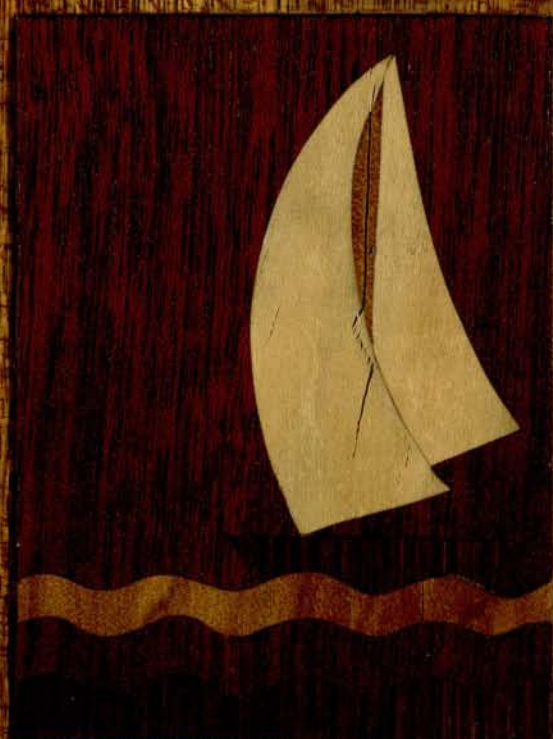


SCRAP BOOK



U.S.S.

NORTH STAR





U. S. M^s. North Star

1932.



Contributions of photos, clippings, et al
are not only welcome, but expected
from each voyager.



Project - ALASKAN EXPEDITION.

San Francisco, Calif. 4/20/35

Code 830-76

Description --- Left to right; Captain S. T. L. Whitlan, Captain of the "SS North Star", and Mr. Frank U. Bliss, Director of Construction for the Alaska Expedition.

WHEN REPRODUCING USE THIS CREDIT LINE,
PHOTO BY S. E. R. A. PHOTOGRAPH DEPT.
SAN FRANCISCO, CALIF.

DATE:

ASSIGNMENT:

FILE NO:



PCA
471-4

STYLE NO. 27-28

INSERT EMULSION SIDE DOWN

P.O. BOX 607628 • ORLANDO, FL 32860 • (407) 889-3100

Print File
ARCHIVAL PRESERVES

FILE NO.

ASSIGNMENT

DATE



Best wishes for a Merry Christmas
and Happy New Year -
Mr. and Mrs. Janssen H. Wagner

UNITED STATES
DEPARTMENT OF THE INTERIOR

BUREAU OF EDUCATION, ALASKA DIVISION
ALASKA NATIVE SCHOOL, MEDICAL, AND REINDEER SERVICE

422 BELL ST. TERMINAL
SEATTLE, WASHINGTON
May 7, 1928

Mr. S. T. L. Whitlam,
Master, U.S.M.S. BOXER,
Seattle, Washington.

Dear Sir:

As soon as possible after you have been provided with the manifest of the cargo, you will leave the Port of Seattle on the first trip of 1928, Voyage No. 15, with coal, general merchandise and school supplies for the following stations:

Akutan		Togiak
Ugashik		Goodnews Bay
Egegik		Nelson Island (Tanunak)
Iliamna		Nunivak Island (Nunivak)
Kanakanak		Hooper Bay
Kulukak	Gambell	Sevoonga

At Egegik, arrangements have been made for the discharge of the lumber and material for the construction of the new schoolhouse upon a barge belonging to the Alaska Packers' Association, as per memorandum cablegram furnished you heretofore.

The school and personal supplies destined for Iliamna Village will be discharged at Koggiung.

After discharge of the cargo for Gambell and Sevoonga you will pick up a quantity of furs belonging to the St. Lawrence Reindeer Co. and bring to Seattle.

You will have aboard as passengers Edwin W. Hunnicutt, Carpenter-teacher, en route to Egegik; Mr. and Mrs. William F. Walker, teachers en route for Kanakanak; Mr. and Mrs. Nelson H. Jones, with assignment to Tanunak; Otto W. Geist, a representative of the School of Agriculture and Mechanical Arts, Fairbanks, Alaska, en route to St. Lawrence Island; and Earl W. Rossman, photographer, with permission from the Commissioner of Education to make this trip and take pictures. Mr. Geist will be accommodated at Ketchikan but has been notified that you will have no space for freight belonging to him or his expedition. Mr. Rossman will take passage at Seward where you will stop en route to Akutan to discharge a crated skiff



Father Neptune greets
a charter member of
ARCTIC CIRCLE
Fraternal Order

Name

Date

Ship U. S. S. North Star

Captain *S. T. L. Whitlam*



for fore'sle



Sounding Near Barrow

PCN
471-7



First Ride of the Season...Pt. Barrow



Remains of Post-Rogers Plane - Pt. Barrow
(Below) Wireless Office, Pt. Barrow





Tractor-ing at Barrow



Barrow Morgan - first
white boy born at
Point Barrow



Sand Point - where we took on water



... They made the famous reindeer trek

PCA
474-9



Reindeer Butchering at Kivalina



Mr. Lopp and Arctic Sisters



Herman Sanwick and
Dr. Otto Giest en route
to Matanuska



Glen Briggs, Barbara Winn,
A. B. Cummings, Herman
Sanwick - Anchorage



Main Drag of Palmer

Director of Matanuska





Nome's 399



Eskimo Igloos at Nome



"You should have seen
Nome before the fire"



h. Jeschien



Barbara Winn Chaperones eleven Eskimos
on their first flight - Kotzebue to Anchorage



Belle of Juneau - Barb Winn
(Below) Dr. Hans Himmelheber





His nose bitten off for infidelity



Igloos at King Island

(Below) Hot Spot at Umalaska





Alaskan Bill Board



Miss Winn

"Yes, it's seven suns..."



DATE:

ASSIGNMENT:

FILE NO:

PCA
471-17





Winnstein and Parka



Eskimo Transportation



Jack Allman, Editor

Keeping Walrus Vigil



Thomas, who has tried unsuccessfully to contact the postmaster for more than four years, finally found success when he wrote Quensell, enclosing a self-addressed envelope.

ALONG THE WATERFRONT

Many Will Miss Old Capt. Lane



Jamison

Word comes from San Francisco that the Master Mariner has signed on another of the veteran Pacific Coast-Alaska skippers, Louis L. Lane.

Old-timers will remember Capt. Lane as one of the most colorful skippers to ever trod the deck of a ship. A stocky - built man of medium height, he was the sort of a red-blooded adventurer that we newspaper men call 'good copy.'

Carl Lomen, one of the Lomen brothers and member of the famous Lomen family that helped to pioneer Alaska, says that he thinks Lane went north the same year as he did—1900.

Lane, the son of a wealthy trader and mining man, managed the big Wild Goose Mining and Trading company when he was still a boy. But like many another youngster, he heard the call of the sea and started off as a trader with a small schooner.

Later he bought, or maybe he had it built, the Polar Bear, a sturdy power vessel of about 75 feet that helped to make Alaska history.

It was Lane who discovered Vilhjalmur Stefansson whose ship Karuk, an old whaler commanded by Capt. Bob Bartlett, had been crushed in the ice, resulting in the loss of the explorer to the world for about a year and a half.

It was in 1915. The Polar Bear was steaming along the west coast of Banks land when an Eskimo in the crow's nest shouted down that he saw a man walking on the island.

Ca pt. Lane thought that it would be another Eskimo, but made for a point of land and put a boat over the side. A Northwest Mounted policeman went along, and as they neared the shore he said, "Why, that looks like Stefansson."

"Nonsense," replied Lane, "Stefansson is dead."

But it was Stefansson, and as soon as Lane was sure of this fact he asked to be first ashore so that he could be the first white man to greet him. Among other things, he said "Stefansson, I got the best cook in the arctic aboard my ship, what do you want to eat?"

"Why, not a thing," replied the explorer. "We've got six months' food supply still left. Of course, it's all meat, but we've gotten on all right."

However, when Lane got Stefansson aboard the Polar Bear he insisted that he must be hungry for something that they had aboard, and finally the castaway said that he guessed he could eat a can of corn.

Then Lane did one of the amazing things for which he was famous—he sold his ship, "as is and where is," to Stefansson. "But how will you get back to Nome?" demanded the explorer.

"Don't worry about me and my boys, we'll make it all right," was the answer. And they did. First Lane cached most of the cargo of furs of the Polar Bear, leaving an Eskimo to watch over it. Then he rigged up a sled, loaded it with the most valuable of the pelts, and mushed to Fairbanks.

Lane owned another vessel in partnership with a millionaire sportsman. One day in the arctic they were steaming along with the sportsman doing the steering. Lane said that he was getting too near the rocks.

The sportsman laughed and said that Lane was scared. Now you can't call a man like Lane "scared" without getting in to trouble, so Lane said, "All right, but remember, when you hit it's your responsibility. I'm going to be the first man ashore."

They did hit and Lane was the first man ashore. He jumped overboard and swam to the Siberian coast, which was close by. The rest of the crew launched a boat and saved some tools and supplies be-

fore the vessel sank.

It was here that Lane had another of his extraordinary experiences. Two stranded Japanese sailors were in a bad way. One's feet and fingers were frozen. Lane calmly took a meat saw, amputated the suffering seaman's feet and fingers and saved his life.

For this act the Japanese government honored Lane.

For many years Lane and his family lived in West Seattle and were, neighbors of "Daddy" Standley. Then he moved to San Francisco to skipper whaling vessels out of that port for a while.

Just 10 years after the Stefansson experience, he appeared at

Nome in a three-masted whaling schooner. Among other things, he agreed to take a fresh crew of Eskimos to Wrangell island for the Lomen brothers, only to find that the former crew had been kidnapped by the Russians. On that trip he had the Snows aboard, famous African hunters.

Some years ago when Metro-Goldwyn-Mayer were looking for someone to harpoon a whale from a native skin boat for their picture Eskimo, Lane took the job, and in the picture you can see the audacious captain standing on the whale after he had harpooned it.

For the past decade Capt. Lane has been a harbor pilot at San Francisco and very much in

WITH JAMISON

accord with the life he had lived, the captain died "with his boots on." He went deer hunting, and carrying a deer down a mountain-side was too much for heart that had already been overstrained.

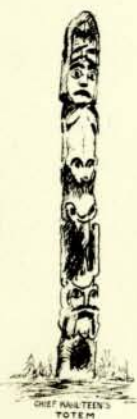
As Carl Lomen said, "We'll all miss Louis Lane, he was a real man."

—BY H. E. JAMISON.
(Jamison is heard over radio station KOMO every Monday night and Friday night.)

mail is not consigned boat, any liner may consequently all addresses must be written in nine languages to assure delivery.

Thomas, who has tried unsuccessfully to contact the postmaster for more than four years, finally found success when he wrote Queen-sell, enclosing a self-addressed envelope.

Season's Greetings



We would like to send you a totem pole
Or, a malamute pup,
But we can't this year
'Cause we're so darn hard up.

Mr. & Mrs. Ken Nelson
Angoon, Alaska.

from

**A
L
A
S
K
A**



Season's Greetings
and all good wishes

To our old Friends Etta & Frank from Waldheim.

Dec 6.

Merry Christmas & Happy
New Year again even tho I
don't happen to be a passenger
on the "North Star" like last year.
I'll never forget the 1937 Holiday
season ever, and thank you &
all for it.

Am sorry you & the boys didn't get
back to the Village Nov. 13 we waited
for you.

Sincerely
Ken & Helen Nelson
(Heidi)

This being married is
Swell!!



WHEN A MAN GETS
BACK FROM - SAY - THE
NORTH POLE, IT'S
TEN TO ONE THAT
HIS WIFE PUTS HIM
OUT TO GET HIS
EXERCISE - SHE
THINKS HE HAS
BEEN DOING
NOTHING BUT
SITTING IN AN
IGLOO AND
EATING BLUBBER
FOR TWO
YEARS!



RCA
471-24



SEWARD, ALASKA.

SATURDAY, AUGUST 15, 1936.

MS NORTH STAR IN PORT HEADS POINT BARROW

**FAMOUS SHIP AND SKIPPER
WILL COVER 10,000 MILES
AND MAKE 50 STOPS**

Bound for the farthest-north tip of United States possessions, Point Barrow, the MS North Star, Capt. S. T. L. Whitlam, docked Wednesday. The rail was lined with smiling, waving passengers, giving the air of an excursion ship to the sturdy service vessel of the Office of Indian Affairs.

Heavy Cargo

A cargo of 1,440 tons of freight from Seattle, ranging from peanuts to a huge shafting for the river steamer Nenana, on the Yukon river, jammed the hold and deck of the North Star. Quantities have been delivered en route. One hundred tons go ashore here. Lumber is lashed to the deck.

Between Seattle and Barrow and return the vessel will make 50 stops. St. Lawrence and the Diomedes will be visited on return. The roundtrip, Seattle to Barrow, is 10,000 miles.

Making Town

Captain Whitlam, noted Arctic navigator, figures reaching Barrow September 8; the MS Boxer, now in Bristol bay, will aid in distributing supplies to various points. The question of time is a vital factor, as the ice may set in at Point Barrow any time after September 15.

At Seward the North Star takes on 600 tons of Evan Jones sacked coal, and the ship may be in port for five days. A group of the passengers are today making the trip to Palmer, a special speeder coming from Anchorage to make the trip.

Point Barrow Is Home Sweet Home to Sergeant Morgan

Stanley Morgan, the man who broke the story of the airplane deaths of Will Rogers and Wiley Post to a shocked world, is aboard the MS North Star, returning to his Far North Signal Corps post at Point Barrow. With Master Sergeant Morgan are his wife and children.

For his efficient services in the tragedy, Morgan was honored with the Congressional medal.

It was Sergeant Morgan who met Colonel Charles A. and Mrs. Lindbergh when the famous couple were on flight to the Orient.

He is taking north a specially constructed greenhouse in which he expects to cultivate the best there is in vegetables and flowers.

Passenger List

For Barrow—Sergeant and Mrs. Stanley Morgan, Beverly and Barrow Morgan; Rev. and Mrs. Fred Klarkner, Dr. and Mrs. Maurer, Mrs. George.

