THE NAVY'S NEW STEEL-MESH MAST.

Tremendous sums are annually exinded in target practice by the navy this nation. The ultimate end bught for in this sedulous training and costly expenditure is the acquiring of an ability to hit the enemy first, to hir rapidly and to hit hard.

It is now realized that the sea fights of the future will open at extremely long ranges, say, five or six miles. "The fleet that first gets the range," said Rear Admiral Evans in a greent interview, "and is best handled after the range is obtained, will undoubtedly do such damage in the first ten minutes as practically to disable the opposing fleet."

All other thtings being equal, the initial advantage would therefore appear to be the deciding one. The gaining of this sevantage is now almost wholly dependent upon the observers stationed in the tops, the clear-eyed, coolheaded men who from their point of vantage determine the range, and, by the various systems of fire control communicate it to the men behind the guns. With these salient points mind, the reader can clearly comprehend the vast importance of an observing station sufficiently elevated for the range finders to execute their mission with precision and celerity, and, more important still, a station that can remain longest erect under the stress of battle.

conducted by the British Admiralty it one is interested in municipal organizawas found that the ordinary cylindrical steel mast with which all battleships are now fitted is wholly unsuit ed for this purpose. The Hero, an obsolete battleship of the second class. was selected for the experiment. complete system of fire control was installed in the old warrior, and then the vessel was anchored over a shoal and attacked by the guns of the mod ere first-class battleships Hibernia and

Although the deductions of the Admiralty officials have been withheld, a

Dominion.



MAYY'S NEW SEELETON MAST.

writer for a service journal (The Mavy) has ascertained that the effect me the gun fire upon every part of the fire control system located above the protected deck was disastrous. A six inch shell burst in the improvised fire control top on the mast and carried away the range-finding station in the very beginning of the simulated combat. Most significant and important of all, a splinter of shell-not a di rect hit-went through the mast, and although the mast stood, every one o control wires was severed Thus was the most important prob in the first two minutes.

Then was seked the question, wheth or the modern system of fire control with its most important installation in a cylindrical steel mast and its obser vatory placed at a high elevation upon could withstand for any time the fire of a straight foe. It was realized at once could not-that with the range and deadly precision of high-powered guns not only smokestacks and other au attachments are more than be shot away at the very beginning of the battle.

This brought naval administrations face to face with new conditions. The need of some method of carrying range in air had been noted in the Taushima Straits. where the initial advantage had been cained by the Japanese, who had contheir fire upon the Soursroff, Rojestvensky's flagship, According to Semenoff, a Russian officer on board the flagship, the most of that result was shot away almost at beginning of the action. This not only sted all further efforts on the er antagonists from her fighting tops. but it also interfered with the display

The need of some new method indiand by that battle was accentuated argent by the test to which he Hero was subjected. Some of our own very alert and progressive navy cers at once set about solving the a few days ago. The Arkanena, me ship, was selected to do the

mble Light Shoal, off Old Point and suchored shout midway Cape Charles and Cape Hen-The Arkantes took a position 350 yards westward, so that the ne passing through the Flotary must, would fall into The shots were fired about 350 yards with so that the effect was sauce as a range of

experimental purposes. duced for Three tests were ordered; one to determine the effect of shell fire upon turret armor and turret fittings, our for the purpose of showing the usefulness, if any, of crinoline nets as a protection against torpedoes, and another, regarded by navat men as the most important of the series, intended to test the relapse safety of a new type of skeleton mast.

The mast is described as a mesh of steel, 96 feet in height, and carried near the stern of the monitor. It was built upon a double spiral principle. each set of spiral columns running in in his plans for experimenting in the an opposite direction. At the top was a platform upon which were two dummies weighted and wired for recording the shock of the projectile. The steel rods which form the mast are two inches in diameter at the basel narrowing at the top. The experts who had designed it had employed all of their mechanical skill to construct a framework that would still remain erect though pierced by many shot. The mast was subjected to a thorough test and emerged successful.

ZURICH A MODEL MODERN CITY.

One of the Best Organized and Most Perfectly Equipped Towns.

