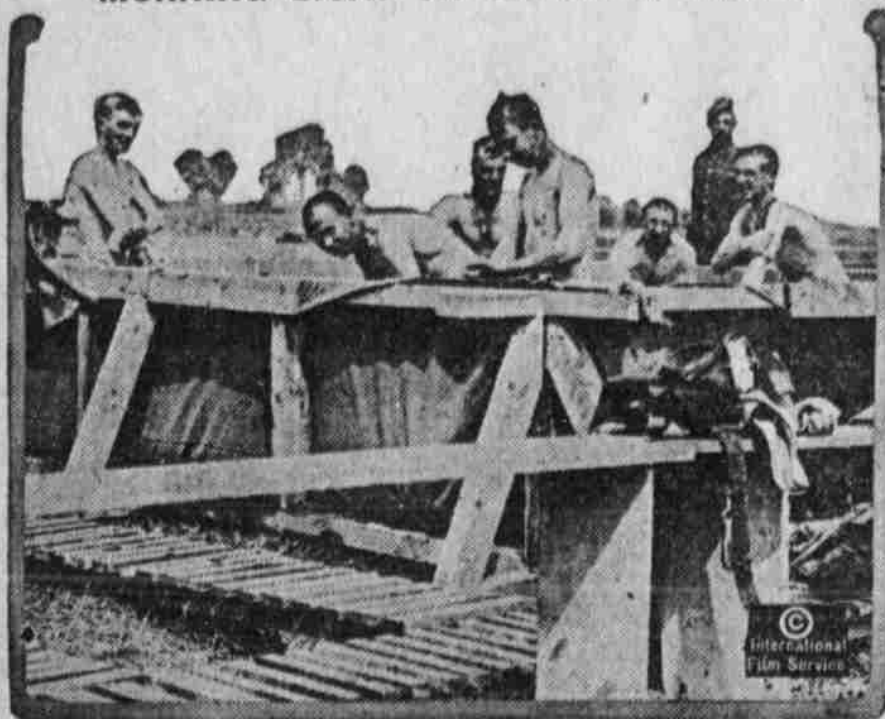


### MORNING BATH ON WESTERN FRONT



English troops on the western front having their morning bath in a tub made of timber and tarpaulin.

## HOMESICK FOR FROZEN NORTH AND ICE PACKS

Veteran Arctic Explorer to Drift Five Years Across Top of Continent.

### TAKE COLLEGE MEN ALONG

Captain Robert A. Bartlett Tires of New York and is Arranging to Gather Scientific Data in the Million Miles Yet Untouched by White Men.

New York.—Capt. Robert A. Bartlett, who has been in arctic exploration for 18 years of his life, who has been further north than any other white man with the exception of Peary, who has suffered hardships in the frozen regions, is afflicted with arctic nostalgia. He is homesick for ice peaks, frozen seas, polar bear and seal meat, blubber and nights that last six months. He wants to go to the far, far north again, get frozen up in the arctic ocean, and drift wherever the currents may carry the ice pack and his ship.

Captain Bartlett, who is an American of English birth, forty years old, tall and straight as an arrow, but soft spoken and almost diffident in his manner, explained in detail his latest project for arctic exploration when I saw him the other day at the Explorers' club, says a writer in the New York Herald.

"My idea," he said, "is to superintend the construction of a wooden vessel of about 350 tons, especially designed for arctic work; start in May, 1918, northward through Bering Strait; go eastward off the northern coast of Alaska to about 180 west longitude, and latitude 74 or 75, or even farther north; let the vessel freeze up and go with the ice drift through the great unexplored arctic regions. There are more than a million square miles of unexplored territory in the Arctic ocean.

"I would take only eight men with me on the trip, preferably young college men, not too scientific, but with sufficient knowledge and brains to do the scientific work necessary. While we drifted we would take soundings and use a deep-sea dredge to gather the flora and fauna from the floor of the ocean and keep a careful record as well as specimens of what we found. This work would be of the same character as that undertaken by the prince of Monaco, the late Sir John Murray and, to some extent, by Nansen.

"I believe that such an expedition, while having little of the spectacular about it, would add greatly to the world's scientific and geographical knowledge. It has the moral support of the National Geographic society, at Washington; the Philadelphia Geographical society; Admirals Pillsbury, Chester and Peary, the United States coast and geodetic survey, the Explorers' club and many other societies and individuals of note.

