

We expect most of the various records to be broken this year. In the present stage of aviation's development you never can tell.

We gain a minute of daylight every day but the gas bills go on just the same.

Is there no way to save the birds from death except by clipping their wings?

If Hayti and San Domingo go to war why not let them emulate the Kilkenny cats?

Some men give up as readily to masked bandits as they do to fake gold mine promoters.

But is shooting ducks from an aeroplane true sportsmanship? Why not give the ducks a chance?

Maybe some people prefer ragtime and organized cheering because it drowns the other kind of music.

If those who indulge in organized cheering do not enjoy it they think they do, which is much the same.

Orville Wright says that aviation is safer than automobile. Undoubtedly so—for the innocent bystanders.

If the south pole does not receive visitors it will not be because nobody is knocking at the refrigerator door.

An insane woman has won a prize for a magazine poem. That throws light on a hitherto unanswered question.

That New York proposition to add gongs to automobile horns is calculated to increase the jumping record on Broadway.

A Pittsburg man is raising a family on \$1.35 a day. Still he believes that the family is entitled to the most credit for this.

That New York woman who thinks that the anti-kissing crusade has lessened the practice should ask the small boy under the sofa.

Wonder if the young man who thinks there is only one girl in the world for him realizes that the population of the country is 93,402,151.

It has been discovered that an estate which has been in litigation for 42 years has doubled in value. Probably the lawyers' fees have not been paid yet.

The Iowa pedagogue who asserts that loud clothes make noisy persons has got the cart before the horse. Noisy persons are responsible for loud clothes.

Portland, Ore., expects to have a million inhabitants in 25 years. All right, but Portland should take it to heart that she cannot get them by padding the census.

What's the sense in kicking because you have to take the ashes from under the furnace? A man in Iowa has sued for divorce because his wife made him sleep with the cows.

Still there is this much to be said for those attempts to break the altitude record: In case of accident a few thousand feet more or less makes no difference, even to the undertaker.

A machine that measures thought has been invented. It will not have to go very far in measuring the thought of the young man who proposes to reform by first going on a spree.

In view of the published assertion that about 30 per cent. of the people of New York state are insane, it is not surprising that insanity is so frequently pleaded there as an excuse for crime.

American mules are preferred to all other kinds in South Africa. Probably the native dialect there are the nearest possible approach in sound to the language on which the mules are brought up.

The census bureau reports that 3,739,000 telegraph and telephone poles were used in 1909. Sixty-five per cent. of them were of cedar. Here is one item to explain why timber is growing scarce.

Every now and then you hear someone discussing the weather, say: "The paper said" so and so. Now the papers have enough to answer for without being charged with the mistakes of the weather bureau.

Somebody whose name we have not taken the trouble to find out is endeavoring to gain notoriety by announcing his intention of plunging over the falls of Niagara in a safety lifeboat. If he will wait awhile he may be able to slide over on an icicle.

A Los Angeles newspaper is planning to have copies delivered by aeroplane to its subscribers. It is hoped the subscribers will not complain if the aviators did not at first get off and slip the papers under the door mats.

Roughly speaking, the world may be divided into two classes—those who keep a diary and those who on New Year's day start to keep one.

It has been proposed that "Jehu" be substituted for the foreign word "chauffeur." In its origin, however, the proposed word is equally foreign, and it is not impossible that the title "chauffeur," as descriptive of the professional expert who manages an automobile, was adopted hastily for fear somebody would suggest that he be called a Jehu.

RABBIT CHASE IS FATAL TO 3 DOGS

ANIMALS GAIN SUCH SPEED IN CIRCLE RACE THEY RUN OFF ON TANGENT.

BUSTER BUTTS INTO A TREE

Blinks Falls into the River and is Drowned, While Muffet Rips Head Off on Tree Trunk—Tangent Theory Clearly Demonstrated.

Westboro, Mo.—In hunting on the premises of Ben B. Hurst, near here, J. H. Grandin of Omaha, Neb., demonstrated that after running in a circle and attaining a certain degree of speed the dogs will go off on a tangent and that the going is likely to end fatally.