Seventy years ago, as we may see in the national gallery cellars, Turner found at Zurich one of the most lovely subjects of his brush, says the Boston Transcript. It is no longer a romantic old relic of middle ages, but it is one of the best organized and most perfectly equipped of European cities. its magnificent situation and rare natural opportunities have been used to In a recent notable test which was the full by its energetic citizens. If tion, let him study the institution and adility of Zurich --- its boulevards, some distance, and when the clover quays, electric tram lines, its water attains a good growth and before it supply, its public gardens, its lighting, begins to dry to cut it and mix it with its railways and its post office. Zurich the sand in the roadway. In this way is now a model modern city, in size, in it is expected that the nature of the construction and arrangement, the idea! of what a city should be to live in and as to make it excellent material for

tion to its new cational museum of loold, but as a monumental history of Switzerland for 5.000 years it is far the most complete collection in Europe. Neither London, nor Berlin, nor Vienna, with all their splendid collections, can show anything at all equal in historic continuity for a single country as Swiss patriotism has done at Zurich. Its fifty rooms record the evolution of the national life from the age of the lake dwellers to our own day. And the value of such a systematic collection of national monuments, industry and art can hardly be overrated. The historian and the artist might spend weeks of study in mostering its varied contents.

Dors a Vacation Pay? What a difference there is in what

two people bring home from a vaca tion! One comes back tired, disgusted, hored. He has spent his money and downn't feel that he has much of any thing in return. Another comes back all radiant with the riches which he has drunk in and absorbed during every moment of his vacation. He comes back rejuvenated, refreshed, inspired. new creature, with a new grip upon life. The colwebs, the brain ashes have been swept away from his jaded brain. He has been made over anew Life menus more than ever before Ilia dimmed ideals have been brightened and sharpened, his ambition renexed. Ask him if a vacation pays, and he will ask you, in turn, if it pays the blossom out into a butterfly : if it pays a rosebud to open up its petals and fling out its fragrance and beauty to was demonstrated to the orange grow-

up your mind that you are going into God's great gallery of charm and beauty to enjoy yourself and to see what you can get out of it. Resolve that you will come home laden with riches that to extract from the landscape-from the mountains, the valleys, the fields, and the meadows—a wealth which does not inhere in the dollar.

Learn to drink in beauty and health at every pore. Try to realize that the flowers, the grass, the trees, the brooks, the hills-the charm and beauty everywhere are God's smiles; that they are for him only who can appreciate them, who can respond to them, who can appropriate their message. They cannot be bought; they belong only to him who can enjoy them. - Success Magazine.

Upholding Authority.

It was a score of years ago that W. Connors, now Chairman of the New York Democratic State Committee, secured his first great freight-handling contract, and when the work was ready to start be appeared on the Ohio street dock at Buffalo and called a thousand burly "dock-wollopers" to order

"Now," roared Connors, "yez are to worruk for me, and I want Ivery man here to understand what's what. I kin lick anny man in the gang."

Nine hundred and ninety-nine swallowed the insult, but one huge, doubleuneasily, and, fisted warrior moved stepping from the line, he said: "You can't lick me, Jim Connors." "I can't can't I?" bellowed "Fingy."

"No, re can't," was the response. "Oh, well; thin go to the office and git your money," said "Fingy." "[']] have no man in me gang that I can't lick."-Success Magazine.

Thanks for His Money. Weekle-So Slippsy is a defaulter.

Deekle-So they say. Weekle-By George! I always wondered why he said "Thank you" so pleasantly every time I made a deposit.-Bohemian Magazine.

He-Can you explain to me the diference between "shall" and "will?" example, if I say, "Will you marry should you reply "I shall" or "I

Grammatically Speaking.

Clover in Highways.

George W. Cooley, engineer and secpetary of the State highway commission of Minnesota, has secured the co-operation of the public road office at Washington and the bureau of plant industry construction of roads in sandy districts, says the St. Paul Pioneer Press. Experiments along this line were authorized at the last meeting of the highway commission and will be commenced next spring.

Mr. Cooley plans to make two or three experiments along this line. One road probably will be constructed near Breckenridge and the others in places where similar conditions exist. Local authorities have found it practically impossible to build roads in sandy soil where no clay, gravel or broken stone can be obtained except at an expense so great as to make it out of the question, and it is for the purpose of finding some means of building good roads ments will be made.

