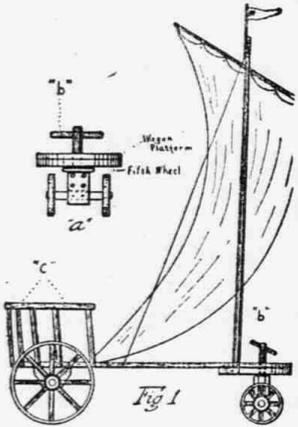


For the LITTLE ONES

HOW TO MAKE A SAIL WAGON

Does Not Take Average Boy Long to Arrange One to Suit Himself—General Description.

In Fig. 1 the sail wagon is shown complete with an end view at "a" showing the steering arrangement. A board about 3 feet, 6 inches in length, by 18 inches across and about one-half or three-quarters inch thick, is cut into a shape something like an



ironing board, narrower at one end than at the other. A one-inch piece of board is secured to the front end to give strength for the mast and steering gear.

One pair of large wheels and one pair of small ones must be procured or made as described further on. The large wheels and axle can be secured to the bottom board by means of two blocks of wood as shown in Fig. 1 and

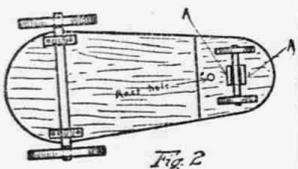


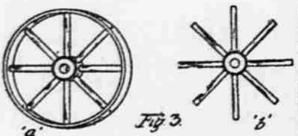
Fig. 2, the latter being a view of the under side of the wagon.

The two small wheels must be rigged up a little differently. A board about the same thickness as the axle is shaped at one end into a round handle, which should fit loosely into a bored hole in the front end of the wagon. The broad end of this board rests on the axle, and is bolted to two pieces of board the same width, which come down on the front and rear sides of the axle, and are bolted to it, Fig. 2, A, A. The fifth-wheel bearing is made out of tough wood, and placed so that the steering wheel turns easily (Fig. "a") A round stick is put through the stern of the piece, to press the feet against when steering (Fig. 1 "b").

Some boys make a rail (Fig. 1, "c") around the end, that they sit on.

The mast can be made from a round stick about 4 feet, 6 inches long. A broom handle will do for the cross arm, to which the sail is attached. The sail should be so arranged that it can be very quickly lowered should the wind get the best of the wagon.

Should it be found inconvenient readily to procure a set of discarded baby buggy or express wagon wheels, they can easily be made by an in-



genious boy as shown in Fig. 3. A hub is made from a round block of wood, as shown at "c," and round sticks, cut from light curtain poles or broom handles, made into spokes as at "b," care being taken to get them all the same length. The rim is made from barrel hoops, although some boys make them of thin wood, well soaked in warm water and bent into shape. A nail or screw is put through the rim at each spoke, as shown at "a," the completed wheel.

While this is a general description of a sail wagon, it does not take the average boy long to make one to suit himself out of almost any old thing he is sure to find about the place. It is interesting to notice the many and different designs of wagons and sails when once the craze is started. Smooth roads, an open space and plenty of wind is all that is necessary for a successful sail-wagon race.

The Truth.

Father and son were walking the streets and passed a large park in which were many statues. One of them—the largest of all—was of a woman.

"Father, what is that?" asked the son, pointing to this particular one, which was inscribed "Woman."

"That is not a statue, my son," answered the father. "It is but a figure of speech."—Life.

A GOLDEN WORLD.



I feel like a second Columbus, For I have discovered, you see, A world in the shape of an orange Which grandma has given to me!

'Tis covered with wrinkles and creases Which represent mountains and seas, Deep caverns, large islands and rivers I trace on its surface with ease.

And 'way down below this tough cover Gold juices are rolling around Like lava beneath the earth's surface—Just see what a treasure I've found.

'Tis a valuable world I am certain, All golden without as within, And people who live on my orange Can never commit any sin!

I wish that the world of Columbus—America, home of the free—Were as good as the gold of my orange, Perhaps it depends upon me!

For looking for good I can find it, And trying to love every one I'll find them more gentle and loving Than ever before I have done!

