

# What Kling Said

(By Kennett Harris.)

On the whole the people in Hibberly Heights get along very well together. Rows between neighbors are infrequent. But Jessup and Kling had a little misunderstanding last summer over a lawn mower. It has since been cleared up, Jessup says.

Jessup is a popular man, easy going and big-hearted. In all the time he has lived in the suburb he has not had anything like a squabble with a living soul except Kling. He finds something good to say about everybody.

When he comes in on the evening train every child runs to him and greets him like an own parent, almost—more effusively, if anything, in many cases. He has an infectious laugh and an open hand. He is neighborly, likes to be on good terms with everybody. Still, he took rather a dislike to Kling the first time they met.

That was in old Mrs. Kilsted's shop. Mrs. Kilsted has a little home bakery. She's a dear old soul and bakes the most delicious bread and cake imaginable. All the women in the Heights patronize her, but necessarily the patronage is not large, as yet. The suburb is only just beginning to get its growth. Quite reasonable, too, in her prices. But Kling was kicking.

"Seven cents is altogether too much for a loaf of bread," he said. "We've never paid more than 5 for it in town."

"I really don't make a great deal of profit on it," said meek Mrs. Kilsted.

"You ought to," said Kling. "The bakeries do pretty well. Some of 'em sell two loaves for 5 cents. I wouldn't mind paying 5 but 7 is exorbitant."

Mrs. Kilsted's withered cheeks flushed. "The ladies generally say that my bread is much better than the ordinary baker's bread," she said.

"I don't see it," said Kling, looking in a disparaging manner at the loaf he held. "It doesn't seem to me to be full weight even."

Then, seeing Jessup for the first time, he took two additional pennies indignantly from his pocket and passed the loaf over to be wrapped. Jessup says that in half an hour more he had persuaded the old lady to let him have bread for 5 cents—if she hadn't given in sooner.

All the tradesmen had some similar story to tell. Once Kling came home overlaid with bundles from town and a heavy suitcase. Willie Pemberton, a most polite boy, seeing Kling was having so much difficulty balancing his load, offered to help him.

"I guess I don't need you," snapped Kling, and forthwith dropped a package. As he stooped to pick it up he dropped two more. "Hey, boy!" he called, "if you want to carry the suitcase home for me I'll let you. But none of your tricks!"

Well, that's the sort of man Kling is.

The lawn-mower difficulty came about like this. Jessup got a new mower last spring. He didn't really need it, but he is like some of those automobile chaps; a new model appeals to him, even if the old machine is working all right. Anyway, he got the new one. A day or two later he was walking home with Kling, who lives on the next street, and Kling complained that his lawn was looking pretty ragged and wished he could borrow a mower somewhere.

"I've got one I can let you have," said Jessup. "Come over and get it."

"I'm afraid I'd be depriving you," said Kling. "But I'll be much obliged and I'll get it after dinner."

"If there's anything else you need don't be afraid to ask for it," said Jessup, not ironically, but meaning it. Any one can borrow Jessup's tools. Kling couldn't think of anything else, though, just then, except a rake, which he took at the same time he took the mower.

He kept that mower two weeks and never made any sort of motion toward returning it. In the meantime Pooley came around and said his lawn was getting pretty ragged and he'd be glad of the loan of Jessup's machine. Jessup had already lent his new one to Green, however. "But there's the one I had last year," he said. "That's really a better one than the new one. Neighbor Kling has got that."

"Darned if I'd lend anything," said Pooley. "He's a lobster, that chap."

"You're too harsh in your judgments, Robert," said Jessup. "Kling's all right. He has his little peculiarities, perhaps, but I've got mine and you've got yours. I'll bet he's a good fellow when you come to know him. Anyway, I think he must be through with the machine now. He's had it for two weeks. I guess he forgot to bring it back. Go over and get it and get acquainted with him."

Pooley went.

"Did Mr. Jessup say he wanted you to have it," asked Aug, a little suspiciously, "whether I was using it or not?"

"Oh, of course, if you are using

It," said Pooley.

"I was just going to," said Kling. "When I got through I'll take it back to Mr. Jessup. I'd a little sooner, if you don't mind. If anything should happen to my skirts will be clear then, you know."

"You do what you damn please with it, my gentlemanly friend," said Pooley, and walked off in a huff.

He told Jessup about it and Jessup laughed. "I guess you misunderstood him," he said. "Almost anything can be explained if you go at it right. I'll bet Kling said something that you got twisted. Green brought the new one back, though. Take that, old man."

