ARCTIC FOOD RICH, SAYS STEFANSSON

Explorer Back From Arctic Says Polar Area Is Easiest Place to Live

New York. — Vilhjalmur Stefansson, discoverer of the Blond Eskimos and five new islands in the Arctic and eraser of King Christian Island, who has been studying the barren wastes of the north for five years for the Canadian Government, has arrived in New York. Despite the serious illness through which he recently passed he looks as strong as the musk ox, one of his favorite foods, and an animal which he is anxious to see domesticated for the benefit if the people of the North.

It will be recalled that when the Karluk, the largest of his six ships, was lost, in the beginning of the first year, it was assumed that the expedition would become a failure. Everybody thought that with the loss of pemmican, scientific equipment and supplies of various kinds the party would have to come home.

Many times the rumor came that the Stefansson party had perished. Instead Stefansson has returned to tell Americans that the Arctic is an easy place to make a living in, and the high cost of living is a factor that the Arctic explorer does not have to deal with.

At the Harvard Club, where he met many visitors (incidentally he is a Harvard man), he remarked: "I do not think that there is any easier place to make a living than in the polar area if one knows how. The food problem is very simple. You go out and kill animals and eat them. On the floating ices in the lanes of open water there are seals and poplar bears. On the land are the musk ox and the reindeer. Every polar island that I have ever seen is free from ice in summer and carpeted with grass and vegetation.

"I do not know where the commonly accepted idea comes from that every polar island is covered with ice. We never kill an animal and then waste it, although we might kill a polar bear when we are on the pressure ranges (moving snow and ice carried to and fro by winds) and carry away on the sledge only 200 pounds of meat. There is always plenty of food.

Party Had Plenty to Eat

"With other Arctic explorers it was always a question of food. Food was dealt out in rations. Everybody had his eye on the grub pile wondering if they would have any food to get back on. We travelled 2,000 miles a year and we never lost time seeking food or suffered from hunger, indeed we never lost a meal. Of the 100 dogs that we used we lost only one by accident and none by starvation. When they came out they were as fat as pigs. The men on the journey gained weight."

Stefansson threw into the discard all the theories and practices of other Arctic explorers, with the result that he and his party suffered no hardships, they lived comfortably, they accomplished their object, and with the exception of the men who were lost in the Karluk all the men came through in good shape.

Probable one reason why Stefansson carried practically no food was that travelling for hundreds and sometimes thousands of miles nothing could be placed in a cache, "for when you came to look for it it would have disappeared and be about as hard to find as a barge drifting in midocean," as the explorer put it. All Arctic explorers, said Stefansson, carried light loads, the lighter being the easier to travel with. The men advance as far as the food will go and try to get back before it is gone. Stefansson did directly the opposite.

"Peary, for instance," continued the explorer, "would start out with twenty or thirty sleds. When three or four were empty they and part of the party would go back, with food enough to last them to reach the base. And so it went. Finally at the end when the destination was almost reached only two or three would be left and they would make a quick dash and then back to the base. Under Peary this method was carried to its highest perfection.

"Now we intended to use this method as far as that went, but in the early stages of our explorations, we lost the Karluk, most of our scientific equipment and most of our good men, so we had the task of doing the work without the equipment we had to do it with."

Institute of Technology, Iowa, Oxford, Glasgow, Edinburgh and Paris, being trained in oceanography, terrestrial magnetism, marine biology, geology, topography and anthropology. One of the results obtained by even one department, that of the biologists, will require eleven large volumes.

Stefansson tried a new method on his exploration trips. "On our journeys we took plenty of clothes, scientific instruments picked up from the other ships and even books," the explorer related. "We were not particular about food, as we expected to find it as we went. We picked out the best meat in the country. We preferred musk ox and reindeer, which is the same as caribou. In the summer time the best meat is wolf, for the wolf is very fat in the summer time. The musk ox and reindeer are very thin then, and you need fats. The wolf is very much like beef; there is no noticeable odor and no unpleasant taste.