For Deering—Mr. and Mrs. O. E. Edd.

For Gambell—Mr. and Mrs. T. P. Hinckley, Teddy Lahore Hinckley.

For Kotzebue—Valerie Pawlak, Glenn Briggs.

For Mt. Village—Helen Leake.

For Nome—Ann Barnharth.

For Seward—Irene Hauger, Mr. and Mrs. Gunnar Engebret, Mrs. John Wirum, Harold Wirum, Mr. and Mrs. Robinette, Mr. and Mrs. Daniel Ender, Otto M. Geist.

For Shaktoolik—Mr. and Mrs. A. W. Payne, John Payne.

Other passengers aboard the North Star are: Louise Jeschien, Charles W. Hawkesworth, Miss K. Smith, Major and Mrs. L. D. Soper, Miss Barbara Winn, Arnold Ned.

THE ESKIMO ROUTINE



An Eskimo mother and child. Eskimo means "eater of raw flesh." However, most Eskimos cook their meat when convenient . . . The Eskimos of Greenland have been Christians for centuries. They even have their own literature, books written by Eskimos, in their own dialect, for Eskimo readers. There are approximately 40 thousand Eskimos in the world, 16 thousand in Greenland, which belongs to Denmark. Their origin is unknown.

PCA
471-26



(Above). An Eskimo goes fishing along the base of one of the huge Greenland glaciers. With the exception of a narrow ledge along the seashore, the entire country is covered by ice which averages 1000 feet thick . . . (Right) The average Eskimo family sleeps fully clothed in banch-like beds in a single room. Individual beds are a luxury . . . (Left) A baby tries its new "store cap."



"I think maybe she's just cold, Mr. Byrd"

LAST TIME I WAS INUIT, I WENT TO



Greenland whalers furnish food, fuel and light for Eskimos. A single whale may furnish 275 barrels of oil and 3,000 pounds of whalebone. Eskimos use the oil for fuel and light, the whalebone for boat frames and weapons . . . (Left) Eskimos are being taught personal hygiene at mission schools established in Greenland by Danes.



from
The Alaska Press
"Quality Printing"

BOX 1181

JUNEAU, ALASKA



Capt. Whittle's new car





WANDERLUST? TRAVEL BUG?

A bear's desire to see the other side of the mountain?

Perhaps. But whatever the cause, there remained no alternative. Where my vagabonding took me was relatively unimportant; any spot on the globe sounded intriguing. Mere mention of Singapore, Shanghai, Hongkong, Manila, Bahia, Nome, Timbuctoo—magic names—and I was (still am) rarin' to go.

So pack my trunk I did, soon after graduation in May, 1935. By a happy set of circumstances, my course was northward set. Yes, it was the spell of the Yukon, or the call of the north, that finally won out—over the lure of the South Seas, shall we say?

Twenty-four hundred miles north I sailed, and disembarked at Juneau, Alaska, the capital of Uncle Sam's richest reserve, on July 4. After enjoying a leisurely three weeks of fishing, flying, boating, glacier-gazing, and beach-swimming, my vacation abruptly changed to vocation. A new paper sprang into existence—the *Alaska Daily Press*. I became the waterfront-society-city reporter. Three ex-*Daily Cal* people are now working on this prosperous little sheet: Sherwood Wirt '32, city editor; James Mattox '33, advertising manager; and Louise Murrish '35, reporter. On the rival *Daily Alaska Empire* Ethel Elvin '35 is society editor.

Juneau is a cosmopolitan city of 7,000 population. Thirty thousand tourists from all parts of the world traveled there last summer; navy maneuvers, coast guard calls, army activities, scientific expeditions, and increased mining activity (because of the rise in gold value from \$20.67 to \$35.00 an ounce) brought an added number of visitors. Social life, centered around the Governor's mansion, was abundant. Big game night in '35 we rounded up over 200 college graduates from universities all over the world. Our "college night" dinner dance was replete with pennants, wings, yells, floor show, even "O Sole Mio" rendered by a University of Moscow baritone. Newspaper work led to interviews with the late Will Rogers and Wiley Post, Rex Beach, Stewart Edward White, Rockwell Kent, Corey Ford, Father Hubbard, Dr. Ales Hrdlicka, Marian Nixon, senators, and congressmen.

But partaking of Juneau's gay life and Swiss-Norwegian fjord scenery was only a teaser. We were living in the southeastern tip of a vast territory one-fifth the size of the United States. We kept telling ourselves, "Some day we're going to see Alaska. We want to see more than salmon, halibut, totem poles, Indians and the Alaska-Juneau mines. How are the rest of Alaska's 60,000 people living: the Eskimos, Aleuts, Matanuska colonists, traders?"

So, on August 7 last year, it was anchors aweigh.

THE CALIFORNIA MONTHLY FOR APRIL 1937

I embarked on a 142-day, 10,000 mile voyage along the entire Alaskan seacoast to Point Barrow, a thousand miles from the north pole. Duty of the U. S. S. North Star, skippered by Capt. S. T. L. Whitlam, was to bring annual supplies to isolated Indian and Eskimo villages; my duty was to write a Bureau of Indians Affairs report and wire the ship's progress through the ice floes, plus any unusual Arctic adventures, to Associated Press.

En route to the Bering Sea a group of us made a 150-mile trip via the Alaska Railroad from Seward, on the coast, to Palmer, where 175 Matanuska families flourish. It was a glorious day, 80 degrees in the shade. Contrary to popular belief, the Mid-Westerners are getting along ship-shape. From the very start these "pioneers" have been the chosen people. Each family was virtually given a 40-acre tract, a choice between one of five attractive homes, overstuffed furniture, washing machines and radios. The community center, laid out according to architectural and landscape plan, consists of power plant, garage and machine shed, warehouse, commissary, wood working and blacksmithing shop, creamery, cannery and packing plant, modern hospital, residence hall, cobbler shop, barber shop, curio shop, post office building, a number of residences, radio station, community hall and school house.

Matanuska is also equipped with electric lights, steam heat, hot and cold water, sewer and telephone system. Hardships of the north? No wonder Alaskans scoff at the outsider's impression of the Territory, at those banal phrases: Seward's icebox, Uncle Sam's attic, a land of icebergs and polar bears. If one must be bromidic, better to call it a land of opportunity, an unknown wonderland.

Matanuska Valley, enclosed by a snow-capped range and the highest mountain on the North American continent, Mt. McKinley, may be approached by highway, train or plane. One could not ask for a more "livable" place; a tourist could not expect a more beautiful playground.

We paid \$7,200,000 for this whole resourceful country—2 cents an acre—and as yet, it is unscratched. Minerals produced since our purchase in 1867 have amounted to \$700,000,000. The total fish value, Alaska's greatest industry, was \$30,000,000 in 1935, and the fur catch that same year totaled well over \$2,000,000. Alaska's primary need, as Governor John W. Troy recently pointed out to Congress, is population, particularly young people with vision to develop the Territory's resources.

After returning from Matanuska to Seward, we re-embarked and proceeded southwest and then through Unimak Pass in the Aleutian Islands and north to new experiences. In Teller, a small settlement

(Please turn to page forty-five)



An Eskimo mother and daughter (top) typify change in Alaska—daughter is a stenographer. Next, the U. S. S. North Star is seen anchored off Point Barrow, one thousand miles from the north pole, and most northern point in the author's voyage. In the center, a group of Eskimos is shown by a typical Eskimo house in Nome. Despite popular opinion, Eskimos do not live in ice-houses, but in houses often made of drift-wood and walrus or reindeer skins. Next, Matanuska Valley's New Deal school house is pictured. At the bottom, is the author, Louise Jeschien, seated on the North Star's deck rail.

the Pueblo Indians and could not help wondering if this or that strange, interesting individual might not be a descendant of one of the builders of Mesa Verde. We saw the lovely house warming ceremony, Shalico, at Zuñi; two ceremonies for rain, the Butterfly Dance and the Snake Dance in Hopi land; and a ceremony for the hunt, the Buffalo Dance in one of the Rio Grande pueblos at Santa Clara.

The Pueblos have developed these dances to artistic perfection with their fine knowledge of color relations, art of gesture, and symbolized expression and perfect rhythm.

The more we saw of their works of art, their accomplishments and became familiar with their contributions to mankind in even the practical sense, such as corn and tobacco, the more we grieved that the materialistic western civilization had to overcome them so soon. They were absolutely unprepared to combat such a civilization, but in esthetic, ethical and social culture they surpassed the Europeans although they fell far short in material development. What would they have attained if left undisturbed for a few centuries longer? We wondered.

From Berkeley to Barrow

(Continued from page 19)

north of Nome, I met two Berkeley women, Mrs. T. A. Peterson and Miss Adella Vollmers, who operate a trading post. Both had attended the University. The kindred spirit feeling was mutual so we celebrated the occasion by feasting on ptarmigan, Arctic lettuce, blue berries, and wild cranberry jelly.

Crossing the Arctic Circle, about 6,000 miles from home, I was again impressed with the smallness of this world. "Sparks," our radio operator, contacted the Psi Upsilon house at Berkeley direct. "Just a minute," he told Charley Simpson at the other end, "I'll let you talk to a fellow Californian." So, for a half hour or more Berkeley and the Arctic exchanged greetings. I was a proud citizen that night.

A few minutes later the skipper blew 13 whistles to announce the opening exercises of our Arctic Circle initiation, the first in the history of the Northland! Thirteen of us sailing cheechakos (newcomers) were forced to be dunked blindfolded in a pail of icewater, grip the icy hand of a full-fledged Father Neptune, receive the sign of the walrus, and eat muktuk (whale blubber).

What the government is now doing for Alaska's 30,000 natives—Eskimos, Aleuts, and Indians—is extraordinary. It provides free schools, hospitals, traveling nurses who administer aid by dogteam and plane, transportation from one port to another, and the Eskimo reindeer industry. Reindeer have been transplanted from Siberia that fur-clad natives may have food, shelter, and clothing. Were it not for these 750,000 reindeer, the world's largest herds, the Eskimos would have famished by now, for the introduction of the white man's gun has depleted their stock of walrus, whale, and seal.

Over a million dollars is spent annually in native education and medical relief. Scattered throughout the Territory are 103 schools for natives alone; scholarships to colleges in the States are given to 17 outstanding natives each year. Seven hospitals maintained by the Federal Government meet the medical needs.

Sunny Californians, when considering Alaska, cannot seem to think beyond the weather stage. "How cold does it get," they invariably ask. And the answer is that Alaska is a country of seasonal contrasts varying according to location, in

Mitchum, T

INVEST
SECUR

GEORGE E. JONES '15	COLIS MITCH
CARL B. JOHNSON '13	HARVEY RON
ELMER H. TUCKER '17	ORRA C. HYD
J. ROBERT SHUMAN '24	GERALD SECO
ROBERT R. KINKEAD '27	BERT R. JONE
JAMES L. SHARP '30	B. DURWOOD
DON S. FOWLER '36	

405 Montgomery Street
SAN FRANCISCO

SACRAMENTO SAN JOSE OAKL



"HARD LUCK"

© GROHMAN-
THANE

PORT ALEXANDER ALASKA



Mitrophan Island, Alaska,
November.

436.



C. GROHMAN
THANE

WARM-SPRING-BARANOF, ALASKA.

1940

PCA
471-34



ST CLAIR DUNEDIN NZ 1912

ERP

PCA
471-35



Josephine
CURRIE

PCA
471-36

Reindeer Point, Greenland.
Seattle, Wash. Jan. 14 1938.

Capt. Frank Whitlan:

W7BES
STILL CHASING WEATHER AND AURORA STOP HOW IS EVERY*
THING GOING STOP THIS IS A TOUGH COUNTRY STOP HAVE
HAD MANY EXPERIENCES HAVE A FINE BOAT BUT SHE IS
FAST IN THE ICE NOW STOP PLEASE GIVE MY REGARDS TO
HERMAN COMMA AND TOO ALL THE GANG UP AND DOWN THE
COAST STOP WITH KINDEST REGARDS Operator

Capt. C. J. McGregor

WLYH-ARMY AMATEUR RADIO-W7BES
2125 THIRD WEST
SEATTLE, WASHINGTON



Six days ashore, not a word was heard from the ship. And on the seventh—holystone the deck and scrape the cable. But all the time keeping his weather eye open for the quarter deck, a deck that he has been treading the past 30 years.

The other day, a few hours before Captain Whitlam drew his ship, the MS North Star, away from the Seward dock, heading for Seattle, he talked in a matter-of-fact way about his experiences—voyaging about the South American coasts; rescuing ships; fur crews from the Bering; trading along the Siberian coast; his historic rescue of the crew of 35 men from the ice-bound supply ship Lady Kindersley, a rescue that required five days to complete, and which was conducted over vast stretches of ice, carried on under his direction by his own crew and his native dog sleds.

RESCUING CREWS

This amazing rescue occurred in the fall of 1924, at a time when Captain Whitlam was lying at Point Barrow with his ship, the U. S. SS Boxer. The Lady Kinders-

(Please turn to Page 3.)

SEWARD ALASKA SATU

SAILING ARCTIC SEAS LIFE WORK CAPT. WHITLAM NOTED SKIPPER

(Continued from Page 1.)

ley got caught in the ice northwest of Barrow and had been drifting in its relentless grip for 24 days when Captain Whitlam got the position by wireless, four miles across a bleak waste of wind-swept ice. Gathering a force of natives with their dogsleds, and his crew members about him, the rescuing party started off, and brought the last man out five days later.

Seven years before, off the Peruvian coast, bound for Callao with the MS Ruby, he sighted two lifeboats miles off making painful headway beneath the scorching rays of the southern sun. Going alongside, he found 30 men and the captain's wife, from the big MS Portland, bound for Callao, cargoed with petroleum products the same as the Ruby. The ship had caught fire and to escape impending explosions the crew hastily took to the boats, the captain's wife garbed only in night clothes. They presented a pitiful sight, red-lipped, and Captain Whitlam faces and hands masses of red blister.

With water supplies running low, Captain Whitlam found it necessary to land the castaways at Pis- co, 60 miles from Callao.

