

OGDEN'S CIGARETTES



THE BYRD ANTARCTIC EXPEDITION OF 1928



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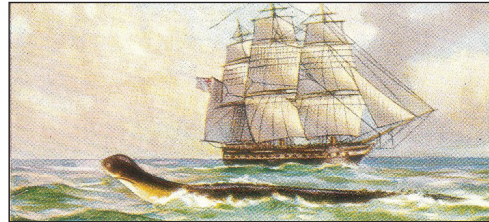
THE IMPERIAL TRANS-ANTARCTIC EXPEDITION

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THE PABODIE-LAKE ANTARCTIC EXPEDITION OF 1930

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THE SEA-SERPENT OF H.M.S. "DAEDALUS"

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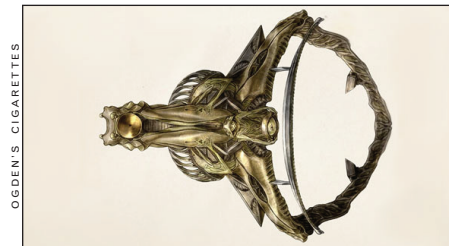


THE MYSTERY OF THE "MARY CELESTE"

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THE TIARA OF OBED MARSH

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THE BYRD ANTARCTIC EXPEDITION OF 1928

For his first expedition to Antarctica, Admiral Richard E. Byrd took three aeroplanes and constructed a base on the Ross Ice Shelf. On 28th November 1929, Byrd and his crew (pilot Bert Balchen, co-pilot Harold Gatty and photographer Ashley McKinley) became the first people to fly over the South Pole. The flight included in their fuel tanks the altitude of the Polar Plateau, they had to jettison their empty fuel tanks and emergency supplies. The journey from Little America to the Pole and back took 19 hours and 41 minutes.

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THE PARODIE-LAKE EXPEDITION OF 1930

Following the success of Byrd's Antarctic Expedition in 1928-30, Professor Frank Parodie and Gerald New England led an expedition to the Antarctic Plateau in 1930. Five Dornier aeroplanes, modified for high altitude flight and cold temperatures, were used to transport the expedition's equipment. The apparatus for geophysical samples, Bad weather and an accident at a forward camp that caused the deaths of eleven men, including Professor Lake, proved the expedition to withdraw pennally.

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THE TERRA NOVA EXPEDITION OF 1910

After the Discovery Expedition of 1901, Robert Falcon Scott led an expedition south about the Terra Nova. On 17th November 1910, Scott's party set out from Cape Evans on 1st November 1911, aiming to reach the South Pole by mid-January. On 18th January 1912, Scott's party was only to find that Robert Amundsen had been there first. Beset by injuries, bad weather and scarcity on their return journey, Scott and his men struggled back towards Cape Evans, but died some 11 miles short of their destination. The following day the words, recorded in his diary: "For God's sake look after our people."

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AMUNDSEN'S SOUTH POLE EXPEDITION OF 1910

The Norwegian explorer Roald Amundsen led his expedition south about the Fram in 1910. Making use of the Fram's exceptional manoeuvring capabilities in the Bay of Whales, his party set out for the South Pole on the 19th October 1911. His party's mastery of skis and their use of sledges dogs gave them an advantage over Robert Scott's expedition. Amundsen and his party reached the South Pole on the 14th December, some 34 days earlier than Scott.

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THE IMPERIAL TRANS-ANTARCTIC EXPEDITION

led by Sir Ernest Shackleton, the expedition embarked for the South in 1914 with the aim of making the first land crossing of the Antarctic continent. The expedition had two ships at their disposal, the Endurance and the Terra Nova. The Endurance was in preparation for the transcontinental march, while the Terra Nova would head to the Ross Sea in order to meet the party. However, the Endurance became trapped in ice and was forced to return to the Falklands. The party used the lifeboats to reach Elephant Island from which they were rescued in 1916 without loss of life.

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THE MYSTERY OF THE "MARY CELESTE"

The most famous of all unsolved mysteries of the sea is the strange fate of the crew of the brigantine Mary Celeste (sometimes spelled Marie Celeste) on her voyage from America to Europe. After some difficulty in the Atlantic, the ship was found in a particularly desolate one in the autumn of 1872. She was picked up deserted in the Atlantic about two months later. It was obvious that she had been hit internally; a land-station was open, yet all the boats were in place. Many solutions have been offered as to the fate of the crew and of the captain's wife and child, though none has met with general acceptance.

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THE SEA-SERPENT OF H.M.S. "DAEDALUS"

Before their messmates had tired of the job the officers of H.M.S. Daedalus wished heartily that they had said nothing about what they saw in 1948. Yet there seems no doubt that there is some strange sea monster which has been seen since the time when all hands were on deck. The creature remained under careful observation for 20 minutes, passing the ship at a speed on about 14 knots; they estimated that 60 feet of his body was visible above the surface. The report was based on a drawing by Captain McQuibbe of H.M.S. Daedalus, which was sent to the Admiralty, and subsequently reproduced in the Illustrated London News.

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THE TARA OF OBED MARSH

The coastal towns of New England now home to a thriving fishing industry, were once the key locations in the trade between the Americas and the South Pacific. The trade was handled by a Captain Obed Marsh, who was active during the War of 1812, and at its peak involved a fleet of more than twenty vessels taking manufactured goods to the Pacific and returning with treasures. This golden era, captured by the artist, was ended by the outbreak of Massachusetts in 1843, is the sole known remaining artifact brought back by Captain Marsh from his voyages to the islands of the South Pacific.

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