



FOR WOMAN'S BENEFIT

Ribbon Veil and Braids. Wide, plain ermine braids, edged with narrow black ribbon, sewn on lisse of the same color, make up well into large toques. In a model of this sort the lisse used to drape the brim has two rows of braid running horizontally, and is mounted in a voluminous bouillonne caught on either side of the front and twice again at the back so as to form a sort of large, square bow. The crown is covered loosely with plain lisse, as well as the under side of the brim. Pale lavender gray is the color chosen for the lisse and braids, the latter being bordered with black velvet. For trimming, there are two large pale pink roses resting on the bouillonne; a third is fixed under the brim.

Hairdressing and Hats. Now that "foreheads are in," to quote the famous phrase of the hairdresser, the forward tilt of the hat is imperative. Placed straight or on the back of the head, it gives a bare, bleak aspect to the brow which is by no means becoming. Of course, all fashionable women have discarded a fringe, except such slight tendrils of hair as serve to soften the outlines of the temples. The fringe, indeed, which has become common to all ranks and which was often to be seen tangled, ill-combed and worse brushed, an unbecoming mat indeed; had sunk very low and was doomed to extinction, but it must be remembered that a different style of hairdressing demands a different shape and pose of hat.

King for a Bride. A ring of unique design has just been made to order by a leading jeweler, and will form one of many gifts to be received by a popular bride. It is very beautiful and the fortunate recipient will have the satisfaction of knowing that no one else possesses its counterpart. A single enameled heart-shaped forms the center, and rimming the petals is a raised band of plain gold, designed to protect the enamel from being scratched. Outside the gold again is a border of diamonds composed of 20 stones of irregular shape, fitted into the angles of the petals so as to form a solid band, and making the center design a perfect oval. The heart-shaped itself was first wrought into gold, the enamel being burnt upon this. The jeweler says they have never made or seen a design at all like this one.—Philadelphia Record.

A Colony of Pet Goats. The fondness of the Baroness Burdett-Coutts for animal pets is well known, but it is seldom that a woman chooses, as the baroness has done, to make the goat the object of her special favor. West Hill farm, one of the country houses of the baroness, has been for 26 years the home of these pets, and a most interesting herd is now established there. Everything has been done to provide for the comfort and happiness of the favored creatures. There are well warmed sheds, with separate dwellings for unruly Billies, and luxurious quarters for the mothers with their kids. The row of buildings stands in a large yard, which opens into an extensive meadow. Here are large piles of logs, over which the goats delight to climb in play, and to add to the general liveliness of the place, a few fowls are allowed to run about freely, and a pretty dove-cote, filled with pigeons, is built over the entrance to the yard. The meadow is bordered with flowers and banks of laurel and ivy. The baroness has chosen for her pets such picturesque names as Clematis, Wild Thyme, Wistaria and Meadow Sweet. Much of the milk of the goats is given away by the baroness to delicate people and to those who have little ones.

Homely Mrs. Wagner. Mrs. Richard Wagner is a remarkable woman for her years, still tall, straight and slender, kind, gentle and sympathetic. She instructs her singers in all Wagnerian roles, rising early in all kinds of weather, and exerting all day her wonderful executive ability. She plays the piano well, and is a splendid musician. Mrs. Wagner, now 68, is a head taller than was her husband. Quiet and odd in dress, spare and gaunt in figure, the startling effect is heightened by a long and scrawny neck. She is as salow as her venerable father, now dead. Deep, but phenomenally bright, piercing eyes gleam out from under heavy brows. Her nose is long and hawked. There never lived another so homely and fascinating a man as her father, and he was her prototype. She is said to be what Wagner insisted on calling her—the most intellectual woman in Germany. Her intellectuality is only surpassed by her matchless devotion. Her shining faith in her dead master's dedication, and in her own final reunion with him, would transform the whole world to Wagnerian disciples, could it be brought within her influence. This one woman was as necessary as life itself to complete the development of Wagner's purpose to create for the world an absolutely new standard in lyric music.—Success.

Tulle Veil to the Hem. Fashion authorities agree that a tulle veil must extend to the hem of the train of a wedding gown. If of

trifle the veil is never hemmed. A lace wedding veil has its own woven border. The veil is arranged on the collar in deep plaits, leaving small ends upright on the crown of the head. To this piece is firmly pinned the coronet of orange blossoms, the single bride rose or the sunburst of brilliants, as the mode of dressing the bride's head is arranged. What is called the face covering is a small separate piece of tulle or lace. This covers the bride's face as she goes up the aisle, and is removed by the maid of honor after the ceremony, before the bride turns to come down the aisle on the arm of the new made benedict. To all outward view the veil is in one piece, draped over the bride's head, but as a matter of fact the separate piece is resorted to, so as not to damage the coiffure or pull the coronet over one ear when the bride, as is supposed, throws back the veil from off her face. The face covering is attached with a couple of hairpins. The maid of honor always whisks it out of sight; it matters not how or where it is disposed of if invisible to the eyes of the congregation. The face covering reaches to the waist. By using it the bride avoids resembling a fountain of tulle, as may happen when the filmy cataract is disposed to entirely cover her face and person.—Montreal Star.