A year later he rescued the crew from the burning tuna cannery ship John G. North off the coast of Mexico, a number of whom he delivered to San Pedro, while others were disembarked at Cape San Lucas where the company operated a cold storage plant.

IN FRUIT TRADE

Just prior to 1906 Captain Whitlam sailed in the SS Arzoba on the East coast in the fruit trade, covering Cuban and state ports, a ship that docked at Seward a few days ago, now the SS Northwestern. What may not be generally recalled, the Northwestern made its first trip to Alaska, Nome 1906, under the old name of Arzoba. Whitlam was aboard this trip, and stopped in the North taking over the Augusta C, which he operated as skipper for two seasons.

Here is fairly accurate chronological record covering Captain Whitlam's nautical career, a career that makes him stand out as the most noted of living Arctic navigators.

In 1900 he was fur-sealing in the Bering Sea aboard the schooner Ocean Bell. In 1902 and 1903 he sailed Puget Sound and Alaskan waters aboard his own schooner, the Rosie. Following this he was in the Cook Canning Company, doing business at Blaine, Washington; also with the Alaska Packers Association, same place.

SIBERIAN COAST

Then in 1905, 1906 and 1907 came his experiences with the Arzoba now the Northwestern, and the Augusta C. Followed in succession the auxiliary schooner Mary Sax, and from her to the U. S. Mercantile Co., Nome, in schooner trade out of Nome along the Siberian coast, dealing in fur and trade goods.

He was in northern coastwise and Arctic trade aboard the Alaska in 1914, a vessel that was afterward bought by the Steffanson expedition and used in their Far-North ventures. In 1915, and 1916 he sailed the Arctic and the Eunice for the Kuskokwim Transportation Company, continuing with the same company through 1920, master of the Ruby and later the Bender Brothers for the Hudson Bay Co.

Engaged in the Alaska trade during the summer months, and in the South American trade in the winter, here was a period of years, said Captain Whitlam, that he knew nothing of a winter day.

With the Hudson Bay Co. he sailed out of Vancouver, and made voyages to Hirschel Island, delivering trade supplies to the company's various Far-North stations. In the spring of 1920 he was back on the Ruby and sailed to Callao again, and on the same vessel returned to Hirschel Island.

BRIGANTINE BOXER

He jumped from Siberia to Norfolk, Va., in 1922, taking along a government commission to bring to the West coast the brigantine

Boxer, former Navy training vessel and now a supply ship for a South Pole exploration party, and for the succeeding 10 years covered Alaskan and Arctic waters for the Alaska Division of the Department of Indian Affairs, carrying nurses, teachers back and forth, and delivering school and hospital supplies to scattered government stations.

In 1932 he took appointment as superintendent of construction for a new ship to be put into service, a vessel that he was later to command—the MS North Star.

CARRIED NOTABLES

During his years of service with the Boxer and later with the North Star, Captain Whitlam carried many notable—Governor Wm. Sulzer, of New York; his brother Chas. Sulzer, delegate from Alaska; Walter Johnson, head of the Union Construction Co.; the Steffanson party; governors, congressmen, scientists, authors.

As already noted six weeks will be required to put the North Star in condition, a thorough cleaning and repainting to be part of the overhaul upon her arrival at Seattle today. Sailing from Seattle the middle part of May the ship will touch at the following points en route to St. Lawrence Island, all in the interests of the Alaska Bureau Division of the Department of Indian Affairs:

Ketchikan, Metlakatla, Hydaburg, Klawak, Wrangell, Petersburg, Angoon, Kake, Sitka, Juneau, Douglas, Haines, Hoonah, Yakutat, Cordova, Tateltk, Valdez, Chenega, Seward, Kodiak, Old Harbor, Attak, Kanatak, Perryville, Belkofski, King Cove, Akutan, Dutch Harbor, Ugashik, Naknek, Kanakanak, Kulak, Toziak, Good News Bay, Bethel, Nelson Island, Nunivak Island, Hooper Bay and St. Lawrence Island—Gambell and Savonga.

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50
51
52
53
54
55
56
57
58
59
60
61
62
63
64
65
66
67
68
69
70
71
72
73
74
75
76
77
78
79
80
81
82
83
84
85
86
87
88
89
90
91
92
93
94
95
96
97
98
99
100
101
102
103
104
105
106
107
108
109
110
111
112
113
114
115
116
117
118
119
120
121
122
123
124
125
126
127
128
129
130
131
132
133
134
135
136
137
138
139
140
141
142
143
144
145
146
147
148
149
150
151
152
153
154
155
156
157
158
159
160
161
162
163
164
165
166
167
168
169
170
171
172
173
174
175
176
177
178
179
180
181
182
183
184
185
186
187
188
189
190
191
192
193
194
195
196
197
198
199
200
201
202
203
204
205
206
207
208
209
210
211
212
213
214
215
216
217
218
219
220
221
222
223
224
225
226
227
228
229
230
231
232
233
234
235
236
237
238
239
240
241
242
243
244
245
246
247
248
249
250
251
252
253
254
255
256
257
258
259
260
261
262
263
264
265
266
267
268
269
270
271
272
273
274
275
276
277
278
279
280
281
282
283
284
285
286
287
288
289
290
291
292
293
294
295
296
297
298
299
300
301
302
303
304
305
306
307
308
309
310
311
312
313
314
315
316
317
318
319
320
321
322
323
324
325
326
327
328
329
330
331
332
333
334
335
336
337
338
339
340
341
342
343
344
345
346
347
348
349
350
351
352
353
354
355
356
357
358
359
360
361
362
363
364
365
366
367
368
369
370
371
372
373
374
375
376
377
378
379
380
381
382
383
384
385
386
387
388
389
390
391
392
393
394
395
396
397
398
399
400
401
402
403
404
405
406
407
408
409
410
411
412
413
414
415
416
417
418
419
420
421
422
423
424
425
426
427
428
429
430
431
432
433
434
435
436
437
438
439
440
441
442
443
444
445
446
447
448
449
450
451
452
453
454
455
456
457
458
459
460
461
462
463
464
465
466
467
468
469
470
471
472
473
474
475
476
477
478
479
480
481
482
483
484
485
486
487
488
489
490
491
492
493
494
495
496
497
498
499
500
501
502
503
504
505
506
507
508
509
510
511
512
513
514
515
516
517
518
519
520
521
522
523
524
525
526
527
528
529
530
531
532
533
534
535
536
537
538
539
540
541
542
543
544
545
546
547
548
549
550
551
552
553
554
555
556
557
558
559
560
561
562
563
564
565
566
567
568
569
570
571
572
573
574
575
576
577
578
579
580
581
582
583
584
585
586
587
588
589
590
591
592
593
594
595
596
597
598
599
600
601
602
603
604
605
606
607
608
609
610
611
612
613
614
615
616
617
618
619
620
621
622
623
624
625
626
627
628
629
630
631
632
633
634
635
636
637
638
639
640
641
642
643
644
645
646
647
648
649
650
651
652
653
654
655
656
657
658
659
660
661
662
663
664
665
666
667
668
669
670
671
672
673
674
675
676
677
678
679
680
681
682
683
684
685
686
687
688
689
690
691
692
693
694
695
696
697
698
699
700
701
702
703
704
705
706
707
708
709
710
711
712
713
714
715
716
717
718
719
720
721
722
723
724
725
726
727
728
729
730
731
732
733
734
735
736
737
738
739
740
741
742
743
744
745
746
747
748
749
750
751
752
753
754
755
756
757
758
759
760
761
762
763
764
765
766
767
768
769
770
771
772
773
774
775
776
777
778
779
780
781
782
783
784
785
786
787
788
789
790
791
792
793
794
795
796
797
798
799
800
801
802
803
804
805
806
807
808
809
810
811
812
813
814
815
816
817
818
819
820
821
822
823
824
825
826
827
828
829
830
831
832
833
834
835
836
837
838
839
840
841
842
843
844
845
846
847
848
849
850
851
852
853
854
855
856
857
858
859
860
861
862
863
864
865
866
867
868
869
870
871
872
873
874
875
876
877
878
879
880
881
882
883
884
885
886
887
888
889
890
891
892
893
894
895
896
897
898
899
900
901
902
903
904
905
906
907
908
909
910
911
912
913
914
915
916
917
918
919
920
921
922
923
924
925
926
927
928
929
930
931
932
933
934
935
936
937
938
939
940
941
942
943
944
945
946
947
948
949
950
951
952
953
954
955
956
957
958
959
960
961
962
963
964
965
966
967
968
969
970
971
972
973
974
975
976
977
978
979
980
981
982
983
984
985
986
987
988
989
990
991
992
993
994
995
996
997
998
999
1000

VIA AIR MAIL

REGISTERED

1628

Return Receipt Requested
FEE PAID

MR JOHN KALERAK
U.S.M.S. NORTH STAR
BYRDS ANTARCTIC EXPOSITION
BALBOA

PANAMA CANAL ZONE

434 Fed. Office Bldg SEATTLE, WASH.

THE SEATTLE SUNDAY TIMES

CUTTER BEAR WILL BATTLE ICE FLOES AS MODERN MOTORSHIP



Ship With Coal Races Ice Floes At Point Barrow

SEWARD, Alaska, Saturday, Aug. 17.—(U.P.)—Racing against Arctic ice, the motorship North Star of the United States Bureau of Indian Affairs, rushed a cargo of coal for government use toward Point Barrow today.

Capt. S. T. L. Whitlam said he hoped the ship would be able to get through and out again before ice floes, jamming against the shore line, closed the far northern port for the winter.

Officers of the Coast Guard cutter Northland, however, en route south after her annual visit to the village, thought it inadvisable to turn back for the bodies of Will Rogers and Wiley Post, killed in a plane crash fifteen miles south of Point Barrow.

There is little fuel on the Arctic coast and coal must be shipped in. Eskimos use either kerosene or whale blubber to heat their homes.

After being retired by the Coast Guard as too old and too slow for service, the old cutter Bear is being converted into a modern motorship for the Byrd Antarctic Expedition. The Bear, a barkentine-rigged wooden-hull vessel, is shown at the left among huge ice-

bergs off Nome during the heyday of her service for the government. At the right is the steamship Corwin, a former United States revenue cutter. Upper right: Capt. Claude Stanley Cochran, the Bear's most widely-known commander, who was her skipper during her cruises as a mercy ship to Bering Sea and the Arctic.—Photo by Harry Lomen.

RA
471-40



Engine Room Officers



John Kalerak
U.S.M.S. North Star
Byrd's Antarctic Expedition
Little American

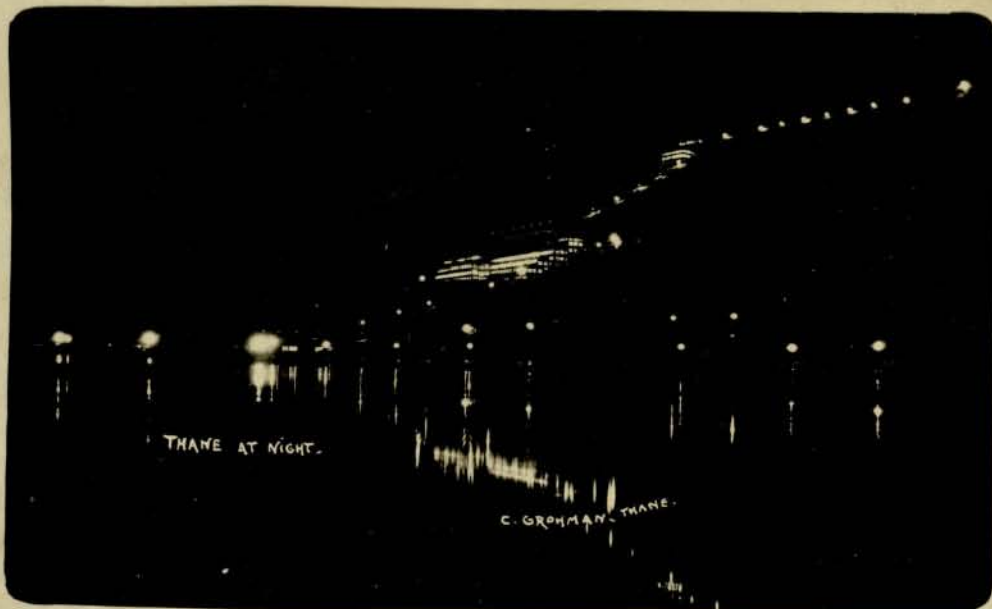


Capt. S. T. L. Whitlam

To Harold Bullis

441-Federal Office Build.
Office of Indian Affairs,
Seattle

Washington.



PCA
471-42

After.....days, return to
A. POLET,
Box 39,
NOME, ALASKA.



Rec 9 AM apr 8-

Mrs. Etta M. Whitlam

Seattle

Wash.

Telephone No. 9070 Sunset

7203 Palatine



*MEETING OF MEMBERS ALASKA UNION FISHERIES
PORT CONCLUSION*



*WARM SPRING BARANOFF ISL.
ALASKA.*

*C. GROHMAN, THANE A.
N 6809.*

FCA
471-43



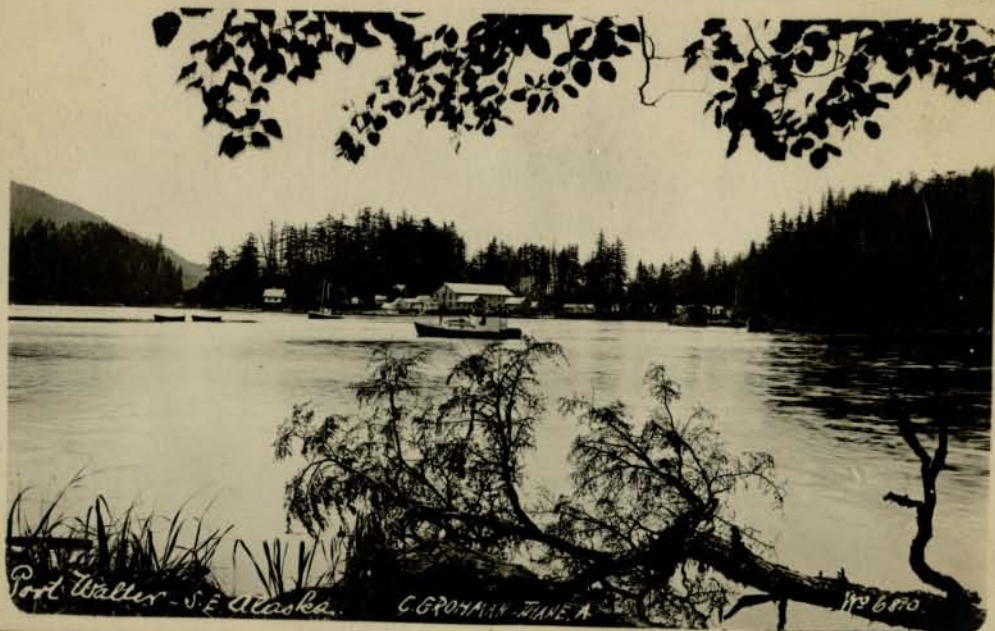
RED BLUFF BOY - ALASKA

N. 201



Just a few dollars

PCA
471-44



Port Walter - S.E. Alaska.

