

# The Bee's Home Magazine Page

## Dottie Dialogues

Not a Swear Word Here, Though in Man's Natural Language.

“Listen like your unnatural language, seeing you don't swear,” remarked Dottie. “Think swearing is my cus-tomary language?” I queried, peeved.

“That college professor said it was man's natural language,” she explained.

“If man used jagged language, think of the ventilators he'd put in his hat when he talked through it,” I reminded.

“I judge from your cursory remarks that you don't talk naturally,” she intimated. “I suppose you never go out in the fields and listen to the crocus.”

“No. But I met a man from Albany who overheard the cause,” I chimed.

“Why do men swear?—universally, I mean?” she inquired.

“Oh, they're not at all particular whether it's that strong or not,” I assured her.

“But why?” she insisted.

“You might as well ask, ‘Why do men marry?’ In fact, the matters are almost synonymous,” I hesitated to utter an ignominious phrase.

“I don't see the similarity at all,” she remarked, coldly.

“Well, you've never been married,” I retorted.

“It isn't so,” she declared, indignantly. “The similarity part, I mean.”

“I read that a judge made a man swear,” I began.

“Just think of a judge encouraging him,” she breathed.

“Swear not to cuss his wife—kiss his wife, I mean. You've got me all rattled,” I complained. “What do you think of that? Made him take pledge not to kiss his little wife for a year.”

“Whose wife is he going to kiss?” she inquired, quite innocently.

“I have met husbands who are figuring on moving into that judge's jurisdiction,” I added.

“They may get into hot water,” she warned.

“Well, I read that at Poughkeepsie hot water is considered a cure for insanity,” I retorted.

“The trouble with most men is that they try to give a Princess Irene imitation,” she announced, scornfully.

“I know the answer, but just to humor you—why?” I queried. “What's a Princess Irene impersonation?”

“Sticking at a bar all night,” she snapped.

“Oh, husbands frequently go home when



“LOVE YOU—LOVE YOU?”

every other place is closed,” I declared, in defense of the sex.

“Opera seats will be higher at the Metropolitan next year, I see,” she observed. “I wonder if opera hats will go any lower?”

“It wouldn't hurt if opera gowns were a little higher,” I suggested. Then dismal creaks proclaimed that somebody was shaking the furnace. “Maybe it is shaking with laughter,” I surmised.

“That is the neglected fire of spring into which you can your winter robe of repentance fling,” she explained, edging in some of Omar's choicest.

“Nothing doing! That's a brand new penny,” I protested, looking for my overcoat.

“Oh, very well,” she acquiesced. “But I repeat, I would not endure a swearing husband.”

“Not if he swears,” I commenced, with appropriate gestures.

“No,” she interrupted.

“—that he loved you—loved you—loved you!” I continued, dramatically.

“Oh! well, that's different. Your story interests me,” she smiled. “But what's your right hand sawing the atmosphere so violently about?”

“Oh, I didn't let my right hand know that my left was merely asking a hypothetical question,” I explained.

