



STANDS OFF A LOT OF DOCTOR BILLS

Recommends Pe-ru-na for Catarrh of the Stomach, Colds and Grip

"I have used Pe-ru-na for several years and can heartily recommend for catarrh of the stomach or entire system. I always get benefit from it for colds and grip. It stands off lots of doctor bills and makes one feel like a new person."

R. F. SUTTLES, R. F. D. No. 3, Box 51, Waynesburg, Kentucky.

It is wise to keep a bottle of Pe-ru-na in the house for emergencies. Coughs and colds may usually be relieved by a few doses of Pe-ru-na taken in time. Nasal catarrh, indigestion, constipation, diarrhoea, rheumatism or other troubles due to a catarrhal condition of the mucous membranes all call for Pe-ru-na as the successful treatment. The health building, strength restoring qualities of this well known remedy are especially marked after a protracted sickness, the grip or Spanish Flu. PE-RU-NA is justly proud of its record of fifty years as health protector for the whole family.

TABLETS OR LIQUID

SOLD EVERYWHERE

"HEARS THE EAST A-CALLING"

Marine's Reasons for Seeking Transfer to the Orient Prove Truth of Kipling's Statement.

Who says that Kipling didn't speak the mind of the enlisted man when he wrote: "Ship me somewhere east of Suez?" A marine, who put in a long tour of duty in the Orient, recently wrote the editor of this column that he had requested to be transferred out there again. His letter was poetical, but sincere. He wrote in part: "I can see in my mind's eye that old recruiting slogan, 'See the World,' and as I hear in my imagination the booming of the surf on those oriental shores and scent the odor of the celestial heathen, methinks I should like once again to brush elbows with those slant-eyed sons of Confucius."—From the Leatherneck.

Red Cross Ball Blue is the finest product of its kind in the world. Every woman who has used it knows this statement to be true.—Advertisement.

Good Officers.

"A good officer," said General Pershing at a dinner, "turns even adversity to advantage. Like the young drug clerk, you know."

"Young man," a lady said to this snip, "I want about a pint of glycerin, please."

"Yes, madam," said the drug clerk. "That will be 55 cents—50 cents for the glycerin and a nickel for the bottle."

"But a month ago," the lady objected, "I got some glycerin here, and you didn't charge anything for the bottle."

"Yes, madam," said the drug clerk promptly. "Then that will be 60 cents."

Some horses can go pretty fast, but a broken \$10 bill goes faster.

Strength isn't one of the necessary qualifications of a shoplifter.

Find the Cause!

It isn't right to drag along feeling miserable—half sick. Find out what is making you feel so badly and try to correct it. Perhaps your kidneys are causing that throbbing backache or those sharp, stabbing pains. You may have morning lameness, too, headaches, dizzy spells and irregular kidney action. Use Doan's Kidney Pills. They have helped thousands of ailing folks. Ask your neighbor!

A Nebraska Case

Mrs. Fred Dedlow, Creighton, Neb., says: "I had a weak back and couldn't get into any position that relieved my back. I had dizzy spells with colored specks floating before me. My kidneys acted too often. After using three or four boxes of Doan's Kidney Pills I was given prompt relief so that I haven't had kidney trouble since."



