

JIMMY CRAFT



Jimmy Craft, who campaigned over the southern tracks last season, will be another driver at the tape when the starter sends away the first field in the Labor Day automobile races which will feature the day's program at the Nebraska State Fair. Craft was awarded a medal at

New Orleans several years ago for deliberately driving over an embankment to keep from hitting a little child which ran onto the course. His car turned over, pinning him beneath and he was confined to the hospital for almost six months. Nebraska State Fair, Lincoln, Sept. 3-8.

BEARD IN HISTORY

At Times Fashionable and Again Severely Frowned On.

Public Opinion as to the Desirability of the Facial Appendage Changes Without Seeming Reason.

The prophets of fashion in England announce that beards are to be worn once more. Upon what signs and tokens the prediction is founded does not appear. It is hardly to be contended that the beard has become a more common object, or that in social intercourse a new interest in beards is to be observed, but one must not discredit prophets. What the impulse is which inspires one century with a desire for beards is as much a mystery as that craving for the razor which marks another. No man knows why beards grew again in Victorian England after two hundred years of shaving. It is easy to say that King Edward VII set the fashion, but that only puts the difficulty in another manner. We cannot tell why the prince of Wales or Queen Victoria's reign should have chosen to wear what no king had worn since Charles I. But the changes of fashion have been many, even in England, observes Henri Pickard in the Cincinnati Enquirer. According to the Bayeux tapestry, Edward the Confessor had a beard, but not Harold. The Normans who came to England with the Conqueror were clean-shaven, but it was a new fashion in Normandy. Though a vehement prelate called bearded men "filthy goats and bristly Saracens," there was for four hundred years no dominant fashion in England. Mustaches, beards, and shaved faces were all to be found. Henry V made shaving the rule until beards came in again with Henry VIII. But, lest any man is alarmed by that precedent, it must be said that the first defender of the faith was only following a European fashion sanctioned by Pope Julius II and the Emperor Charles V.

The Elizabethans were bearded, and very elaborately, for they cut their beards to all manner of shapes, perfumed them, dyed them, starched them, powdered them. Under the first Stuarts the beard became a chin tuft. By the beginning of the Eighteenth century every man was clean shaved. At the end of it mustaches and whiskers were coming in again. At first these decorations were military. Every Englishman remembers how Clio Newcombe, who was only a painter, amused the marquis of Farnborough by wearing mustaches. In the middle of the century Dickens went abroad clean-shaven and grew himself a pair: "They are beautiful, beautiful," he wrote. "Without them, life would be a blank." George IV shaved clean. In the year 1840 George Frederick Muntz, who, to be sure, was a desperate radical, brought a "huge black beard" into the house of commons, where such a thing had not been seen for two centuries, and timid folk expected the immediate end of all things. The prince consort let hair grow on his face, and whiskers became longer and longer; but even in 1857 people thought it deplorably bold of Livingstone to "brave the prejudices of his countrymen" wearing a mustache, and within the last 40 years a bishop was blamed for wearing a beard. Who knows what the next turn of fashion may be? Until the war it seemed that the clean-shaven face was likely to become the rule once more. The war's crop of mustaches still flourishes and anything may happen next—even a new Dundreary.

Warship Sails Up Amazon.

The British warship Pelorus, a twin screw, protected, third class cruiser, drawing 17 feet of water, recently made a voyage of 2,000 miles up the Amazon river to Para, Brazil to Iguites, Para, and literally astonished the natives all the way.

It is said that an American and an Italian warship, small river boats, went up the Amazon years before that; but no vessel as large as the Pelorus, so far as can be ascertained, ever before penetrated so far—to within 500 miles of the Pacific coast, and the achievement gave new impetus to the hope that it will be easier to open to commerce and civilization the rich but little-known interior of a vast continent.

Japanese Honor Christians.

Japan in recent years has given more and more public recognition to Christianity. At the coronation of the present emperor several Christians were included in the list of Japanese who received honors, some of them, like Rev. Dr. Motoda, headmaster of St. Paul's college, Tokyo, and Miss Ume Tsuda, principal of a school for girls, being so prominent as Christian workers that their selection implied an approval of their work. Never before had Christians been so honored by the throne.

A Congenial Role.

"What I like about this actor is his ability to sink his identity in the part."  
"He's playing a hard drinker."  
"That's just the point."  
"He ought to be able to play that part well. He's been rehearsing it for 20 years."—Birmingham Age-Herald.

THE PEACEMAKER

By MISS SUSAN E. BOWLES.