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## A TRIP TO MARS



## The BEE'S Junior Birthday Book



Name and Address.	School.	Year.
Irene B. Albach, 4216 Farnam St.	Saunders	1898
Zeta Anderson, 721 South Eighteenth St.	Leavenworth	1899
Madeline Adams, Florence, Neb.	Saratoga	1900
Emilie Brandes, 2425 South Twenty-fourth St.	Castellar	1897
Deda M. Brown, 3810 Charles St.	Long	1903
Edward Bushey, 1633 North Twenty-third St.	Kellom	1895
Viva Anna Craven, 915 South Thirty-seventh St.	Columbian	1900
Florence Cerney, 1457 South Fourteenth St.	Comenius	1904
Charlotte F. Deering, 1120 South Thirty-first St.	Park	1903
Eva Fredericksen, 958 North Twenty-fifth Ave.	Kellom	1902
Barbara Grehard, 2016 Dorcas St.	St. Joseph	1902
Pearl Gillispea, 2712 Caldwell St.	High	1892
Carl Hoyt, 2821 Dewey Ave.	Farnam	1898
Florence B. Hood, 1945 South Eleventh St.	Lincoln	1899
June Hart, 2210 Sherman Ave.	Lake	1903
Frances Isom, 4236 Lake St.	Long	1904
Della F. Jones, 1809 Chicago St.	Central	1899
Fred Kirkland, 2710 Seward St.	Long	1899
Mildred L. Lite, 3025 Hascall St.	Windoor	1902
Roberts M. Lindberg, 824 Hickory St.	Lincoln	1898
Gladys Lindell, 704 North Thirty-third St.	Webster	1895
Rosie Lehotyah, 1221 South Second St.	Train	1902
Anna Laursen, 3018 South Nineteenth St.	Vinton	1903
Vinton Myers, 2015 Ohio St.	Lake	1904
Stanley Mravence, 1224 South Fifteenth St.	Comenius	1901
Gustave Marus, 3109 Boulevard.	Bancroft	1899
Ruth Modlin, 3640 Grover St.	Windoor	1899
Edgar J. McAdams, 2629 Caldwell St.	Kellom	1897
Mary Oddo, 1233 South Twenty-second St.	Mason	1901
Emery C. Peterson, 1816 North Eighteenth St.	Lake	1899
James Proebsting, 412 South Forty-fourth Ave.	Columbian	1901
Dorcas Rausch, 2702 South Twentieth St.	Castellar	1894
Catherine Ranson, 3320 Lafayette Ave.	Franklin	1899
Mamie Spiesberger, 3011 Mason St.	High	1894
Hortense Spiesberger, 3010 Mason St.	High	1894
Linnea M. Strom, 4252 Farnam St.	Saunders	1904
Ferrand R. Sutherland, 518 North Eighteenth St.	Central	1899
Pearl Smith, 1814 Chicago St.	Central	1903
James Smith, 4618 North Thirtieth Ave.	Monmouth Park	1902
Edith C. Tilton, 409 South Twenty-fifth Ave.	Farnam	1898
Verne W. Vance, 3859 California St.	Saunders	1900
Gladys Lulu Wisler, 1041 South Forty-eighth St.	Beals	1904
Mattie E. Warner, 5921 North Thirty-fourth St.	Monmouth Park	1898
Lizzie Wakenight, Forty-second and D Sts.	Windsor	1900

## Loretta's Looking Glass—Held Up to the Chronic Advice Seeker



“Oh, wise young judge! how much elder art thou than thy looks!” was Shylock's comment on Portia's wisdom. But if I could answer the questions you ask me, I should be so much “more elder” than I ever expect to look that an Egyptian mummy would look as if just come from the beauty doctor by comparison.

Something in your letter makes me think you are one of the sisterhood who seek advice promiscuously. You discuss your family affairs with any one who betrays a listening mood. You rattle the bones of your family skeleton in the face of every one who shows even a vague interest in domestic anatomy.

Will you tell me what possible right you have to ask other people to make up your mind for you? Is courted just as well ask them to make your bed.

As briefly as many pages can be translated, your letter says that your brother met a girl who claimed to have fallen in love with him at once. Men succumb—this is an axiomatic, not a part of the letter-to-flattery like that. He courted, she accepted, he had nervous prostration and told your brother that his lack of attention to her caused it.

They married. And it was discovered that she had consumption all the time and knew it, which explained her unwillingness to consult a physician. You say your brother is afraid of contracting the disease and of giving it to others. Then, you ask if there are grounds for a divorce.

Frankly, I throw up my hands and answer nothing to that particular query. I have not taken a course in law and I am not a handy book of information.

But I can say something to you that may be of service. Don't talk so much. And talk exclusively to the right people. You need a lawyer, not Loretta, to help you with your tragic problem.

I have been hammering away at the deception that girls practice. I might do a good deal more violent pounding with the inspiration of your sister-in-law's dishonesty at hand. But I will not. I shall talk to you.

Do not cheapen and degrade what is really a difficulty dignified by its dreadfulness. Do not talk over “her” deceit. Do not hash and rehash the means by which she has won your brother. Nothing can be more painful to a woman than the thought that her husband has turned from her to his family, which is antagonistic to her, for sympathy.

