LEGAL PUZZLES OF THE AIR

Flying Machines Making New Problems for Lawyers.

SOME INTERESTING QUESTIONS UP

International Conference Already Proposed by France—Public and Private Rights—Traffic Rules—Matter of Jurisdiction.

Airships have already got into the courts. The Wright brothers have their injunction. The case might have its counterpart in regard to any patent rights and is scarcely epoch making from the legal point of view. But in a few months or years judges will have to add the air to their present domains of the earth and the sea. Aerial jurisprudence will be as individual as automobile jurisprudence has already become.

The aeroplanes will collide in midair. Foreign dirigibles in Europe will land on alien soil, things that fly will muss up crops or commit breaches of peace and order heretofore unheard of. Communities that don't like flying machines any better than they do automobiles will set traps. Smugglers will take to the air and will have to be dealt with in particular ways. International aerial trade will have to be regulated. And hundreds of other complications, not counting the special difficulties of warlike operations, will require settlement.

France something more than a year ago proposed an international conference to tackle these questions. Of course when that conference takes place it will make some rules that will be abided by, wind and weather permitting. Up in Maine they have a habit in the backwoods of keeping a pot on the stove for the odds and ends. Occasionally they cook up the mess and if it is good it is slumgullion, but if it is bad it is potheilion. Which ever way it turns out the hunters and guides and lumbermen eat it just the same. Now, in the opinion of some people there are no two ways about these international conferences—the result is always a potheilion they think; but even potheilion fills a stomach.

New Field for Lawyers.

No doubt in ten years aerial jurisdiction and the contretemps of the aerial domain will form as distinct a branch of law as admiralty now does. Moreover there is rapidly arising a literature on the legal relations of the balloonist and the aeroplanist to the plodding world beneath. Friedrich Greunwald and F. Meili have produced monographs, Paul Fauchille wrote a book as long as 1901 and the institute of international law, the academy of international law experts, has passed upon a tentative set of rules. The aeronautic congress is figuring on traffic regulations and suchlike, including rules of the etherial roads. And the diligent writers to the editor of the London Times have got busy along this line, to say nothing of the nightmares that common ordinary lawyers have been enjoying when their dreams took the form of adjusting damages when one balloonist airshipmite ruffled the temper of another by throwing out ballast on him.

Any amateur lawyer will quote you the maxim: "Cujus est solum, ejus est usque ad coelum," ("Whose is the land, his it is even to heaven".) If he's green or thoughtless enough he'll say that settles the case; it simply places aviation in the same class as any act on solid ground. It is noteworthy that there has been some hedging on that question. Lord Chief Justice Ellenborough in England was once asked if trespass would lie for passing through the air in balloons over the land of another. He did not reply. Another English court was confronted with the same case in Kenyon against Hart, and again discretion was the better part of judgment.

Whose is the Air?

Air is always on the move and travels in a direct current, as a stream flows. Suppose a balloonist ascends on his own property, passes over the land of another in the identical air in which he started and by an overt act damages the possessions of the other. Would he be guilty of trespass? Or is a person liable to prosecution who watches a base ball game from the air without paying admission?

But the law that will finally apply to the aerial domain in municipal cases will be fairly simple as compared with the difficulties that arise internationally, so far as known, the first appearance of aircraft in diplomacy was something less than a year ago when France spoke a little piece to her dear German neighbors. Andre Mevil, a Parisian journalist, published an article in the Echo de Paris in which he stated that from April 15, 1908, until November of that year sixteen German balloons containing fifteen Teutonic military officers had made landings on French soil. M. Mevil naively inquired if this just happened so, and suggested that ballooning to a trained man offered an excellent opportunity to make interesting observations of forts and other private things.

Within a week the French ambassador at Berlin drew the attention of the German government to the repeated landings of its balloons across the border. It was doubtless by chance that the military department of the Berlin government replied, but it was from that source that there came the assurance that Germany was taking measures to prevent the crossing of the line by its airbags.

Russia Solves One Point.

Along about the same time a Silesian dirigible was sailing along about a mile from the Russian frontier. Evidently the Muscovite artillerymen in that district were practicing at the time, for five shots whizzed around the aerostat. The latter was flying the German flag and "landed safely on German soil." Since then Russian marksmanship has shown an improvement by reason of the frequency with which it has been tested on moving aerial targets.

There are other important matters that will have to be arranged about the time Johnny begins to take aviation in high school. One of the least of these is the regulation of traffic. The Commission Aerienne Miate, whose say is said to be final in French aviation matters, has already issued some driving rules.

