

WHAT HE CONSIDERED FAIR

Mr. Olsen's Offer Must Have Come as Surprise Even to Persuasive Claim Agent

Up in Minnesota Mr. Olsen had a cow killed by a railroad train. In due season the claim agent for the railroad called:

"We understand, of course, that the deceased was a very docile and valuable animal," said the claim agent in his most persuasive claim-gentlemanly manner, "and we sympathize with you and your family in your loss. But, Mr. Olsen, you must remember this: Your cow had no business being upon our tracks. Those tracks are our private property and when she invaded them she became a trespasser. Technically speaking, you, as her owner, became a trespasser also. But we have no desire to carry the issue into court, and possibly give you trouble. Now, then, what would you regard as a fair settlement between you and the railroad company?"

"Well," said Mr. Olsen slowly, "Ay baen poor Swede farmer, but Ay shall give you two dollars."—Everybody's.

REST AND PEACE

Fall Upon Distracted Households When Cuticura Enters.

Sleep for skin tortured babies and rest for tired, fretted mothers is found in a hot bath with Cuticura Soap and a gentle anointing with Cuticura Ointment. This treatment, in the majority of cases, affords immediate relief in the most distressing forms of itching, burning, scaly, and crusted humors, eczema, rashes, inflammations, irritations, and chafings, of infancy and childhood, permits rest and sleep to both parent and child, and points to a speedy cure, when other remedies fail. Worn-out and worried parents will find this pure, sweet and economical treatment realizes their highest expectations, and may be applied to the youngest infants as well as children of all ages. The Cuticura Remedies are sold by druggists everywhere. Send to Potter Drug & Chem. Corp., sole proprietors, Boston, Mass., for their free 32-page Cuticura Book on the care and treatment of skin and scalp of infants, children and adults.

Money for Tuberculosis Work.
The National Association for the Study and Prevention of Tuberculosis gives forcible illustration of the way in which a small sum spent in education has secured large appropriations from state, county, and municipal officials. The New York State Charities Aid association in the three years, 1908, 1909, and 1910, has spent in the up-state portion of New York about \$55,000 in arousing the people to the dangers of tuberculosis. As a direct result of this public sentiment produced by this outlet, the state, county, and municipal authorities have already appropriated for tuberculosis work \$1,500,000 and appropriations for hundreds of thousands of dollars are pending. Hundreds of hospital beds have been provided, and the association already aims for "No Uncared-for Tuberculosis in 1915."

Thus, the National association says if \$1,000,000 is realized from the sale of Red Cross seals, millions more will be added to it from the public treasuries. Last year 25,000,000 stamps were sold. It is aimed to sell four times as many this year.

Wrong Guess.
It was exhibition day at No. 3, and as the parents of Jack Grady, the dullest pupil, were listening hopefully, the teacher tried her best to help the boy. "How did Charles I. of England die?" she asked, assigning the easiest question on her list to Jack. As he looked at her, with no indication of a coming answer, the teacher put her hand up to her neck. Jack saw the movement and understood its meaning, as he thought, "Charles I. of England died of cholera," he announced briskly.—Youth's Companion.

When a man dresses like a slouch it's a pretty good sign that he either ought to get married or get divorced.

Some politicians are too modest to face the nude truth.

WISE WORDS.
A Physician on Food.

A physician, of Portland, Oregon, has views about food. He says: "I have always believed that the duty of the physician does not cease with treating the sick, but that we owe it to humanity to teach them how to protect their health, especially by hygienic and dietetic laws.

"With such a feeling as to my duty I take great pleasure in saying to the public that in my own experience and also from personal observation I have found no food equal to Grape-Nuts, and that I find there is almost no limit to the great benefits this food will bring when used in all cases of sickness and convalescence.

"It is my experience that no physical condition forbids the use of Grape-Nuts. To persons in health there is nothing so nourishing and acceptable to the stomach, especially at breakfast, to start the machinery of the human system on the day's work.

"In cases of indigestion I know that a complete breakfast can be made of Grape-Nuts and cream and I think it is not advisable to overload the stomach at the morning meal. I also know the great value of Grape-Nuts when the stomach is too weak to digest other food.