Of course, your sister-in-law had no more right to assume that position than a crippled ship has to take on passengers. But, for mercy's sake, take care that you do not cultivate in your brother a woman-tempted-me-and-I-did-est. spirit. Stop talking about private affairs in a public way. Seek trained advice and remember that your own self-respect demands

## History of Transportation

(Copyright, 1911, by Union Pacific Ry. Co.)  
(Compiled by Charles J. Lane and D. C. Buell for the Union Pacific School of Railroading for Employees.)

The great impediment to the development of better and safer track at this time was that the iron industry had not been developed to a point where any but short lengths of rail could be furnished. It was not until 1830 that malleable iron rails came into use. These were rolled and made in lengths of from fifteen to seventeen feet and weighed twenty-eight pounds to the yard. They were of the edge-rail, fish-belly type, and were held in place by pedestals or chairs fastened to the ties or to stone supports.

The usual width of the old tramroads practically determined the present gauge of railway track. The distance from outside to outside of the old cart wheels was usually five feet. The introduction of the edge-rail, one and three-quarter inches wide, and the placing of flanges on the inside of the cart wheels gave a gauge width of four feet eight inches and one-half inches, the present standard.

After a long unsatisfactory experience with the various kinds of roadways and different types of rails, all American roads were quick to adopt the “T” rails devised by Colonel Robert L. Stevens, president of the Camden & Amboy road in 1826, and the “Colonel Stevens” idea involved a rail having a head similar to that of the edge rail in use, but with a wide, flat base applied to the web, which he proposed to secure to the supporting blocks or cross-ties by hook-headed spikes. There was no rolling mill in America capable of making such rails, and Colonel Stevens went to England to secure them. He experienced considerable difficulty in making the necessary arrangements, but in 1831 the first 500 rails, fifteen feet long, and weighing thirty-six pounds to the yard, reached Philadelphia and were placed in the track of the Cam-

den & Amboy railroad. The rails were at first laid upon stone blocks, having their ends secured to each other by iron tongues riveted through the stem of the rail. Subsequently, the weight of the rails was increased to forty-two pounds per yard, and they were laid on wooden cross-ties and connected with fish-plates and fastened to the ties with hook-headed spikes. Mr. Stevens was the inventor of both the fish-plates and the spikes.

Further development in railroad construction consisted simply in improving on the general ideas in use at this date and in substituting steel for iron and wood wherever practicable.

The name, “Tramway,” is used at the present day in referring to metropolitan street railways devoted to a passenger-carrying business.

The first street-railway in the United States was put in operation in 1825 in New York City. It ran up Fourth avenue from Prince street to Harlem, and was, of course, operated as a horse car line. The next line was built in Boston in 1830, but it was not until 1852 that street railways came into general use.

Then came the cable line. The first practical adaptation of this idea was made in San Francisco by Mr. Hallidie, who, in 1852, opened the Clay street cable line. The system was adopted in Chicago about ten years later, and about the same time was applied to the working of the Brooklyn bridge traffic in New York.

The electric line succeeded the cable line. The first electric street railway in said to have been successfully experimented with at Springfield, Mass., in the early '60's, but the records are not clear on this point, and accepted authorities state that the first electric line in the United States was operated between Richmond, Va., and a point twelve miles distant, in 1858.

(To be Continued.)

## Nubs of Knowledge

So-called burglar-proof glass, made in France, withstands revolver bullets and blows from a mallet.

The famous Hoosac railroad tunnel in Massachusetts will be electrified at a cost of about \$1,000,000.

Nearly \$3,000,000 will be spent for the encouragement of agriculture by the Danish government this year.

Receiving official forecasts by wireless, several coastwise steamships on the Atlantic display weather signals for the benefit of vessels they meet.

For the first time in the history of the industry of that state, Ohio mined more than 30,000,000 tons of coal last year.

There are more than 300 species of minute insects that infest and, if not discovered in time, destroy books.

The world's gold output now aggregates about \$1,200,000 a day, of which South Africa provides more than one-third.

A simple test for the purity of sugar is to burn it. If pure, fire will entirely consume it; if adulterated, it will leave an ash.

A flat rubber tube, capped at each end as is a water bottle, has been devised for surgeons to use as a hot water bandage.

In a new two-story steel bridge in Portugal one roadway is suspended from a steel arch and another is carried on top of it.

A pair of window fasteners placed on the under side will hold together an extension table not equipped with locking devices.