**Financial Assistance Pledged.**  
"I have pledged of financial assistance to the extent of \$85,000 already, and I will require about as much more. I am encouraged to believe that the full amount can be obtained without a great deal of trouble, for there are many public-spirited men who will subscribe to the project when they understand its nature and value.

"Instead of regular steam engines and boilers, requiring the consumption of coal, I will install a Bollinger crude oil engine, thus doing away with the necessity of engineers and firemen.

"From my knowledge of the arctic regions and the currents and general drift of the ice I should say that we would drift about five years before reaching civilization again, but we might do it in three years. I would provision the ship for five or six years, and that would be easy with only nine men to provide for. The general drift would be to the west, and I should say that we would eventually come out either between Greenland and Spitzbergen, or between Spitzbergen and Franz Josef Land.

"It is possible that we would discover new land during our travels. We would take about a hundred dogs and what sledges we required for exploration. The dogs would be fed on bear meat and fish, of both of which we would have no difficulty in getting all we required. Our own principal meat diet would be bear and seal. Of course, we would have canned meats with our provisions, but I have never cared much for them in arctic work. Seal meat is delicious, and the polar bear meat is good, too—very like pork.

"I have not the slightest doubt that we would find many new fishes, shell fish and sea plants with our deep-sea dredges, and would add greatly to the scientific knowledge of the world. As I said, there will be nothing spectacular about the trip, like hunting for the North Pole, but it will have a scientific value, and may add greatly to geographical knowledge. I am pretty sure that there is land somewhere in the unexplored regions, and I see no reason why we should not find it and explore it on such a trip."

Captain Bartlett ran away to sea when a boy, and has lived most of his life since on sealers, whalers and in arctic exploration. He was first with Peary on the Windward in 1897 and 1898. He went on another expedition to Hudson straits and was captain of a sealing vessel off Newfoundland. In 1905 he was preparing to go north again, and planned the Roosevelt after the manner of the Fram. He superintended the vessel's construction, and as skipper piloted her in 1905 through Kane basin, Kennedy channel, Robeson channel, and finally to Cape Sheridan on the northeast corner of Grant Land.

**An Epic of the North.**  
In the summer of 1906 Peary and Bartlett started over the polar ice to reach the North Pole. They attained latitude 87 degrees 6 minutes, the farthest north ever reached by a white man previous to the discovery of the Pole. Captain Bartlett was in charge of the supporting parties, and was on the ice 120 days. The ice broke up and the Roosevelt was started on her home voyage, but encountered a hurricane near Cape Union, between Greenland and Grant Land. The ice piled up and drove the Roosevelt ashore. Her rudder was torn out, two of her four propeller blades were broken and

### GIVES \$3,000 TO RED CROSS



Rita Kohler, daughter of the late Charles M. Kohler, millionaire manufacturer and horseman. Rita and her older sister, Vera, recently assisted at the Red Cross bazaar given on their mother's estate at Suffern, N. Y. Each of the girls donated \$3,000 to the fund of the Red Cross to be used in the relief of the wounded on the battlefield.

she leaked badly. It took three months to patch up the vessel, and fuel and provisions were running low.

Crossing the Cumberland gulf in October, she was hit by another gale, and her jury rudder was carried away. Captain Bartlett swung a beam from the boom to steer by and ran before the gale four days, finally making the northern tip of Labrador, where coal, provisions, water and wood were obtained. The vessel got to Hebrun, a Moravian settlement, where enough supplies were obtained to take her to Nain. There food was obtained. And so, getting small supplies of food and fuel, the vessel finally reached Nova Scotia.

Again the Roosevelt, with Captain Bartlett in command, went to Cape Sheridan in 1906, and Peary and Bartlett started for the North Pole. Captain Bartlett was taken to the 88th parallel, and ordered to remain there while Peary went on with Matt Henson, a negro. That was when Peary discovered the North Pole.

In 1913 Captain Bartlett was captain of the Karluk, in which Vilhjalmur Stefansson went to the Arctic ocean through Eering strait. After Stefansson was landed the vessel was caught in the ice and carried from Point Barrow toward the Siberian shore. On January 12, 1914, when the Karluk was about 125 miles off Wrangell island, near which is Herald island, she was crushed in the ice. Captain Bartlett had foreseen such a disaster and had put provisions for two years on the ice. Eight of his men insisted upon going in what they thought would be a shorter direction to reach land. They were lost.