AIR CUSHIONS AID SWIMMER

Apparatus Designed by German Master Enables Person to Move About in Water Freely.

The swimming apparatus designed by a German swimming master is both for trained swimmers and those ignorant of the art. When out of use, this apparatus is readily carried in the pocket, says the Popular Mechanics. It consists of two oblong air cushions, each subdivided into five compartments which are connected together by transverse straps. Before putting on the apparatus, which consists of thin caoutchouc lined with a dense fabric, it is inflated through a valve, within a few seconds, by a few strong breaths.

Being arranged on both sides of the body, the apparatus leaves the head and neck perfectly free, thus doing away with any pendulating motions characteristic of most salvage ap-



New Swimming Apparatus.

paratus. The person equipped with the apparatus moves about in the water with remarkable safety and stability. A special advantage of the apparatus is its allowing the swimmer at will to take up a vertical or horizontal position, thus enabling him to remain in the water for hours without fatigue.

BEE IS GREATEST ENGINEER

Little Honey Gatherer Has Solved Problem of Room, of Lightest Material and Strength.

Probably King Solomon has been most criticised in his judgment for sending the "sluggard" to the ant, there to "consider her ways and be wise." We can't say, but it may have been that in Solomon's time they didn't have the present day Italian honey bee turning out comb honey in the commercial square, pound frames. But we are assured just now that taking up a pound of honey in an ordinary frame, the average engineer ought to feel immensely incompetent and unwise as to ordinary ways and means to engineering results.

In the construction of the hexagon honey cell of material from her own body, the working bee at once has solved the problem of economy of room, of the lightest possible material of greatest strength, while the dividing wall in each honey case allows the greatest number of workers to continue "on the job." A. H. Godard, writing of the engineering capacity of the honey bee says: "I have seen strips of comb a foot wide and four feet long sustaining a weight of 30 or 40 pounds of honey, while the comb itself would probably not weigh more than five or six ounces. We need not hesitate to say that such a structure compares favorably with some of the best achievements of the modern engineering skill of man."

The Home Team.

"Can I get off this afternoon to go to a funeral?" asked the office boy.

"Whose funeral?" asked the man with a cynical smile.

"I guess it's goin' to be the home team's."—Yonkers Statesman.

STATE CAPITAL CHAT

NEW LAWS EFFECTIVE IN NEBRASKA JULY 7.

Friday, July 7, a large number of laws enacted at the late session of the state legislature will become effective and many laws by which the people have been governed in the past will be repealed at that time.

The new closed primary law, the automobile regulation act, the reapportionment measures, several reforms attempted in the line of the conduct of the state's business, the trust company act and the law providing for the commission form of government for cities over 5,000 in population lead the others in general importance and are among those which will be operative statutes.

Among those measures which were enacted at the 1911 session and which are of moment to the people of the state at large are the following:

H. R. 433—Requiring the registration of stallions.

H. R. 177—Relating to the control and suppression of infectious diseases of domestic animals.

S. F. 115—The Ojls stock yards bill.

S. F. 273—The Placek senatorial reapportionment.

S. F. 200—The Alberts judicial reapportionment.

S. F. 314—The county attorney's salary act.

S. F. 342—The Banning bill providing for the commission form of government for cities.

H. R. 5—Providing for the incorporation of religious societies.

S. F. 171—The Tibbets-Jansen trust company act.

S. F. 84—Relating to the payment of jurors.

H. R. 389—Making judges ineligible to election to other offices while still holding the office for which they were elected.