"The most powerful gun is the 6½ millimeter Manlicher-Schoenhor rechambered by the Gibbs in England, with velocity of 3,161 feet, which, I think, is two or three hundred feet better than army rifles now in use. We carried 100 rounds. There are thirty-three bullets to a pound, and we have been able to average 125 pounds of meat to each cartridge.

"A pound of ammunition gives us two tons of food. That also means that you can always take enough ammunition to carry you three or four years. If you were to buy meat for silver dollars it would take about fifteen times as much silver as it takes in lead. In fact, lead is better than checks or bank notes. Actually traveling with ammuintion served me better than traveling with lead. A bullet is a check that is honored everywhere. There is no protest."

The explorers lived in snow houses instead of tents. Four men could construct such a house in fifty minutes large enough for six men to sleep in, and when it was erected it was "as cold proof as a thermos bottle." In the night the temperature would go down to 50 degrees Fahrenheit, but when the oil stove warmed up the breakfast dishes the temperature would rise to 60 and 70 degrees.

Stefansson begins a lecture tour on his Arctic exploration to-night in Carnegie Hall, and then will tour the country. The proceeds will go to the Red Cross.

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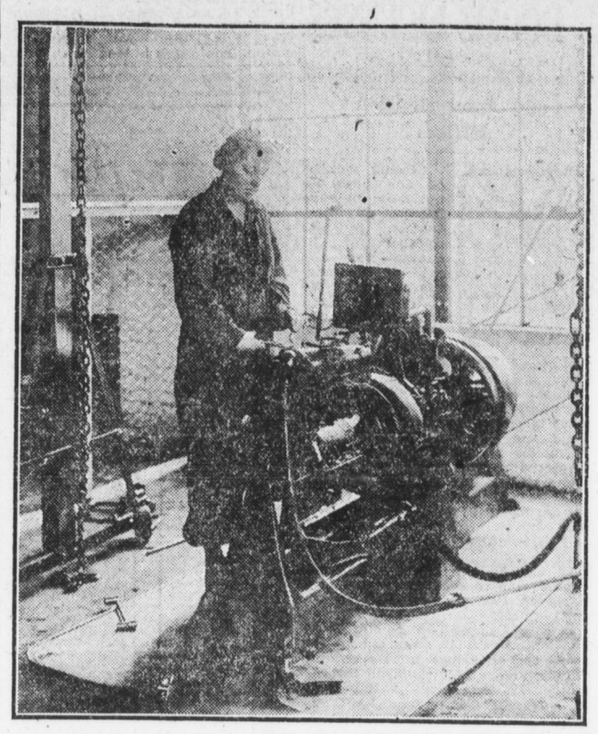
ONE OF THE GIRLS AT MAC'S GARAGE WORKKING ON THE BORING IN MACHINE



LOCAL GARAGE GETS BIG BOOST

Story and Photos of Mac's Garage in Two Auto Periodicals

In the issue of October 9 of "Motor World" and October 24, of "Motor Age", two of the largest automobile magazines on the market, appears the story of the rise of one of Harrisburg's new garages. This is "Mac's Garage" the new fireproof structure on South Third street, the Harrisburg mecca for the "Famous Tin Lizzie."

Both of the magazines takes this model garage and the business methods used as an example for other garage men to follow. Numerous photos showing the outside of the garage, the office, the layout of the three floors, the stock room, and several pictures of the women mechanics who are helping Mac put across the work.

Here is an extract from "Motor Age":

"The work that leaves this shop must be right."

If this motto were instilled in the hearts of every repairman of your organization and carried out to the letter, you should, theoretically at least, never have a single comeback. It would mean in the first place that the car's particular ailment had been diagnosed correctly, that the proper relief had been administered in the quickest possible time, and at a price definitely settled upon between owner and shop proprietor before the job was tackled.