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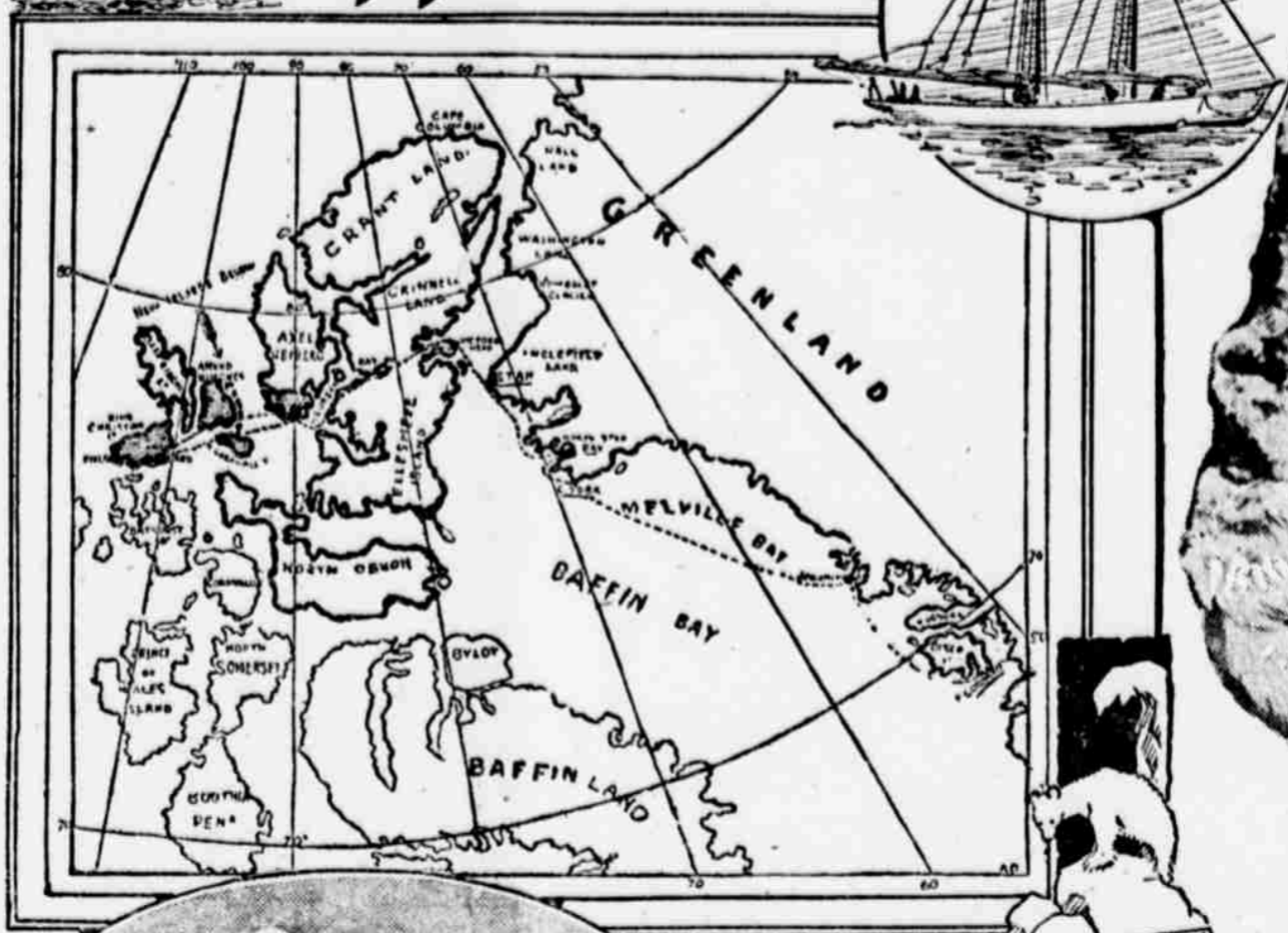
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MacMillan off for Baffin Land



By JOHN DICKINSON SHERMAN.

DONALD B. MACMILLAN is off for Baffin Land—just about now he is saying good-by to civilization away up on the coast of Labrador. And what does the veteran explorer expect to find? Probably he himself doesn't know. But Baffin Land offers that strongest of lures—the lure of the unknown. And if MacMillan reaches its interior or its west coast and gets back to tell the tale, two or three years from now we may be hearing something new—and seeing it, for he intends to bring back moving pictures. Anyway, he and his schooner, the Bowdoin, are off for Baffin Land.

The truth is that Baffin Land is an undiscovered country. It was "discovered" away back in the Seventeenth century (1584-1622) by William Baffin—that is, that hardy English explorer discovered and charted Baffin bay, which lies between Greenland and Baffin Land. So he necessarily discovered the east coast of Baffin Land. But no man has ever sailed around Baffin Land. And no white man has ever penetrated to its interior.

MacMillan therefore does not know what's ahead of him. But the Eskimo who live on the big island have told him wondrous tales of towering mountains with great glaciers; vast lakes; birds new to science and of great size; beautiful flowers; herds of reindeer. The island, it is estimated, is about 1,000 miles from north to south—from Lancaster sound to the Gulf of Boothia. It is anywhere from 200 to 500 miles wide east to west. Its east coast line is an ice-capped plateau with an altitude of from 5,000 to 8,000 feet. The interior is supposed to be largely of rock, covered with ice. The western coast, vaguely indicated on the maps, is drawn from statements made by Eskimo.

