

NEW LAND IN ARCTIC REGIONS

REMARKABLE CAREER OF BARON READING

Stefansson, Thought to Be Lost, Announces Discovery.

Lord Chief Justice and England's Premier Financier.

The resourcefulness of Vilhjalmur Stefansson, the American explorer, who headed the Canadian government expedition to the Arctic, has filled the world with wonder. Considered a lost man and given up by most of those interested in the expedition, he recently was able to announce to the world the discovery of new land in the Beaufort sea. His means of communication was a little power schooner, the Ruby, which, after trying for two years to get through the ice to Herschel Island, finally accomplished its object, which was to land supplies for the Hudson Bay company. Stefansson and his two companions had made their way southward to Herschel Island after discovering new land in the north. This may be a section of the Arctic continent which many scientists believe to exist. To establish this theory is one of the main objects of the Canadian expedition.

It will be recalled that Stefansson's main ship, the Karuk, was crushed by the ice after Stefansson and some of his party had left the ship and that the survivors of the ship's party were finally rescued from Wrangell Island. Eight of the ship's party disappeared while on the way to Wrangell Island and in all probability perished. Three of the party died on Wrangell Island before the rescue was accomplished.

Stefansson and two companions left Herschel Island with a dog team, provisions and ammunition on March 22, 1914. From that time up to the other day no news was received from him and he and his companions were believed to have been lost. Many rescue

Baron Reading, formerly Sir Rufus Isaacs, lord chief justice of England, heads that country's mission for arranging a huge war loan for the allies of the leading financiers of England and France appointed to arrange the loan the most remarkable personality in that of Baron Reading and he has had a most remarkable career.

The son of a London Jewish family, he has mounted to a position never before held by a Jew. He made a false start in life by running away to sea and so greatly disappointing his family, with whom for some time he was in disgrace. Soon tiring of the sea, he



Photo by American Press Association. BARON READING.

attempted stockbroking and at sixteen years of age was officiously declared a bankrupt, and the pathway of finance was closed to him. He then studied law and quickly rose to a high place in that profession. He soon became a master of intricate figures and details, a characteristic which has distinguished him ever since. As an advocate and cross examiner he became famous.

In 1898 he became queen's counsel and was recognized as the actual leader of the English bar. Honors fell on him thick and fast. After serving in parliament he was made solicitor general in 1900, and the following year he became attorney general and was knighted. He was also made a member of the cabinet, the first attorney general in the history of England and to be honored in October, 1913, Sir Rufus became lord chief justice of England and Baron Reading. And he came since the beginning of the war he has been the government's chief adviser in financial matters, being regarded as the ablest financier in the service of the crown, he was placed at the head of the mission sent to New York to arrange if possible a credit of a billion dollars. Thus he was intrusted by England with the task of putting through the most stupendous monetary deal in all her history.

ARMSTRONG DREXEL RETURNS

Young Millionaire Has Been Serving as General French's Chauffeur.

J. Armstrong Drexel, who has been serving with the English forces in France in the capacity of chauffeur to General French, has returned to his country on sick leave. Mr. Drexel was one of the first Americans to enlist with the allies.

Of worldwide fame as an aviator who held the altitude record, gained by



Photo by American Press Association. J. ARMSTRONG DREXEL.

flight from the Point Breese track in Philadelphia, young Mr. Drexel was kept out of that service because the allies were not then taking Americans in the aerial arm.

In August, 1914, Mr. Drexel volunteered for service in the motorcar division, was accepted and assigned to the position of chauffeur for Sir John French. In modern warfare, says Mr. Drexel, the motorcar plays a vital part. Dashing from one end of the 150 mile battle line to the other, it keeps the leaders in close touch with the battle's every move and, with the telephone and telegraph, aids in co-ordinating the movement of forces.



Photo by American Press Association. VILHJALMUR STEFANSSON.

expeditions have been made for him, but they all returned to civilization without news of the explorer.

Stefansson related to Captain S. F. Cottle, the skipper of the Ruby, his adventures for the year and a half in which he had been lost to the world.