Grandin came down from the city and for a few days made his home with Hurst, devoting the greater portion of his time to hunting rabbits and squirrels in the timber along the Tarkio river. On his expeditions to the woods he was accompanied by the Hurst dogs—Buster, a spaniel; Blinks, a rat terrier, and Muffet, a shepherd—three as fine rabbit dogs as ever took up the trail in northern Missouri.

For a few days the hunting was good, but on the third day the dogs were killed, and the tangent theory was clearly demonstrated.

Early in the morning Grandin struck into the woods and soon had a half dozen squirrels slung over his shoulder. Suddenly, close to the river,



The Fatal Rabbit Chase.

a rabbit, was flushed out of a brush pile. It struck off through the timber, following the river, until it came to a huge hollow log on the ground. Into the hollow of the log, which was six feet long, darted the rabbit, closely followed by the three dogs.

The cavity was large enough to admit the dogs single file. Out of the other end came the rabbit, followed by Buster, Blinks and Muffet. In a circle the hunted and the hunters rushed back into the log. This continued for perhaps five minutes, each lap increasing in speed, until the pace became furious. It was easily maintained by the rabbit, but at last became too fast for the dogs, and Buster, in the lead, was the first to run off on a tangent.

As he was trying to enter the hole in the log about the fifteenth time, he missed his bearing and struck the trunk of a tree, six feet away, and was killed. He was closely followed by Blinks. The second dog missed the tree, but went over the bank into the river and drowned before Grandin could save him. Muffet, the remaining dog, made the circle, following the rabbit a few more times, and then collided with the outer edge of the hollow trunk, ripping off one side of his head as completely as if it had been cut with a knife.

RATTLER AVENGES ITS MATE

Hunter Who Kills Snake is Immediately Bitten by Second Reptile.

Newburgh, N. Y.—Arthur J. Serventi of this city went to Pike county, Pennsylvania, in quest of deer. When a short distance from Eldred, while following deer tracks, he came across 16 rattlesnakes sunning themselves on a rock. As he approached, the two largest slithered up. Serventi shot the foremost, and in endeavoring to get away he fell. The snake which was near him at once struck his right hand, puncturing his forefinger at about the second joint.

Serventi realized the situation, and as soon as he could get to a safe distance he took his hunting knife, cut open his finger and sucked out the poison. He hired a rig, drove to Eldred and had his hand treated by a physician. By this time the hand and arm had swollen to great size.

A day or two afterward, with his guide, he visited the rock, found the snakes in the sun, killed the big snake that had bitten him and captured the entire family of 14 small snakes.

AN OCTOPUS SEIZES A WOMAN

Tentacle Has to Be Cut to Release Her From the Monster Fish.

Long Beach, Cal.—Mrs. Jessie McDonald of Tucson, Ariz., was seized by an octopus which she landed while fishing at the pier here. The fish, which measured two feet across, immediately wound a tentacle around the woman's ankle. Mrs. McDonald fainted and so firm was the grip of the young sea monster that efforts of spectators to remove it were unsuccessful until a fisherman applied a knife.