That evening Jessup halted Kling. "Hello!" he said. "How's the lawn getting along?"

"Well," said Kling, "I'd have had it in condition by this time if that mowing machine of yours had been any good."

"No good, eh?" said Jessup. "It's just a piece of old junk," said Kling. "Fierce! The blades interfere and the cogs are about worn out, to say nothing of the bearings. You'd think from the noise it makes that it might do something, but I could bite the grass off quicker and even if I had good teeth."

"See here!" said Jessup, madder than hops. "A man told me you were a lobster the other day and I denied it. I'm going to apologize to him and tell him he was right. Why you—"

"Don't get excited," said Kling, backing off. "Wait and let me tell you—"

"You'll tell me nothing," said Jessup. "You so much as open your mouth to talk to me again and I'll choke you. You bring that mower around inside of half an hour or you'll see trouble."

Then he walked away.

He never spoke to Kling until about a month ago. Jessup can't bear malice. And it was a misunderstanding after all.

"He explained it all to me," said Jessup. "I forgot one evening and nodded to him on the train and he came over and sat by me. He said the mower really was a pretty good one and he was obliged to me for the loan of it. The reason he spoke so of it was that as I had another he thought I might want to sell this. He was, in fact, about to make me an offer for it."

### Germanic Perfumery.

The German perfumery industry is growing steadily, and gains customers who formerly dealt exclusively in French and English perfumery. During the period of commercial treaties, the export of German perfumery has largely increased. While for 1891 the exports of soaps and perfumeries amounted to but nine million marks, or two million dollars, they had grown to about 17,000,000 marks in 1899. And since then, the gain every year has been noteworthy. The value of the perfumery exported last year was equal to the combined export of perfumery and soaps in 1899.

This large increase dates from 1895. Perfumery of German make has met with favor in England, in British Africa, in India, in Holland, Russia, Austro-Hungary, Turkey, Egypt, China, Chile and Australia. The chemical odors and artificial etheral oils of German manufacture have greatly injured the French bower-field industry, as the prices for the artificial odors are much less than those of the natural ones.

The showing in the export of German toilet soaps is less favorable mainly, it is claimed, on account of the low prices created by lively competition. Besides there still exists a popular prejudice in favor of French and English toilet soaps. Still if the exports of toilet soaps in 1906 are compared with those of 1891, a great gain is observed, viz: 1262 tons in 1891 against 5624 tons in 1906.

### Cultivating the Beet Crop.

Too much stress can not be laid upon cultivation of the beet crop, especially the first one. Each going over should be deeper than the one preceding it. I have come to believe in more frequent and thorough cultivation and less irrigation. Beets should not be irrigated until beginning to show the need of water which may be determined by watching them in the afternoon of a bright, sunny day. The leaves will wilt to a certain extent but will revive at night. Even when the tops wilt in the afternoon the beets are still growing and going down deeper into the soil, which will give longer and better shaped beets. Too much water makes a beet go to tops instead of root. Generally speaking, I think two irrigations with our usual summer rains are sufficient and the last one should be completed in time to give the beets at least four weeks to ripen and mature.

### New Species of Zebra.

In Portuguese East Africa an explorer has discovered a new species of zebra, resembling the ordinary zebra in shape, but the head, neck, forelegs and fore half of the body are dark brown in color, the hind part of the body, including the legs, being striped. He also discovered a peculiar type of antelope similar in size and shape to the Boer roebuck or Impati, the distinct difference being a black line down the center of the back and on either hind leg down to the foot. When the animal is startled it immediately takes to flight, the initial leap being fully ten feet through the air.

### PRE-COOLING OF FRUIT.

Method Which Is a Great Saving to California Growers.

For years there has been great loss from decay in shipping fresh fruits, both citrus and deciduous, from this State to Eastern markets. The railroads have seldom been able to get fruit through on schedule time and the necessary allowance for delay has compelled growers to pick their fruit before it was fully ripe, to the loss of some of the flavor and also to the loss of some of the weight which the fruit would gain if left on the tree. Some fruits—pears, for example—ripen best after picking and are regularly picked quite green, but other fruits do not.