Then there must be signals for aerial traffic. Paul Fauchille, a learned Frenchman, made a report to the Institute de Droit International in 1902 in which he discussed this matter at length.

Police for the Sky.

He called attention to the fact that our eyes are poor affairs at best and absolutely refuse to distinguish colors beyond about a mile and a half, whereas they do perfectly good service in respect to shapes. So he based his flag system on shapes and thought it well for each nation to choose its form before aeroplaning got to be a habit. He also has an idea that military aerostats, or those engaged in public service, should be differentiated from private machines by placing their flags at distinct points on the vehicle.

National flags he wanted to be in pennant form, doubtless so that they might fly against the open air and thus be seen at a greater distance. An oval flag he would have displayed when a balloon wished to land in places not ordinarily open to foreign aerostats. A triangular flag would indicate infectious or epidemic diseases aboard.

He held that the list of signal flags ought to be chosen by an international congress. It almost looks as if M. Fauchille, with his intention of cutting up national flags into different shapes and providing for a signal code as well, is stretching the number of geometric forms about as far as they can go.

Signals for Aviators.

At present there isn't a sign of an aerial police force in any sky. Yet it must come. Here is the crux of aerial jurisdiction. Is it going to be unlimited upward or is there going to be a "high" air as there is a "high" sea?

It is easier to place a limit, and having a free hand the lawmakers will doubtless establish one, based upon the relative carriage of a cannon shot upyard. Which is another way of saying that the air is yours just as far as you can enforce your will. The French set this limit at about 1,655 yards, but they are optimistic away beyond their markmanship records. A hit at half the distance with a balloon or dirigible as the target would be good shooting.

The three mile limit is thoroughly established for the sea, and it is universally admitted that whatever occurs within that distance from the shore comes within the competency of the courts on land. But coast defence guns carry ten miles or more in these days. Hundreds of miles of coasts have no guns on them at all. Yet the three mile limit holds good. It is likely therefore that it will be held that an airship of whatever distance of the earth is by reason of its position within the jurisdiction of the land authorities. Its number may be taken and its owner haled into court or his extradition asked.

Secret Service Uses.

Europe is in a fever about aerial spies, and with some reason. For to a capable spy the air is about as much of a godsend as the fourth dimension is to an eager spook. A bird can see a lot more in a given time than a man on the ground. Nice guaranteed military secrets, impervious to plodding enthusiasts for such things on the earth, would become common knowledge in no time to aeroplanists or balloonists armed with field glasses and telephoto cameras.

There is a partial cure for the new disease. It is in forming portions of territory where secrets are stored away in forts and having a special treatment for aviators inclined to nose around in that vicinity. If you are caught in an isolated zone you are a spy.

No one in these days thinks much about the papers a ship carries, and doubtless even many sea captains are hazy as to what all in the document line they should have aboard. Papers are at the same time a means of identification and evidence of regularity. It stands to reason that if you go up in the air and come down among the Philistines somewhere you need more than your personal card as a means of identification.

Interest of the Customs.

What you bring with you is equally interesting. A diamond brought in your pocket might be handed to a good customer before the invaded state could get a customs house set up and start its machinery going. A steamship is pretty much hampered in its movements when it leaves certain beaten tracks. But not so with balloon or aeroplane. The air has no channels an aeronaut is bound to respect. He can land in Smith's back yard as easily as in Jone's cornfield.

Ten years hence the customs collectors may be engaged in a new game, that of finding out where alien aeronauts are going to land and getting there first. And their governments will help them out. Russia has already taken a step toward this end by providing for the registry of airgoing craft. France has decided to impose a duty on foreign aeronauts with a habit of landing on French soil, and this is only partly a military measure. Airships of all kinds will have to carry letters of introduction and certificates of character.

Before very long rules will have to be made on most of these subjects, and a good many more. They will, it seems likely, be parcelled out to two conferences, one technical, the other diplocatic. The counterpart of this plan already exists in respect to the sea. Its international jurisdiction is governed by the proposition accepted by the Internation Maritime conference on the one hand and the rules laid down by international law onthe other.

Other Puzzles for Lawyers.

The one conference on subjects affecting the aerial domain will occupy itself with regulative service conditions, the other, while considering jurisdiction and deciding on what constitutes the "high" air, will devote itself chiefly to relations in war.