The federal public roads authorities have become interested in the plan and will assist to the extent of paying a part of the expense. The local author- | time. ities of the districts in which the roads are to be built will be asked to provide a superintendent for the work who will carry out the plans of the engineer.

Mr. Cooley's plan is to plant clover Farmer. in the road and along the sides for soil will be changed in a year or two road building.

But I wish especially to call attent In a communication from the bureau of plant industries this question is cal antiquities. It is barely ten years discussed, and the opinion is given that it is entirely feasible. Yellow sweet clover is suggested as the kind best adapted for this work. On this subject the communication states:

"The last named plant has been cred ited with so completely changing the character of the sandy soll on King's island, near Australia, as to make it exceedingly productive, and they are especially adapted to growing in sandy

The experiments will be started next spring where the proper conditions are found and the assistance of the local authorities can be secured and will be continued for one or two years as the progress of the experiment shows is necessary. If the first year's work does not bring the soil to a condition which to eathefactory for road-making purposes, the same treatment will be given the next year and even the third year if it proves necessary.

Olled Roads.

Afferton S. Cushman, assistant direc tor of the office of public roads of the United States Department of Agriculture, at a recent meeting of the American Public Health Association in Wash-

"The American becomes a skeptic when you confront him with a proposttion which, to him, is akin to the 'cuts of Staffordsbire.' If he doesn't understand what you are talking about, be annumen that you don't understand it yourself. He finds dusty roads a men ace only when it is brought home to him that they cost him money. That ers of California a few years ago when When you go into the country, make dust-covered fruit no longer commanded so high a price as when free from dust. The result was an aroused interest in rund improvement and in dust suppression. Appeals on the score of cleanliness and good health never stirred the Californians, but a slump in the price of oranges brought about a wonderful era of activity. The outcome was gratifying, and California soon had dustless olied roads. In that State the ofle possess a higher asphaltum base than the oils of any other section of the world, and when they are spread on the roads the volatile portion of the oil evaporates and the amphaltum remains

"The almost immediate success of this plan attracted the attention highway engineers throughout the world. In France and some of our Eastern States it was at once assumed that oiling was the best road treatment and that the longed-for solution of the dust nuisance problem had been found

"This has not been proved to be the case, because in many localities the only of available possesses a petroleum rather than an asphaltum base. It has been found that when the volatile portion evaporates the off left behind becomes greasy and similar in consistency to vaseline. Such quality of oil does not adhere and bind the road, but is picked up and scattered by passing traffic, and the man who gets a 'reasonable' quantity of it on his clothes be-

comes a firm enemy to road oiling. "If then, as doctors say, dust means dirt. dirt means disease, and disease means death, dusty roads have no place

in our national economics." Improve Roads.

The improvement of country roads is chiefly an economical question, relating principally to the waste of effort in bauling over had roads, the saving in money, time and energy in hauling over good roads and the difference in the cost of maintaining good and bad ones, maid a speaker at a good roads conven-

A good road economizes time and force in transportation between the farms and the market, reduces wear on horses, harness and vehicles, increases the value of real estate contiguous to the reads and brings prices for farm products, because they can be marketed at less expense. Rural homes are sought after along good roads. Wagon highways are the greatest arteries of ce. Civilization is indeed by tion of the reads. No tax i

as great an the taxpayer as but you

A bad road is a heavy tax on those who use it, and the worse the road the heavier the tax. Bad roads cause a decay of agriculture. They impose the greatest of all burdens on the farmer. Bad roads cause people to gather in the cities. Bad roads wear out the horses very rapidly, thus detracting very largely from the profits of th farm.

The man with the boe-the farmerwants good roads so that he may bring his produce to market and his family and himself to the neighboring town with less expenditure of time, wear and tear and trouble. In sections of the country where the farmer has good roads he would not lose them for more than their cost and go back to the old system of having to haul through the mud and over the stones. He finds that the value of his property is increased and he can haul two-yes, three-times greater loads in less time to market and that he is richer and better because of the good road which connects his property with the neighboring town.