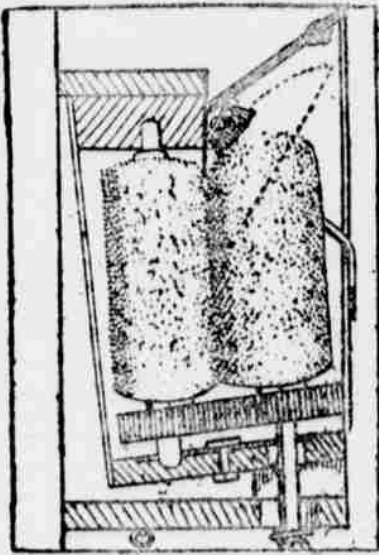
Fruit picked in a temperature in the sun of more than 100 degrees and packed into boxes at once carried very nearly that temperature into the car with it, and it was found that a carload closely packed would probably be more than 1,000 miles on its journey East before being cooled by the ice to a temperature unfavorable to decay, and by that time much of the fruit which was reasonably ripe before picking was in a bad way and went right to pieces, when exposed to warm air on arrival.

The evident remedy for that was to cool the fruit before shipment, says the San Francisco Chronicle, and ingenious men got to work devising practicable methods of cooling the fruit to a proper temperature before starting the car. This is accomplished by exhausting the air in a car or in a room before loading, and replacing it with air made cool by passing over ice. By the use of machinery the warmed air is continually drawn out and replaced by the cold air, the circulation being continuous. By this method a carload of fruit can in two or three hours be reduced to the temperature in which the spores of decay will not grow and which under former conditions it might not reach for a week after starting on its journey in a refrigerator car. The expense is said not to exceed two or three cents a crate. The fruit can therefore, be allowed to get ripe enough to acquire its distinctive flavor and still reach its destination in far better condition than formerly with correspondingly better prices to growers.

Experiments have now been made for a long enough period to demonstrate the value of the process, and cooling plants are being rapidly installed at all shipping stations of importance. When the shipments from a station are not large enough to justify the installation of a plant the cars can be cooled at the first cooling station on the journey. It is evident that within two or three years the cooling plants will be generally installed, and it is believed that the invention will be found one of the most profitable improvements in the art of handling fresh fruits yet made.

### Dishwashing Machine.

A radical departure in the construction of dish-washing machines has been made by an Iowa man, as shown in the illustration below. In the majority of such machines the dishes are piled in a receptacle, and the water forced over and around them with great force. This does not wash them—it merely rinses them. In the apparatus shown here the dishes are actually washed, as much so as could be done with the human hands. The apparatus consists of a pan for holding the water



BRUSHES REMOVE DIRT.

and a pair of revolvable brushes arranged to operate on the opposite faces of the articles to be washed. There is also a small stationary brush which forms a support for the central portion of the dish. The mode of operation will be obvious at a glance. There is no doubt but that the dishes will be thoroughly cleaned, all particles adhering to the dishes being quickly removed by the revolving brushes, which turn the dish around, at the same time bringing each portion into contact with the brushes.

### Fire-Seeing Geology.

The great project for rendering the Rhine navigable right up to the Swiss lakes has brought to light one or two great difficulties that will have to be encountered. It appears that during the 40 years that the river has been embanked the stream has settled three feet deeper in its bed, and there is a hard prospect for Lake Constance, which will become the river's reserve basin. Some day the drift earth from the Rhine will choke it up and make its 200 square miles of site so much plow land. But that will take 12,000 years.

### CURIOUS POSTAGE STAMP LORE.

Animals Pictures on Stamps in Some European Countries.

The postage stamp is a mighty small thing to be made the subject of deep study, but there are men who know more about postage stamps than the average physician knows about diseases or the general electrician about electricity. Not a great many people, though, are learned in postage stamp lore. For instance not many have ever stopped to consider that such of the postage stamps as at this time fall in the way of the masses of the people for payment of mail tolls are without representations of birds, or beasts, or creeping things. In the northwest corner of the postal card there is inscribed an eagle, but it is purely an allegorical figure.

The United States government has paid little attention to dumb animals in the decoration of its stamps, having practically confined all efforts in this direction to the Trans-Mississippi issue of 1898, on various stamps of which are shown the bunnies and a few other domestic animals. This country honors its great men by decorating its stamps with their pictures; the faces of the sovereigns of Great Britain have long monopolized the stamps of that kingdom, but happily for the stamp zoo there are lands which make a specialty of animal issues and these form one of the most interesting and entertaining studies of philately.

It will be surprising to learn what a long list of dumb creatures are portrayed in life-like representation on postage stamps, and this, too, exclusive of the mythical and conventionalized characters, such as the dragon of China, the seahorse of the Barbadoes, the mermaid of Portugal, the double headed eagle of Austria, and a dozen others forming a class to themselves.

A French Guiana stamp bears an ant-eater, a Paraguay stamp a lion, Portugal a camel, an African colony the giraffe, the Congo Free State an elephant, China a white elephant, one of the Malay States a stiger, North Bornea a bear, New South Wales a leopard, North Borneo a stag and crocodile, Canada, a beaver, and the springbok from South Africa.