**The Rescue From Wrangell Island.**  
Captain Bartlett, with 17 men of the expedition, two Eskimo men, one Eskimo woman and two children, reached Wrangell island March 13.

There he established a camp, and then with an Eskimo boy eighteen years old, one sledge and seven dogs started over the ice to the Siberian coast, more than one hundred miles away. He traveled over broken ice, ferried open lanes on pieces of ice and reached the coast in the first week in April. He followed the coast for a thousand miles, and finally received assistance from Baron Kleist at Emma harbor. The baron sent him to St. Michael's, Alaska, where he found the United States revenue cutter, Bear, and went north in her to Wrangell island for his men. He found them all safe, and they were brought back to the United States.

That was Captain Bartlett's last trip to the arctic regions. Now he wants to go back again and see a little more excitement. The life here palls upon him. He became so disgusted in October, 1915, with inaction that he went to work as a stevedore at Pier No. 7, Hudson river. He did not have to make a living that way, but he liked active work.

Dr. R. A. Harris of the United States coast and geodetic survey, Washington, is enthusiastic over Captain Bartlett's proposed expedition, and has suggested that the following subjects will indicate the nature of the work of such a project:  
The distribution of land and water, including the extent and character of land yet undiscovered; depths or soundings of the waters; tidal observations; currents and ice drifting; ice conditions; temperature, salinity and chemical composition of water at various depths; character of the sea bottom; marine life in the Arctic ocean; other arctic life; geology of arctic land; arctic meteorology, temperature, atmospheric pressure, winds, precipitation, etc.; magnetic observations; pendulum observations; feasibility of the Northwest passage; feasibility of other possible routes.

**Scientific Value of Trip.**  
"From these items," says Doctor Harris, "it is evident that certain physical sciences must remain incomplete until observations have been made in the regions now designated as unexplored, viz: meteorology, ocean circulation, the tides, terrestrial magnetism and geodesy.

"The probable value of a drifting in arctic ice depends upon the length of time for which the projector of the expedition has made provision. A long period of drifting generally means long distances covered and so unknown waters traversed, new positions attained and greater likelihood of making geographical discoveries. For instance, the drifting of the Jeannette proved that very shallow water, less than 100 fathoms in depth, extends 300 geographical miles northward from the coast of eastern Siberia, while the drifting of the Fram upset the previously entertained notions by proving that ocean depths occurred in high latitudes where the waters were supposed to be comparatively shallow."

Some idea of the estimation in which Captain Bartlett is held by geographers may be obtained from the fact that he has received medals from geographic societies in America, England and Italy. But he is too modest to talk about such things. He cares nothing about past performances now. All he wants is a chance to get far into the Arctic circle again and live the life he knows so well and enjoys so thoroughly.

**Milk Saves Blazing Barn.**  
Altoona, Pa.—Milk has proved just as efficacious as water in extinguishing a fire, even if it is a bit more expensive. The dairy barn of A. M. Wasson, near Tyrone, was struck by lightning. Mrs. Wasson and her two sons, Alton and Robert, were in the building milking. Flames followed the bolt, a delay would have doomed the structure. A dozen gallons of milk, the result of the day's milking, was at hand. The milk saved the barn and stock.

## GOOD ROADS

### EXPERIMENT IN GOOD ROADS

Government Constructed Over 480,000 Square Yards of Different Types in 1912-1913.

Over 480,000 square yards of different types of roads for experimental and object-less purposes were constructed during the fiscal year 1912-1913 under the supervision of the office of public roads, United States department of agriculture, according to Bulletin 63 of the department, making a total of over 4,000,000 square yards of road constructed under the supervision of this office since 1905.

The types of roads built were brick, concrete, oil-cement concrete, bituminous concrete, bituminous-surfaced concrete, bituminous macadam, surface treatment, macadam, asphalt-slag, oil-asphalt-gravel, oil-gravel, oil-coraline, gravel-macadam, gravel-slag, sand-clay, sand-gumbo, burnt clay, shell and earth. The object lesson and experimental work during the past year was done at a cost to the local communities of \$139,841.80. This does not include the salaries and expenses of the department engineers.