C. G. ROYAL - JUNE 1910

119 6 170



View of Main Street



PCA
471-45



PCA
471-46



Now School

S-163 Federal Bldg. and Post Office - Ketchikan, Alaska

School

Hospital

Fed. Bldg

Presbyterian Church



Nipped in the Arctic Ice



Thwaites, 2003

Emmons S.E. Alaska



Leaving Seattle



PCA
471-48



PCA
471-49





Alma & Ollie with Charmain & Leo Port Bassend
Morris



New England

U.S. M. S. North Star
Valparaiso, Chile

Capt. S. P. L. Whittam

Mr. Whittam

Could you please have the office or you send me one check by Air Mail so that I can have it here. If they will not send it will you advance me the same amount.

Would appreciate it very much if you would. It'll take nine days by Air Mail to here. Will be back in here around the last of March.

yours truly
Wm Lee
Sailor U.S. M.S. North Star
over.

Please send to care of American
Consul at Valparaiso, Chile,



MAGNANELLI & MIGLIERINA

CALLE SAN LUIS 1859

U. T. 309 Y 943

MAR DEL PLATA

KINDLY
address me

"City BANK"
Buenos Aires
ARGENTINA

PCA
471-52

Mar del Plata, Nov 22 de 1941

Capt. S. T. L. Whitlam:

Friend:

You'll remember our first meeting in Petersburg in March 1927 + later our departure for Dutch Harbor in September same year from Nome aboard the world renowned ship the BOXER.

Providing you still make Nome will you please kindly visit Miss Mildred Maynard + suggest to

You'll remember my invitation to you in Petersburg May you be glad you came, happy while you are here + sorry when you are leaving.



MAGNANELLI & MIGLIERINA

CALLE SAN LUIS 1859

U. T. 309 Y 943

MAR DEL PLATA

Mar del Plata, de 194.....

2-

her that she come to
Argentina as it is so much
better than NORTH AMERICA

I know you are familiar
with the coast line of Peru
However this is so much
different + the people here are
White people.

Before you pass to another world
why do you not visit Buenos Aires
the ~~the~~ wonder city of this World
Success

Al Buoy

Marcos BUOYE,

4 "City Bank"
Buenos AIRES

Should remember you paid me in full for Volume
at Hotel Harbor + you said if the book was
not received there would be another dead book
as per T

PCA
471-54

OLD IRONSIDES

Mr. Firit: An old salt says that the old U. S. S. Constitution was built by the U. S. government at Boston. I say it was originally an English ship. Who is right?—M. E. M., Bremerton.

Your old salt is correct, except for a minor detail. She was not built directly by the government, but contracted for from Hartt's shipyard, Boston. She was designed by Joshua Humphreys of Philadelphia and laid down in 1794, being launched three years later. Interesting to note, the bolts that held her together and the copper sheathing on her bottom were furnished by the foundry of Paul Revere.



MAGNANELLI & MIGLIERINA

CALLE SAN LUIS 1859

U. T. 309 Y 943

MAR DEL PLATA

CAPTAIN

S. T. L. WHITLAM

7203 PALATINE

Seattle, Washington

NORTE AMERICA



PCA
471-55



Oldtime Sourdough Taught The World How To Spell Igloo

SEATTLE. — 81-year-old M. J. Farrell, an Alaska gold rush stamper, delights in giving his version of how the word igloo came to be spelled with the letter "i."

At the time of the gold rush, the word appeared in all dictionaries as eglo, apparently because that is the way it sounded when the natives said it, he explained.

He was urged to become postmaster at Marys Igloo (Eglo), a mining settlement near Nome, and wrote the postmaster-general at Washington about it. In ensuing correspondence, Washington officials insisted on referring to it as Marys Eglo. Each time Farrell replied with Marys Igloo.

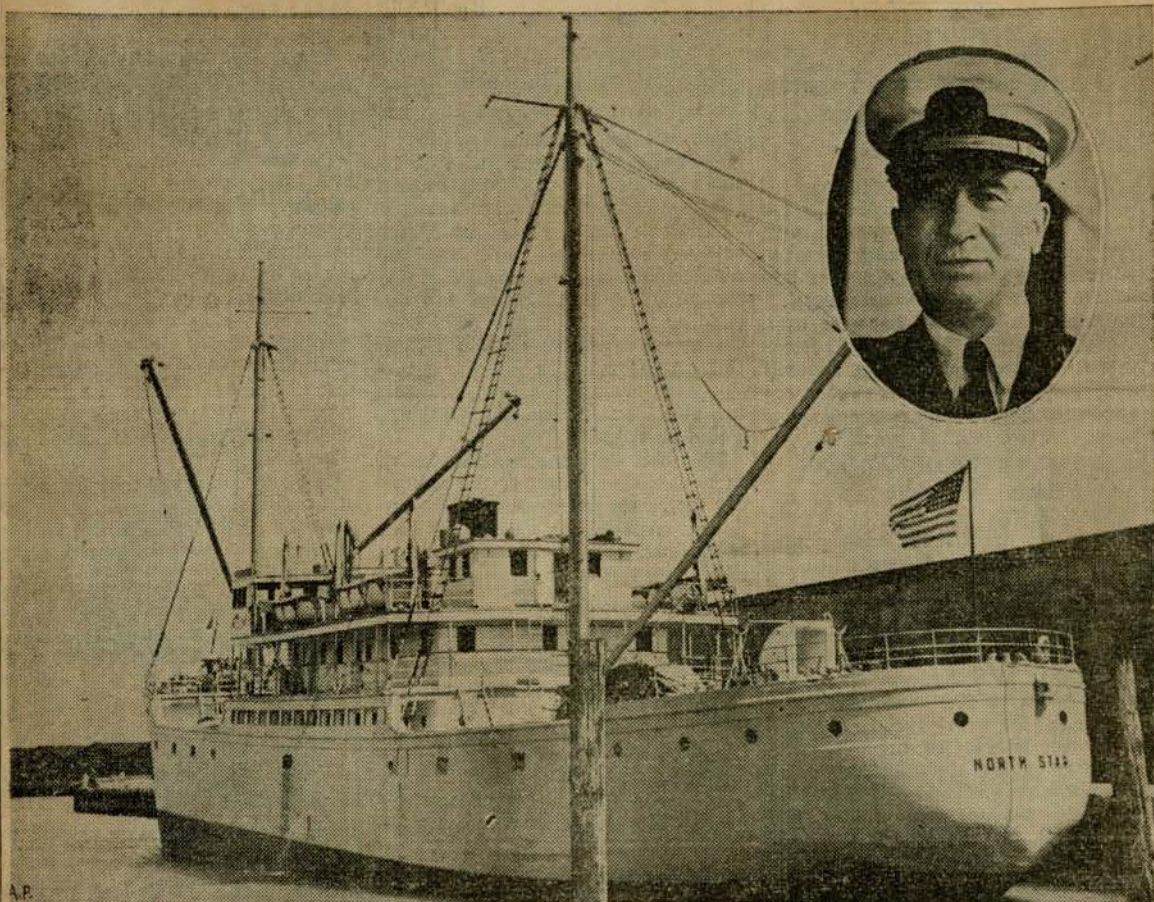
When Washington forwarded the post office stamp—it was spelled with a capital "I." From that time on, Farrell says, it appeared as igloo in dictionaries.



Seasons Greetings

Mrs Mrs R.S. Vincent

MAYFLOWER—MODEL, 1935



Carrying the first contingent of Midwest drought victims, who are to start the Government's experimental farm colony in the fertile Matansuka valley, Alaska, and their supplies, tools and tractors, the Motorship North Star sails from this port tomorrow. Inset is Captain S. T. L. Whitlam, commanding the North Star.

Alaska Colony Vanguard Will Sail Tomorrow

While 1000 drought stricken men, women and children of the Middle West were bidding farewell to friends, the vanguard of a modern pilgrimage to the land of the Eskimo and the narwhale was loading the last of equipment aboard the motorship North Star here yesterday.

Tomorrow, the 120 single men who fare forth to break virgin ground in a rich Alaskan valley, will set their compass for the modern Plymouth Rock.

Two weeks hence the impoverished victims of dust and drought in Michigan, Illinois, Minnesota and the Dakotas, will leave here to start life anew under the guidance of their patron saint—Uncle Sam.

NO FLINTLOCKS

There will be no flintlocks, no powder horns, no wooden plow shares and no oxen aboard the North Star. There will be no hostile tribes to meet in the Matanuska valley, near Anchorage.

Instead, the motorship will be freighted with tractors, modern farm machinery and food for an economic army. After them will come physicians, dentists, nurses, teachers. At their fingertips will be radio dials, at their command the credit of a Nation.

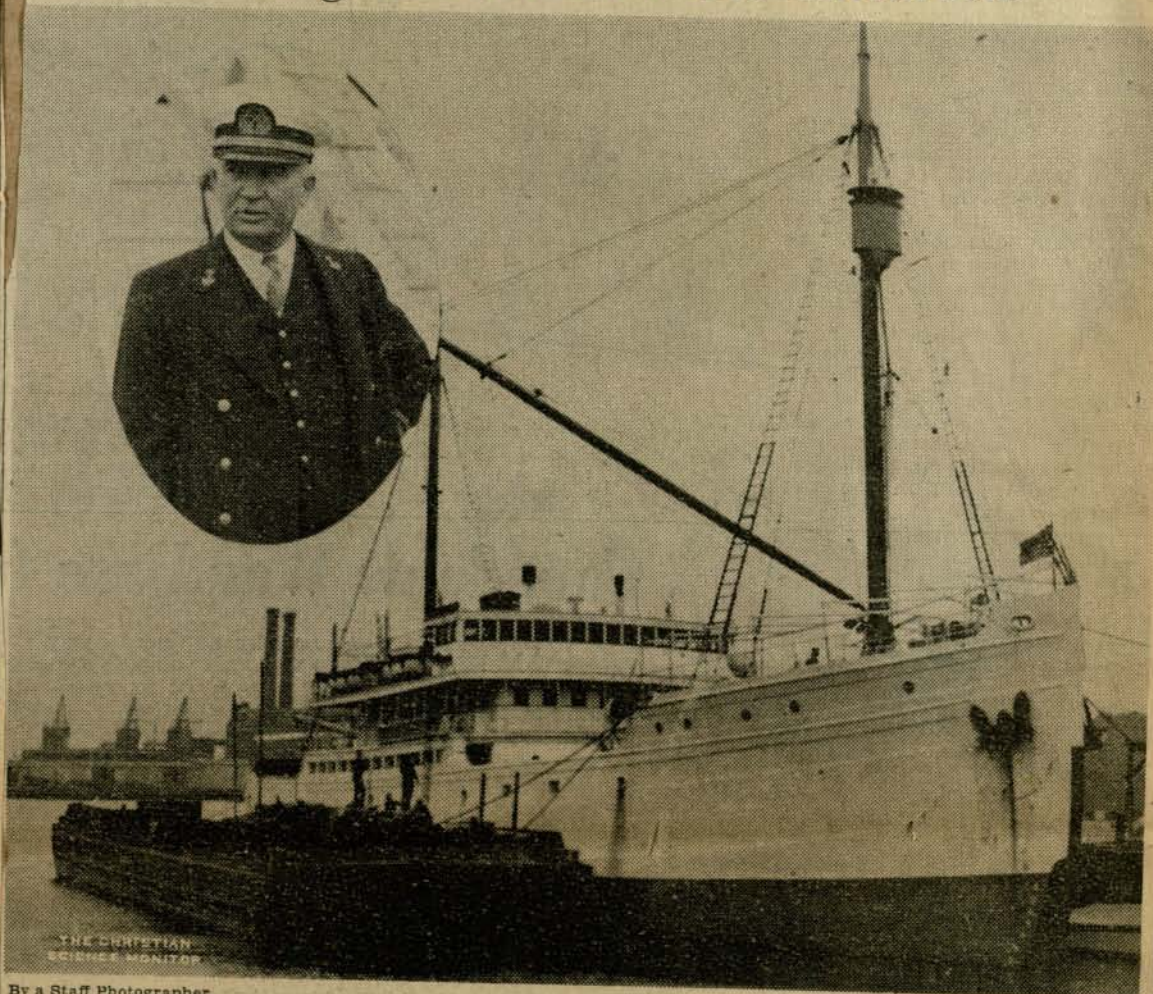
ECONOMIC FREEDOM

Every head of a family will come into 40 rich acres that will bear more than two sections of barren Dakota soil. It will cost him \$3000 over a period of 30 years.