"This is written after an experience of more than 20 years, treating all manner of chronic and acute diseases, and the letter is written voluntarily on my part without any request for it." Read the little book, "The Road to Wellville," in pkgs. "There's a Reason."



FASHION'S LATEST FANCIES

STYLES FOR MISSES

MORE NEARLY RIGHT THING THAN THOSE FOR WOMEN.

Look Actually Adorable in Baglike Skirts of Hour—Many Dressy Frocks Are in One-Piece Models.

The fall clothes provided for misses strike the heart disgruntled with fashion's follies as more nearly the right thing than those provided for women. True, the small woman may find them to her taste, but the styles are created for the girl, and it is not entirely the traditions of girlhood that make them attractive. Perhaps it is the charm of the very short skirts and the slim figures—it may be that the young girl is more suited to the present frivolities than the woman who is supposed to have come to the age of reason.

Everywhere one encounters the maidenly wisp of humanity looking actually adorable in the baglike skirts of the hour, with their restraining bands or skimp cut, with the overskirt that looks as if it has a right to be, the short sleeve that seems legitimate and so on. In the field of practicalities a mannish little coat suit represents the proper caper for street wear, and in its most killing phases it looks as if it might be made out of three yards of stuff. A trim, dinky sort of little jacket, with coat sleeves fitting all but to the skin and a single-breasted front, is completed with a skirt without a gather and with only two seams—these at the sides. Mannish materials, too, are being used for it, and for all the apparent simplicity of such suits they require the touch of accomplished tailoring.

Many dressy little frocks are in one-piece models, or they may be in two sections, with the upper part of the skirt simulating, with a yoke or trimming, some basque finish for the bodice. When the waist and skirt join perfectly it is impossible to see at first glance that these frocks are not in one. Then there is the straight overskirt still with us, and just now it is the merest cap, hugging the hips tightly and finished with the inevitable



band the hobble introduced. Below the cap, fortunately for grace and locomotion, there may be a deep kilted flounce, which in fine materials flutters and waves gracefully with walking.

But these are the pet extremes of the hour, and for those who want the sensible thing pray let me introduce a few pictures which show styles as pretty as they are reasonable. Though designed for misses, the models are appropriate for small women and the styles are all quite simple enough for home dressmaking.

The combination of Russian coat and plaited skirt, shown in the illustration, represents an ideal style for a young girl's street wear for both autumn and winter, for by wearing a warm little vest under the coat the dress would be suitable for any but the most frigid days. As pictured, the suit is made of a mannish goods in brown and red, with a little handsome embroidery and some fancy buttons on the bodice. The skirt is in seven gorges, but as these are plaited and stitched at the top the effect is stylishly narrow.

This model will be found very good

for lightweight serge or cloth or some novelty sutting or other, and instead of the embroidery used here a palm leaf Persian silk could be bought for the collar and cuffs and plings of the bodice. A good wool, with trimmings of black velvet, would be substantial, and if one wants the latest touch she must respect velvet now.

IS SMART WALKING DRESS

Designed for Plain Bronze Cloth, Though Other Material Might Be Utilized.

The smartness of this would show to perfection in plain bronze cloth. The coat fits tightly and has the long basque partly cut in with sides and taken nearly to hem of skirt at



back. It is edged with wide braid and narrow sewn inside in little loops, this also edges trimming on skirt which is formed by two large points arranged one over the other.

The collar, cuffs, and front of coat are trimmed to match; fancy buttons form fastening.

Hat of light straw lined with black and trimmed with silk bows.

"FAIR APRON" MAKES A HIT

Designed by Clever Young Woman Who Found No Further Space for Table at Fair.

"The 'Fair Apron' it is called by the clever young woman who is its originator. There being no further space for a table at the church fair in which she was anxious to help, she conceived the idea of making a big, stout apron of denim, with plenty of spacious pockets, and going around with it, selling small toys to the visitors at the bazaar.