Myron and Beth had been married about eight months when their matrimonial troubles first came to my notice. Then, suddenly, and for more than three months, I neither saw nor heard from them.

It was during the interim, however, that they formed the habit of coming to me with their complaints.

The young couple were ex-pupils of mine, so I knew something of their characteristics, chief among which was an inordinate yet naive pride—a rare combination among adolescents.

First, it would be Myron, in this wise: "Beth is growing cold toward me and is altogether too free with other men. I remonstrated, but she said I'd best mind my own business. Now, say, must a fellow look on in silence when he knows his wife's conduct deserves a reprimand?"

Or it would be Beth, after this fashion: "Myron is needlessly jealous and cruel. I won't stand for his arrogance and dictation."

In vain I observed that it was too late to quarrel over what could not be undone; that both parties to so sacred a pact owed each other much in the way of toleration and sacrifice.

But, aside from seeing my best counsels disregarded, I soon realized I'd got into an awful mess for listening to them. They were proud, these two, very proud; but they had yet to learn that pride has its penalties; that one pays a mighty toll for those pungent little thrusts which temporarily assuage anger or fancied injury.

Words, angry words, what would not one give to recall hasty taunts when bitter regrets come to emphasize the folly of it all! One might have judged from their hot verbiage that both were supremely indifferent as to the outcome, the inference being that if they never met again it would be soon enough. But I was not deceived by this haughty show of independence. I knew it to be mere artificial props to sustain their amour propre. So when they ceased accusing each other I happily concluded that the young couple were cooling as of yore.

One day I met Myron, or rather I lured him, for he had clearly intended to avoid me. For a moment he blushed and evaded my gaze, and I noticed nervous little twitches about his mouth. I managed to reassure him, however, after which he shamefacedly confessed that everything was all right; that he'd been a fool, and manfully refrained from casting any blame on his wife.

Yes, they were happy again; it had been the merest nonsense to wander from the ideal state, etc.

"But who—how?" I pressed him. Well, he was a nice chap, and would I come to see him?

Yes, I certainly would. Having exhausted my resourcefulness in striving to make peace, only to meet with repeated failures, I was curious to know who had been so successful in the role of peacemaker; both the person and his charm were worth adding to one's collection of friends and accomplishments.

"I think he'll be with us tonight," said Myron. "In fact, I know he will. Better come; you'll like him." And with that he literally ran from me.

After all, I reflected, it was a man's job, that of reconciling disputants—for Myron had said "he" would be there. I must here beg the indulgence of my friends; the obscure teacher must not be judged too harshly if she appear unduly alert when she senses a possible romance.

That night I called on them, and found them both smiling. Blue children refreshed from sleep. And I was surprised but not displeased to observe that Beth showed not the slightest sign of remorse for her part in the late squabble. I had feared my coming would embarrass her. But no; she was prouder than ever.

I have seen her becomingly so, erect and haughty; but when I explained my mission she became superb, queenly, as she silently led the way to her bedroom and pointed to a cot in which lay the tiny but influential citizen whose mere coming had done more for the cause of peace than all the learned statesmen Geneva will probably ever see. No wonder Beth was proud!

Disappointed splinter though I am, I am a good loser, and cheerfully say more power to the little man!

Free Advice.

"Have you ever had any experience in running stationary engines?"

"No, sir," said the applicant for a job. "But I've watched other men run them until I believe I could do it myself."

"Umph! You remind me of the crowd that gathers around a motorist in distress. Most of the advice he gets comes from people who've never owned a car."—Birmingham Age-Herald.

Sound Waves.

Sounds can generally be heard much farther by night than by day; sometimes ten or even twenty times as far. One reason is that the air at night contains, as a rule, few eddies and other local disturbances, such as break up the sound waves by day. Moreover, on calm, clear nights the vertical distribution of temperature near the earth is often the reverse of that occurring by day, and has the effect of bending the sound waves downward instead of upward.

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NEVER KNEW FEAR

"Dad" Ross Typical Gun Fighter of the Old West.

First Acquired Fame as Coach Guard in 1867, and Added to It Later by Routing Train Robbers.

Aaron Y. Ross, "Dad" Ross, "Hold-the-Fort" Aaron, he was variously called, and he was familiarly known throughout a large part of the West, although he was born in Old Town, Me., this old guard of stage-coach days, who recently died in Ogden City, Utah, in the home of his daughter, and surrounded by all of his children.

Born in 1826, he fought Indians and repulsed the attacks of robbers on his bullion car, in true 1922 movie manner, only, in his case, it was the real thing, as the old man who passed away quietly at ninety-three lived and moved and had his being in some of the roughest spots of a rough West.