The modern pilgrims will seek no new rights of religious worship. All they ask is economic freedom. The churches will be of their own making, hewn like their homes, from

TUESDAY, OCTOBER 17, 1939—VOL. XXXI, NO. 274 BOSTON,

Getting in Trim for the Antarctic



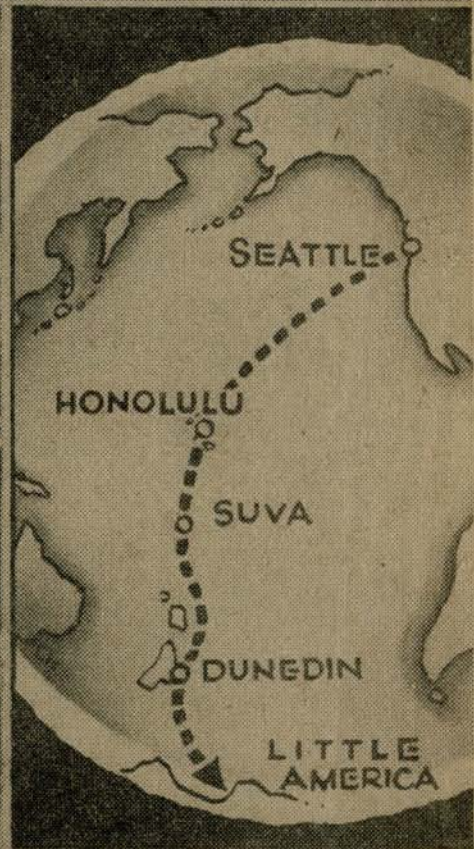
By a Staff Photographer

Byrd's Ship Prepared at Charlestown for Load of Supplies
In the inset is Capt. Stel Whitlam [Story on Page 11.]

Dec 10 1940

THE SEATTLE TIMES

NORTH STAR PREPARES FOR ANTARCTIC CRUISE



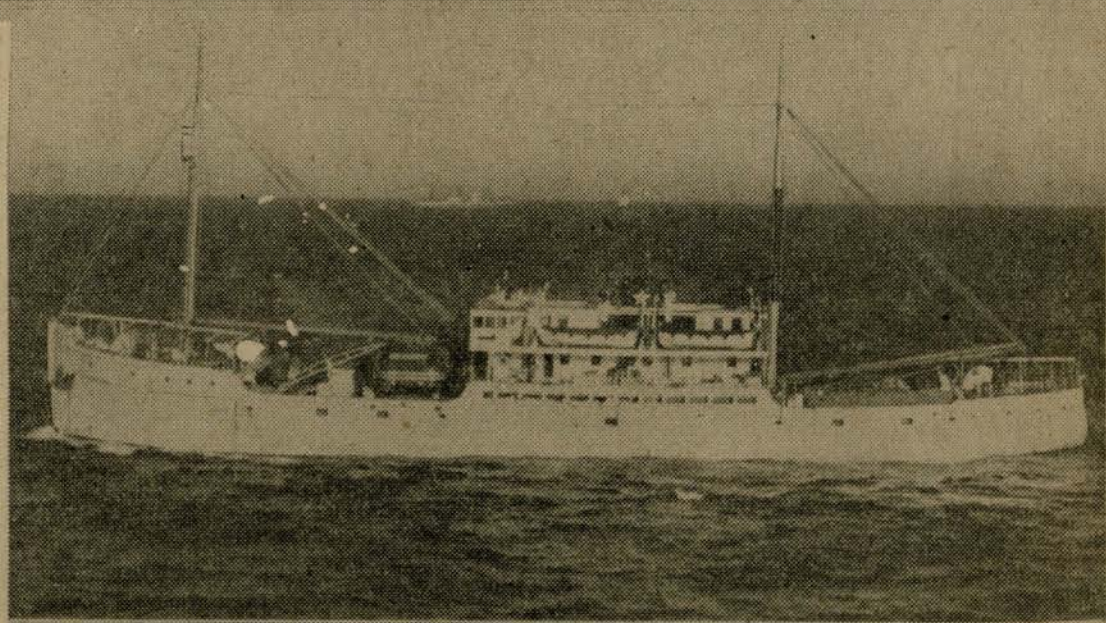
SEATTLE SHIP TO VISIT BYRD BASES

Plans were being completed in Seattle yesterday for the four-month voyage of the motorship North Star, which will sail from this port December 10 for Little America in the Antarctic. The vessel will bring to Seattle fifty-eight members of Admr. Richard E. Byrd's South Polar Expedition, from two bases in the Far South.

Engines of the North Star were being tuned up, navigation instruments tested and the sturdy Bureau of Indian Affairs supply ship was undergoing a complete overhaul.

Capt. Isak Lystad, who will be master of the North Star during her long voyage, announced that his staff would comprise the following:

Capt. E. L. Bush, master of the motorship Boxer of the Bureau of Indian Affairs, ice pilot; Charles Salenjus, chief officer; John Whalborg, second officer; John Ruttle, third officer; Herman Sanwick, chief engineer; Emil Holland, first assistant engineer; Gordon Lien, second assistant engineer; C. C. Ralls, third assistant engineer.



Seattle's famous Arctic and Antarctic cruise ship, the North Star, yesterday was preparing for another cruise to the South Polar regions. Upper left—Capt. Isak Lystad (right), master of the vessel, and Capt. E. L. Bush, ice pilot, study a map of Little America, which the North Star will visit. Upper right is a drawing indicating the course the vessel will follow on her long voyage from Seattle to the South Polar regions. The lower picture shows the North Star far out at sea after leaving Boston November 15 last year on her first voyage to Little America.

ALONG THE WATERFRONT

North Star Off For the Antarctic

Yesterday morning, if you will remember, the dawn and early morning were a bit



Jamison

frigid around the edges. The Olympics gave us a peek at their peaks topped with new snow. The very faint north wind was just a suggestion of someone having left the refrigerator

door open.

In short, it was just the proper sort of day for the sailing of Bureau of Indian Affairs' North Star for Little America. This vessel was built for the ice of the Arctic and for that reason was borrowed by Byrd for the Antarctic.

Last year the North Star made a seven-month voyage to Antarctica, carrying supplies for the United States Antarctic service, headed by Rear Admiral Richard E. Byrd, U. S. N., retired.

This year a four-months trip is scheduled and North Star is due

back in Seattle April 15, 1941. Incidentally, with the exception of the old coast guard cutter Bear, the North Star is about the only vessel afloat that has cruised so far north and so far south.

This year she will have visited both the Arctic and Antarctic within a very few months.

According to Chief Engineer Herman Sanwick, the North Star left with 90,000 gallons of fuel oil, giving the vessel a cruising radius of 12,000 miles. A stop at Honolulu will be made to "top off" fuel and water. And if necessary, a stop for the same purpose will be made at Suva although such a stop is not now scheduled.

The vessel will refuel and take on further supplies at Dunedin, New Zealand, the jumping off place for Little America. Many of the officers and men have appointments at Dunedin, made last year, to keep. Chief Mate Salenjus says he has a date to play golf with a Scotchman down there who has eyebrows more bushy than those of John L. Lewis. Some of the others refuse to detail their dates.

Capt. Isak Lystad, commander of the North Star, says that if weather conditions permit,

they'll try to locate Scott island, some thousand miles south of New Zealand and seen only once in history.

Among some of the fortunates to make this trip are Rodger Hawthorne, a Washington newspaper man, who will keep records for government publications, and Dana Bailey, cosmic ray observer from the Barthol Research foundation.

But perhaps the most envied man in town is Bob Bell, who had the courage to chuck his banking job and take a job as waiter on the Star. Bob has been skipper on the Sea Scout ship Puget and undoubtedly became inoculated with his own virus. Boy, are the lads at the bank going to hate him!

Chief Engineer Sanwick is playing Santa Claus to his sister and her friends at Honolulu by taking them some 20 Christmas trees and almost every man aboard has one or more "don't open until Christmas" packages for that party somewhere on the Pacific.

So far, there has been no indication that Admiral Byrd plans to join the party and that's all right with Charles Salenjus, the mate. On the last voyage the

WITH JAMISON

admiral tried to borrow Salenjus' sextant, but the mate replied, "Admiral, there are three things I never lend—my wife, my automobile and my sextant."

"He didn't like it very much," grinned the big mate, "but he got over it, for at the Officers' club at New York, he told the story and seemed to get a kick out of it."

There are four men with master's tickets aboard. Capt. Lystad, of course, Capt. E. L. Bush, master of the Boxer, who will act as ice pilot, Chief Mate Charles Salenjus and Second Mate John Wahlborg.

Wahlborg is another man who doesn't care much whether the admiral makes the voyage or not. In his capacity as second mate, Wahlborg had a tiff with the admiral, even before that dignitary could board the vessel.

They were at an eastern port loading. A switch engine kept going back and forth along the dock, causing the mate to have to move the gangway about every five minutes. It got pretty monotonous because this interrupted the serious business of loading.

A dapper chap in civilian clothes came up to the gangway just as Wahlborg was about to move it for the switch engine. "Wait a minute," shouted the dapper chap, "I want to go aboard."

"Say, YOU wait," bellowed the second mate, at the same time signaling the winch driver to hoist the gangway.

The dapper chap waited. He was the admiral—in charge of the expedition.

Yes sir, it was just the right sort of day yesterday, for the North Star to have gotten away, which she did, about 9 o'clock p. m. And once more a Seattle-built vessel is making history.

By H. E. Jamison.

(Jamison is heard over radio station KOMO every Tuesday and Friday night at 8:15.)

PCA
471-59

THE CRUISE OF THE NORTH STAR

The trim North Star, has fared afar
On errands of mercy and peace.
She's breasted ice and paid the price,
And bowed to the Gale's caprice.

King Neptune rose from heaving floes
As she crossed the Arctic Line;
That gleaming rail he quickly scaled
And freed his locks of brine.

He trod the deck and at his beck
The crew of the brigantine
Did fashion a throne, from a whale's backbone
For Neptune's court to convene.

From out the deep, with a mighty leap
Bounced jovial Davy Jones.
His scepter of oak, was a whitened spoke
From the Suzy boat's bleaching bones.

"Court's in session! Prepare for confession!"
Rex Neptimus boomed in rage.
"Go bring 'em in-these chillun o' sin
Their offences we must gauge."

With wicked grin M.C. led in
On this Arctic autumn night
With blinded eyes and moans and cries
Some thirteen Neophytes.

King Neptimus without more fuss
Demanded the charges to know.
The crimes they confessed were gruesome at best;
The skipper was stunned by the blow.

Old Dave Jones pranced with elegance
And showered the Court with smirks;
Up spoke the King; his voice did ring,
"I decree you give 'em the works."

Pajama clad, those thirteen had
To hop o'er the Arctic Line.
O'er ancient rope they had to grope
And into a bucket of brine.

The cameras clicked and Neptune slicked
His tousled, hempen locks.
He righted his crown and tried to frown
For Charlie wore no socks.

Dried salmon and ice, without rice
Were served to initiates;
No fork, no spoon, their light-the moon
Their seats were cargo crates.

And just for luck they served muktuk
The Eskimo cavair
Davy eyed the blond, with glances fond
How Neptimus did glare,

By light of the moon, with voices atune
They serenaded the gulls.
The wheelman steered, the Skipper peered
And thought of ice-crushed hulls.

They crossed the Line-across the brine
The whistle shrilled thirteen;
Oh! Never before north of 54
Has Neptune e'er been seen.

How wonderful is Davy's pull
To coax the doughty Neptune forth!
Don Davy's fond of hair that's blond

Ye Ships, when ye fare North,
If ye would see the God of Sea
Remember Davy's weakness
So greet the king and welcome him
With most becoming meekness

Edna Borigo

1936

Byrd Ship May Join Patrol In Greenland Waters

BOSTON, May 19—(AP)—The 70-year-old barkentine "Bear", flagship of the prematurely ended U. S. Antarctic expedition, prepared today for new adventures as a defense vessel.

Shipfitters swarmed aboard the rugged old square rigger a few hours after she docked yesterday at the army base at the end of a voyage from the Antarctic. On her deck when she arrived were 22 explorers, including 11 of 28 evacuated in a makeshift airplane from the expedition's ice-locked east base.

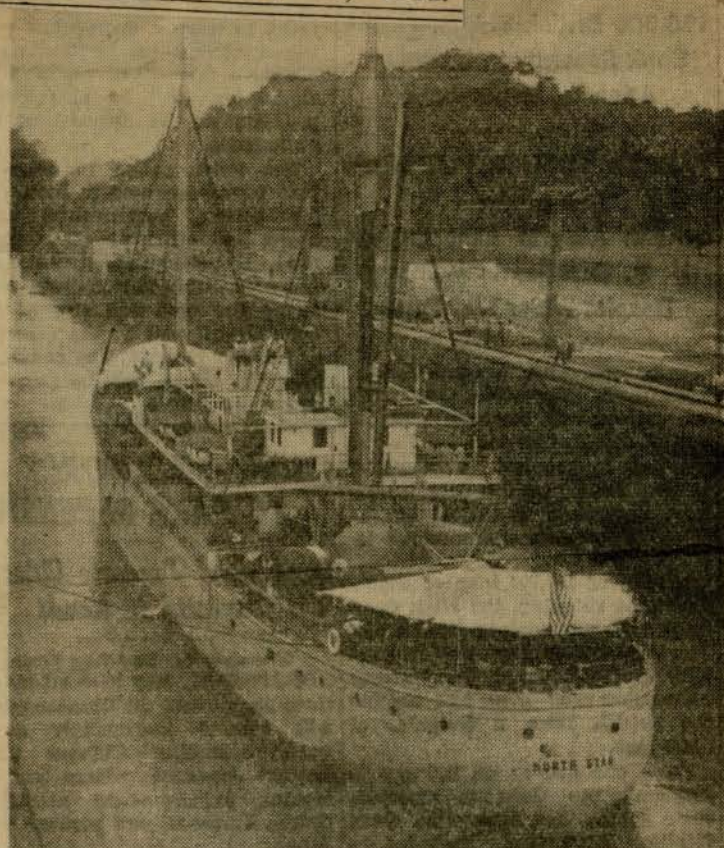
The navy would not disclose the nature of the vessel's new mission, but reports that she would be used in patrolling Greenland waters brought from Rear Admiral Richard E. Byrd, commander of the expedition, this statement:

"If she were called to such service, she would be invaluable, because the present expedition—longest cruise undertaken by the navy in a sailing vessel since the advent of steam—has shown the value of sails as an auxiliary to engine power in rugged polar waters."

Lieutenant Commander Cruzen, under whose order bluejackets spread canvas at every opportunity, said the use of sail helped conserve fuel on long hauls.

POLAR VETERAN SLATED FOR DEFENSE SERV

SATURDAY, MAY 24, 1941.



The North Star, former supply vessel for the United States Antarctic Expeditions, which has been turned over to the Coast Guard by the Department of Interior.