No sooner thought than done. The apron was made of dark green denim, reached to the knees, and was provided across the base with three roomy pockets, made in the deep turnover of the hem by two straight lines of stitching. These divided the band into three divisions, which were trimmed with a triple row of narrow white braid. Two smaller pockets were made higher up. All of these pockets were hastily ornamented by pictures of Teddy bears, etc., outlined in thick white floss. The apron was fastened around the waist by two stout cords, which helped support its weight.

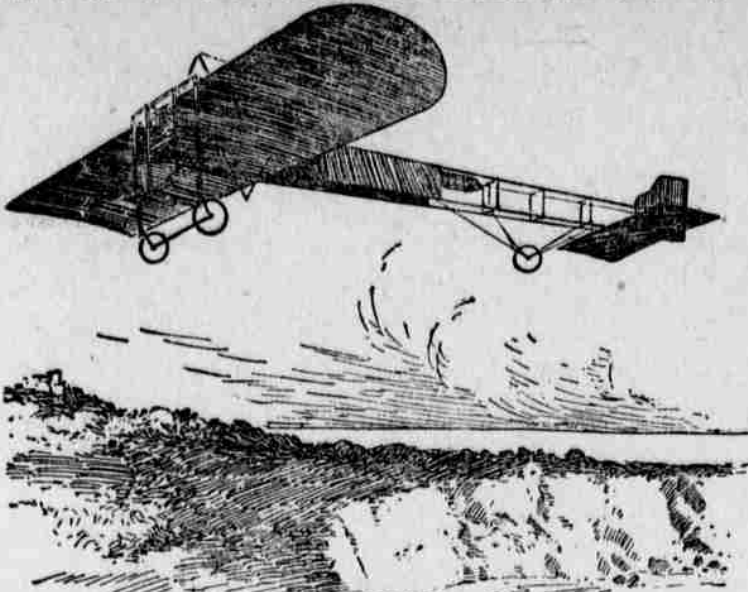
So great was the success of this plan with the children who were too small to get near the big tables that the second day of the fair she was obliged to hang a tray around her neck to hold the further wares demanded of her!

Hat Trimmings.
Flowers are no more to be seen on the best Paris hats; feathers have entirely taken their place. Black and white ostrich plumes are first in favor, especially in the willow curl.

Paradise aigrettes in the same shades are also popular with the Parisienne, though fortunately most of our really well-dressed women refuse to wear feathers that are obtained at the cost of so much slaughter.

Fancy Straw Baskets.
Fancy straw baskets which so many of us accumulate can be put to a gracious use by filling with fresh fruit and sending it to an invalid or to a friend starting upon a journey. The artistic effect is enhanced by adding some of the foliage.

AERIAL NAVIGATION NOW A REALITY



A BLERIOT MONOPLANE

THE problem of aerial navigation has appealed to the mind of man for centuries. In no branch of scientific investigation has man been so enthusiastic, so daring and so willing to risk his life to demonstrate the validity of his theories, whose unsoundness has been proved, in many cases, by the injury or death of the misguided theorist. The evolution of aeronautics, from the winged flight of Daedalus and his son Icarus to the triumph of the Wright brothers, is a history full of failure and discouragements that tells the story of man's unceasing and stubborn fight to conquer the elements.

The men who devote their lives to the study of aviation have met with many and various obstacles which tend to place them in the eyes of the public as visionaries held in the spell of a foolish dream. The deception of the public by charlatans, the impossible claims of cranks, the use of balloons and parachutes for spectacular leaps for life to attract the buccolic multitude to country fairs and circuses, together with the failure of many projects of real scientific value, have, until the last decade, caused the generality of thinking mankind to look somewhat askance on aeronautics as a science.