This cost of hauling is a heavy tax on the farmers, much of which could be saved. The amount paid out which could be avoided by good roads is ab solutely lost. The farmers are unable to recover it in any way. It is a part of their expense which they must deunder such conditions that the experi- duct from the gross returns on the sale of their products, and the only way that it can be avoided is by the construction of roads that would enable farmers to haul heavier loads in less

> Narrow tires and mud roads should speedily be sent hand in hand, as it were, "glimmering through the dream of things that were."-Goodall's

> > Hard Headed Farmers.

We often hear this expression: "The hard headed farmer." We might more appropriately say: "The clear headed farmer"-the one who farms with his brain as well as his hands. There is no place more conducive to clear thinking and close observing than upon the modern, up-to-date farm, and no body of men will take higher rank for vir tue, right thinking and right living When a United States Judge wants good jury he usually draws from panel made up largely of farmers. The farmer of to-day is a great improvement on his prototype of a generation ago. Rural delivery, the telephone and the daily papers are making him a more up-to-date citizen. The "gold brick" industry is rapidly declining, as the farmer grows under the influence of the new conditions.

There is one need that is really greater than those metioned and that is Good Roads. Good roads spell in creased prosperity, increase in faru values, higher education, improved so cial conditions and a slacking up of the drifting of young men and women from the farms to the cities; better church attendance, moral and spiritual growth and a more symmetrical development of the present and coming ganerations. Good roads pay a larger div idend than any other investment and they pay these dividends not once or twice a year, but practically every day

A State aid plan for building the roads so divides the burden that it to not oppressive, in fact there is usually no pronounced increase in the tax rate. Fifteen States have already adopted State aid and more are comtog into line.

Farmers Who Fight Good Roads. A large majority, probably three fourths of the farmers of the West are in favor of good roads and would not object to a moderate increase in taxation if thereby they could have good roads to use. There is, however, an active and very notay minority rigorously oppose any and every move for building hard, permanent roads. What they lack in numbers they usually make up with noise

The backbone of this opposition composed of retired farmers who have at from \$5 to \$6 per acre cash rent get half of the crop delivered (Mark the delicered)

Under the State aid plan of build ing roads, which contemplates taxing of city, corporation and all other property as well as farm lands, the maximum tax that can be levied over series of years for both State aid and local tax, has been figured out on an Illinois farm will not exceed 10 cents per acre per year. There is no doubt about these figures being correct. The tax in adjoining States would be two or three cents per scre high, because there is relatively less city and corporation property to tax. Two per cent of the rent will pay the bill. Good roads will add from 10 to 25 per cent to the cash value of the farms reached by them. There is no class of farmers in the State who would be benefited more largely by these good roads than the retired farmers and none are so well able to pay the bill.

Going Broke,

'Light is breaking!' What did be "He was probably in the act of paying his gas bill."-Houston Post

It Often Happen. "I hear she found the audience rather cold last night."

"They were at first; but when they

remembered they had paid good money

to see the show they got very hot."-The Tatler. The Limit. I'd like to dress my wife in silks. But goodness knows

-Detroit Free Press His Kick. "Too bad," exclaimed the little pla. "They didn't build me right And make my stomach just as big As is my appetite." -Philadelphia Press.

I can't afford to pay the price

For silken hose.

