

SHACKLETON TO COVER 30,000 MILES ON SEA

London, Sept. 19.—The voyage of The Quest, the quaint little 200-ton ship which is carrying Sir Ernest Shackleton and his party to frozen mysteries in the South Polar Seas, has for its objectives not only oceanographic research but the exploration of a petrified forest and the location of a "lost" island—Tuanaki—the adjacent waters of which have not been sailed for more than 90 years. In addition, soundings will be taken of the ocean plateau surrounding Gough's Island in an effort to determine the truth regarding a supposed underwater continental connection between Africa and America.

Nineteen persons, representing each of the British self-governing dominions, are expected to be aboard when the tiny but staunch craft, "built for tight corners," leaves Capetown, South Africa, for two years' of buffeting its way through the Antarctic ice.

The Quest, which uses both sail and steam, and which may cover more than 30,000 miles before its return home, was constructed according to the personal ideas of Shackleton, who has made several voyages to the Antarctic. He commanded the British expedition of 1907-09, which reached within 97 miles of the South Pole and also the expedition of 1914-15 to Weddell Sea. His present ship is 111 feet long, 25 foot beam and 12 feet in depth. She was built in Norway in 1917 of oak, pine and spruce and has been tested in heavy ice. Her sides are two feet thick and her bows are of solid oak sheathed with steel. Her steaming radius is 9,000 miles and, under sail, in a stiff breeze The Quest can make eight knots. She carries wireless equipment and an airplane with a 25-foot wing spread. She has a glass-enclosed bridge and a lookout that resembles a flour barrel.

Major C. R. Carr, an English soldier of fortune, the aviator of the expedition, plans to fly above the Antarctic fogs to scout out passages between the floes through which The Quest may pass. He is also the photographer and naturalist of the expedition. The biplane he will use is one of only three that were ever built. The other two were flown, respectively, by Colonel Borten V. S., the pioneer flyer from England to Mesopotamia and by Sir Ross Smith, the first man to fly from England to Australia.

Other members of the Shackleton party, besides those already mentioned, include Frank Eild, second in command; Frank Worsley, commander; Major A. H. Macklin, biologist; R. Stonhouse, Lieutenant commander; Captain L. Hussey, meteorologist; J. S. W. Marr and N. E. Mooney, cabin boys.

The petrified forest that will be explored was found by Shackleton on the island of Trinidad at a certain point where he landed from Captain Robert F. Scott's ship, the Discovery, more than 12 years ago. Gough's island is eight miles long and 4,000 feet high and in 1904, when visited for the first time on record by members of the Bruce expedition, was found to have at least four hitherto

MOVIES AND MORALS

Mother of Alice Calhoun Tells Price of Success in Shadowland



MRS. FLORENCE CALHOUN AND HER DAUGHTER, ALICE CALHOUN, THE VITAGRAPH STAR.

Movies and Morals! The whole country is talking about them, following the startling revelations of the Arbuckle case. "Must a girl pay a price for success on the screen?" people ask.

Alice Calhoun in five years has risen from a \$5-a-day extra to a \$1000-a-week star. She is starring in eight feature films being produced by Vitagraph this year. Her name blazes in great electric signs on Broadway. How did she achieve success? What does her triumph show of the lights and shadows of shadowland? Her mother—her constant guide during her wonderful career—tells in four articles written especially for the Tribune. The first appears today.

unclassified species of birds. Tuanaki, the "lost" island, has been mentioned in old nautical records but apparently has disappeared. A spot in the Pacific where it is supposed to be will be dredged for evidence to show that it is recently submerged land.

There is already in the South Polar regions, another British expedition. It is led by Commander John L. Cope who left Norfolk, Va., on Oct. 27, 1920, for a six years' sojourn in the ice fields. The party is aboard a

500,000 MEN TO BE IDLE IN NEW YORK CITY

New York, Sept. 19.—Half a million men will be idle in New York this winter, in the opinion of reliable investigators, and the city has set machinery in motion to meet this situation.

In addition to relief measures planned by a special city committee named by Mayor Hylan, 53 charity organizations have decided to pool their resources and establish a general clearing house in order to avoid duplication of effort and handle the problem efficiently.

The Merchants association of New York and the Brooklyn Chamber of Commerce have joined hands with the Central Trades and Labor Council and the Building Trades Council to formulate a practical program. These organizations believe the situation can be met partly by pushing building projects, thus giving employment to thousands.

The program of the ex-service man is at the heart of the entire situation, said Major William P. Deegan of the American Legion, one of the members of the Mayor's committee. He said 75,000 former soldiers were out of work during the summer and he fears the number will be increased to between 100,000 and 125,000 by mid-winter.