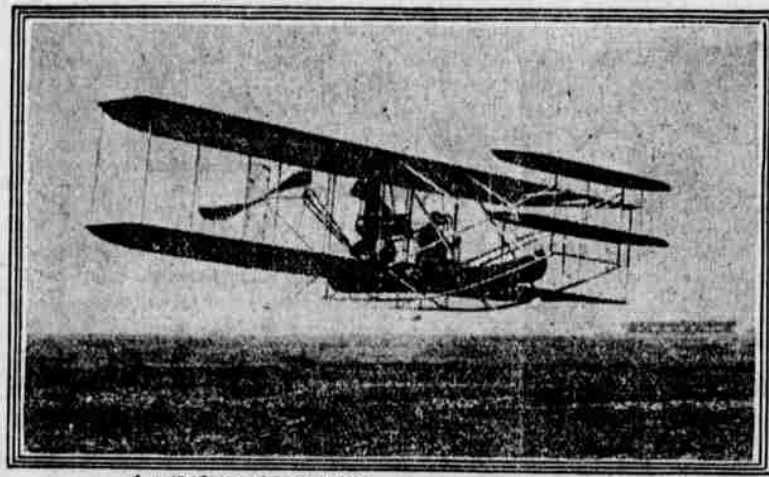
The scientific investigation of aerial conditions has been one of the main factors in the success of aerial navigations and the epoch-making researches of the late Professor Langley, which in 1891 he published in a book entitled Experiments on Aerodynamics, have been the foundation upon which our present day system of aerial flight is based. Aerodynamics as a science is yet in its infancy and has not emerged from the experimental stage, while the theory of air pressures and resistances on moving surfaces is little understood. The problem of maintaining

the close of the nineteenth century. The invention of the balloon by the Montgolfier brothers, and their first public ascent in 1782, directed the attention of the world to this new means of aerial navigation, and in less than three years after the Montgolfiers' first ascent was made the English channel was crossed in a balloon from Dover to Calais by Blanchard and Doctor Jeffries, in 1785.

Professor Langley the Pioneer.

In the same year that Professor Lilienthal made his soaring experiments Professor Langley, in a steam driven aeroplane model, flew across the Potomac river, a distance of three-quarters of a mile. Later when he had received appropriations from the government for the perfection of his machine he attempted a second flight across the Potomac. He flew for a distance of 90 feet, when something went wrong and the machine plunged into the river. Further experiments on the part of the government were discontinued, and while it is known now that the principles of the learned professor were correct, Langley, at the time, received nothing but the severest criticism and ridicule. Professor Langley was probably the first one to experiment with an aeroplane driven by steam or any like force and his experiments proved conclusively that with sufficient speed-producing force behind it an aeroplane could soar great distances through the air. He is the pioneer of the aeroplane and recent aviators owe their success to the principles which he set forth.

In Dayton, O., there lived two young men known as Wilbur and Orville Wright. They were interested in the bicycle industry. In the early '90's they became interested in aviation and reading up the theories of Lilienthal they became very enthusiastic over the art of artificial flight. In 1900



A WRIGHT AEROPLANE

stability in artificial flight has been only approximately solved.

First Efforts to Fly.
In ancient times it was believed that to fly was, by divine decree, impossible. The Greeks and Romans held that the power of flight was an attribute only of the highest and most powerful divinities. During the middle ages there were many myths and fables in circulation of certain favored individuals who had flown for great distances on wings. Frail Bacon claimed that he had discovered the art of flying and Albertus Magnus, the noted philosopher, in his work, Mirabilia Naturae, gave a recipe for aerial navigation. From the sixteenth to the eighteenth century there were numerous enthusiasts who, thinking they had discovered the secret that would render them masters of the air, flew forth from the tops of buildings only to be dashed to their death. Efforts to fly by means of flapping wings were the chief causes of the slow progress of the flying art. Once the idea of soaring through the air—a theory arrived at by Professor Lilienthal in 1891—was discovered to be productive of success the science of aeronautics advanced by leaps and bounds. The first successful attempt at aerial flight was made in the eighteenth century by a French marquis, who endeavored to fly across the Seine from an upper window of his house in Paris. He succeeded in getting almost to the opposite bank when he fell into a boat and was rescued.

In the seventeenth century Borelli calculated the strength of the pectoral muscles of birds and laid down the postulate that it was impossible for man to fly by use of his muscular strength. This doctrine seems to have been accepted, and no attempts at artificial flight were made until toward

they constructed a machine and during their summer vacation on the coast of North Carolina they began experiments with a gliding aeroplane. In 1903 they added a 16-horsepower motor to their glider and in December of that year succeeded in making flights of 850 feet in 59 seconds against a 29-mile wind. In 1905 they made a flight of 24 miles in 38 minutes and from that time on were hailed as the first real conquerors of the air.