S. F. 173—The Bartling bill changing the method of teaching at the Omaha school for the deaf.

H. R. 309—Providing for the appointment of legislators in cases of vacancies.

H. R. 176—The act relating to the salaries of clerks of the district court.

H. R. 60—The county commissioners' salary bill.

H. R. 572—Relating to the fees paid insurance examiners.

H. R. 216—A fire escape act.

H. R. 243—The game season measure.

H. R. 219—The Hardin-Sanborn pure seed act.

H. R. 53—The service letter act.

H. R. 360—The Bulla hotel commission act.

S. F. 240—Relating to the sanitation of factories.

H. R. 481—The printing commissioner bill.

H. R. 197—Provides for the construction of storm sheds on railroad right-of-way for use of shippers.

S. F. 319—Railroads to furnish men to protect freight.

H. R. 158—Relating to the releases and assignments of mortgages.

S. F. 271—The Smith mortgage tax act.

H. R. 274—The state aid to bridges over streams more than 175 feet wide.

H. R. 352—The McArdle automobile act.

H. R. 703—Creating a department for the inspection and supervision of construction of state buildings.

H. R. 590—All state buildings to be constructed within the appropriation made for same.

H. R. 98—Creating an advisory board of pardons.

H. R. 2—The Eastman agricultural school act.

H. R. 257—Telephone booths to be constructed in depots for the use of patrons.

H. R. 71—Relating to the hours of trainmen's service.

H. R. 286—Relating to the testing of grain in wagons.

H. R. 109—Relating to the carrying of concealed weapons.

S. F. 55—Relating to the hauling of voters to the polls.

S. F. 318—The anti-bucket shop act.

H. R. 107—The Housh anti-free gift act.

H. R. 313—Prohibiting minors under eighteen from using tobacco.

H. R. 215—Prohibiting hypnotic exhibitions.

S. F. 175—The Hoagland indeterminate sentence act.

H. R. 538—The Crossman medical college bill.

State Fire Commissioner Randall is in the western part of the state investigating the causes of some recent disastrous fires. He is looking into the conflagration in McCook, which gave the fire department so hard a fight to save the town; also into a supposedly incendiary fire in Hastings.

Potatoes are too high for use in the state institutions, according to the decision made by the state board of purchase and supplies. Until the present price of \$3 per bushel is reduced the board will not buy tubers.

The state board of agriculture has inspected the work in progress and just completed at the state fair grounds. Two sections of the steel framework for the new grandstand are up and the whole superstructure will be in place within two weeks. The board looked over the diking which has been done on the west and northwest, six feet in height for a distance of 1,500 feet and about three feet for another 1,500. The embankment is intended to prevent overflows from Salt creek.

AGED WOMAN CLOTH WEAVER

Mrs. Hodgdon at 75 Says She Could Not Live Without Sound of Looms.

Saco, Me.—Save one, the only American in a vast room among thousands of those who speak no word of English and where the stridor of machinery dms her ears from daylight to dark, Mrs. Melissa Hodgdon, at seventy-five, the oldest weaver of cloth in America, has just completed her fifty-fifth year of work in the cotton mill of the York Manufacturing company here.

Although Mrs. Hodgdon has outlived all but one of the many thou-



Mrs. Amelissa Hodgdon.

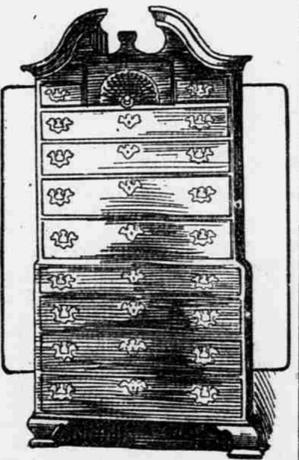
sands who have worked in the York mills since 1855, and has even seen the original owners of the great concern pass into their graves, she is still as capable a worker as the average young French girl of nineteen, and her fingers will comb out a "pick-out" or mend a thread or throw in a new shuttle with all the deftness and precision of the loom itself.

Mrs. Hodgdon has seen the cotton business change from a struggling little industry, hampered by poor machinery and even by a dearth of cotton caused by the Civil war, to perhaps the greatest activity of New England, and one of the greatest in the United States. When she began her work the cotton loom was little different from the hand loom which had been in use since antiquity. At that time there were many hand looms still in use. Mrs. Hodgdon says she does not remember whether she ever used a hand loom, but says she knew weavers in Canada who were then using them.

ANCIENT CHEST OF DRAWERS

School Teacher to Receive Heirloom in Form of Old-Fashioned Article of Furniture.