Special to THE NEW YORK TIMES.

WASHINGTON, May 23—The Department of the Interior has given the North Star, which has been to the Arctic and Antarctic, to the Coast Guard for defense purposes. Since 1932, with time out for trips to Antarctica, the North Star has served the Office of Indian Affairs of the department, which is now left without a "navy."

The vessel returned from its second voyage to the Antarctic for the Byrd Expedition. The first trip for that expedition was made in 1939.

Ordinarily the vessel's duties have

been to carry supplies, medical aid and personnel to remote and sometimes almost inaccessible Alaskan stations. Eskimos, Indians and whites looked forward to the North Star's arrival in ports located beyond private transportation lines. Merry celebrations often greeted her.

John Collier, Commissioner of Indian Affairs, said that the vessel's ice-breaking facilities and large cargo capacity would make her difficult to replace. The office's other vessel, the Boxer, is old and inferior and is now out of service because of a broken propeller.

SATURDAY, APRIL

MARINE

SHIP MOVEMENTS
SEA TRADE NEWS

RH Calkins
Editor

NORTH STAR TO GO TO BOSTON

One of two ships returning Byrd Expedition members from the South Pole, the North Star is due in Balboa Thursday and will proceed to Boston via the Panama Canal instead of coming to Seattle, the Associated Press reported today in a dispatch from Schenectady, N. Y.

This information was received by the General Electric Company's short wave station which has been in bi-weekly contact with the vessel. The North Star today was off the coast of Chile. She is due in Boston about May 6.

The Bear, the other ship of the expedition, is proceeding up the east coast of South America and is due in Boston about May 20.

North Star Joins Coast Guard Fleet

WASHINGTON, Thursday, May 15.—(AP)—The North Star, sturdy ice-breaking craft which twice explored the Antarctic, was turned over to the Coast Guard today. The 9-year-old vessel, which now is in Boston Harbor, takes a cargo of 1,800 tons.

ARMY ENGINEERS LAUNCH NEW 'SNAGBOAT'

**\$100,000 Craft
Is Launched
From Barge**

The hull of a new \$100,000 "snagboat" was launched yesterday at the Lake Union Drydocks, where the vessel is under construction for the United States Army Engineer Corps. She will be used in keeping Puget Sound and adjacent waters clear for navigation.

It was an odd launching, lacking the glamour that surrounds such events, when ships glide gracefully down the ways and slip out into the water with appropriate ceremonies, christenings and bottle breakings.

The snagboat hull was not built on ways, but on a barge. The "launching" consisted of filling the hold of the barge with water and ballast, and the new hull merely sank quietly into the water and floated there.

The new boat will take the place of an old one that is being decommissioned at the Lake Union yards, the W. T. Preston. The Preston was put together in 1929, with a new hull and the old house of the older snagboat Swinomish, a stern-wheeler.

The W. T. Preston, a stern-wheeler, too, has had a more or less romantic history, plying up and down the navigable bays and rivers tributary to Puget Sound.

The new hull is 138 feet long, has a beam of 34 feet and is six feet deep, suitable for navigation in shallow water. A new house will be constructed on the steel hull, and the vessel will inherit some of the machinery of the Preston.

Capt. George S. Murch, third skipper to command the Army's Puget Sound snagboats in fifty years, will command the new vessel.



The steel hull of the United States Army Engineer Corps' new "snagboat" was floated yesterday at the Lake Union Drydock. The hull was built on a barge and took to the water where the barge was submerged by being filled with water and ballast. The boat will be under construction six weeks more at the Lake Union yards. This picture shows the new hull on the barge just before the latter was submerged in new-fashioned launching procedure.

PCA
471-63

BOUND FOR POLAR REGION

Sept 20-39



Among topcoats, raglans are top-heavy favorite, this season. An important model is the coat with balloon collar and set-in sleeves, a variation from the predominant raglan. As in topcoats the trend in overcoats is to the cheviot-tweed types, blues and grays are leading background colors. Warm, cozy fleeces, of course, are again a big favorite.

their last week at Seattle before they join Admiral Byrd's new expedition to the South Polar region. (Associated Press Staff Photographer.)

Service as Expedition

to 30 degrees below—to which the logs will be subjected on their Southern voyage, are peculiarly favorable to the cause.

ings on the lapels. Double-breasted dinner jackets but the single-breasted variant.

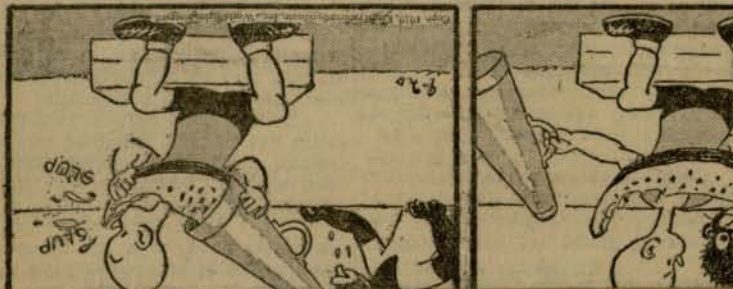
Snow Cruiser's Inventor Here



By Russ Westover



By Billy DeBeck



THE SEATTLE D

North Star Is 'Dandy' to Go To South Pole



DR. THOMAS C. POULTER

She took his eye!

Like a little boy just handed a sailboat for cruising in the bathtub, Dr. Thomas C. Poulter, senior scientist of the Byrd Antarctic Expedition, looked wide-eyed today as he inspected the wooden motorship North Star, which will be used on the third Antarctic cruise this fall.

Dr. Poulter, second in command of the expedition, was shown throughout the vessel this forenoon by Capt. S. T. L. Whitlam at the Bell Street Dock.

"She's a dandy little ship for our purpose," Dr. Poulter said after the inspection.

Purpose of the inspection was to learn whether the expedition's sixty-foot snow cruiser, which carries an airplane, could be transported on the vessel.

The North Star, which has been in the service of the Bureau of Indian Affairs of the Department of Commerce in northern waters, will leave for Boston tomorrow night to be outfitted. Two other ships will be used.

The snow cruiser, which looks like a tank with huge rubber tires, was designed by Dr. Poulter. It will be able to go between fifteen and twenty miles an hour over huge humps of snow.

Dr. Poulter said the cruiser and the plane will make possible exploration of more territory since they cover ground faster than equipment used heretofore.

Congress has appropriated \$340,000 for the expedition, which will make formal claim to a vast segment of the icy regions east of Little America.

Dr. Poulter will leave Seattle tonight or tomorrow for Chicago, from which city the snow cruiser will be sent to Boston.

NORTH STAR SET FOR BOSTON TRIP

Ready to sail for Boston tomorrow on the motorship North Star to join Admiral Richard E. Byrd's Antarctic Expedition are Capt. S. T. L. Whitlam, veteran master mariner of the Arctic, four deck officers, four engineer officers and a crew of fifteen men.

Two passengers also will sail in the ship for Boston, Paul H. Knowles, Seattle geologist, who will accompany the expedition to the South Pole, and Dr. Roy T. Carey, Seattle veterinarian, 120 Edgar St., who will take charge of forty-four husky dogs that will also be aboard the ship.

The ship's officers include Isak Lystad, first officer; Charles Silenus, second officer; John Wolberg, senior third officer, and John Ruttle, junior third officer. All except Wolberg are regular officers on the North Star.

The engineer officers are Herman Sanwick, chief engineer; Emil Holland, first assistant engineer; Gordon Lein, second assistant, Mickey Rawls, third assistant. Sigurd Sundt is chief steward.

Dr. Carey will accompany the North Star to Boston and then return to Seattle.

Sailed at the Cape

PCA
471-65

As the Antarctic snows fly
And the fierce winds blow,
It's still Christmas down here below.

MERRY CHRISTMAS
From the bottom of the world
FREDERICK G. DUSTIN
United States Antarctic Expedition

6045 F.G. DUSTIN

Polar Vessel's Crew Assured-- Yes, Ice Cream

It may seem like carrying coals to Newcastle, but:

The motorship North Star of the Bureau of Indian Affairs, leaving Seattle tomorrow to join Admiral Richard E. Byrd's expedition to the South Pole, will carry an ice-cream freezer.

The freezer that the North Star will take to the South Pole was manufactured by the Sweden Freezer Manufacturing Company at Bell Street and Western Avenue.

The freezer will turn out five gallons of soft ice cream an hour for the crew of the North Star at the South Pole.

The company's freezers have been installed in many distant parts of the world, officials of the firm said today. Its freezers are in South Africa, Porto Rico, Cuba, London, Alaska and many other places.

for many hours.

Gale Isolates Five Of Byrd Expedition

WASHINGTON, Tuesday, March 19. — (P) — A 65-mile gale halted preparation of the Antarctic Expedition's east base yesterday and temporarily isolated five members of the party.

A wireless dispatch to the Navy said the gale struck as the supply ship North Star and flagship Bear were about to put ashore the last 150 tons of winter supplies aboard the North Star.



By Washington State Program Commission

Sixty per cent of the industrial payroll of the State of Washington originates from the conversion of trees into forest products — lumber, pulp, plywood, shingles and other output. Seventy-five per cent of the freight leaving the state by water and sixty per cent of the freight leaving by rail is comprised of lumber and its products.

By 1828 Dr. John McLoughlin's sawmill at Fort Vancouver was cutting Douglas fir lumber to such an extent that Governor Simpson of the Hudson's Bay

Company urged the good doctor to advance timber before the fur trade.

Today the main forces of the lumber industry are concentrated on the West Coast of Washington and Oregon. Here, on twenty-nine million acres remain five hundred and forty-six billion feet of timber. It is the nation's greatest reserve of standing timber. With reforestation and protection programs well planned and in force, it is a supply which never will be exhausted.

SHE'LL VISIT ANTARCTIC

North Star Fitted For Polar Trip

When a ship is being equipped for a voyage that will take her practically within a stone's throw of the South Pole, you might expect they'd be installing special heating apparatus and ice-cutters and such like.

But the Bureau of Indian Affairs motorship North Star, undergoing minor repairs in the Lake Union Dry Dock yesterday before joining Admiral Richard E. Byrd's latest expedition to Little America, was being fitted with awnings instead.

"We already have all the gear that we need for cold weather," explained Capt. S. T. L. Whitlam, "but the ship has never been in the tropical waters through which we'll cruise on our way to the Antarctic, and we'll need the awnings to protect us from the sun."

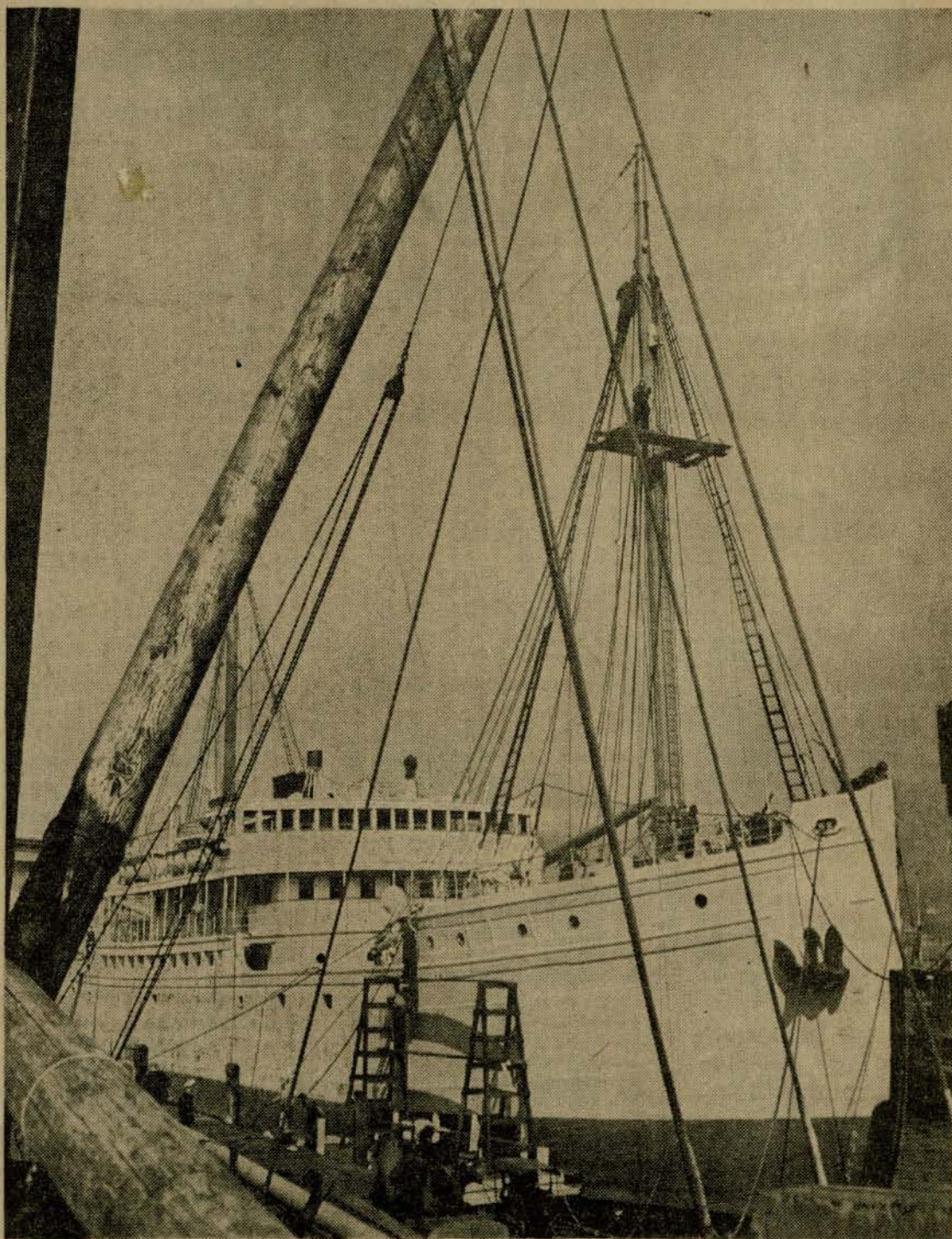
One set of awnings will be for the especial benefit of the fifty malamute sled dogs which the North Star will carry as part of her highly varied cargo.