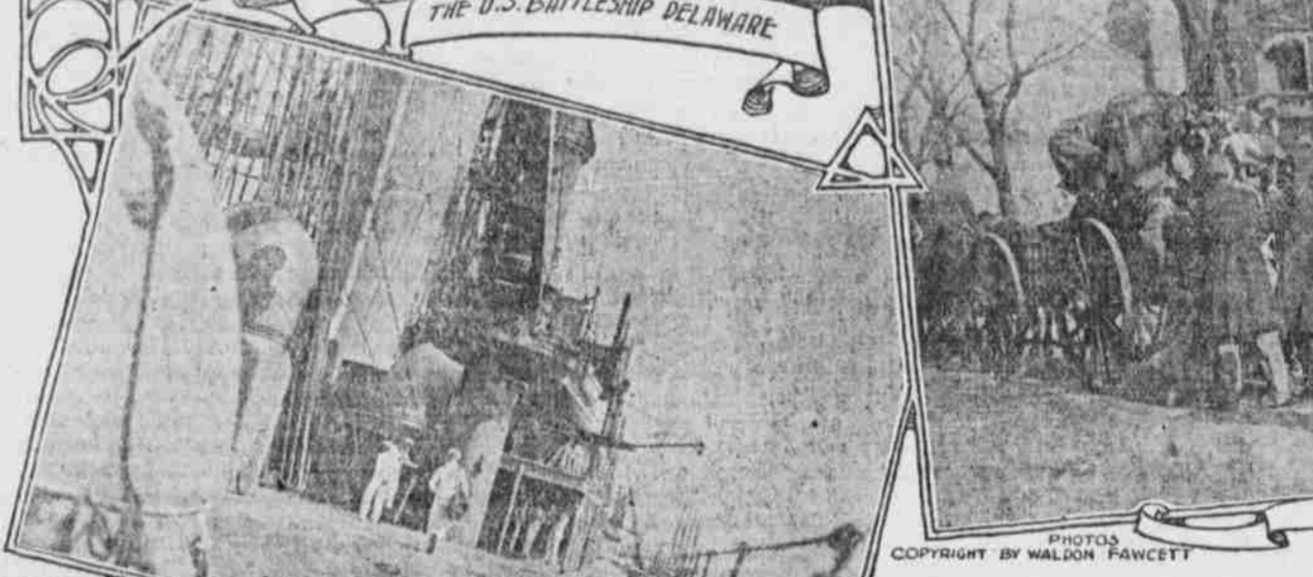
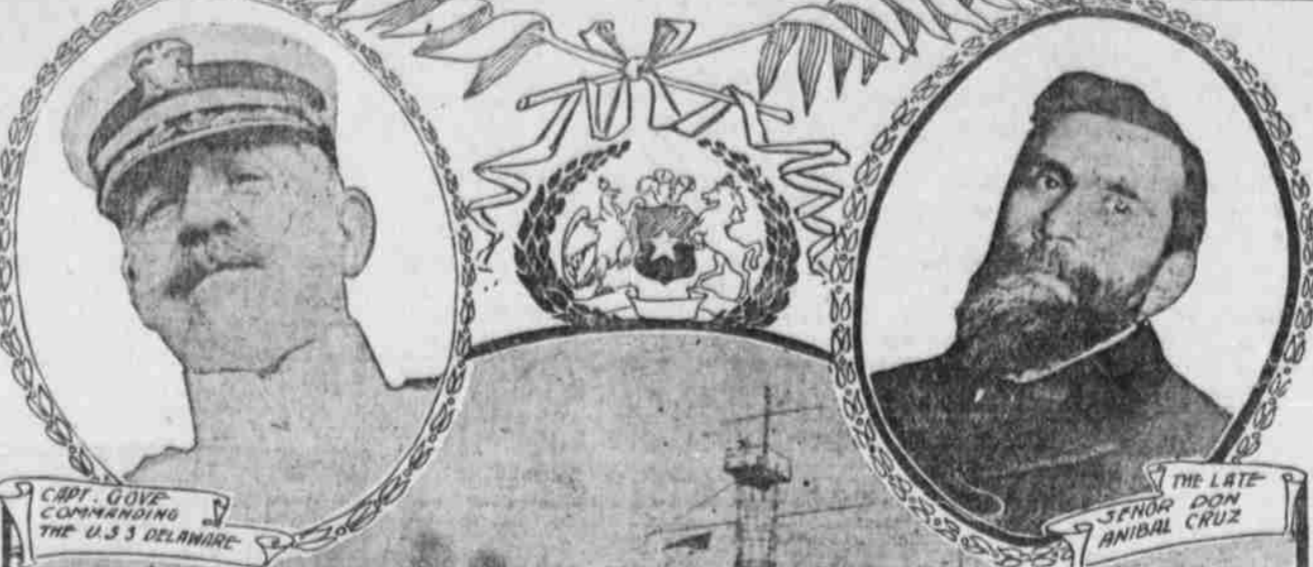
The Battleship Delaware and Her Great Cruise

THE battleship Delaware, our newest, largest and finest sea warrior, is now making preparations for a most notable cruise. According to present plans she will sail on this jaunt early this month, and the cruise will consume the best part of the spring. The itinerary—prepared all of a sudden, for this cruise was not even contemplated a few weeks ago—calls for a voyage around the continent of South America, or, at least around the major portion of that triangular continent and it bids fair to be the most notable undertaking assigned to any single battleship since the famous old battleship Oregon made the long trip around South America (over much this same route) at the time of the Spanish-American war.