The road work during the year was done in Arkansas, Florida, Georgia, Kentucky, Maryland, Mississippi, Nebraska, North Carolina, South Dakota, Tennessee, Texas, Virginia, Wisconsin and the District of Columbia.

### CONCRETE ROADS IN HAWAII

Fine System of Highways Being Developed on Islands—Paradise Offered to Motorists.

A large increase in visitors to the Hawaiian Islands this year has brought prominently to the front the vital question of good roads. The second city of the territory, Hilo, has led the way, and has already constructed handsome concrete boulevards leading from the wharves throughout the business section. The outlying districts, under the management of a progressive local government, have put their highways in thorough order, and automobiles may now enjoy on the big island, some hundreds of miles of perfect macadam surface through the most magnificent scenery. With a choice of every variety of climate, from the fully tropical to the eternal snows of the high mountains, the island of Hawaii offers a motoring paradise without a peer in the world.

### Federal Road Funds.

The apportionment of federal road funds available for the fiscal year ending June 30, 1917, are as follows for New York and neighboring states:

New York	\$250,730.27
New Jersey	59,212.63
Connecticut	31,990.44
Delaware	8,134.27
Maine	48,481.59
Maryland	44,947.22
Massachusetts	73,500.00
New Hampshire	29,598.82
Pennsylvania	239,644.17
Rhode Island	11,626.71
Vermont	22,848.47

For the fiscal year ending June 30, 1918, each state will receive double the above figures; for 1919 three times, for 1920 four times, and for 1921 five times the amounts above stated.

### CAMPAIGN IN WEST VIRGINIA

"Get Out of the Mud" Is Slogan Used in Behalf of Better Roads—Motorists Are Wanted.

"Get Out of the Mud" is the slogan used in West Virginia in a campaign in behalf of better roads. Several counties have recently voted favorably on bond issues for road improvements, and these words played an important part in the activities of good-roads advocates preceding the elections. The slogan was employed as the refrain to a song in one election. Good roads advocates in West Virginia say that satisfactory highways will bring in many motorists, as the mountain scenery of the state is of rare beauty.

### ENHANCED VALUE OF A FARM

It Would Aid Greatly If Roads Were Permanently Good So Bigger Loads May Be Hauled.

Do you know how much the value of your farm would be enhanced if your roads were permanently good so you could haul two loads one trip instead of one load in two trips? Begin the improvement by putting the roads adjacent to your own ranch in good condition, then offer your services to help in the improvement of other sections of the road.

**Lot of Fungus Trouble.**  
There is a lot of fungus trouble this season. Blights, rusts, rots, mildews and other bacterial and fungus diseases are common. There is no use dodging; we must fight them with the proper fungicides or they beat us.

**Right Size of Farm.**  
Selling off land till all debts are canceled and little or no hired help needed has saved a good home for many a worthy family who, had they clung to the big farm, would have lost all.

## NATIONAL CAPITAL AFFAIRS

### Political Views Divide Many Washington Families

WASHINGTON.—Meredith Nicholson, the author who was offered a post in the diplomatic service by President Wilson, and his wife have agreed to differ on a most important question. It is that of the candidacy of Mr. Wilson for re-election. Mr. Nicholson is for him and Mrs. Nicholson is against him and for Mr. Hughes.

A number of other equally well-known families have divided within the last few weeks over the presidential campaign. Among the couples which have agreed to differ as to presidential candidates are Representative William Kent of California and Mrs. Kent, Mr. and Mrs. Fremont Older of California, Mr. George Middleton and his wife, Fola La Follette daughter of Senator La Follette of Wisconsin; Mr. and Mrs. J. A. H. Hopkins of New Jersey, and Mr. and Mrs. Richard Lloyd Jones of Madison Wis.

The wives maintain that for them and for all women no issue is of more fundamental importance than that of national woman suffrage, which has been endorsed by Mr. Hughes and opposed by Mr. Wilson. For this reason they are out to defeat Mr. Wilson.

### Rapid Work on the Beautiful Lincoln Memorial

ANOTHER step in the building of the Lincoln memorial in Potomac park has been taken—that of letting contracts for construction of the terrace walls of the beautiful monument and of the masonry approaches to the gigantic pile. An appropriation of \$300,500 is available for the building of these features of the memorial, which, according to specifications, are to be of the best granite obtainable.