A New Era.

The year 1909 will go down to posterity as the beginning of a new era in the art of aviation. The records made show an enormous advance in lengths of flights, heights and feats of daring. In this country Curtiss flew for 67½ minutes in July, and at the official trials at Fort Myer, Orville Wright remained in the air for one hour and 21 minutes, covering 50 miles with a passenger. Curtiss won the Bennett speed contest at Rheims, bringing the contest this year to this country. Bleriot made his historic cross-channel flight on July 25, making a distance of 31 miles in 37 minutes. Farman made a duration flight of four hours, 17 minutes and 35 seconds covering 137 miles. Orville Wright, Latham and Paulhan reached altitudes exceeding 1,500 feet.

The events of this year are so fresh in the memory that it is unnecessary to recall the numerous and almost daily conquests that occurred during its span. The wonderful achievement accomplished in this year were due not so much to a more perfect mechanism in the aeroplane, but to the increased confidence and skill of the aviators. During recent aviation the mile point in altitude had been reached by the skillful and daring Brookins.

THE ONLOOKER BY WILBUR D. NEABIT

HOW SISTER HOBBLED THEM



When sister got her hobble skirt The family assembled; Papa's remarks were very curt; With high disdain he trembled. Aunt Julia sniffed and raised her hands, Grandmother almost fainted And said: "He seen in that? My land! I'd rather that she painted!"

Then mother shook her head and sighed And said: "Disgraceful, surely! It isn't fifteen inches wide, Besides, it fits you poorly. No child of mine shall walk the street In such a bold invention— Why, look! It calls you—well, your feet!— To every one's attention."

Then each took turns while sister stood And heard how they condemned it; They said the style was far from good— O, how they hawed and hemmed it! When they were through then sister took An album from the table And showed them in that olden book Such things—believe me, Mabel!

First, grandma in her widespread hoops— The style of 1850. When Gretchen beads and soulful droops Were thought to be quite nifty. Then with a smile that seemed to say: "Once more I'm glad to fool you." A "pull-back" costume, tight and gay, She showed on good Aunt Julia.

Dear mother rose to seize the book And they had quite a tussle. But sister held it and cried: "Look— Here's mother with her bustle!" Then father in spring-bottom pants! My sister's wise selections Of father's, grandma's, ma's and aunt's Old styles hushed their objections.

In Plain English.

"Woodman, Spare That Tree" is a highly idealized version of an attempt at applied conservation. The principal character comes upon a man who is chopping down a tree, and says to him:

"Don't cut down that tree."
"What?" asks the lumberman.
"You let that tree alone. I knew it when I was a little boy. I used to play mumblepeg under it and I have a sentimental attachment for it, so I would kindly request that you let it stand as it is."
"Do you own this timberland?"
"No, but I—"
"Well, don't pull any of that Gifford Pinchot talk around here, young feller. The big road for yours, see?"
Which shows us that conservation and conversation are entirely different propositions.

Two of a Kind.



"Must be something wrong with the organ bellows," whispered the man to his wife at church.
"What?" she asked.
"The organ bellows," he repeated.
"Hump! So does the frump who is trying to sing soprano."

Those Dear Women.

"When my husband won't buy me what I want," confides the first woman, "I cry. Then he will agree that I may have it, just to get me to stop crying."
"I have a better plan than that," says the second woman. "When my husband thinks I shouldn't have a new hat or dress, I smile. That works better than tears in my case."
"But," sweetly says the first woman, "my husband thinks I am so pretty when I smile that he will not do anything to get me to stop."
After thinking the matter over that evening the second woman concludes that the first is a hateful thing.

Discreet Bird.

"Sing, sweet bir-r-r-r! Sing, sweet bir-r-r-r!" caroled the damsel young and fair.

But the sweet bird, concealed in the bosky verdure, or words to that effect, merely twittered to itself.

"Not much. They want to ring me in on their concert and then blame me on their failure."

Wilbur D. Neabit