The Ubiquitous Shirtdress. Whether the poor, sweating men will ever be allowed the luxury of shirtdresses or not, it is certain that women, having once experienced their many advantages, will never give them up. This summer they are more than ever to the fore, and are permissible at every function, so much so, that many fashionable women wear practically nothing else than a shirt and skirt in the way of a daytime costume all summer. Of course, these may vary in material and cost. Some silk and lace affairs from smart shirtdress makers cost as much as \$30 for a shirt, while \$15 is not considered extravagant; but whatever may be the material and cut, the pattern is substantially the same, whether it is the simple home made cotton shirt or a satin and lace confection from one of the best places. This summer many of the shirts and skirts are made of the same material, and in plain tints of mauve, corn color, light blue and pale pink are exceedingly pretty, so that the white pique or duck skirt will not be so universally worn, although it will still be popular with colored shirts. But the smartest effect of all is pure white, and this year the name of pretty materials which will serve equally well for shirts and skirts is legion. A newly arrived American, who has been living abroad for several years, remarked the other day that she was greatly struck by the difference between the women's dress in the streets of New York and London, and that the comparison was greatly in favor of the former. Even in summer the New York women wear either dark or neutral tans and grays in the street, whereas in London white pique skirts, fussy muslin waists, and even sashes are seen worn by women who consider themselves smart. It is very noticeable," added our countrywoman, "that American women seem to possess the Gallic sense of fitness which is so apparent in French women, and which many English women seem totally to lack"—New York Tribune.

Watermelon pink is a fashionable color. Stockings of the finest white silk or lisse thread are worn with white gowns. Hair receivers made of linen and fashioned in cornucopia shape, with the aid of buttons, are among the novelties. Quills are seen on nearly all the hats especially designed to wear with tailor-made suits, and the quills are utilized in novel ways. Chantilly lace, very fine and gossamer like, veils the floral sprays and clusters on some of the daintiest creations of the milliner. On some of the batiste, muslin and zephyr linen gowns for morning wear, tiny chaplets take the place of the popular ruffle over the shoulder. Dimity is the prettiest of materials for underwear as well as gowns, but look out for the laundress. It will wear well if it is given tender treatment, but not otherwise. Bands of red, white or dark blue add amazingly to the style of the gray linen skirts. These linen skirts, by the way, are far more serviceable than the pique, since they do not require such frequent washing. It has not been possible to get away from the plain backs on gowns. They went out apparently for a time, but they sprang up again, without making a fuss about it, and most of the prettiest and most stylish gowns have the plain backs. The elastic ground belt, quite wide and shaping to the figure with a bone or two is the most approved style for general wear. The belt is woven with the lower edge coming just below the waist line, and the elastic is decorated with many devices. For the woman who likes her short under petticoats of some thin clinging material, made of something pretty as well, she can find them made of wash silks in all shades, sizes and colors. They are fitted with darts, and many have lace ruffles set on above the edge, giving a pretty effect with the silk, if it is in color, showing through.



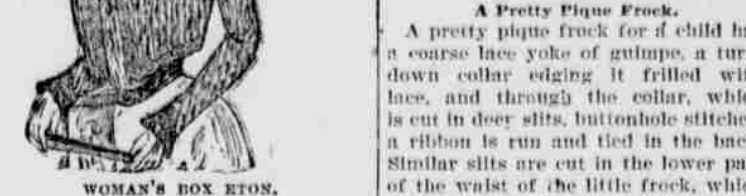
FASHION NOTES

WOMAN'S TUCKED BLOUSE. Tucks not alone hold their place, but gain in favor month by month. Both for the odd waist and the gown made on suite they are held the smartest possible finish and are seen alike in thin diaphanous materials, silks and soft wools. The charming blouse illustrated in the large drawing is adapted to many uses, and is equally appropriate for the costume and the separate bodice. The original is of white lawn, and is worn with a tie and belt of blue Liberty satin; but the madras, grass linen, Swiss and all similar fabrics, India silk, crepe de chine, taffeta and the like and all soft wools are equally suitable. The back is seamless and laid in four tucks that give a yoke effect and provide fullness below. The fronts also are tucked but open at the centre for their entire length, being closed by means of buttons and button holes when desired. The sleeves are in bishop style and a simple roll-over collar finishes the neck. To cut this wrapper for a child six years of age, three and three-quarter yards thirty-two inches wide, or two yards forty-four inches wide, will be required, with three-eight yard of all-over lace and two and a quarter yards of applique to trim as illustrated.