This western coast, according to stories told MacMillan by Eskimo, is inhabited by people who have never seen a white man. So one of the results of the expedition may be moving pictures of a primitive people untouched by civilization. MacMillan thinks there is coal, oil and mineral wealth of various kinds on the island. Then there is terrestrial magnetism to be studied from observations taken near the magnetic pole. Also the aurora borealis is to be photographed.

MacMillan is a veteran in Arctic exploration. He was born in Provincetown, Mass., in 1874, and was a '98 track and gridiron star at Bowdoin. In early life he taught the young idea how to shoot. He was in the Peary Arctic Club North Polar Expedition of 1908-09; frozen feet put him out of consideration for Peary's final dash to the pole. He was a member of the Carbet Labrador party in 1910 and did ethnological work among the Eskimo of Labrador in 1911 and 1912. He headed the Crocker Land exploring expedition in 1913. After four years during which time two relief parties were dispatched in search of him and a third was formed, word came through that the little party was safe at Etah, Greenland. He had learned that Crocker Land was largely a myth.

The Baffin Land Arctic Exploration—the official title of the little company that MacMillan will command—is being financed by a group of Bowdoin men. The plans provide for an absence of two years. The plans do not provide for a relief expedition. If the Bowdoin is crushed in the ice, the party will retreat by sledge to Fort Churchill, the trading post at the foot of Hudson bay, and return to civilization by way of Northern Canada.

MacMillan has carefully selected his companions. The members of the expedition, in most instances, he has known for years and several of them have been his shipmates on previous voyages. His mate is Jonathan Small ("Jot") of Provincetown, Mass., who was with him for four years on the Crocker Land expedition and whom the explorer describes as "through-and-through sailor, and the best story teller I ever met." Another former shipmate is Thomas McCue of Brigus, Newfoundland, the cook, who was with the explorer on a trip through Hudson bay last year. Harold Whitehouse of Boothbay harbor, another experienced sailor, is engineer.

Ralph P. Robinson of Haverhill, Mass., will be the explorer's general assistant during the expedition.

He was a pupil of Doctor MacMillan at Worcester academy and later was associated with him as director of summer camps in Maine. He served in France during the war as a lieutenant of infantry, and since his return had been physical director in the Haverhill public schools until he gave his resignation in June to join the expedition.

Dawson Howell of Boston represents the Carnegie Institute on the expedition as magnetic observer and will also serve as radio operator. He is the son of a Pittsburgh lawyer and is a former Trinity college football captain. Richard H. Goddard of Winthrop, a member of this year's graduating class at Dartmouth, where he was prominent in athletics, will be Howell's assistant.

The Bowdoin is small—just about the size of the Discovery, Baffin's ship which, in 1618 was the first to reach Baffin bay. But she has been specially constructed for the expedition, and is regarded as quite up-to-date for ice work. She is 80 feet 10 inches in length, of 115 tons displacement, 19 feet 7 inches beam and 9 feet 6 inches depth. She is of the knockabout auxiliary type, equipped with a 45-horse power crude oil-burning engine that will drive her eight and a half knots an hour. Tests of the engine with various kinds of fuel have convinced MacMillan that oil obtained from the Arctic whale can be utilized. Though she had on board 2,800 gallons of fuel, the sails will be used as much as possible, and the motor be saved for emergencies among the ice floes.

The Bowdoin's egg-shaped hull offers nothing to which ice may cling. Under sufficient pressure from ice floes, instead of being crushed, the Bowdoin should be lifted out and be carried with the pack. Her construction is very strong. The frame of the hull is planked with 3-inch white oak, to which has been added at the water line a 5-foot belt of greenheart or ironwood. This armor is said to be capable of withstanding the grinding action of ice better than steel or any other material. Twelve tons of cement ballast has been so placed as to eliminate any danger of ice punching through engine room and tanks. Her bow is sheathed by heavy steel plates. She carries a spare rudder and propeller. It is believed that her slight draft of 9 1/2 feet will make it possible to drydock her on a beach at low tide so that repairs can be made.

The forecastle is of great importance to a ship's company in Arctic temperatures. The Bowdoin is large and has been laid out with special thought for the comfort of the explorers, who will spend much of their time there during the long winter months. There is a thick air space between the outer and inner skins of the hull for insulation against the cold and moisture. When winter sets in a 3-foot covering of ice and snow will be placed over the entire schooner, with snow houses, after the fashion of Eskimo igloos, to cover the hatchways. For heating purposes the vessel is equipped with oil heaters and kerosene for them. Cooking will be done in a range with coal.