An issue of the Wells-Fargo publication contains a brief sketch of the career of this old guard of the early stage-coach and pioneer railroad days. In 1856 he went in a sailing vessel to California. Later in the same year he was looking for gold in Sutter creek, and he followed mining as an occupation in California, Oregon and Idaho until 1867, when he became stage driver and guard for the Wells-Fargo organization.

He was on his route between Fort Benton and Sun river in 1867 when 25 Indians swooped down upon his coach. Ross defended the treasure and lives under his care with shotgun and pistol. After a running battle of several miles, the Indians withdrew less five of their number, who were dead.

At another time an outlaw named Baker, with his gang, rode up to the coach at Silver Star, along the Stinking Water River route, and commanded Ross to throw up his hands. Ross answered with cold lead and the outlaw and his companions retired, severely wounded. Aaron Ross also had another encounter with a bandit, this time accounting for Jack Davis. In killing this well known highwayman, Ross saved the driver of his coach. This was on an overland stage route through Nevada.

In 1883 "Hold-the-Fort" Aaron left San Francisco as guard of an express car containing \$80,000 in gold bullion. At 7 o'clock in the morning at Montello, Nev., the train was attacked by a band of robbers who uncoupled the other cars and ordered the engineer to pull the express car up the track.

Ross bused himself fortifying the doors of his car with boxes, trunks and packages. Finally commanded by Hayes, the leader of the gang, to surrender, under threat of being burned out of the car if he didn't, he said he'd see the gang in "a hotter place" than they would make by burning the car before he'd surrender. At the end of a five-hour battle the old guard was still in possession of the car and the treasure, although the former was almost reduced to kindling wood by the rain of bullets. One robber was dead and three were wounded. The gang retired, the train was connected up and continued to Ogden. The four remaining robbers were captured south of Great Salt Lake and were returned to Nevada and given sentences ranging from 20 to 40 years.

One thousand dollars in gold was given to Ross, who also received a \$650 watch, specially made, and engraved with his name and a brief record of his deed, the award in recognition of his bravery being accompanied by a letter of praise from the general superintendent of the Wells-Fargo organization.

THE C. B. & Q. R. R.

—the West's most dependable railroad, operating 9,389 miles of road in the 11 great wealth-producing states between the Great Lakes and the Rocky Mountains, wants well-appearing men of experience for permanent positions at points in Illinois, Wisconsin, Iowa, Missouri, and Nebraska, where the working conditions are pleasant and desirable.

Machinists, boiler-makers and blacksmiths, 70c per hour;

A few helpers for these crafts, 47c per hour;

Passenger car painters and repairers, 70c per hour;

Freight car carpenters and repairers, 63c per hour;

To replace men on strike against decision of the United States Railroad Labor Board.

Young men who have finished their farm or other work for the season should apply now for positions as helpers in the car and locomotive departments where locomotive work will soon enable them to qualify for positions paying higher wages.

For further particulars and transportation, if accepted, call on or write Master Mechanic, C. B. & Q. R. R., H. E. Culbertson, McCook, Nebr.

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SOME EXHIBITS



The appeal for food which the world has made to America has not fallen upon deaf ears in this territory. Evidence of this is established by the unusually large number of early entries of vegetables and farm products of all kinds received by the coming show. There will be a large farm products exhibit put on at the Nebraska State Fair, Lincoln, Sept. 3-8.

More Than Ever Then. Beware of the man who knows it all, especially if it happens to be yourself.—Boston Transcript.

Vender Sells Without Talk.

He can sell a puppy without saying more than three words, this curb trader in live stock, who is a familiar figure on Fifth avenue by day and on Broadway by night, says the New York Sun. Alone of all the street venders of New York he does not believe in the ballyhoo. He never calls out to the crowd to attract their attention nor does he trouble, when people stop to look at the puppies he holds in his hands and carries in his pockets, to say anything in their favor as pets.

Complete silence is his usual selling method. If plied for information about a puppy he will tell three things, in the fewest possible words.

"He's clean, he's house-broken, he's three months." Then, if asked, he will tell the price. He sells without selling talk.

Happiness Recipe.

The grand essentials of happiness are—something to do, something to love, and something to hope for.—Boston Transcript.

First Pilgrim to Die in America.

The first death among the Pilgrims after their arrival on the coast of America was that of Mrs. William Bradford, wife of William Bradford, who later was governor of the Plymouth colony. Before a site was selected for a settlement and while the Mayflower was still riding at anchor in Cape Cod bay, Mrs. Bradford fell into the sea and was drowned.