when his name is spelled wrong when it appears in the police court

If the average man cannot get a

SOMETHING FOR EVERYBODY

~~~~~~~ The municipal markets of Manchester

are very profitable. The number of books exported from Germany by German publishers last year exceeded 42,000,000, weighed 42. 100,000 pounds and were valued at \$15. NOO.OUD.

Japan has thirty-two timeplece fatories, which turn out annually goods alued at nearly \$800,000; the latest fig. ures being 209.792 standing clocks, 441. 555 hanging clocks and 25,360 watches.

Belgium has a Sunday postage stamp issued for those who do-not wish to have their mail delivered on Sunday. VII mail bearing the Sunday stamp is held over by the carriers for delivery Monday. The Yellowstone National Park, com-

prising 93,312 square miles, was mart by act of Congress in 1872 as a ational park to preserve from dest or ive molestation the most wonderful group of natural features and phenomna known within the boundaries of the United States. After fifteen years of labor, Profesor Brown, of Yale University, has com-

pleted a series of many thousands of minute observations by means of which he hopes to determine the exact posttion of the moon. He is about to retire to his house in Malne to begin the work of calculation, which he estimates will occupy at least ten years.

The tantalum lamp is very desirable from the fact that it is of high ethelency, but it is not adapted for many of the fixtures at present in use, for the reason that it must hang vertically, whereas more often than not, the lamps in the existing axtures hang at an angle. An adapter has been recently invented by which this discrepancy is overcome.

Kipling is a town which has just dossoured out in Canada, where there s only one town of Shakespeare, There is a Shakespeare in Kosciusko County, Indiana. However, the great English dramatist was never popular among the new-town namers in North America, al though there are in the United States thirty Miltons, three Goldsmiths, four Dickenses, thirty-old Scotts, twenty Byrons, two Tennysons and one Thackeray. But there is no Browning on the American man.

Every prevoitings boy does not besome a brilliant man, but some brilliant men have been precedous in childrend. John Ruskin, the grout English essay ist and critic on art, was such a child. At the age of 7 he wrote verses in rhyme and kept a journal or diary. This journal was really a record of trips through England that he took with his father His interest in the old cathedrals and in the bits of scenery that he saw during these journeys betrayed the tastes that in later years decided his curver.

"We Two" send the following to the London Express: "We are a young conple and at the present rate of salaries for bank clerks it will be eight, or even ten years before we can marry. As this is too far shead to think of, and we have (200 (\$1,000) between us, we are determined to strike out for ourselves, and at the thousands of breakfast tables all over England where thee Expresa is daily read we would, with your kind permission, appeal for ideas as to the best way of making a good start."

With the recent return of the yacht magnetic survey work is closed for the sel specially adapted for the work has been completed. Plans for the new yessel are now being prepared by Henry J. | at twenty-four corn mills, that Gielow, naval architect and engineer, scheme had to be abandoned and tal length of the cruises traversed in the Pacific ocean during this period is

The passing of the windmill in England, antiquated by such recent power structures is no simple task. inevitable if the wreckers did not have

In the porthern part of India sheep are put to a use unthought of in European or American countries. They are made to serve as beasts of burden, because they are more sure-footed than larger beasts, and the mountain paths among the footbills of the Himalayas are steep and difficult. The load for each sheep is from sixteen to twenty pounds. The sheep are driven from vil lage to rillage, with the wool still growing, and in each town the farmer shears as much wool as he can sell there and loads the sheep with the grain which he receives in exchange. After his flock has been sheared be turns it homeward, each sheep having on its back a small hag containing the purchased grain.

made at the navy-gard at Charlestown, for any purpose. Four anchors are used on battleships generally, and the Pacific coast. One pair of this set of four weigh 17,600 pounds each. those now being used weighed 16,500 pounds each and cost \$2,000 each. They were also made at the Charlestow sard. Each of the big anchors required the work of five men for a month, hammering, smelting and welding it. These mammoth anchors are sufficient, barring unusual conditions of weather and The only time a man does not kick | sen, to hold the largest battleship affoat. in The size is fifteen feet long from crown to shackle, and about nine and one-half feet from one arm point to the other. The heavy crossbar is also about fifteen feet long, while the paims, of broad, about thirty-two inches wide.