The value of proper shop equipment to eliminate guess work, especially now that expert help is so scarce, has been pointed out repeatedly in these columns, but perhaps you have been one of those dealers who say:

"All this special shop stuff is all right for Jones' place or Smith's place; his work is different from mine. It wouldn't do me any good. My men are pretty good, etc."

All of this is all right as far as it goes, but did you ever stop to think that your men get tired toward the end of the day, while a machine that might line up rods for you, burn-in-bearings, etc., is indefatigable? You may not have the proper devices to hold the piston while taking the rod out of it, with the result that the rod is twisted out of alignment, which defect would cause trouble that only another overhauling would correct.

One of the most striking examples of good equipment, practically green help and all-round good business ability brought together and making money in such trying days as these is that of Mac's Garage at Harrisburg, Pa., The live wire here is A. G. McMillan, and anyone lucky enough to spend a day at his place will declare he is carrying several hundred volts, in fact, so high a potential, that it is inducted into everyone else around. This man is enthusiastic when others throw up the sponge and yell "no business, no help, can't get parts, etc." And he radiates his enthusiasm. His customers feel like coming back, if for no other reason than to have Mac ask them how the bus in running, but we noted that every time a customer came in Mac sold him something whether the unsuspecting owner came there with the idea of buying or not. And here begins one of the important chapters of Mac's way of doing business, a business that is doubling every month.

And this is just part of the story of Mac's Garage. It has recently been incorporated as a company with Mr. McMillian as the President and Harry M. Cohen as secretary and treasurer. The business is still on the increase and everyone is sure to here more of "Mac's Garage."

Fines Imposed For Speaking German

Sioux Falls, S. D.—The County Council of Defense of Turner county, S. D., recently has imposed fines in the cases of several men and women who were charged with using the German language in public places, in violation of the German language ban imposed by the State Council of Defense.

Franz Walz, Mrs. Franz Walz and Mrs. Hobart, of Hutchinson county, S. D., while in a restaurant in Parker, the county seat of Turner county, carried on, it appeared, an extensive conversation in the German language. The County Council of Defense imposed a fine of $25 and costs on Mr. Walz, while the women were fined $10 each.

Mrs. Wilkie Johns and Mrs. John Johns were called before the Council of Defense and fined $25 and costs each for using the German language in a conversation on the street in Parker.

Max Bradky, of Marion, was fined $100 and costs for permitting the use of the German language in the store at Marion of which he is manager.

Chelsa Auto Wrecking Co. Increases Stock of Parts

During the past month or more, A. Schiffman, proprietor of the Chelsa Auto Wrecking Establishment at 22, 24 and 26 North Cameron street, has increased his large stock of used parts and used autos, to nearly double its former size. In speaking of this increase in stock, Mr. Schiffman says: "The large demand I have had for used parts has made it necessary for me to increase my stock. Everyone who is acquainted with the line of business I conduct have been convinced that they can get the part they want, when they want it and that it will give them the service they expect from it. I have had people come here from points fifty miles away in order to get the part they want without having to wait a month or six weeks for it if they would have sent to the factory of some big branch for it. Some of the automobile dealers are taking advantage of my stock to get parts in order to tun out their work without a delay.

"It is becoming more evident every day that the demand for used parts will be increased to even greater proportions than now exists. The scarcity of steel, coupled to the large demands of the military forces have made a scarcity of parts that has no precedent. And again it seems to me that it is a duty we all should consider, to use up these parts. It not only is using up old steel but is saving labor, inasmuch as they parts have been made some time ago, before the labor shortage was so serious."

New Garage to Open at Eighteenth and Chestnut

Announcement was made recently by C. H. Ward, a local automobile man, that he will open a general repair shop and garage at the corner of Eighteenth and Chestnut streets.

General automobile repairing in all its phases as well as storage will be Mr. Ward's specialties. He has a large number of friends among the automobile owners who wish him well in his new enterprise.