In addition to the awnings, the North Star was being fitted with extra heavy cargo booms, which will be needed in hoisting the airplanes, tractors and other bulky machines which she will transport.

"I understand we're going to load a couple of World War tanks for use on the ice," Captain Whitlam observed.

He said he expected to be back in Seattle by March or April, so the voyage will not interfere with the vessel's regular schedule to remote Alaska points.

The North Star is scheduled to leave Wednesday of next week for Boston, where she will go into dry dock to have a new propeller installed before loading. She will proceed from Boston to New Zealand for refueling before making the final leg of the voyage to the Antarctic.



TO JOIN EXPEDITION—The Bureau of Indian Affairs motorship North Star undergoing minor repairs in the Lake Union Dry Docks preparatory to leaving for the East Coast to join Admiral Richard E. Byrd's expedition to the Antarctic.

—(Picture by Post-Intelligencer Staff Photographer.)

PCA
471-67

CAL., FRIDAY EVENING, SEPTEMBER 12, 1941

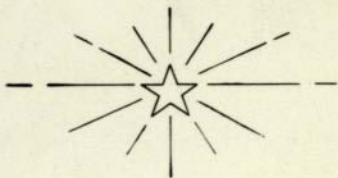
"It's Time..to Stop Being Deluded"



Speaking to probably the largest radio audience in history, President Roosevelt is shown as he gave the nation the "cold facts" on recent "incidents" involving American ships. He announced he had ordered the U. S. navy to "shoot first" when Axis submarines or surface raiders are encountered in areas this country considers vital to its defense. Note black armband he has worn since death of his mother.



Presbyterian Church
Barrow, Alaska.

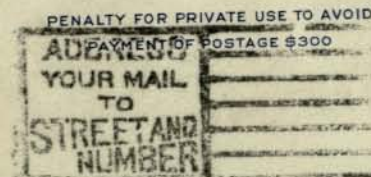
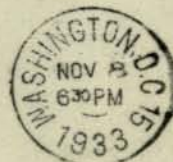


May the peace
of God which
passeth all
understanding.
keep your hearts
and minds through
Christ Jesus.

Fred and Nan Klerekoper



THE SECRETARY OF THE INTERIOR
WASHINGTON



Keep

Captain S. T. L. Whittam, and,

Officers and Crew of the U.S.M.S. North Star,

Seattle,

WASHINGTON.

44-69

PA
471-70

F6-m. 151

37625

~~Al no ser entregada antes de los diez días de vencimiento~~

~~INTERNATIONAL HARVESTER COMPANY ARGENTINA~~

~~Castilla de Garza No 8~~

~~BUENOS AIRES~~



NORTE AMERICA

CAPT. S. T. L. WHITLAM

DEPT. INTERIOR c/o J. R. Ummel,

441 FEDERAL OFFICE BLDG.,

SEATTLE,
ESTADOS UNIDOS WASHINGTON



01637

ATHOR DAHL



SANDEFJORD



Mr. Magnus

Captain Witland,

The old Arctic Captain for

the Board of Education,

Seattle.

7208 Palatine

P.D. Olsen
East-Per Sandefjord
Norway



THE SECRETARY OF THE INTERIOR
WASHINGTON

NOV -8 1933

Captain S.T.L. Whitlam, and,
Officers and Crew of the U.S.M.S. North Star,
Seattle, Washington.

Gentlemen:-

It has been brought to my attention that in September of this year while enroute to Point Barrow, Alaska the sailing schooner "C. S. Holmes" with supplies for the stations of North Alaska, was, for over three weeks, held in dangerous ice floes; that your "North Star" finally worked its way to the C. S. Holmes and offered to tow and did tow the ship to her destination--a most hazardous and difficult undertaking.

I commend you for this courageous task in line of duty.

Sincerely yours,

Harold G. Pches

Secretary.



Seasons Greetings from the Ricks



"On the Marge of Lake La Barge"

My Yukon friends,
 Joe Hargrett, Chuck,
 Angie, Chuck Walrus,
 Jimmy Seal and
 Tony Muck-luck.
 Mabel wishing
 me in happy and
 join me in wishing
 you a very happy and
 prosperous New Year.
 Amos Burg Jr.
 ~ 1929 ~





COPYRIGHT ERNEST S. MORTON

Christmas Greetings
On the Air

The Loppo

AFTER 5 DAYS, RETURN TO

Claire T. Aubin,
6 Boone St.
Providence
Rhode Island



RA
471-74

U. S. Bureau of Education

Com. Capt. S. T. L. Whitlam
North Star Ship

Please forward via to Alaska

ARNOLD LIEBES
FURS

18 POST STREET

AN FRANCISCO, CALIFORNIA

TELEPHONE BUTER 3-221

October 3, 1935

Tanana, Alaska
October 1, 1936

S. J. L. Whittam,
Federal Office Building
Room 441
Seattle, Wash.

Dear Captain Whittam,

In the year of 1934 I borrowed \$5⁰⁰
from you at Seward, Alaska.

I wish to thank you for the use
of it and am enclosing \$5⁰⁰ in check.

I will never forget your good
remark on Eskimos as your square
dealer. I knew you meant what
you said and I wish to be one of
your honest Eskimo friends.

Yours truly,

Arthur O. Pickson.

TUESDAY, APRIL 30, 1940.



Back From Down Under—Captain Isak Lystad of the North Star, supply ship for Admiral Byrd's Antarctic expedition, was happy in the arms of his family today. When the ship arrived late yesterday, his two sons, Howard, 5, and Paul, 2, wanted to know all about the trip to the south pole. North Star, regularly a bureau of Indian affairs ship running to Alaska, was transferred to the Byrd trip to carry the expeditions' \$150,000 snow cruiser. On the way back from the pole, the ship stopped at Pitcairn island and gave food to the descendants of the mutineers from the famed ship Bounty. "Want to be a sea captain?" the two sons of Lystad were asked as they played in the pilot house. "No," both boys replied. "It's their mothers' influence," Captain Lystad laughed. Below is the North Star.

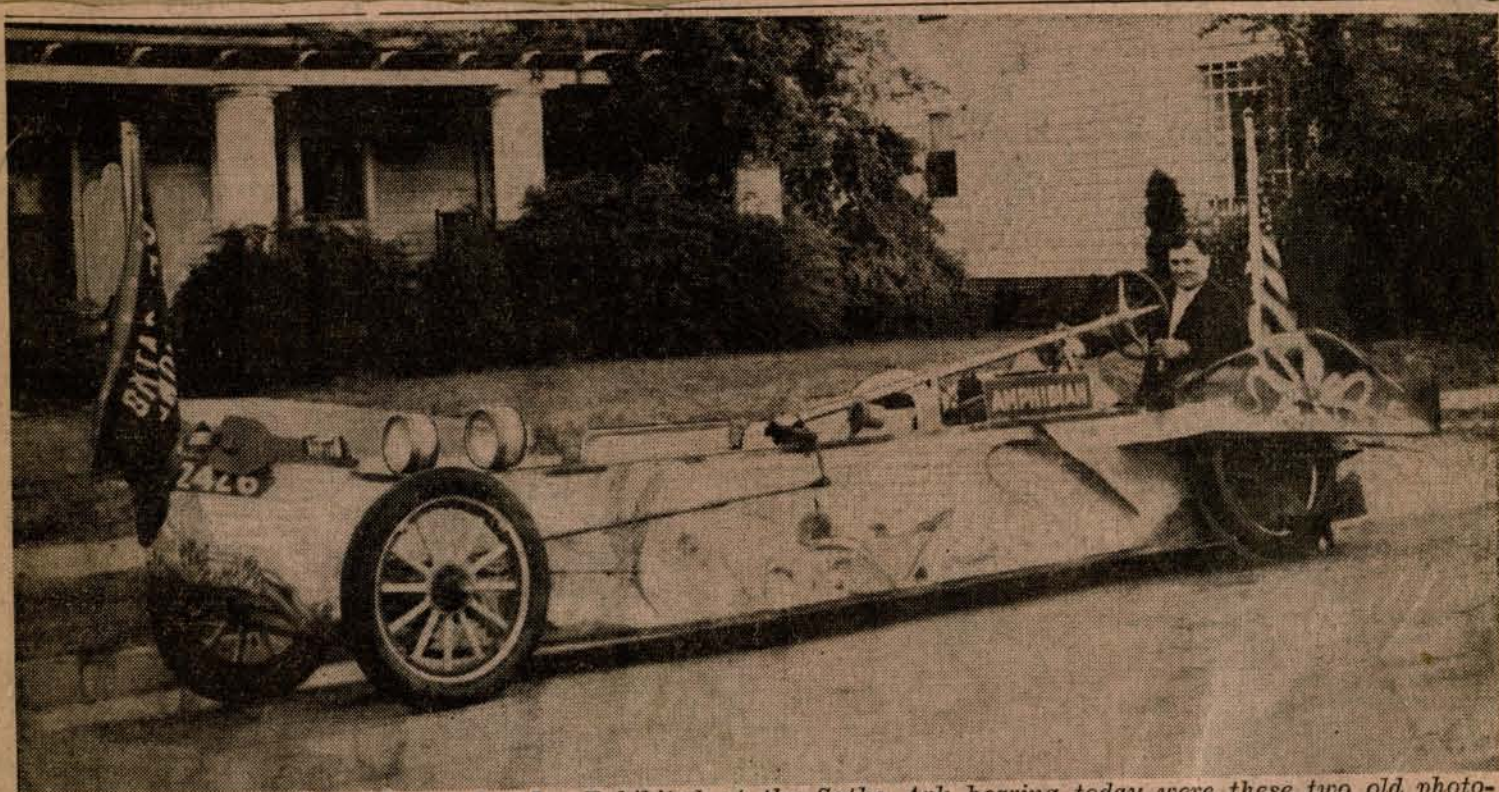


Geles. 1000 tons. 1000 hp. 1000 in.
NORTH STAR. Bell St. Term. from
Point Barrow. Sailing Dec. 20 S.
E. Alaska. Consolidated-Olympic
Line.

Ocean Depth

Mr. Fixit: What is the deepest part of the sea yet sounded, and where is this spot located?
—O. S.

The deepest sounding ever made revealed a depth of 35,400 feet off the island of Mindanao in the Philippines group. Scientists claim that the average ocean depth is 12,450 feet.



The First Satko Ark—Exhibited at the Satko Ark hearing today were these two old photographs, showing Paul Satko at the wheel of his first Ark, built several years ago in Richmond, Va. It was an amphibian, for use on land and water. Satko (above) smiles as he poses in the "water auto." Below, the strange craft is shown sailing merrily along. Note the foaming wake.



Ark Is Second Ship Built by Paul Satko—(1), seen here with his attorney, Milton Heiman (2) at hearing today on whether Satko's seven children shall be allowed to accompany him to Alaska on home-made ship. Details of second ark were heard with interest by marine experts (3) Professor Raymond Farwell, navigator; (4) Capt. J. Howard Payne, (5) Commander Ben C. Wilcox, (6) Nelson Durham, (7) Capt. Thomas (Fairweather) Quinn, (8) Capt. C. L. MacGregor, (9), as well as Policewoman Irene Durham, and (10) Detective H. H. Mork.

THE SOURDOUGH ROADHOUSE

"NELLIE THE PIG," Entertainer

"HARRY THE WHALE," Prop.

"SKOOKUM JIM" Bouncer

Cor. Squaw Street and Icicle Avenue

HOUSE RULES

Don't worry about paying your bill, the house is supported by its foundation.

Guests wishing to get up without being called will be served self-rising flour and yeast for supper. Stretchers supplied for the short guys.

If the candle goes out, take a feather from the pillow—that's light enough for any room.

Make your will before you retire. Dog-team hearses for hire.

Every known fluid—water excepted—for sale at the bar. There's a spring in the bed.

Boarders in good standing must avoid work of all kinds. Laborers will be charged time and one-half for overtime sleeping.

Guests requested not to flirt with the dumb waiter.

Dogs are not allowed in the bunks.

Spiked shoes must be removed when retiring. Hang your socks outside the window.

Candles and hot water are extra. Ice picks for wash basin, free.

Not responsible for pokes, diamonds, liquor, chewing gum, or other valuables kept under pillows—they should be deposited in our safe.

Coolest Igloo North of 53. Dogs Bought and Sold.
Rates: One ounce Gold Dust Per Day.
Special rates for Gamblers, Bootleggers, Cheechakos

Private Entrance for Ladies by Ladder at the Rear.
Ladies must be identified before climbing up.

Headquarters for Reindeer Herders.
Insect Powder for Sale.
Our Motto: "Do Others Before They Do You."



The Kobuk Malden
"Our Star Boarder."



The Prospector
"Stop here and you don't get stung."

Byrd Expedition Vessel Speeds Lumber Loading

Fog rose in swirls from the slip at the Bell Street Terminal this morning; men blew on their hands and stamped their feet to keep warm. A dock worker, standing beside a pile of lumber, raised his arms aloft, signaling to the winchman aboard the ship lying at the wharf.

"Take it away!" he shouted. "Take it away to old L. A.!"

"... To old L. A.," but not Los Angeles. In the pier shed, the Department of Interior office blackboard explained the words:

"MS. North Star. Voyage 30. Antarctic."

The Antarctic—Little America. L. A.!

"We're supposed to sail at 9 o'clock tomorrow night," said Capt. E. L. Bush, master of the motorship Boxer of the Bureau of Indian Affairs, who will make the Antarctic voyage on the North Star. "But don't ask me—I'm just the ice pilot."

The winches rolled and cables grew taut; heavy timbers scraped along the wharf, then rose in the air and were swung into the hold.

"Don't grow it down there," Captain Bush said as he nodded towards the lumber. "Use it for landing ramps; bridge ice crevices with it, too."

Commanded by Capt. Isak Lystad, the North Star is going to the East and West bases of Little America to pick up fifty-eight members of Adm. Richard E. Byrd's South Polar Expedition and bring them to Seattle. The vessel will call at Honolulu, Suva, Dunedin, New Zealand, and then nose south into the Antarctic.

Last-minute preparations were being completed today. Ship's stores were loaded—fresh fruit, 200 pounds of yeast, all sorts of canned goods.