When the Bowdoin left Wiscasset, Me., she was deck-a-block with a wonderful conglomeration of articles. The explorers have many friends, and gifts of all kinds had been showered upon them. In that packed cargo, were tobacco and matches sufficient to last two years—2,800 gallons of oil, 14 tons of nut coal, enough to keep the galley range hot for two years, flour enough for a like period, 100 gallons of gasoline for lighting, 500 pounds of butter, 500 pounds of coffee, 13 cases of tea, 100 pounds of lard, a barrel of molasses, ten hams, four strips of bacon, six cases of corned beef and corned beef hash, 36 cases of other canned goods, 240 pounds of assorted jellies and jams, bags of beans, cases of macaroni, cases of cranberries, puddings, cheeses, cereal, dried fruits, nuts and candy, a case of flavoring extracts, spices, dates and prunes, drugs, medicines and a quantity of dehydrated vegetables—onions, potatoes, carrots, cabbages, cranberries, etc. from which the moisture has been extracted and which will return to their natural state upon being soaked in water. Somebody had given a number of old automobile tires, to be lowered over the sides as ice buffers.



The Bowdoin carries a wireless telegraph outfit. She has also a complete apparatus for her scientific work. Two motion picture cameras and four miles of film, with which Doctor MacMillan plans to record the events of the trip, as well as the animal and bird life, form an important part of the expedition's equipment. The explorer also expects to be able to use the cameras, which are furnished with special high-speed lenses, in making photographs of the aurora borealis, and he will attempt, through photographs taken at different points, to measure the height of the northern lights.

And here's something clever. There's a motion picture machine and several reels of film for the benefit of the natives. These reels include films which MacMillan made on a previous trip to the North. So, when the Eskimo see themselves projected against the side of an iceberg, they will be more likely to believe what the films show them of the white man's country. And maybe they will not consider MacMillan a magician!

The explorers carry 20 rifles and shotguns and 10,000 rounds of ammunition. These, of course, are for the securing of specimen animals and for the killing of game. These firearms may also save their lives, since if they have to desert the Bowdoin and make their way to civilization on foot, they will have to live off the country. This can be done, as Stefansson, Amundsen and others have proved to the world. Sir John Franklin's two crews perished to a man on such a retreat to the North after an attempt to conquer the Northwest passage. The men were brave, but apparently inadaptable. They perished in the midst of plenty.

Of course the MacMillan party have no expectations of footing it home across the ice. They hope to navigate the Bowdoin clear around Baffin Land.

"One hundred years ago Parry left England on the Fury and the Hecla to negotiate a Northwest passage," said MacMillan. "He went into Hudson bay south of Southampton island and followed the mainland of Canada northward till he reached Fury and Hecla straits. Here he stayed two years and found he was balked by ice and a strong, rapid southward current. As fast as he sailed up he was driven back and he became discouraged and quit. Never since has a ship attempted this trip. That's why I had the little schooner Bowdoin built. Experience has shown that the small, hardy craft with a small crew works better than a large vessel and an extensive expedition. The Bowdoin's 45-horsepower oil engine should give us a cruising radius of nearly 4,000 miles just with the fuel in our tanks, to say nothing of whale oil. We also can depend on our sails. I see no reason why we can't get home all right."

Incidentally, as may be imagined, Wiscasset had the time of its whole existence in the departure of the Bowdoin. The event brought an influx of visitors such as the town has never seen before. The entire local population, together with summer residents from surrounding resorts, and relatives and friends of the crew, thronged the wharves along the water front.

Mingled with their cheers was the screech of whistles on harbor craft, the bellow of the fire siren and the peal of church bells. The harbor was dotted with launches, dories and other pleasure craft.

To this spontaneous demonstration on the part of the populace was added the official valedictory of the state, pronounced by Gov. Percival P. Baxter, a personal friend of the explorer, just before the schooner left the dock.

Under her full speed of eight and a half knots an hour, the schooner, for the benefit of the spectators, made a complete circle around the harbor before heading down Sheepscot bay. The crowd remained on the docks and watched her until she passed Davis island and finally disappeared around Westport point.