Advice to the Lovelorn

SHE WROTE TO A HERO

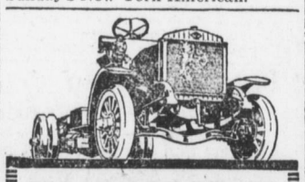
DEAR MISS FAIRFAX:

I am a young girl of 19. Some time in July I read of a brave act performed by an American soldier, which won him the "M. C." Well, I wrote this soldier a letter expressing my admiration of his bravery. He has recently answered and asked me if I would write to him again. Shall I do so? Kindly advise me.

CONSTANT READER.

I am afraid I am a little too old-fashioned to advance promiscuous writing to heroes, but as long as you felt justified in writing the young soldier, there is no reason why you should be discourteous and refuse to answer his letter.

His Holiness the Pope Praying for Peace. Remarkable photograph in the pictorial gravure section of next Sunday's New York American.



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REPUBLICANS ARE HANDICAPPED IN AFTER-WAR PLAN

Minority in Congress See the Need of Reconstruction, but Cannot Act

Washington, D. C., Nov. 2. — While it is generally accepted here that the future of the nation after the war has every possibility of unexampled prosperity, Republican leaders in both Houses of Congress think the time has come to spread out legislative safeguards that will insure it. They realize that it is not enough merely to win a military victory over the enemy in Europe, but that it will be equally necessary now to underwrite, as it were, the fruits of that victory.

For instance, it is accepted as inevitable that following the war the United States will have in commission, under lease and building, a large share of the ship tonnage of the world. The United States will have been less harmed by the war than any of the European nations, and will enter the era of peace with great commercial advantages over those nations. Moreover, many of the nations of Europe will be in debt to this nation and this credit balance will give us a commercial edge unless we throw it away through some inexcusable folly.

Republican Senators fear if immediate steps are not taken to meet the Reconstruction problem that peace may find the nation unable to readjust itself quickly enough to secure all the advantage that should accrue from it.

Peace should find, for instance, an unexampled boom in the building trades, which have necessarily languished during the war, but some of the leading economists in the country are not optimistic concerning the revival of the building trades immediately unless legislative steps are taken to protect their activity.

The economists point out that building is done very largely on credit and that there may be a shrinkage in credit following the war. The cancelling of munition contracts would instantly affect many of the largest industries, and banks are certain to find at least a momentary indecision on the part of these industries as to their future course. In time they will doubtless get back to a peace basis, but unless care is taken now to provide against the siatus from a war to a peace basis, there may be a period of slack in which there will be shortened credit, suspended operations and consequent unemployment.

Republicans Are Handicapped

The Republican members of the Senate and of the House are framing legislation which will provide against any such period, but, being in the minority, they are encountering the usual difficulties of the minority. Although a certain number of Democrats are open to reason on matters obviously of so much concern to the whole country, still they are not so willing, for party reasons, to follow the Republican lead. The result is the delay which many consider perilous.

In line with the Republican record for making of constructive policies, Republican Senators are now devoting a large share of their time to the Reconstruction program. They have expressed themselves individually and collectively as determined that the nation shall be better prepared for the coming of peace than it was for the coming of war. Even though the party is in the minority now, a great deal can be accomplished by presenting the matter for attention just as the Republicans accomplished so much in the early stages of the war in insisting on a heightened war efficiency. But if they control the next Congress, as appears likely, they will then be in a position greatly to accelerate the speed of the Reconstruction program.

Aviators Dropped 5,000 Feet Safely

Amsterdam. — Lieutenant Frank Neims, of Philadelphia, and Lieutenant John Frederick Gibbs, of New York, the aviators who were interned at The Hague after making a forced landing near Schoondyke, in Dutch Flanders, Sunday afternoon, were flying in an American naval bombing biplane of the latest type. They had started from Calais and were dropping bombs on the German lines in Flanders where their machine was struck by bursting shrapnel at a height of 5,000, feet.