The cruise of the Delaware takes on importance from the fact that it is the first stunt of the kind attempted by one of our new battleships of the Dreadnought class—floating fortresses so much larger and heavier and more formidably armed than any of our old-time battleships that they might be referred to as the "big brothers" of these ships that were so awe-inspiring a few years ago. Now, of course, these new "all-big-gun" ships are as yet something of an experiment in our navy in so far as actual service goes and consequently naval officials and shipbuilding experts will await with no little concern the outcome of this prolonged "shaking down" cruise.

Another circumstance that makes this coming cruise stand out as a notable achievement is that the Delaware is to take her long "hike" absolutely unattended. As all readers of the newspapers must have noted, it has not been the practice of our naval authorities of late years to assign single battleships to long cruises. They usually go in fleets, or in divisions of four ships, or at least in pairs. Why, it will be remembered that when President Taft made his recent trip to Panama a second warship was sent along with the one that carried the presidential party, not because there was any real need for it, but simply to have a companion ship at hand to render assistance in the event that the first craft met with a mishap of any kind, great or small.

And take that other naval cruise around South America, with which the



LIFTING THE CASSET ABOARD A WARSHIP

Delaware's trip will naturally be compared to that world-astonishing "first log" of the memorable round-the-world cruise when Rear Admiral "Bob" Evans led a fleet of 16 battleships around the lower half of our continent. In that event conspicuously there exemplified the adage that in union there is strength, and aside from the self-confidence inspired by the co-ordinate action of a whole fleet of battleships there was the further insurance against the unexpected offered by the presence with the fleet of a repair ship, supply ships and naval colliers. The Delaware, on the other hand, must traverse the same sea track figuratively as well as literally "on her own bottom," as the seafaring men say.

However, without underestimating the prestige that will come to the Delaware through all these unusual attributes of her present trip, it must be admitted that the greatest significance of all attaches to this 1911 cruise because of the mission of the Delaware. The fleet of battleships that visited South American ports a couple of years ago went solely on the initiative of President Roosevelt as a practice cruise and a sort of object lesson to other nations, but the Delaware goes on a specific mission of condolence, out of respect to the memory of an international statesman and in compliment to a friendly nation. She is to convey from our shores to his native land the body of Senor Don Anibal Cruz, the late minister of the republic of Chile to the United States.

When a foreign diplomat dies at his post of duty in an alien capital it is customary for the officials of the government to which he had been accredited as envoy and for his fellow diplomats to accord him every possible honor in death. Elaborate ceremonies are prescribed, not merely as a tribute to the statesman whose work in behalf of international good feeling has thus been interrupted by death, but also as a compliment to the country and the government whose accredited agent he was. All the unwritten laws were carefully observed in the case of the late Chilean minister. His funeral at Washington was made the occasion of an elaborate mili-

tary and naval display; the president of the United States and the members of his cabinet were in attendance; and the chief justice of the United States, foreign ambassadors, United States senators and other distinguished men acted as the

honorary pallbearers. But there was one other courtesy which international etiquette prescribes shall be offered under such sad circumstances. In accordance with the usage of friendly nations the president of the United States cabled to the president of Chile offering the use of a United States warship to convey on his last journey home the body of the deceased diplomatist. The offer was accepted and the Delaware has been assigned to act as a funeral barge on this voyage of thousands of miles to Valparaiso and return. In accordance, however, with the wishes of the Cruz family the battleship did not start on her journey immediately after the funeral, but the trip was deferred until this month, the flag-draped casket reposing in the meantime in a receiving vault in a cemetery at Washington.