Men must eat—and it's a long way to Little America.

Byrd Expedition Vessel Speeds Lumber Loading

Fog rose in swirls from the slip at the Bell Street Terminal this morning; men blew on their hands and stamped their feet to keep warm. A dock worker, standing beside a pile of lumber, raised his arms aloft, signaling to the winchman aboard the ship lying at the wharf.

"Take it away!" he shouted. "Take it away to old L. A.!"

"... To old L. A.," but not Los Angeles. In the pier shed, the Department of Interior office blackboard explained the words:

"MS. North Star. Voyage 30. Antarctic."

The Antarctic—Little America. L. A.!

"We're supposed to sail at 9 o'clock tomorrow night," said Capt. E. L. Bush, master of the motorship Boxer of the Bureau of Indian Affairs, who will make the Antarctic voyage on the North Star. "But don't ask me—I'm just the ice pilot."

The winches rolled and cables grew taut; heavy timbers scraped along the wharf, then rose in the air and were swung into the hold.

"Don't grow it down there," Captain Bush said as he nodded towards the lumber. "Use it for landing ramps; bridge ice crevices with it, too."

Commanded by Capt. Isak Lystad, the North Star is going to the East and West bases of Little America to pick up fifty-eight members of Adm. Richard E. Byrd's South Polar Expedition and bring them to Seattle. The vessel will call at Honolulu, Suva, Dunedin, New Zealand, and then nose south into the Antarctic.

Last-minute preparations were being completed today. Ship's stores were loaded—fresh fruit, 200 pounds of yeast, all sorts of canned goods.

Men must eat—and it's a long way to Little America.

North Star Off With Supplies For Byrd Party

The Diesel engine of the motorship North Star was humming with precision today as the vessel voyaged southward on the first leg of a 22,000-mile journey from Seattle to the Admiral Richard E. Byrd Antarctic Expedition and return.

The crew of 32 men is settling to its tasks after a day spent yesterday in attendance with draft board officials, families, wives, sweethearts and last-minute stowing of supplies.

"I suppose the people of the United States will follow our journey with interest," Capt. Isak Lystad said prior to sailing. "But I can tell you there will be some who are even more interested. They are the members of the expedition we'll be bringing home with us about April 15. They'll be in radio contact with the ship and will be glad to see us, to say the least."

The North Star of the Bureau of Indian Affairs, will go to Honolulu and from there to the Fiji Islands, New Zealand and both the Western and Eastern Bases of the Byrd Expedition. She will stop for fuel at Valparaiso, and Balboa, Canal Zone, homeward bound, where wives of expedition men will join the ship. Then she will return to Seattle.

S. S. North Star Calls in Juneau Bound from North

Captain Whitlam's Ship Will Leave on Second Antarctic Trip

En route to Seattle and eventually the South Pole, the steamer North Star, Captain S. T. L. Whitlam, came into port from the north this forenoon. Having already logged something like 50,000 miles within the last year on voyages to the Arctic and Antarctic regions, the sturdy vessel was slated to clear from Juneau at 11 p.m. tonight.

In Seattle the North Star will be put into shape for another voyage to Little America. Engines will be over-hauled and things will be made ship-shape for a sailing about two weeks hence. The Bureau of Indian Affairs vessel returned from the Antarctic only a few months ago after taking the much publicized "snow tractor" and other expedition equipment to the Byrd party. Shortly after, the North Star was off on a trip to Point Barrow and way ports; it started from Seattle August 11, and now Juneau is the next-to-the-last stop on the return voyage, three months later.

Of interest on the latest northern voyage, Whitlam said, is the fact that the ship found no ice in the Barrow region as late as mid-August. One or two hundred miles off shore no trace was found.

On the trip south the North Star put into Dutch Harbor, where activity is stirring and a business-like naval base is fast nearing completion. Numerous big guns are already set up in the hills of the harbor entrance, Whitlam said, and no ship enters without a thorough going over.

The Greek ship Georgios Potaminas, which caused a headline stir early this month by putting into Dutch Harbor, was moored in the harbor when the Indian Affairs ship was there, the skipper reported. The steamer was a big one, and appeared to be heavily loaded, Whitlam said. According to reports, the ship had put into harbor after running into heavy weather.

From Juneau the North Star was to clear for Wrangell to unload 150 reindeer for the Wrangell Institute.

When the ship leaves Seattle on its second South Pole trip, it will probably stop at Honolulu, then New Zealand and on to Little America, the East Base, then the West base. The ship will then likely proceed north to Valparaiso on the return trek with the Byrd party, which may be put off at Balboa to be brought home on a transport. Exact itinerary of the vessel, however, is not definitely known.

Over The World's Rim

CHARMAINE

MRS. MORRIS

CLEO



MRS. OLIVER D. MORRIS and her two small daughters, who came by air, rail and sea to Seattle from Point Barrow in seven days—a world record. The map shows how their journey was made.—(Post-Intelligencer photo.)

WOMAN BREAKS RECORD IN RACE FROM BARROW

Mrs. Morris Reaches Seattle In 7 Days By Plane, Train And Boat, Bringing Sick Babies

From Point Barrow, Alaska, northernmost settlement in the Western Hemisphere, to Seattle in seven days!

That was the new world record established yesterday by Mrs. Oliver D. Morris when she arrived in this city aboard the Alaska Steamship Company liner Alaska with her two little daughters, Charmaine, three, and Cleo, two.

Using an airplane and the railroad as well as the steamer, she cut two days from the record set last January by Mrs. Stanley R. Morgan, wife of the federal commissioner in Point Barrow, when she brought her two-year-old son to Seattle.

BABIES NEED SUNSHINE

The desperation of a frightened mother was the spur that urged Mrs. Morris forward on her journey. Her children were in need of sunshine and a warmer climate and she would not permit even the elements to frustrate her in her plan to bring them south on the first available ship.

She had originally planned to fly only from Point Barrow to Fairbanks, but Joe Crosson's plane was delayed by fog and did not arrive in Point Barrow until so late that she knew they could never make connections with the train.

No one had ever before flown directly across the Endicott Mountains, but that was the only way she could catch the train, so she persuaded Crosson to take her to Nenana.

PREPARED FOR WORST

"I took sleeping bags along and all the equipment that I'd need for an Arctic camp," Mrs. Morris explained at the home of her father-in-law, Will H. Morris, Seattle attorney, 127 16th Ave. N. "Even if we had been forced down, we'd have been able to get along all right—unless we crashed, of course."

"But everything came out all right. The children were a little air sick, but suffered no lasting ill effects. We only had to land once for fuel—at Beaver, on the Yukon River."

They had unfavorable weather for the flight, however, and Crosson had to radio ahead from the plane to hold the train forty-five minutes. Once Mrs. Morris reached the railroad she had an uneventful trip to Seward, where she caught the steamer.

MADE PREVIOUS DASH

It wasn't the children's first airplane ride. They had another, under even more desperate circumstances, a few weeks before.

While alone with their mother at her husband's trading station at Cape Halkett, 140 miles east of Point Barrow, the two youngsters were taken acutely ill. They couldn't be moved by dog sled. Mrs. Morris sent a native runner to Point Barrow with a radio message for Crosson, who flew to Cape Halkett from Fairbanks and carried the mother and children to Point Barrow in his plane. The children were so ill that it was three weeks before they could continue their journey.

The youngsters were sufficiently recovered by the time they reached Seattle to enjoy the novel sights thoroughly. Charmaine was born in Seattle but has lived within the Arctic Circle since she was six months old, while her little sister was born on Carnation Gulf in the Far North.

It was the first time either girl had even seen any white child except her sister and both of them saw grass for the first time. Incidentally, neither has ever worn shoes.

—(Post-Intelligencer)

N. H. Has Interest In Byrd Trip

North Star Skipper
Is At Conway



Capt. Frank Whitlam

Special Despatch to Sunday Telegram

Conway, N. H. Dec. 23.—The people of Carroll County, New Hampshire, have an especially personal interest in Byrd's expedition to the Antarctic, for they furnished the 100 dogs which have gone to draw the sledges, made in South Tamworth. The sled dogs were reared in the Chinook Kennels in Wonalancet, about 15 miles from Conway Village.

To supply so important a part of the equipment makes Carroll County feel that it has a part in the glory although it has no wish to share in the hardships.

Another link that ties this section to the expedition is the builder of the North Star who has been its captain ever since it went into the waters of Puget Sound at Seattle in 1932.

Capt. Frank Whitlam turned his back on the opportunity to go as far south as the ice fields permit and instead took a vacation, part of which he has been spending in Conway and Albany with the relatives of his wife, formerly Miss Etta Hurley who is a native here.

Captain Whitlam has followed the sea since at the age of 15 he shipped as an able seaman on a boat from New York to Cuba. Ability and a faithful discharge of duties resulted in a steady advance. In 1900 he went to Seattle, and from there shipped on commercial trips to China, Japan, Mexico and South America.

In 1923 he entered the service of the government and for 10 years commanded the Boxer, a training ship for the Navy.

In 1932 the North Star was built at Seattle under his supervision for the Department of the Interior to use in its work for the Indians and Eskimaux and in transporting supplies, nurses, teachers and settlers to the far North and bringing back furs, reindeer meat, and anything else the inhabitants may have to barter.

Captain Whitlam has seen the development of the plan to establish needy families in Alaska, has realized their handicaps, their struggles, their discouragements, and finally the measure of success that is beginning to reward their efforts. Four or five times a year he has made the trip.

Now the North Star is carrying 80 dogs, 1800 tons of supplies, airplanes, and the only snow cruiser.

Whether the Star will behave as well for a new master as for the old, remains to be seen, but with her companion ship The Bear she is well on her way in southern waters and Captain Whitlam proposes to enjoy a well earned vacation until she returns in May, when he will take her on the last lap of her journey from Pole to Pole.

no opposition. Said he understood that the Democratic nominee was

PEND ER ALL FOR

COUNTY SHARES ANTARCTIC TRIP

Capt. Whitlam Vacations In Conway
While His Ship, The North Star
Goes To The Ice Fields

The people of Carroll County can have a more personal and possessive interest in Byrd's Expedition to the Antarctic than belongs to Americans in general. For the one hundred dogs of the Expedition are New Hampshire dogs, and nearer yet they are Wonalancet dogs from the renowned Chinook Kennels at Wonalancet. And to supply so important a part of the equipment makes Carroll County feel that it has a share in the glory, though it has no wish to share the hardships.

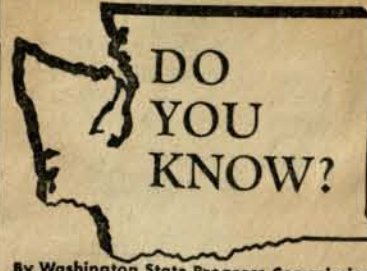
A visit of the builder, who is also the captain of the North Star, to relatives in Conway and Albany, is also a tie to the undertaking. Capt. Frank Whitlam of Seattle, who has commanded the North Star ever since she slipped from the ways into the waters of Puget Sound turned his back on the opportunity to go as far south as the ice fields permit, is taking a well earned vacation until the Star obeys its name and points its nose towards the Great Dipper and says goodbye to the Southern Cross.

Captain Whitlam is as interesting as an individual as the North Star is as a ship. He was born in New York and at the age of fifteen shipped on a fruitboat as an able seaman. For some time he shuttled back and forth between New York and Cuba. Ability and faithful discharge of duty resulted in a steady advance upward and in 1900 the sailor, now an officer, went to Seattle and from there travelled to China, Mexico, and South America on commercial trips. On one of these voyages he rescued the crew of a burning vessel off the coast of Peru and at another time performed the same service on the Mexican shore.

In 1922 he entered the government service and for ten years was captain of the Boxer, a training ship for the U. S. Navy.

In 1932, the North Star was built at Seattle under his supervision for the use of the Department of the Interior in its work with the Indians and Eskimaux in transporting supplies, nurses, teachers, and settlers to the far North, and bringing back furs, reindeer meat and anything else the inhabitants may have to barter. Captain Whitlam has seen the development of the plan to establish needy families in Alaska, has seen their handicaps, their struggles, their discouragements, and finally the measure of success that is beginning to reward their efforts. Four or five times a year he has made the trip. Now the North Star, in company with the Bear, is carrying eighty dogs, eighteen hundred tons of supplies, a collection of air planes and the one and only snow cruiser which is expected to help bring success to the expedition, to the end of the earth where the south pole sticks out into space to be an imaginary support for an imaginary hat of Uncle Sam. Whether the Star will behave as well for a new master as for the old, or will turn cranky and act up like a spoiled step child remains to be seen.

Others are large
port a thriving
the group is Or-
are said to be the
le mountains pro-
the water.



By Washington State Progress Commission

The International Peace Arch at Blaine, Wash., is the only one of its kind in the world.

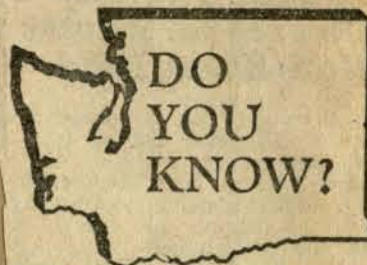
It was built in 1921, at the instigation of the late Sam Hill, to commemorate 100 years of peace between the United States and Canada.

The wide-open gates bear the carved inscription, "Open 100 Years, 1814-1914. May These Doors Never Be Closed."

On the American side, engraved in bold relief, are the words: "Children of a Common Mother." On the Canadian side: "Brethren Dwelling Together in Unity."

The Peace Portal also commemorates the Rush-Bagot agreement entered into in 1817 by His Majesty the King of England and President Monroe by virtue of which the 3000-mile boundary from the Atlantic to Pacific, for more than 100 years, has been ungarrisoned and unfortified.

LARD NEWS



By Washington State Progress Commission

The first sawmill in what is now one of the biggest lumbering states in the Union was built about 1828 at La Camas, six miles above Vancouver on the Columbia River.

A crude affair, it was built by a man named Cannon who came out from the east with John Jacob Astor's land party in 1811. Lumber from his mill was used in some of the buildings at Fort Vancouver, then occupied by the Hudson's Bay Company.

La Camas has since disappeared. The new city of Camas is located a few miles farther up the river.