South Paris, Me.—Being next in line of family descendants, Frank Farrar, a native of this place, now a school teacher in Dallas, Tex., is to receive a valuable heirloom in the form of a chest of drawers, an old-fashioned, seldom-seen article of furniture. The old relic, hand-made 160 years old, is seven feet high and has eight large drawers and three small ones. Four boards which make the sides are each 36 inches long by 37 inches wide and 3/4 of an inch thick of solid mahogany. There are 35 feet of this rare wood used in the finished



Chest is 160 Years Old.

form, all of which is 3/4 of an inch thick. The chest was built for David Bemis, whose son brought the case to Paris with him in 1796.

Oklahoma Indians.

Muskogee, Okla.—There are many Indians in the West prominent in public life. Charles D. Carter of the Fourth congressional district of Oklahoma, is a Chickasaw Indian, with some Cherokee blood. Carter was born and brought up among the Indians, was educated in an Indian school and has been associated with Indians all his life. Senator Owen of Oklahoma is a quarter breed; W. A. Durand, speaker of the Oklahoma house of representatives, is a Chickasaw, and Benjamin F. Harrison, secretary of state of Oklahoma, is a Choctaw, born and educated in the Choctaw nation. In the eastern half of Oklahoma, in proportion to the population, more Indians are holding state, district, county and municipal offices than white people, and they are equally successful, which demonstrates conclusively that they are competent for self government. Governor Cruce of Oklahoma, while not an Indian, is married into the race, his wife, now dead, having been an Indian.

'TOOK A CHANCE' AND BECAME HERO

LOCOMOTIVE ENGINEER RUSHES A BURNING TRESTLE AND SAVES 100 LIVES.

PASSENGERS IN GREAT PERIL

With Quick Decision and a Jerk of the Throttle Engine Driver Snatches His Train From the Jaws of Certain Disaster.

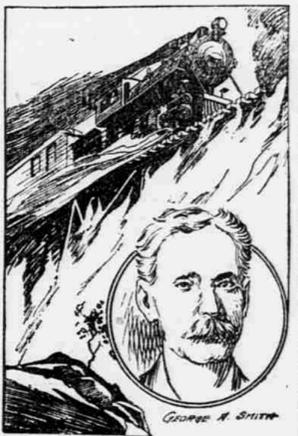
Los Angeles, Cal.—Philosophers might find a nice problem of ethics in this emergency: A man is confronted with a situation in which he can with certainty save his own life and the lives of a hundred others by abandoning another hundred persons to deadly peril; or, by risking his own life and the lives of those whom he might have left in security, take a desperate chance of saving all or none.

Such a crisis recently leaped up on a sudden before George A. Smith of Los Angeles, who has been for nearly 30 years a locomotive engineer for the Southern Pacific railroad. In an instant he decided to stake everything upon one throw—to rescue all or none.

Mountain mogul engine No. 307, with Smith at the throttle straining against the leash of its brakes, was grinding and slipping down the steep side of the Coast range in Soledad canyon, one of the worst stretches on the Fresno-Los Angeles division of the railroad. Behind it was the momentum of its own weight and of seven coaches well filled with passengers.

Suddenly Smith, with distended nostrils, drew back into the cab. "I think I smell smoke," he shouted. A moment later, as the flanges of the wheels screeched around a curve, the fireman yelled a warning. In another moment the engine shot out upon the big trestle over Santa Clara creek. The bridge was in flames.

The airbrakes brought the mogul to a halt, its wheels showering sparks, a third of the way across the blazing structure. Half of the coaches re-



Saved From Disaster.

mained out of danger on terra firma, and Smith and his fireman, by running back over the roofs of the cars, could reach safety in a few minutes. To remain on the bridge meant death. Because of the steep grade, he could not back the train out of peril. The only chance to save the lives of all was to dash across the 200-foot trestle, trusting to luck that the structure would not crumble down before the last of the seven coaches had crossed it.

Smith released the brakes and threw the throttle wide open. The engine sprang forward and thrust its nose into the aisle of flames. At every turn of the wheels the trestle swayed, groaned and cracked. Cutting a passage through the fire and smoke, the train raced across. The passengers, finding themselves suddenly within an envelope of fire, placed there by one man's belief in his luck, screamed, cowered and fainted.

