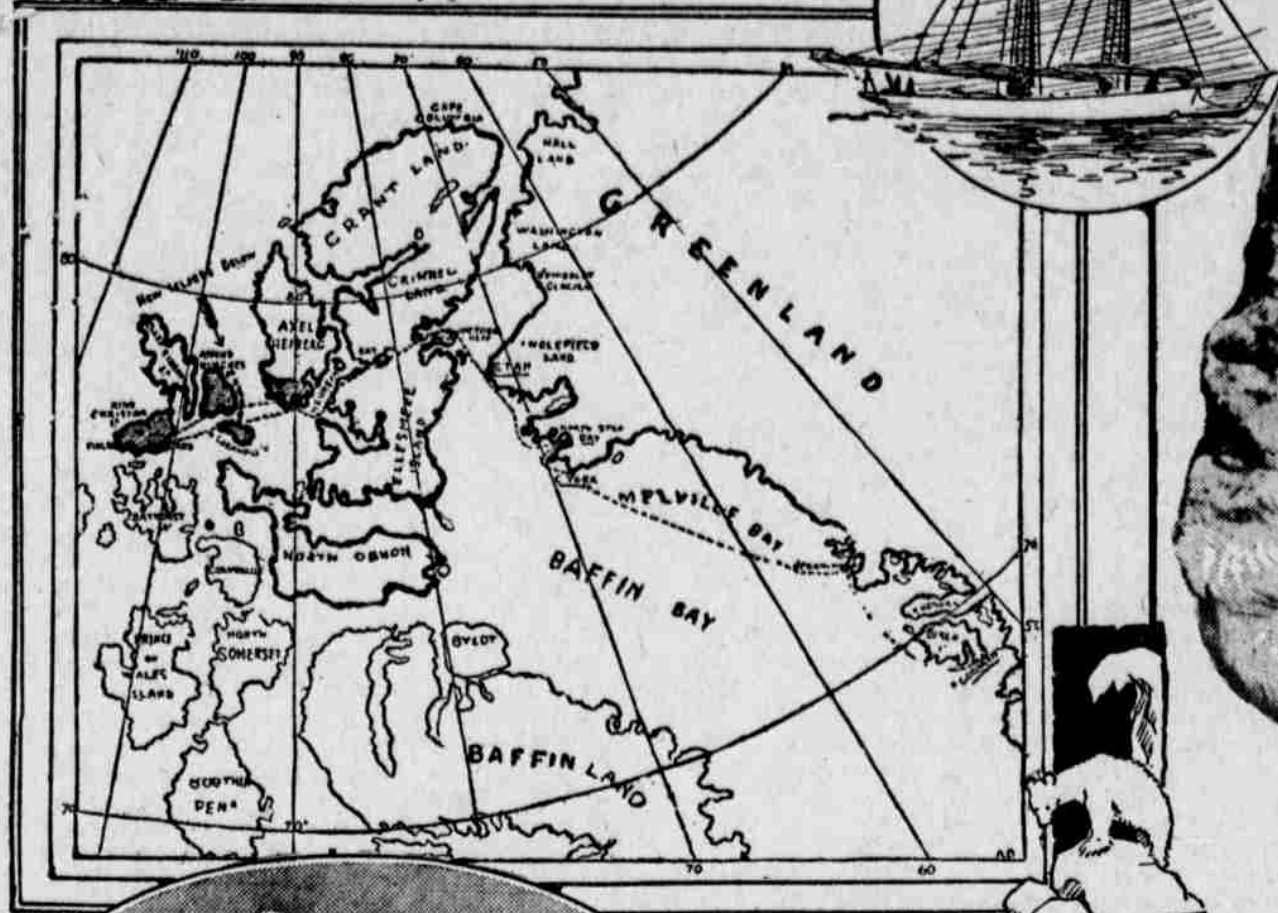


# MacMillan off for Baffin Land



By JOHN DICKINSON SHERMAN.

**D**ONALD B. MACMILLAN is off for Baffin Land—just about now he is saying good-bye 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 Cabot 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 Expedition—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 expe-

dition. 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 in 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 1616 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 9½ 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, chock-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—2,500 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 had 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 Stefanson, 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 indaptable. 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.

## U. S. AIRSHIP ZR-2 WRECKED BY BLAST; FORTY-THREE DEAD

Dirigible Plunges Into River at Hull, England.

COMMANDER MAXFIELD DIES Of Forty-Nine Officers and Enlisted Men in Air Craft's Crew All but Six Perished When Machine Burst Into Flames—Four Leap in Parachutes.

London, Aug. 28.—America's \$2,000,000 airship, the ZR-2, Titanic of the air, is a wreck in the River Humber near Hull. Eighteen of the twenty-one Americans who were to pilot her across the Atlantic to the United States are believed to have perished.

Of the forty-nine officers and enlisted men in the huge dirigible's crew, twenty-eight of whom were British, all but six lost their lives when the ship exploded over the city of Hull at six o'clock in the evening.

Twelve bodies have been recovered, among them that of Commander Louis H. Maxfield of Washington, D. C., who was in command of the ZR-2.

Air Commander Maitland of the British air forces, who piloted the dirigible and was Britain's foremost pilot, also was killed.

Cause of Disaster Unknown.