Pieces of shell hit the propeller and also made holes in the benzine tank. The biplane landed safely and neither occupant was hurt.

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Burleson Expects Phone Rates Cut

Washington. — Postmaster General Burleson, when asked regarding reports that he would, as Director of Telephones and Telegraphs, increase telephone rates in New York and elsewhere, declared that this was not his intention. His statement was:

"Concerning this matter I will say this

"A thorough investigation is being made with a view to standardizing telephone rates. **On the report of the commission making that inquiry, we hope to decrease rather than increase the rates.** There is to be a readjustment of rates. Of course, in a few places there may be increases to bring all rates to a proper level, **but in a majority of instances I look for lower rates.**

"That is all I care to say at this time. We cannot act until we know the facts."

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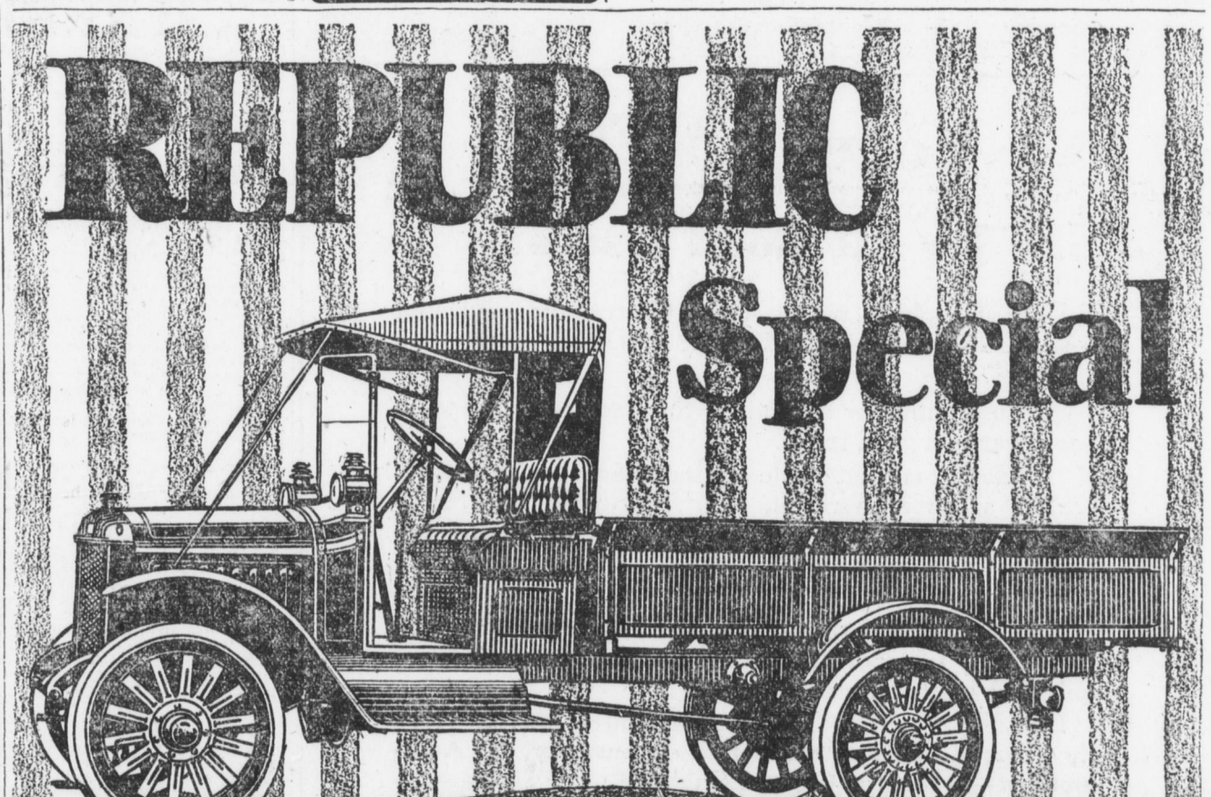

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