Improved sanitary conditions are said to have increased the average life of a resident of Berlin nine years in the last thirty.

“Breakfast trains” to accommodate late sleeping suburbanites are being tried out by some of the railroads entering London.

## MRS. SAVE-A-CENT



## Tabloid History of the Presidents

George Washington at the conclusion of his second term as president, ended the inauguration of his successor, John Adams, on March 4, 1797, and then retired to Virginia. John Adams, who as second president of the United States thus ushered in the third presidential administration, had served as vice president during both of Washington's terms.

Adams secured the federal candidacy over Hamilton largely because he commanded the indispensable New England vote.

The result of the election showed 71 votes for John Adams, 68 for Jefferson, 29 for Pinckney, 30 for Burr, 15 for Samuel Adams and the rest scattering. Adams had only three more electoral votes than Jefferson, who thus secured the second place as vice president. This meant a federal president with a republican vice president.

John Adams served through a stormy time. England and France were fighting each other and lost no chance to insult the new and feeble United States. France claimed that our treaty with it obligated us to support it and aid in the defense of the French West Indies. Washington had insisted on strict neutrality and Adams followed him.

The French government permitted depositions to be committed on American commerce and ordered our minister, Mr. Pinckney, to leave France. President Adams immediately convened congress to consider these outrages. Three envoys were sent to France, but they were not received.



This insult excited indignation throughout the country, which was at once put in a state of defense by congress authorizing a standing army and a naval armament. Hostilities by sea commenced and the decided stand taken by the Americans led to overtures which resulted in a treaty of peace in 1800.

Toward the close of Adams' administration a fierce struggle took place between the two great political parties, federal and republican. When the electoral votes were counted no candidate had the required majority. The election, therefore, went to the house of representatives, by whom Jefferson was chosen president.

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## London Crooks Steal American Tricks

English confidence men do occasionally find an American easy mark—and get away it. A recent case in a London court developed these facts:

A Mr. Malley, after a visit to Ireland, arrived in London, intending to spend a few days before returning to America. At Euston station a well dressed young man accosted Malley and asked him the way to a certain place in the city. Malley said that he was a stranger himself and was looking for lodgings.

The well dressed young man thereupon said his name was Corley and took Malley to a house. Mr. Malley chatted freely about himself, and Mr. Corley in his turn said that he was a cattle man from Australia spending a few days in London. On Monday Corley called upon Malley and the two started off to see Buckingham palace. On the way they saw a man in front of them drop his pocketbook.

After that it was the old, old story. Corley restored the pocketbook to the stranger, who thanked him profusely, started a conversation and said his name was Patrick O'Brien. Mr. O'Brien confided to Messrs. Malley and Corley that he had just inherited \$100,000 and pulled out a big wad, which he said contained \$50,000. He declared that in return for the honesty displayed by Malley and Corley in returning him his pocketbook he would make them agents for the distribution of money to the poor of their respective countries.

Mr. O'Brien then suggested a drink and the trio made for a public house. Here O'Brien handed over to Corley what looked like a Bank of England \$50 note, as some

slight recompense for the trouble he would be put to in distributing Mr. O'Brien's charity. At the same time he suggested that Corley should prove his trust by allowing Mr. O'Brien to hold his money for a moment.

Corley consented without hesitation. O'Brien received the money, and even disappeared for a moment. He returned like an honest man, much touched by the confidence placed in him. He should give a similar proof of his confidence and Malley handed over his money, and even his watch and chain.

First O'Brien and then Corley dimped. After a while Malley realized that he had been done and took his story to the police. With the exception of his experience and 4 cents his new friends had left him nothing.

**A Weighty Difficulty.**  
It was on a suburban train. The young man in the rear car was suddenly addressed by the woman in the seat behind him.

“Pardon me, sir,” she said, “but would you mind assisting me off at the next station? You see, I am very large, and when I get off I have to go backward, so the conductor thinks I am trying to get aboard and helps me on again. He has done this at three stations.”—Collier's.

**Worse Than Late.**  
“Apparently,” said Subbubs, “the 1:34 is late this morning.”

“Worse than that,” replied the station agent. “I afraid it's the ‘late lamented 1:34.’ There's been a wreck up the road.”—Exchange.