The United States government has been called upon twice before, within a comparatively few years, to convey home the bodies of eminent Pan-American statesmen who have died in this country. Some years ago the body of an ambassador of Mexico was thus conveyed home in state and only a year ago similar honors were paid to the remains of the late Senor Nabuco, who was for years the ambassador of Brazil at our seat of government. On neither occasion, however, was there employed for the service so imposing a vessel as the Delaware.

That the officials and the public of Chile will appreciate the significance of Uncle Sam's sending his largest and finest warship is the expectation of the American authorities and there is plain intent to thus create an especially favorable impression—possibly the more so because Chile is one of those South American countries with which the United States has at times in the past been on the verge of ill feeling, and it is the desire of our statesmen to allay any lingering suspicions and cement friendship in this quarter. The Delaware was not, of course, a member of the round-the-world squadron that visited Chilean ports several years ago so that not only will she be a novelty to eyes beyond the Andes but she will afford the people of Chile their first opportunity to inspect an example of the world's latest ideas in heavy battleship building.

be a bad idea either, for the Latin-Americans are very jealous of receiving their due meed of respect and recognition from their big brother of the north. This focusing of the attention of people on the east coast of South America will come about through the circumstance that the Delaware, being unattended by coal or supply ships, will find it necessary en route to and from Chile to put in at ports in Brazil, Argentina and other places for fuel, supplies, etc. Of course the natives at each port cannot fail to be impressed by the vessel and the importance which Uncle Sam attaches to her mission.

The placing of the metal casket containing the body of the deceased diplomat aboard the battleship will be made the occasion of another impressive ceremonial. The heavy-draught

THREE ORDERS OF SOCIETY IN NAPLES

There are three distinct classes in Neapolitan society—it would be better to call them castes—the nobility and aristocracy, the "galantuomini" or middle classes, and the "lazzaroni" or the "submerged multitude."

The first class it is unnecessary to describe, the other classes live side by side, and are yet distinct and hostile. They differ in religious and political convictions, in morals, in social customs, in food and clothing.

The galantuomini include the shopkeepers, the small manufacturers, tradesmen, bookkeepers, persons engaged in clerical occupations, and practically all who are compelled to earn their living, but who are not engaged in manual labor.

They are generally liberal and often radical in politics. The men express an open indifference and often contempt for the church, but require their wives and daughters to observe all the conventional religious duties, and they themselves never fail to reach for a crucifix or call for a priest whenever they imagine their own lives to be in danger.

They are fond of dress and display and indulge their taste as far as their means will permit, but their wives and daughters are kept in seclusion and are never allowed to leave the house without duennas to protect them.

The lazzaroni regard with contempt as well as aversion the families of the galantuomini, who are not wealthy and have to struggle to keep up appearances. The lazzaroni are strongly attached to the nobility, have often given practical evidences of loyalty and on several occasions have been of supreme service to the crown.

battleship cannot ascend the comparatively shallow Potomac river to Washington to receive the body, and so the president's yacht Mayflower will be used to convey the casket from the capital to Hampton roads, Va., where the transfer will be made to the big vessel. When the casket is conveyed from the receiving vault to the Mayflower there will be another military and naval pageant and guns will boom in salute and high officials of the government will stand with uncovered heads while the casket is swung by means of the long arm of a crane from the cabin used as a hearse to the deck of the vessel. A high official of the state department will accompany the body to Hampton Roads as a representative of our government and, in all probability, one or more Chilean diplomats will go with the body on the battleship all the way to Chile.