The technical conference, which is probably what the meeting already called by France will turn out to be, will simply have to settle on common sense questions. The diplomatic conference will have to set down rules of law in a field where now no law exists.

The experts are already getting divided and tangled up, having begun to meet with confusion when wireless telegraphy came in. That, of course, is particularly an international question, since private persons are not likely to object to messages passing over their freeholds. One school decided the air was property and that it was susceptible to sorveignty; the other held that it was free, a state having in it only the right incident to its protection.

Its Effect on Wickedness.

When wickedness gets into the air the seats of judgment will probably come into their own in the nut-cracking line. Suppose a casual gentleman, an alien, say in France, takes his dearest enemy aboard his aeroplane, sails up beyond the suppositious 1,500 meter (1,635-yard) limit, dumps him off into a Swiss hotel yard and finally lands in Germany. The perpetrator of this deed of personal animosity is not French, Swiss or German. He committed no offence in France or Germany, and possibly not in Switzerland, within whose jurisdiction he did not enter. Yet if Switzerland had not had territory beneath where the man was pushed off into space he assuredly would not have struck his head on terra firma and had his life snuffed out.

Meanwhile the malefactor who conceived his crime in France, put his idea into effect in midair and saw the result obtained by the interposition of Swiss territory, is in Germany. Which nation is going to assume control and prosecute the criminal, or can he go scot free?

Such mixups of justice will have to be settled, and doubtless a diplomatic conference to determine the rules obtaining in the aerial domain will grapple with as many of them as they can think up. The case just put is a little more complicated, but has its counterpart in Commonwealth against Macloon (101 Mass., 1), where a foreigner on a foreign vessel injured a man, who died in Massachusetts. The court held that jurisdiction lay where the crime took effect, and Massachusetts proceeded to punish. This case has been examined by text writers and approved in its essential decision.

Airships in Warfare.

So far comparatively little thought has been devoted to aerostats and aeroplanes in war, but if the inventors are correct the opening up of the aerial domain means practically sending present armaments to the junk shop. As a matter of economy, therefore, the powers are likely to keep the air craft out in the cold until time retires the Dreadnoughts a-building. For that reason the supposition seems safe that the third Hague conference will have the first fling at the question in 1915, and if the manufacturers of war material have their way it will be a very subdued performance.

Nothing short of the next great war will prove the utility of the flying machine as a hostile engine, and the law of the matter is quite too complicated to discuss in a paragraph or two. Men write libraries on rules of maritime warfare as it is. The powers, however, are not going to tie their hands.

In 1899 when balloons alone were known and considered little more than playthings the Hague conference passed a declaration forbidding the use of explosives from them. Only two out of twenty-six agreeing nations failed to ratify the declaration. In 1907, when balloons of the dirigible sort and aeroplanes were a reality, the same declaration went through again. Only twenty-seven out of forty-four states in that case signed the document through their delegates, and it is believed that only seven so far have actually ratified the declaration.

Which would tend to show that the nations of the world are not inclined to sign away their chance to attack the enemy from a new point of vantage.

FIGURES SHOT AT POSTOFFICE

Kentucky Statistical Sharp Sends In a Package that is Worth While.

The reduction of postal rates has continued from the day of Sir Rowland Hill until now. Now it is seriously proposed that this policy shall be abandoned in regard to newspapers, and in order to justify this revolution we have some rather surprising statements in the report of the postmaster general.

The postmaster general states that the cost of handling newspaper mail is 9⅝ cents a pound. If that were true practically, as it is true statistically, it would be a severe indictment of the whole management of the Postoffice department. Express companies are glad to handle this mail for 1 cent a pound, and in some cases for ½ cent, and these companies give to the railroads one-half of what they get, and they are paying enormous dividends.

The difficulty is that statistics are misleading. The figures are reached by taking the entire weight of all the mail and dividing it by the total expense of the whole department.

The traffic managers do not go on any such law of averages, are not deluded by any such statistics. Neither is the postmaster general deluded by such statistics when he comes to discuss other matters relating to the postal service, else he would stop talking about parcels post. Parcels post is impossible if the cost to the government is 9 cents a pound, or $2.25 for a twenty-five pound package.

He is pleading for a subsidy for foreign ships. He is describing this postal rate as a subsidy for domestic business. He wants to abolish this so-called domestic subsidy that he may have money to give to the ships engaged in foreign commerce, and he says: "Profits from the foreign mail service (not including the cost of handling mails within the country) would exceed the combined cost of the additional mail service act."