"Captain Cottle said that Stefansson told him that when he and his two companions left March 22, 1914, they traveled northward over the ice for three months. When their provisions began to run low they decided to return to the mainland at a place near which the Mary E. Sables, a power boat and one of the vessels of the expedition reported as lost in November, 1913, was wintering. There they took on a fresh supply of provisions and started again this time going north and west.

"It was then that they discovered new land. He described it as a continental shelf several degrees west of Banks Land," Captain Cottle said.

Stefansson and his companions followed this land southward and determined its southern limits.

"He told me that he was unable to explore the country northward or westward at that time and was forced to turn back for more provisions," said Captain Cottle.

Stefansson and his two companions during this trip managed to stay on the ice for seven months before they had to turn back.

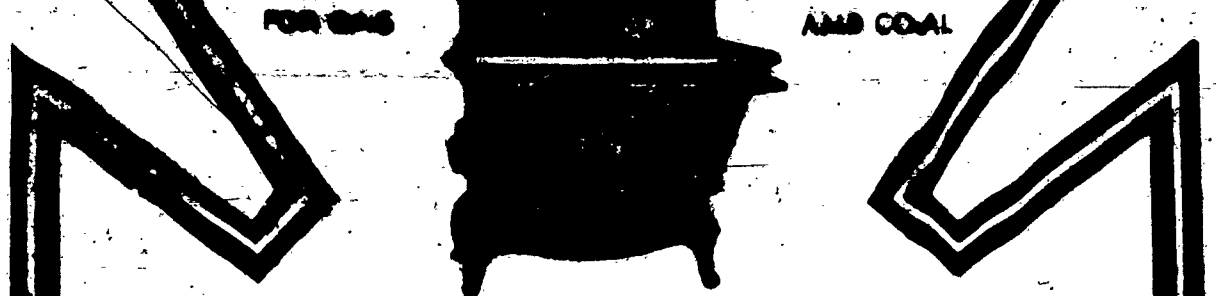
With less than half rations for his men and with his dog almost starving the explorer made his way back to Banks Land, which is without human habitation, and to Haller Island, where whaling vessels frequently call. At Haller Island he found Captain Louis Lane in his power schooner, the Polar Bear.

"Stefansson was anxious to get in touch with the southern end of his expedition and to supply himself with the necessary food and equipment to enable him to continue his exploration work in the region where he had found new land," Cottle said. "He chartered the Polar Bear and started northward in the hope of succeeding in this undertaking, but owing to the lateness of the season he was obliged to turn back and again head for Herschel Island.

"Stefansson was making all his preparations to continue his exploration work where he had stopped it," Captain Cottle continued. "He had bought the Polar Bear from Captain Lane and a small power boat, the Gladiator, which was in the coastwise trade, and was fully equipping them to make the trip back to Banks Land."

Red Cross Marvel Range

FOR GAS AND COAL



Snow, rain, shine—hot weather or cold—damp or dry—for sudden changes of temperature, you must have sudden changes in your kitchen fuel. The Red Cross "Marvel" burns gas or coal, and changes instantly from one to the other. You're ALWAYS snug and comfortable, regardless of the outside weather, if you own a Red Cross "Marvel."

Takes only 30x45 inches of floor space. Has all the cooking and baking capacity for BOTH gas and coal that you'd find in a SINGLE-fuel range of the same size! A marvel of compactness, efficiency and convenience. The easiest range to clean, care for and operate.

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BRIGHT BRIEFS.

Having no coal in the bin never kept winter away.

The gun that wasn't loaded is never dangerous in wartime.

In the world war famed an Italian volcano is mere puff.

If Europe did less borrowing she wouldn't have to so much borrow.

People may be physically fit, but if they have no imagination they are cripples.

Many a father would be glad to raise an income that would have to pay an income tax.

If we could boost with the persistence that we knock a lot of good could be accomplished.

In spite of his luxurious whiskers Carranza is constantly displaying his immense cheek.

Have you ever noticed how much larger your troubles appear at night than during the day?

Contentment is a fine thing when accompanied by enough ambition to keep the blood in circulation.

Some of the feats required of diplomacy are as startling as those of the air men who loop the loop.

Every one in white some one mentions the Hague tribunal. It is well to remember that it still exists.

Astronomer Meish, who has discovered his fourth comet, deserves much praise, though we could have worried along with the comets we had.