"We have no funds to help them," he said, "but we never let a man go away without help, even if we have to dig in our own pockets to help them."

"Down on the crowded East Side, the Bowery lodging houses are already filled to capacity each night. Men out of work are sleeping everywhere in the open, in vry park, on every pier, in alleys, in storeyards and any place they can huddle out of the way and rest," said Major Underwood of the Salvation Army. "They cannot do so when it becomes cold."

Every Day Is Like Fourth In Heligoland

Heligoland, Sept. 19.—Every day is a Fourth of July celebration on the little rock island of Heligoland. And not a safe, and sane celebration at that.

At sunrise the 1,000 German workmen who are dynamiting the pet fortress and naval harbor of Kaiser William II set off their blasts. The bombardment keeps up throughout the day. Charges of TNT make the water in the naval harbor spout up like geysers in the Yellowstone Park and the big gun pits on the summit of the rocky cliff give an occasional roar like Vesuvius and bleach out great clouds of black smoke and pulverized concrete.

For two years more the work of devastation will continue night and day. It took Kaiser William II eight years to build the great fortress and naval harbor which defended the Kiel Canal and afforded Germany's navy a base to England. It cost Germany 50,000,000 of gold marks. The cost of dismantling it, which Germany also bears, in accordance with the terms of the Versailles Treaty will

probably be about 100,000,000 gold marks.

Heligoland proper is a stony triangle less than a mile long and scarcely a quarter of a mile wide in the broadest section. It stands nearly 200 feet above the water of the North Sea at a point 31 miles north-west of Cuxhaven, the entrance to the Kiel Canal. The walls of the island are practically perpendicular but at its south-eastern end is a small beach upon which the German navy erected a coaling and oil station, fresh-water reservoirs, seaplane sheds and docks. Here also was constructed a naval harbor thoroughly protected by seawalls, which was capable of accommodating eight or ten destroyers of cruisers and an unlimited number of submarines.

From this harbor many destroyers sailed out to participate in the Battle of Jutland and the Battle of Heligoland Bight.

The German Admiralty converted Heligoland into a sort of shore battle ship. Three great batteries were planted in the rock in a manner which gives the cliff the appearance of the interior of a four-deck battleship.

Already the 11-inch guns and their carriages have been sawed into small bits and thrown into scrap steel piles. Workmen are now plying electrical drills in the concrete walls and bases, preparatory to shooting down all the masonry.

The seaplane sheds, coalbins, oil tanks and water reservoirs, along the seafront have also been burned and dynamited and hundreds of workmen are grinding away at the gun bases of the seaplane guns and the foundations of the great seawall enclosing the naval harbor, preparatory to removing every improvement which might be of use to Germany's future navy.

Heligoland once was a popular summer resort but the German visitors do not stay long at the island this year, because of the constant blasting and the evidences of devastation which affords a sad monument to Germany's once proud navy. The native residents of the island are indifferent to the devastation, as most of them were born under the British flag, before Heligoland was transferred by the British to the Germans.

OIL CONTAMINATES NEW YORK HARBOR

New York, Sept. 19.—Shipping interests have heeded persistent warnings that unless something is done to stop the pollution of New York harbor by oil waste from steamers the greatest port in the world will be menaced by danger of a great conflagration. They have formed a committee to see that the harbor is cleaned of this peril.

Great pools have collected in many of the harbor basins, and wooden piers have become soaked with the oil. Underwriters and firemen here remark that water would be of little good in fighting such a fire, as it would make the burning oil spread farther.

Many plans for disposal have been offered. One would ask Congress to make appropriations for enforcement of the statute prohibiting the casting of troublesome oil upon the waters. Another would request the city to enforce the ordinance providing barges to carry off the oil.

How to dispose of the waste even



Pre-War Prices Beaten

Chassis,	was \$590; now	\$485
Touring,	was 695; now	595
Roadster,	was 695; now	595
Coupe,	was 1000; now	850
Sedan,	was 1275; now	895

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should it all be poured into barges is another problem. Commercially it has little value, it is said, and it would be useless to dump it at sea, even so far out as fifty miles. For the oil would come back, just like the cats people try to get rid of by taking them to the country. Shipping men, however, express the belief that a profitable means of utilizing the waste will be found. Representatives of the national board of fire underwriters have informed the committee that the problem of eliminating similar danger in European harbors had interested the governments of Great Britain, France and Italy, and that they were working on possible solutions.

The washed democracy of New York also has sent up a wall of protest against dirty habits the steamships have gotten into since oil largely supplanted coal as fuel. At some of the bathing beaches the sticky waste has become so thick that bath-

houses furnish bathers with kerosene to wipe it off their bodies after their session in the surf. Bathers at these points complain that they leave the water much dirtier than when they entered.

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