Indications are that the imposing monument to the martyred president of the sixties will be completed months ahead of the time stipulated in the contract. The contract time is March, 1918, but work is progressing at such a rate on the memorial that the more optimistic of the officials in charge of the construction are hazarding the belief that the structure will be standing as a complete tribute to the immortal Lincoln by the end of 1917.

Already the colonnade and the outside walls of the structure are completed. The interior, mostly of limestone, is almost installed, while the eight interior columns are now in place. The ceiling beams of bronze are not yet in and the roof is not yet on.

Work on the granite terrace walls and the masonry approaches has been started, and grading of the mound on which the memorial stands is being pushed forward with all possible speed. Hundreds of workmen and scores of teams are engaged in the work of completing this mound, which necessitates extension of Potomac park in the vicinity of the memorial into the river more than 200 feet.

Dredges are employed in the building up of the new ground, taking the earth from the river and piling it up behind the new seawall which is being constructed for the purpose. This work means that the park in the vicinity of the memorial, instead of following the line it now does along the driveway will be bowed out 200 feet farther into the river.

Officials in charge of the work said that landscaping and grading is one of the biggest tasks in the construction of the memorial, and explained that while a great part of this work has already been accomplished, it will be weeks before the ground in the locality of the monument will begin to assume the appearance it is expected to take on according to the plans of the memorial.

### Post Office Department Running a Big Laundry

IT MAY not be generally known, but Uncle Sam is today running a laundry. By this means he is combating the high cost of living. A couple of years ago, when the post office department asked for bids for the washing of towels for the department in Washington the prices seemed to be abnormally high for the great number to be laundered.

Someone in the department suggested that it take over the towel washing business itself as an experiment. The suggestion sounded good to the officials, who purchased a small washing machine, and it was soon found that the towels were being washed at a rate much below that quoted. The department has within

the past few weeks, decided to go into the laundry business on an even larger scale. A new and larger washing machine has been purchased, and it now proposes not only to wash the towels of the post office department, but also those used at the Washington city post office. This will mean that the post office laundry will wash on an average of about 4,000 towels each day.

The department has found that it can wash and iron these 4,000 towels at a cost of not over 18 cents per 100 towels. It is said that the bids received by the department were in the neighborhood of 50 cents per 100. It can therefore be estimated that the department is saving approximately \$500 a year by doing its own laundry work, and not only has its towels on hand at all times, but is sure that they are thoroughly washed.

### Rat Proves Prediction on Fashions is Correct

THE latest fashion note that skirts will be higher this season was more than vindicated the other night, when a large rat, in his efforts to escape two bulldogs, ran toward a crowd of women who were watching the chase near the corner of Thirteenth street and Pennsylvania avenue northwest.

Through some mysterious agency of "ratdom" a huge rodent escaped sentries and meandered toward the white light of the avenue. As far as can be learned it was but a sight-seeing trip, but Sir Rodent had not counted up the carnivorous capacity of other members of the animal kingdom.

Two bulldogs simultaneously spied the tourist and both claimed him for their own. Two sets of teeth closed upon Mr. Rat about the same time, and a guttural argument ensued as to rightful ownership. Becoming incensed at the fatality of this argument, both dogs loosened their hold upon the rat, which scampered toward what looked to be a wall of protection, but which was really a flock of skirts whose owners had stopped on the corner to witness the struggle.

Then it was that fashion came into her own, for skirts certainly went higher, and hastily departing visions of dainty ank—but then, as Kipling would say, "that is another story."

**MORE HORSES THAN EVER BEFORE.**  
Nearly everyone believes that the horse is fast disappearing; but they are in error. Census statistics show that there are more horses in this country now than ever before, notwithstanding that 500,000 horses have been gathered up by France and Great Britain and sent to the war front. The motor car and the motor truck, while greatly increasing in numbers, have not caused a corresponding decrease in the use of horses. This is shown by figures gathered in Chicago, where in the last five years motor vehicles increased from 11,000 to 43,000, while horse-drawn vehicles only decreased from 58,000 to 49,000. Thus 22,000 motor cars came into use, but they displaced only 9,000 horse-drawn vehicles. From these figures it would seem that it will be a long time before horses disappear from the streets.