The Cookbook.

Sausages will not burst if rolled in flour before frying.

All clean bread scraps should be saved. They are useful for crumbs and may be used in puddings, forcemeats, hot cakes and omelet dishes.

A nice way to serve onions is to make a ring of mashed potatoes, put the plain boiled onions in the center and pour over some melted butter and wouldn't have to so much borrow.

When reheating meat place some extra in a deep frying pan, season it and make quite hot, put in the meat and simmer gently, but do not allow to boil, as boiling makes the meat tough.

Train and Track.

Electric pneumatic brakes are soon to displace the air brakes on the passenger trains of the Pennsylvania railroad.

More than 35 per cent of the mileage of German railroads is laid upon iron ties, one state which is rich in forests using them almost exclusively.

The British system of railways in Nigeria, West Africa, has been remarkably rapid in growth. It now extends nearly 800 miles into the interior.

The Japanese government has adopted a plan of railway building that will require ten years to complete and add more than 1,200 miles to existing lines.

Town Topics.

Chicago knows that it is the best city in the country for the holding of conventions, but it likes to have this view shared by others. Chicago News.

There is a law in Philadelphia against throwing any kind of waste into the streets but nobody pays any attention to it, not even the police. Philadelphia Press.

New York is not satisfied with a census which gives only a little over 5,000,000 inhabitants. But the state line that separates it from Hoboken, Jersey City, Bayonne and Newark cannot be wiped out. Philadelphia Ledger.

Where were you day before yesterday?

"I was helping my wife to move."

"And yesterday?"

"Had the doctor helping me to."

Boston Transcript.

Pen and Brush.

Arthur Brisbane, the well known editorial writer for the Hearst publication, is a very fast writer. He once wrote thirty-two editorials in one day.

Mr. Henry James, the famous novelist, who has renounced his American nationality and become a British subject, has lived and worked in England for about forty years.

Mr. John Richard Lowndes French, elder son of Sir John French, has exhibited in the Royal academy, and five of his pictures have been shown at exhibitions of the North British academy.

President Louis W. Hill of the Great Northern railway system and son of James J. Hill, is an artist as well as a successful railroad president. He takes great pleasure in painting in oil and has painted some really excellent canvases.

The Self Made Fellow.

Nothing exceeds like success telling you how it succeeded.—St. Louis Post Dispatch.

A BEAUTIFUL FROCK.

Smart For Afternoon Wear All Through the Autumn.



IDEAL FOR CALLING.

This charming gown is developed in navy pussy willow silk, with "cuffed" skirt and deep embroidered yoke. The simple long sleeved bodice has a gorgeous craps yoke and cuffs. Please note how the girl is laced with a blue velvet ribbon, finished with ball tassels. With this smart frock go white topped button boots and a navy velvet hat set off with a jaunty white ostrich plume.

For Dripping Candles.

Everybody who has watched candles in a draft knows what troublesome things dripping candles are. If they stand on the dinner table they make pools of melted wax on the cloth that later hardens. But unless it is very carefully removed after it

LONG WAISTED COATS.

The average woman is more interested in her autumn coat suit than she is in evening frocks, although the changes in fashions for the latter should enable her to alter whatever she has, if that is possible in order that they may meet the social life of the early fall, when people come to either in town again and one wants informal evening clothes, if no other kind.

Nothing is so useful in the way of any clothes until models are received from Paris so far as the winter to concern.

But some of the advance styles are better exactly at the waist line, as they were in the late spring, others have an exaggerated point in the fronts some what after the manner of an Elizabethan bodice with a daring plume attached and running high at the side. This is a novelty, and whether or not it will be repeated frequently one can not tell. There are many women to whom it will be very becoming. At least, it is a decided change from what we have had, and there are rumors that it will usher in a variety of coats that run down to a point either in the front or back with high side lines. For the woman who is over fifty and whose hips have broadened the point will be good, and the side stitching can be managed accordingly to her requirements.

A Tribute.

Walter—They do say you're a great hand at a Welsh rabbit, sir. The Clubman—They do, eh? The Waiter—Yes, sir. Oh heard wan man say you made wan that was worth all the trouble it gey him rather he ate it.