SOME STATISTICS OF CRIME.

Figures of Prison Population that Furnish Food for Thought. A bulletin issued by the Census Bureau contains some statistics of the prison population of the country that are startlingly suggestive, says the Indianapolis News. The statistics are of June 20, 1904, when the total population of the country was estimated to be 81,301,848. At that time the coun try had 1,337 penal institutions, includ ing four United States civil prisons, sixty-seven State prisons and State and county penitentiaries, fourteen reformatories for adults, seventy-one municipal prisons and workhouses and 1,181 county jails. At the date named these various prisons contained 81,772 inmates, an average of 100.6 per 100,000 of population. The average seems appallingly large, but it shows an improvement over 1890, when it was 131.5

per 100,000 of population. . There is some consolation in the fact that, appalling as the aggregate of crime appears, the percentage of criminals to population is not increasing. This might be due to remissness in the enforcement of law, but we are at least permitted to hope that it is not the case, the moral trend of the times being toward stricter instead of laxer enforcement of law.

It appears that of the total number of prison fumates on June 30, 1904, 77. 269, or 941, per cent, were males, and 4.503, or 512 per cent, were females. As there is no great difference in the number of males and females in the country, the figures indicate clearly that crime is much more prevalent among

men than among women. On June 24, 1904, there were in the United States ninety three institutions for invenile delimpents between th ages of 7 and 21 years. These institutions, included reformatories, reform schools, truant schools in fact, all kinds of prisons, places of detention and religious agencies for juvenile de l tory linguents. At the date named they contained 23,034 humates, of whom 2,566 were in the Catholic protectory at Westchester, N. Y.

of institutions for juvenile delinquents increased from 14.846 on June 1, 1800. to 23,034 on June 30, 1984. This was black as red. There are some 11,48 its face, this is not encouraging, though It may be due to the fact that there were more institutions for juvenile delinguents in 1:44 than there were in 1980, and more activity in arresting and

DOOM OF THE WANDLE.

The Stream Where lank Walton

Plabed in to Danger. That great River Wandle-"the blue transparent Vandalls' of Pope-the stream where old Isaaz fished for trout marked with marble state like a turobse"-the river which even now is the most perfect epitome in beauty and in lith of big brother Thames may be loomed, says the London News, Its fate hangs upon a mere hundred or two of rutes. It can be killed or kept alive just as parliament chooses when the lilver Wandle protection bill comes before our legislature in the course of the present year.

But while gentle fishermen and quiet cardeners have always poetized about the river, men of the world have fought about it, well high from time immenserial. In 1609 a deplorable scheme was set on foot for taking one-tenth part of the water between Croydon and Galilee, at San Francisco, the overan | Washion Mill and conveying it by canals and underground pipes to the city of London for the benefit of Chelsen t'ollege, but so loud was the outery, taken from Hackney marsh, Even furt there seems to have been now on much water in the river.

Again in 1799 a determined attempt ras made by certain financiers and ensincers to destroy the river at a blow or diverting its waters into a canal beween Wandsworth and Croydon, Once nore, however, the Wandle escaped by reason of its great commercial utility and the quaint "Surrey Iron Railway." with grooved rails and tiny trucks frawn by horses, took the place of the

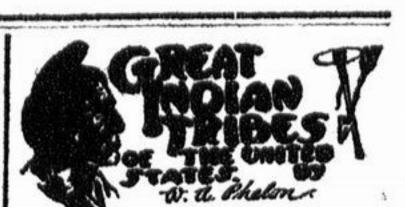
stood on the bridge at Carshalton and natched the crystal waters slip the arches to spread below into caim mode or soak silently through broad peds of cress, or who from the bridge n Wandsworth High street has watch ed the stained and sullen current glide slothfully toward the Thames must be tre that the River Wandle has still place in the world.

The Elephant at Bay.

Twenty years of experience tells in that a whole regiment of lions cannot produce the same moral effect as one twelve-foot African tusker when cocks his big sail-like ears, draws him self up to his full height and looks at you, letting off at the same blood-curdling scream; while probability others invisible to ron ar stampeding on all stdes with the dir and vibration of an earthquake. Sur rounded in a dense jungle by a herd of elephants they seem to block out the whole horizon. One I measured was actually sixteen feet from edge of ear to edge of car. No wonder my insignificant self seemed to shrivel and my huge express rifle to dwindle into a mere pen shooter. Try as I will on such occalargest auchors ever forged prior to stong I can never overcome my sense of terror, and always feel fuclined to throw down my elephant gun and run for safety till I drop .- Success Maga