Captain Gove, who will command the Delaware on this important cruise, is one of the most capable officers in the United States navy. He was for years the commandant of midshipmen at the United States naval academy and is thus known personally to almost every one of the younger officers of our sea service. The Delaware, of which he is in command, is 510 feet in length, 85 feet breadth and displaces 20,000 tons of water, which



PLACING ON THE CRUISER THE FLAG-DRAPED CASSET

Incidentally, Uncle Sam's impressive method of paying tribute to a worker for Pan-American unity will be brought to the attention of the people of other South American republics and this will not be a bad idea either, for the Latin-Americans are very jealous of receiving their due meed of respect and recognition from their big brother of the north. This focusing of the attention of people on the east coast of South America will come about through the circumstance that the Delaware, being unattended by coal or supply ships, will find it necessary en route to and from Chile to put in at ports in Brazil, Argentina and other places for fuel, supplies, etc. Of course the natives at each port cannot fail to be impressed by the vessel and the importance which Uncle Sam attaches to her mission.

The Delaware is the heaviest armed of all our "peacemakers," excepting of course her twin sister, the North Dakota. She carries ten of the big 12-inch guns, four of which were a few years ago considered ample for any battleship, and in addition she has ranged on her sides 14 of the tremendously effective 6-inch guns, to say nothing of a whole array of smaller naval "shooting irons." Some of these latter—the three-pounders, for instance, will be the only ones used on the present cruise and then merely for firing salutes. The Delaware has a ship's company of record-breaking size—55 officers and nearly 900 men.

They live cheaply in the open air, with a room in the basement or the attic of some old tenement, to which they can retreat for shelter in case of storm, and when the hour comes for sleep.

They delight in garlic, shell fish, raw vegetables and fruit. The women pay little attention to their dress and always go bareheaded. There are probably not a dozen hats or bonnets to the thousand of the women population of the lazzaroni.

The lazzaroni are so accustomed to fetid odors, the misery, the loathsome filth of the "Fondaci," as the slums are called, that it is difficult for them to be happy under any other circumstances. They are born in it, they live in it and they die in it, and yet there are grades of misery, just as there are grades of prosperity.

There are lazzaroni who are rich and comfortable, compared with others who may occupy the adjoining attic, but it is said by those who have studied this class that they are never reduced to a condition which is beyond their philosophy to endure; that they will always jest about their hunger and laugh about their pain.

Sentimentalists who have made a study of them insist that the poorer and more loathsome the family the stronger the love and attachment. As misfortune comes upon them they seem to cling more closely together, parents to children, children to parents and brothers to sisters, and not one is so low or so destitute as to be unable now and then to do an act of charity or express compassion to neighbors who are even more badly off than themselves.

spurred at his hands. In some way or other the largest hole in the cushion was worked round until it was well to the front, and after that each of three emphatic thumps from the parson's vigorous hands, as he expounded his ideas, sent a shower of feathers floating down over the heads of the people in the front pews.

The next Sunday, when the gentle parson resumed his charge, there were no broken panes in the window behind him, and the pulpit cushion had a new cover.—London Telegraph

A Long-Suffering Minister

When He Resumed Charge After Exchange of Pulpits He Found Repairs Made.

A certain parson, well known in Liverpool, always attended to matters which he decided were in need of summary treatment. On one or two occasions, at least, his action was not limited to his own parish. One amusing instance of this sort occurred one Sunday, when he exchanged pulpits

with a friend who presided over a well-to-do but somewhat careless congregation in a neighboring town.

This friend, who was one of the meekest and most long-suffering men imaginable, told the parson with much mortification that there were one or two things about the church which sadly needed attention, but that although he knew his parishioners meant well, these matters seemed to

slip their minds from week to week.

"The window behind the pulpit is sadly in want of repair," the gentle minister explained, "and so is the pulpit cushion, in which there is a large hole. I mention these matters to you so that you may be saved annoyance. I have learned to stand at one side to avoid the draught from the broken window, and I refrain from bringing any force to bear upon the pulpit cushion."

The parson looked at his friends indulgently, but made no rash prom-

ises, simply saying that he had no doubt he should get along all right.

On mounting to the pulpit in his friend's church the next day, however, he proceeded to electrify the congregation by taking several handfuls of rags out of a piece-bag which he carried with him, and deliberately stuffing them into the broken panes of the unsightly window.

Then he proceeded calmly with the service, but when he began his sermon it soon became evident that the pulpit cushion was by no means to be