None of the six survivors has been able to advance a theory of the cause of the disaster. The ZR-2 had been in the air 35 hours on her trial flight. She got out from Howden early in the day and was prevented by a storm from landing that night.

The next day she had been cruising about in further tests, her commander planning to moor the giant craft at Pulham, in Norfolk. The dirigible was floating easily over Hull in plain sight of thousands of people on the streets, when suddenly the crowds saw a flash and heard a tremendous explosion.

The concussion shook buildings and broke windows in Hull. The airship burst into flames and appeared to break in two. While the panic-stricken populace rushed to and fro to escape the debris, the 700-foot bag, laden with heavy engines, great gasoline tanks and cabin equipment, plunged, burning, into the river.

As it touched the water, another explosion occurred. Many of the victims were burned to death after the balloon fell. Eyewitnesses saw at least four men leap in parachutes. The six rescued were all delirious.

Eye-Witness Account.

A description of the ZR-2 disaster was given by James Phipson of Birmingham, an eye-witness.

"I was just opposite Victoria pier when it happened," said Phipson. "I saw the beautiful silver ship sweep majestically toward the city of Hull. It was about 1,000 feet high and was sailing along on an even keel.

"I could see the propellers turning slowly as the ship disappeared into a cloud bank. After two or three moments she emerged again and I was almost struck dumb to see the shining coat glistening in the sun suddenly break in two pieces. A second or two later, when the sound of the terrific explosion was heard, the flames were shooting upward and the black smoke was already settling below the ship.

Plunges Into River.

"The airship seemed to stand still for a second or two as the two pieces gradually broke apart, descending slowly, the nose portion at first seemingly under control.

"Then I saw portions of the gondolas falling away. The nose portion fell on a mud bank in the Humber, which was at low tide. After burying its nose in the sand, that portion of the ship continued to burn fiercely. "There was no sign of anyone on that part of the ship.

"The tail end fell in the middle of the river half a mile away and was also blazing.

Three Drop in Parachute.

"When the nose landed there were two further explosions. The gasoline tanks burst with the impact.

"I saw three parachutes leave the front part of the ship as it broke. It looked to me as if three men were hanging to one of the parachutes, but I could not see where they landed. "As far as I know only two men survived. They were Mechanic Bateman and Lieut. A. H. Wann, who commanded the ship. I saw Lieutenant Esterly's body taken away. It was all burned and charred. Wann was terribly injured, but Bateman was able to walk. Both Wann and Bateman were rescued from the wreckage in the Humber."

Was Ready for U. S. Trip.

The ZR-2 was to have left Pulham for the United States within ten or twelve days.

The dirigible cost \$2,000,000. In addition the United States government expended \$4,000,000 in the construction of a huge hangar near Lakehurst, N. J., and in sending a crew to England to bring the dirigible home. More than a month ago a grader of the ZR-2 buckled on a trial trip, and the ship was laid up for repairs. Frequent delays since then have interfered with intended flights.

## MERCHANT TELLS OF A REMARKABLE CASE

Writing from Maxey's, Ga., A. J. Gillen, proprietor of a large department store at that place, says:

"I have a customer here who was in bed for three years and did not go to a meal at any time. She had five physicians and they gave her out. One bottle of Tanlac got her up, on the second bottle she commenced keeping house and on the third she did all the cooking and housework for a family of eight."

This sounds really incredible, but it comes unsolicited from a highly creditable source and is copied verbatim from the letter.

Tanlac is sold by leading druggists everywhere.—Advertisement.

The Medium's Friend. Publisher George Doran of New York was laughing about Conan Doyle's rampant belief in spiritualism.

"Doyle's friends poke fun at him," he said, "but he takes it all in good part. At a dinner in Golder's Green, the Greenwich village of London, Doyle's host said to him one evening:

"How will you have your roast beef, Sir Arthur? Underdone or—"

"But here the hostess interrupted: "It takes no Sherlock Holmes, she said, to tell how he'll have his beef. He'll have it 'medium' of course."

Discontent.

There are two kinds of discontent in the world: the discontent that works and the discontent that wrings its hands. The first gets what it wants and the second loses what it has. There's no cure for the first but success; and there is no cure at all for the second.—Gordon Graham.

No Danger. "Play poker with a bunch of women?" "No, I can't take their money." "Don't worry. You won't."

## WOMAN AVOIDS AN OPERATION

Hope Nearly Gone, but Lydia E. Pinkham's Vegetable Compound Saved Her

Star, N. C.—"My monthly spells gave me so much trouble, sometimes they would last two weeks. I was treated by two doctors without relief and they both said I would have to have an operation. I had my trouble four years and was unfit to do anything, and had given up all hope of ever getting any better. I read about your medicine in the 'Primitive Baptist' paper and decided to try it. I have used Lydia E. Pinkham's Vegetable Compound and Lydia E. Pinkham's Liver Pills for about seven months and now I am able to do my work. I shall never forget your medicine and you may publish this if you want to as it is true."—Mrs. J. F. HURSEY, Star, N. C.

Here is another woman who adds her testimony to the many whose letters we have already published, proving that Lydia E. Pinkham's Vegetable Compound often restores health to suffering women even after they have gone so far that an operation is deemed advisable. Therefore it will surely pay any woman who suffers from ailments peculiar to her sex to give this good old fashioned remedy a fair trial.



50 good cigarettes for 10c from one sack of

GENUINE "BULL" DURHAM TOBACCO

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