Social Sweets that Clay. Mand-Oh, dear, I haven't a moment any day this week that I can call my own. My engagement book is positively crammed full. Ethel-Well, what are you grumbling about? You're fond of stuffed dates.

aren't you?-Boston Transcript. Tell of a man who has done a good deed, and few show curiosity to know | my



The Creeks.

If Andrew Jackson were alive and could gaze upon the Creek Indiana of to-day he would shake his head at the decadence and retrogression of a once mighty tribe. The Creek is civilized, at least outwardly, and an active member of the body politic, but he compares most sadly with his forefathers as a racial type and as an individual

The Creek, or Muskogee, inhabited large sections of Alabama at least 400 years ago, and gave the army of De Soto a vizorous fight while the great Spaniard was leading the march to the Mississippi. They formed a strong confederacy with several tribes on an equal basis and others as subordinate members, and took part in wars against the whites and against other Indian tribes, their military operations extending from South Carolina to Louisiana and from Tennessee to Flor-

In 1813, charmed by the oratory and faschating address of the great Tecumsel, they obeyed his request to join in a general war against the white man. Headed by Weatherford, a halfbreed chief of great valor and wisdom, they massacred the garrison at Fort Mins, and then found themselves opposed to no less an adversary than Andrew Jackson.

Jackson defeated the Creeks in sev eral tierce battles, and finally broke their power at Horseshoe Rend For twenty years after this they kept quiet and made no trouble, but an outbreak during the time of the Seminole war forced their removal to fuellan terri-

Some 17,000 of the Creeks were tak en west where they settled down quiet ly and made good progress in civit zation. Uplike the other civilized The number of jumates in all kinds I tribes, however, the Creeks mixed and intermarried with their megro states. and the trice is now alread as much Creeks at present, fulltimed and mix ed, and about 53800 negro citizens of

cold tribal factions have been obliter ated by the absoluten of tribul govern ment, and the Creeks are fast losing all lifentity. Previous to the opening of the reservation the old tribes of as yours ago will maintained their testividuality Muskogi, Alabama t chi, etc -one of the most interesting trita a being the Ucht, who dwell apart from the rest of the Creeks and mainturned curious religious and national

SOTABLE AIRSHIP FLIGHTS AND RECORDS

Wright Bruthers' neroplane, 48 moles in hour, for short flights, Kill Dovid Hill N. C. May 31.

Count Zoppelin's airchip, 30 miles on bestr. in seven-hour flight, June 20. Alexander Graham Bell's accombane White Wings, short flights, at Hammonds port, N. Y., Mar 14,

Henry Farman, seruplane sirehip, cir. cular kilometer at Paris in one minute and twenty-eight Brights of a Dontock Architerron price of \$10,000. Len Sterene, 130 miles in non-dirigible ballown, in three hours, Hampton Falls. N. H. March to

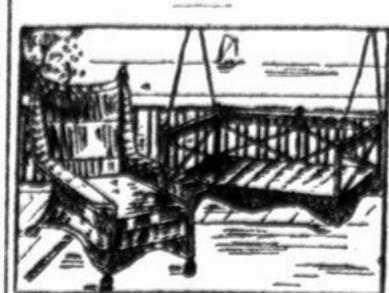
Leo Stevens, in non-dirigible balloon bours, Nov. 3, 1986; gas balloon record Santos Ibamont, in Rutterfly aeroplane.

(50) meters in Paris, New 10, 1905 Santon Pumont, in balloon sirship. Santos Dumont No. 10, 25 miles in one boot and forty-five minutes, Paris, Nov.

Pierre Lebauets's balloon sirabip La Dirigible, from Paris to Moisson, thirts one hour and thirty minutes. Nov. 10, 1902

Count Zeppelin, twelve-hour trip in his balloon airship at an average of 34 miles

an hour. Friederichshafen, July 1 VERANDA FURNISHINGS



The illustration shows a few pieces wicker swing and the comfortable easy chair both being very desirable models. The swing is shown in the sketch efthout cushions, but mattress cushion covered tonne and several pillows is addition. When the wicker green a cushion pad of bright very picturesque, or else the pad can be of green, with bright flowered ere tonne cushions. The chair pictured is broad and has wide arms, and is an lounging or reading chair. can also be fitted to the back sired, although only the chair seat of cretonne is shown in the drawing

The Tender Thought. Harry is 6 years old, "Pa," he asked one day, "If I get married will I have a wife like ma?"

"Very likely," replied his father, "And if I don't get married, will I have to be an old bachelor like Uncle

"Very likely." "Well, pa," he said, after a moment of deep thought, "It's a mighty tough world for us men, nin't it?"-Success

Magazine. Just a Few Minutes.

Vooveel Actress' No. 1-Will you ge shopping with me this morning? Vooveel Actress No. 2-1 will if you

"Want to change your dress?" "No, I'm going to get a divorce from husband this morning!--Yonkers

will wait a few minutes.