"Profits" now have one meaning here, confined to one part of the service only. There is no general grouping of the expense, nor any division of the cost upon foreign mail.

The deficit in the Postoffice department is due to the extension of the rural routes, a policy deliberately entered upon by the government after many years of consideration. It has justified itself. It will in time sustain itself. In the meantime, the people are willing to supply the deficit, provided always that the business of the department is put upon a business basis and conducted with strict economy without an impairment of the postal service.

The postmaster general speaks of the surplus as something practically unknown prior to 1879, when by act of congress newspapers were admitted to rate as second-class matter at the uniform price of 2 cents. In 1871 the revenue of the Postoffice department was 51 cents per capita of population. The expenditures were 62 cents. In 1872 it was 54 cents and 66 cents. In 1873 it was " cents and 70 cents. In 1874 it was 62 cents and 75 cents. In 1875 it was 61 cents and 79 cents. In 1876 it was 63 cents and 74 cents. In 1877 it was 59 cents and 72 cents. In 1878 it was 62 cents and 73 cents.

Here is a deficit in revenue ranging from 6 per cent to 30 per cent.

In 1879, when the newspaper act was passed, the revenue per capita was 62 cents and the expenditures 69 cents. In 1882 the revenue was 80 cents and the expenditure 77 cents. In 1883 the revenue was 85 cents per capita and the expenditure was 81 cents. In 1884 and thereafter there was a deficit.

The expenditure for rural delivery began in 1899, and was $150,000, reaching in 1908 about $35,000,000. Yet the deficit is only 9 per cent, which is proportionately less than it was prior to 1879.

The statistics, as grouped by the postmaster general, are altogether misleading. The question is one of statesmen, and we doubt if the United States congress will abandon its policy of developing the free rural delivery or change the policy entered upon deliberately by congress thirty years ago, encouraging the dissemination of information and cheap publications by a uniform rate for legitimate newspapers of 1 cent.

When that policy was adopted there were in the United States but 40,000 postoffices. There are now 61,000.

The revenue of the department was $20,000,000. It is now $194,000,000.

There were 86,000 miles of railroad and there are now 236,000.

The population of the United States was 48,000,000, and it is now over 90,000,000.

There were published in the United States in 1879 8,763 newspapers and periodicals. There are now published 21,320. The revenue per ton per mile of railroads is not given in the statistical abstract until 1890, when it was .927. In 1907 it was .759. By reducing the revenues per ton per mile the freight carried increased from 77,000,000,000 to 236,000,000,000. The postmaster general speaks for the reactionary policy in commerce. The railroads and the experience of the Postoffice department point to a progressive policy.—Louisville Post.

TIMBER CRUISER IS PASSING

Scientific Methods Are Rapidly Replacing Guesses in the Maine Woods.

BANGOR, Me., Feb. 5.—Along with the fast disappearing cowboy and the almost extinct Yankee deep water sailor another picturesque figure in American life, the Maine timber cruiser, is rapidly passing. Modern methods of scientific forestry have gradually supplanted the guesswork of the old time explorer, surprisingly accurate as it often was.

Timber land owners today require exact and accurate details concerning their holdings. The forestry expert makes it his business to furnish them, and because of the scientific methods which he employs, in which nothing is left to individual judgment, he is crowding the cruiser to the wall.

Twenty years ago before the average man bought a tract of timber land he employed an explorer to make an examination and report upon its probable value. Individual judgment formed the basis of calculations. Slinging a blanket over his back and an axe over his shoulder, the timber cruiser would start out on a several days tramp, during which he carefully noted the size and amount of lumber and the difficulties which lay between it and some drivable stream or river.

Although years of experience often rendered these men wonderfully accurate in their judgments, the process was one of guesswork, and from an explorer's report it was practically impossible to figure the actual amount of lumber to be cut with anything like the present accuracy. Scientific forestry has been used in the Maine woods a comparatively few years, but the work today gives employment to hundreds of men and is fast growing in value and importance. Practically all of the large timber land owners employ forestry experts to a greater or les extent.

Perhaps the methods of modern forestry, as practiced in Maine, can best be shown by taking the case of the individual owner of say a single township, which measures approximately 22,000 acres. A forestry expert is called in and asked for detailed information.

The actual acreage is carefully computed, an estimate of all kinds of timber growing upon the land is made and a topographical map is prepared showing the roads, trails, streams and elevation of the land. The various types of timber are photographed and all the conditions relating to the driving of logs are carefully gone into. The township is divided into mile blocks and an estimate of the amount and kinds of timber in each section is made.