In the tender behind the engine were 3,000 gallons of oil, fuel for the locomotive. Smith knew that a loose valve, a tiny leak or an open feed pipe into which a jet of fire might be sucked would mean an explosion that would wreck the trestle and send the entire train in fragments to the bottom. However, as grim as Jim Bledsoe, he urged his iron horse forward.

Now the front trucks of the engine clattered off the bridge, and now the engine itself was free. With head out of the window, the engineer looked back anxiously as coach after coach, all on fire, drew off the trestle. When the last had won free, he brought the train to a standstill.

Out sprang the passengers, white-faced and trembling. They turned to the bridge, which they pelted in vain with the extinguishers. Ten minutes after the last car left the trestle it thundered down.

"I just took a chance," said Smith, as the passengers surged admiringly about him. "I staked my chances on luck and we went through."

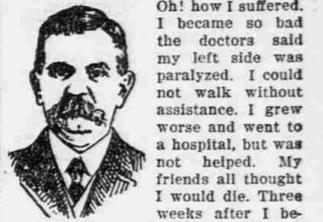
Ice Cream Killed Him.

Charlotte, Mich.—P. M. Thomas, aged sixty-four, a traveling man, is dead of ptomaine poisoning from eating ice cream.

LOST 61 POUNDS.

Another Terrible Case of Gravel Cured by Doan's Kidney Pills.

Charles Understein, 50 W. 4th St., Chicago, Ill., says: "Kidney trouble ran me down from 196 to 136 pounds and I was a shadow of my former self."



Oh! how I suffered. I became so bad the doctors said my left side was paralyzed. I could not walk without assistance. I grew worse and went to a hospital, but was not helped. My friends all thought I would die. Three weeks after I began taking Doan's Kidney Pills I passed a gravel stone as big as a pea. At intervals the stones kept passing from me. I passed eleven in one day. Doan's Kidney Pills finally cured me. My health returned and I have had no kidney trouble since."

Remember the name—Doan's. For sale by druggists and general storekeepers everywhere. Price 50c. Foster-Milburn Co., Buffalo, N. Y.

HADN'T SEEN IT SINCE.



She—You ought to see that man in evening clothes. He—I'd like to; he borrowed my dress suit three months ago.

BABY'S HAIR ALL CAME OUT

"When my first baby was six months old he broke out on his head with little bumps. They would dry up and leave a scale. Then it would break out again and it spread all over his head. All the hair came out and his head was scaly all over. Then his face broke out all over in red bumps and it kept spreading until it was on his hands and arms. I bought several boxes of ointment, gave him blood medicine, and had two doctors to treat him, but he got worse all the time. He had it about six months when a friend told me about Cuticura. I sent and got a bottle of Cuticura Resolvent, a cake of Cuticura Soap and a box of Cuticura Ointment. In three days after using them he began to improve. He began to take long naps and to stop scratching his head. After taking two bottles of Resolvent, two boxes of Ointment and three cakes of Soap he was sound and well, and never had any breaking out of any kind. His hair came out in little curls all over his head. I don't think anything else would have cured him except Cuticura."

"I have bought Cuticura Ointment and Soap several times since to use for cuts and sores and have never known them to fail to cure what I put them on. I think Cuticura is a great remedy and would advise any one to use it. Cuticura Soap is the best that I have ever used for toilet purposes." (Signed) Mrs. F. E. Harmon, R. F. D. 2, Atoka, Tenn., Sept. 10, 1910.

Religion, which was once an institution of the state, is becoming more and more the faith and ideal of the individual soul.

Smokers find Lewis' Single Binder 5c cigar better quality than most 10c cigars.

If a girl is in love with a young man she can't see any one else in a crowd.

A POOR APPETITE QUICKLY REGULATED

Loss of Appetite always means—stomach weakness—and this requires

Hostetter's Stomach Bitters

immediately. It tones, strengthens and invigorates the entire digestive system. Try it and see for yourself. YOU'LL FIND IT EXCELLENT

GRAIN TANKS

For Storing Grain Tanks of all Kinds Write for Catalogue Columbian Steel Tank Co. 1617 W. 12th St., Kansas City, Mo.