3:30 Tuesday afternoon, will be conducted by the Rev. J. Ambrose Dunkel of Tabernacle Presbyterian Church, and burial will be in Crown Hill Cemetery.

ANDERSON BANKER KILLS SELF

ANDERSON, Ind., April 23.—George Mingle, 67, farmer and vice president of the Pendleton Trust Company is dead, a suicide. He shot himself through the head with a revolver.

Faulty Elimination

Diabetes! Bright's Disease! Indigestion! Kidney, Bladder and Liver troubles are caused from faulty elimination more than from any other cause. Physicians prescribe Mountain Valley Water for this (from the famous Hot Springs, Arkansas) because it is a quick, safe, diuretic eliminant—and very palatable. Phone for a case today.

Threat Writer Held Insane

PLYMOUTH, Ind., April 23.—Albert Anderson, 53, farmer near here, is awaiting confinement to the State hospital for the insane at Logansport following writing of a 143-page letter to President Coolidge in which he threatened death and demanded \$50,000. A finding of insanity in Circuit Court here saved Anderson from serving a Federal prison term imposed at a recent hearing.

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