The work of the forestry expert on a single township ordinarily takes two crews of four surveyors each some forty odd days to finish. In addition to the surveyors, cooks and woodsmen are necessary so that the entire crew usually numbers about fifteen men.

The parties are largely made up of students from New Haven, Orono and other forestry schools who are eager for practical experience in woods life and forestry work. The outdoor life is a healthy, pleasant one and with fishing and work and swimming and more work the summer usually slips away all too rapidly.

Paved the Way.

The father—It was a noble deed, young man, to plunge into the raging waters after my daughter. I suppose you realized the awful risk that you were running?

The hero (modestly)—Yes, sir, I did, sir.

The father—Good. Then you will readily appreciate the necessity of having a policy in the Skinem Life Insurance company, for which I am the chief solicitor. —Puck.

HUSBAND CATCHING BY FAT WOMEN

Many a too plump lady is groaning in spirit, at this moment, as she lolls back with a lollipop between finger and thumb, at the thought of her matrimonial chances.

She tells herself she can never give up her lolling and her lollipops and go in for exercising and dieting instead. Not even for a husband. Yet one glance over her bulging breasts, at her equally well advertised hips, tells her all hope is vain unless she reduce.

Now, such girls are simply behind the times, or they would not worry about their reducing. They would reduce—and do it without disturbance of their appetite for candy or luxurious ease. All that is needed to take off twelve to sixteen ounces a day, and rapidly reduce the hips, chin, abdomen, etc. (where fat is **most** objectionable) is one pleasant, elegant Marmola Prescription Tablet, after meals and at bedtime.

Get the fat off where it jellies most and see what that change will do toward attracting the men. The tablets are not injurious in any way (being made after the famous Marmola Prescription—viz.: ⅓ oz. Marmola, ⅓ oz. Fl. Ex. Cascara Aromatic, 1⅓ oz. Peppermint Water); and they are not expensive, the Marmola Co., 533 Farmer Bldg., Detroit, Mich., and all druggists asking only seventy-five cents for a large box.

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I will send you free proof treatment and give you simple instructions how to cure yourself in your home without cost. Write me today.

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Dr. Lynott's great medical book, describing these diseases, as well as the addresses of several hundred of his cured patients, are also sent free to all who write him.

So that all who suffer from kidney trouble, bladder trouble or rheumatism may know without expense that at last a genuine and reliable cure for these diseases has been found, I will send to any victim of these ailments a free trial treatment and such simple instructions that anyone can cure himself at home, free. I say free and I mean free. I will make no charge; you have only to write me a letter, giving your symptoms and telling me how you feel and I will do as I promise.

To give free treatment is the best way to prove my claims. I bear the expense. You have simply to take my treatment as directed and you will know I can cure you. You will owe me nothing now or later when cured. It is my free gift to the thousands of uric acid sufferers, and I want all to take advantage of it. I have devoted my life to the cure of these diseases. I am in a position to help you and my help will cost you nothing.

Write me a letter today, describing your condition in your own words, and I will send you a free treatment for it. Some of the leading symptoms of a kidney, bladder or rheumatic disease are:

1. Pain in the back.
2. Too frequent desire to urinate.
3. Burning or obstruction of urine.
4. Pain or soreness in the bladder.
5. Prostatic trouble.
6. Gas or pain in the stomach.
7. General debility, weakness, dizziness.
8. Pain and soreness under right ribs.
9. Swelling in any part of the body.
10. Constipation or liver trouble.
11. Palpitation or pain under the heart.
12. Pain in the hip joint.
13. Pain in the neck or head.
14. Pain or soreness in the kidneys.
15. Pain or swelling of the joints.
16. Pain and swelling of the muscles.
17. Pain and soreness in nerves.
18. Acute or chronic rheumatism.

You can describe your condition in your own way or you can give the numbers of the symptoms in the coupon and send the coupon to me and the free proof treatment and instructions will be sent you just the same. My address is Dr. T. Frank Lynott, 3245 Occidental Building, Chicago, Ill.

I am asking you for no money. All I ask is the privilege of proving to the afflicted that I can and will cure kidney, bladder and rheumatic trouble in a simple, scientific, painless way; that I can stop the painful backache, the swelling flesh, the inflamed bladder, the torturing rheumatism. I am successful with old and young, those who have just become sick and those who have suffered for years.