FACTS AND FANCIES FOR THE FAIR

New York City.—The box Eton makes the very latest form of the popular jacket and is much liked both for entire costumes and separate wraps. Taffeta, tuck and plain, black and white, is much used for the latter purpose, but satin is somewhat newer and more durable, and is attaining great vogue. The May Mansion original, from which the model was made, is of the open mesh light-weight tuck material in black, with revers and applique of cream tulle lace over white, but cream makes a charming warm weather wrap and is peculiarly effective over the much worn white gowns; and entire costumes are made from linen and duck as well as suitable silks and wools. The jacket is simplicity itself. The backs fit smoothly and the fronts hang from the shoulders, without darts, in box style, the upper edges being extended and rolled back to form revers. The sleeves are cut in coat style, but flare becomingly at the wrists. To cut this Eton for a woman of medium size, three and a half yards of material twenty-one inches wide, three and a quarter yards twenty-seven inches wide, two and one-eight



WOMAN'S BOX ETON

Flowered Muslin. A pompadour flowered muslin gown has a pretty finish to the sides of the front of the waist. There are box pleats of the muslin on either side of the white-tucked lawn vest, in which are three broad bands of cream lace insertion set across. The upper part of the vest is outlined with a broad collar, which has applications of lace. This collar is of sheer white muslin, which is particularly pretty over the flowered muslin of the waist. A Pretty Pique Frock. A pretty pique frock for a child has a coarse lace yoke of galumpe, a turn-down collar edging it frilled with lace, and through the collar, which is cut in deer slits, buttonhole stitched, a ribbon is run and tied in the back. Similar slits are cut in the lower part of the waist of the little frock, which has the skirt sewed to it without a belt, and through this a narrow waist ribbon is run and also tied in the back. Charming Neck Chains. Mexican opals make charming neck chains, pretty, lumpy things. Some of the stones are deep red in tone, others almost white as they show in different lights. Each stone is set in a gold band, and the whole necklace is a liquid rainbow of light. Quite different is the necklace of Australian opals. In the other the stones are almost flat, and in this the opal stones, showing charming soft green and blue tones in their milky depths, are long and egg-shaped, with a line of rock crystal running through the centre of each, the whole very dainty and attractive. Child's Wrapper. Simple wrappers that can be slipped on when the room is cool or during convalescence are essential to the comforts and well-being of the children as they are to that of their elders. This pretty little May Mansion model can be



WOMAN'S TUCKED BLOUSE

made to serve such purpose and also as a bath robe when made from suitable material. The original is of dotted dimity, in blue and white, but Scotch and French flannel, flannellette, lawn and various fabrics are appropriate. The back is seamless and laid in four tucks that give a yoke effect and provide fullness below. The fronts also are tucked but open at the centre for their entire length, being closed by means of buttons and button holes when desired. The sleeves are in bishop style and a simple roll-over collar finishes the neck. To cut this wrapper for a child six years of age, three and three-quarter yards thirty-two inches wide, or two yards forty-four inches wide, will be required, with three-eight yard of all-over lace and two and a quarter yards of applique to trim as illustrated.



CHILD'S WRAPPER

The Louisiana Silk Sash. Nursery fashions are more permanent than the modes of older women, but still a few feeling changes are perceptible now and then. For instance, the question of sashes is always of interest, for a little maid looks her sweetest in a white dress with a blue sash. Grosgrain silk, watered silk and satin have all had their day.

Coughing

"I was given up to die with quick consumption. I then began to use Ayer's Cherry Pectoral, and improved at once, and am now in perfect health."—Chas. E. Hartman, Gibbstown, N. Y.

It's too risky, playing with your cough. The first thing you know it will be down deep in your lungs and the play will be over. Begin early with Ayer's Cherry Pectoral and stop the cough. Three sizes: 25c., 50c., \$1. All druggists.

Consult your doctor, if he says take it, then do as he says, if he tells you not to take it, don't take it. He knows. Leave it with him. We are willing. J. C. AYER & CO., Lowell, Mass.

A Bad Breath

A bad breath means a bad stomach, a bad digestion, a bad liver. Ayer's Pills are liver pills. They cure constipation, biliousness, dyspepsia, sick headache. 25c. All druggists.

BUCKINGHAM'S DYE for the Whiskers

Want your mustache or beard a beautiful blackish blue? The new dye from BUCKINGHAM'S DYE for the Whiskers. 25c. All druggists.

Slam a Hundred Years Ago

On July 5 the London Times printed the following item from its issue of corresponding date in 1801: "An experiment took place on the River Thames last Wednesday for the purpose of working a large or other heavy craft against the tide by means of a steam engine on a very simple construction. The moment the engine was set to work the barge was brought about, answering the helm quickly, at the rate of two and a half miles an hour." This was six years before Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York to Albany in 24 hours. The crude experiments of a century ago gave but the faintest forecast of the marvelous mechanical developments of the present day; and the story from the London Times moves the New York Commercial Advertiser to suggest that "perhaps 100 years from now the accounts of the successful venture of M. Santos-Dumont's airship over the roofs of Paris will sound as strangely antiquated as this experiment with a steamboat which preceded Fulton's construction of a practical steam vessel which went from New York