George Washington is a popular stamp decoration. Not only on regular adhesive postage stamps has the picture of Washington been emblazoned but on local stamps, newspaper stamps, revenue stamps and envelope stamps. Every revenue stamp issued during the Civil War period bore the picture of the first president. The first stamp ever issued bearing the picture of Washington appeared in 1842, and was used for private purposes. It was printed in New York City for the City Dispatch Post, and carried letters and parcels through a private carrier service at two and three cents, according to weight, size and other characteristics of the mailed articles. It was printed in black ink on various colors of paper and specimens today are regarded as prizes. The stamp was also used as a provisional issue of the New York postmaster, the distinction being discernible only through the cancellation. In 1845 the postmaster at New York came out with a provisional five cent stamp bearing a much better picture of Washington. Indeed, a most creditable work. One of the choicest of United States rarities in the stamp line is the Millbury, Mass., provisional issue of 1847, a five cent black stamp on bluish paper showing the head of Washington. Few stamps of this country are more highly prized.

### Unlucky Royal Sailors.

In view of the fact that Prince Edward of Wales has entered Osborne Naval College it is interesting to note says London Hit Bits that the only royal sailor Princes who have escaped mishap are his father, the Prince of Wales, and the Duke of Genoa. Somehow royal and imperial Princes who have adopted seafaring life as a profession seem to be pursued by ill luck.

The Grand Duke Alexis, Lord High Admiral of the Russian fleet, managed to run his yacht into a Russian steamship with little damage to the latter, but injuring the yacht so much that the repairs cost 100,000 rubles.

His brother-in-law, the Duke of Saxe-Coburg-Gotha while Duke of Edinburgh, holding rank in the British army, was so unfortunate as to lose his flagship, the Sultan, on a rock near Malta.

Admiral the Prince of Leningrad also had the misfortune to run down a vessel in the Solent while in command of the royal yacht, Queen Victoria herself being on board. Several lives were lost in this collision.

The sailor brother of the German Emperor has hitherto escaped maritime disaster; but his misfortunes on land have been uncommonly numerous, especially when he has been out shooting. Not only did he severely injure a Greek gentleman by the accidental discharge of his gun at Corfu some few years ago but there is also a gamekeeper of his uncle, the Grand Duke of Baden who is in receipt of a handsome pension from the Prince for a serious wound resulting from his carelessness in handling a gun.

Archduke John of Austria, who passed the examination necessary to secure his papers as a licensed skipper, disappeared from sight a few years ago while rounding Cape Horn in his ship.

Other people's interest would be more enduring if they did not conflict with one's own.

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### France's White Flag.

The first white flag in French history was the banner of the Virgin Mary, borne by Jean de Arc in her heroic campaigns for the defense of the Dauphin. A pure white flag was occasionally used by Francis I. in his struggles against the Emperor Charles V., but it did not become the permanent royal banner until Henry IV., the first Bourbon, ascended the throne in 1589.

The tricolor of the French Revolution was a compromise. The evocations of the revolutionists were composed of two colors, the red of the Paris commune and the blue of the ancient monarchy. In the troubled times just preceding the deposition and execution of Louis XVI., Lafayette, to signify the desire of the people for a reconciliation with their King, added the Bourbon white to the cockade. The tricolor as a natural emblem was adopted by the convention in 1794.

Long before this, however, the tricolor had been the national flag of Holland. The Dutch were in fact the first to use it. When the United Provinces gained their independence from Spain in the sixteenth century, according to a favorite old story which cannot be authenticated, they invited Henry of Navarre to choose their colors, and he suggested orange, blue, and white. Whether he selected this combination or not, such were the colors of Holland until sometime in the seventeenth century, when the orange was replaced by red. When William of Orange became King of England in 1689, he crossed the Channel under the red, white and blue.

### The Large Wardrobe.

It is not fashion to have a large stock of wearing apparel. Both time and labor are required to care for an extensive wardrobe, and expense is a matter to be reckoned with also. A few well-chosen garments worn while they are fresh and modish are infinitely better than a number of articles which must be carried over from season to season, till they have given their value in wear and modern homes have no surplus closets, modern women no time for unnecessary burdens. They have discovered that there must be a time for laying down all burdens if they are to remain young and healthy.

The government of Guatemala has recently rescinded the order imposing a 50 per cent additional duty on all articles sent into the country under the parcel post regulations existing between the United States and Guatemala.

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