Since I ask for no money write me today and you will be surprised to see how easy it is to cure you when the right remedies, whose purities I have vouched for to the U. S. Government, are sent you, and when a doctor gives you the right advice. I will give you the right remedies and right advice and charge you nothing, so correspond with me today.

Write a letter or send the coupon, or do both.

Dr. T. Frank Lynott,
3245 Occidental Bldg., Chicago,

I notice symptoms number.....

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(Here put down the numbers.)

I will be obliged to you for a free proof treatment and any instructions and advice you think necessary for the cure of my case. My age is....

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(Please write your address plainly; or write your address on a separate piece of paper and pin the coupon on.)

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To Those Who Did Not We Will Send a Copy.

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in Dade County, Florida, the most healthful country in a state famous for its healthfulness, and where the percentage of profit per acre is greater than in any county in that rich state. It is near Miami, Fort Lauderdale, Dania, Ojus and Hallandale (Florida East Coast Railway) on the main drainage canal, and accessible by canals 60 feet wide constructed by the government. These are navigable and free for the use of settlers. They are filled with clear, pure water. **Traversing the property are the finest and smoothest coral roads in the world,** of which there are 400 miles in Dade County. The tract which we offer is limited in area, because no more of this unexcelled land is available and will not be for some time, when the price will be in excess of $100 per acre.

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This land does not have to be sold with any promises or explanations as to what is necessary to get it ready for cultivation. It is ready for the seed THIS YEAR.

There is land that costs less than this in the first place, but the cost to clear it is from $25 to $100 per acre. The drainage of our land has been completed, which makes it ready for occupancy this season.

NO STUMPS, ROOTS OR ROCKS

When you spend your money for land you must bear in mind the most important fact, that as a rule the **lowest priced** land per acre is the most **expensive** in the end. The average Florida land is covered with tree stumps and full of palmetto roots. It reuires fertilization each year, which is a large expense. This annual cost is more than the amount necessary to complete your payments on our land. It sells at retail from $20 to $40 per acre and will cost from $25 to $100 per acre to clear it, while the land which we offer is absolutely cleared and drained and is ready for cultivation this year—and will earn more than double its cost price before completion of payments.

LOWEST IN PRICE BECAUSE HIGHEST IN EARNING POWER

It is, therefore, the cheapest proposition and the best one. Adjoining land is earning now on staple crops alone all the way from $100 to $400 per acre net, and the owners will not part with it.

WHY THIS LAND IS THE BEST SECURTY

Because it is richer and will produce more per acre than the best land in Iowa or Illinois, which are worth from $150 to $250 per acre.

Even if you do not intend to settle on the land now or ever, it can be rented easily at a good profit.

The reason why every one should purchase land is plain. The high price of food products and the ever advancing price of productive farm lands combine in making the most conclusive argument ever offered why you should make land investments of the right kind. You cannot make a mistake by investing in even a 20-acre tract. There are but 576 of these ready and all of them will be sold within a few weeks. It means independence whether you settle on the land yourself or rent it out. This land is "THE CHOICE OF THE EVERGLADES"—the spot ready NOW.

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Sam A. Moore, Capitalist and Electric Road Operator, Philippi, W. Va.
E. P. Davis, President, Western Sugar and Land Co., Phoenix, Ariz., also Director Colorado Title & Trust Co., Colorado Springs, Colo.
J. R. McKinnie, Vice President Exchange National Bank, Colorado Springs, Colo.
J. M. Bryan, Dania, Fla.
A. M. Kitchen, Georgia Fruit Exchange, Atlanta, Ga.
Cyrus Bradley, Capitalist, Spokane, Wash.
W. H. Bunge, Manufacturer, Chicago, Ill.
Dr. James Whitney Hall, Surgeon, Chicago, Ill.
W. H. Manss, Chicago, Ill.
Dr. Wm. O. Krohn, Allenist, Chicago, Ill.
G. H. Bunge, President Post-American Forwarding Co., Chicago, Ill.
J. C. Vaughan, Chicago, Ill.
Wm. L. Koehne, Photographer, Chicago, Chicago, Ill.
Chas. W. Thompson, Live Stock Commission Merchant, Chicago.

We will be pleased to give you such other references as you may desire or require.

A purchase of 20 or 40 acres of this rich land at this time will double and triple in value, EARN YOU A COMPETENCE YEARLY FOR LIFE AND LEAVE AN INHERITANCE FOR YOUR CHILDREN.

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Name.....

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(I am also sending you name and address of friend who is interested.)

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