

Is it not time now for the joy riders to quit?

The reckless autist and his liberty should be parted.

Europe without a war scare on its hands would be unhappy.

Why become excited if you do not happen to own any sheep?

Possibly you wouldn't like to be the ice man if you had to carry the ice.

Mark Twain's estate foots up nearly half a million. Evidently he wasn't joking for nothing.

And now the fair ladies have taken up the practice of wearing false eyelashes. False woman!

Indiana farmers break into print by predicting an early winter. Rushing the season, as it were.

Women are displacing men in all walks of life. One of them has been killed in an aeroplane flight.

The eastern woman who died and left ten sets of teeth evidently was well equipped to chew the rag.

A new ocean liner is to be called the Gigantic, and in this case no doubt there will be something in a name.

Now comes a learned scientist and proposes that the snake shall be substituted for the cat as the household mouser.

Doctors tell us that the old oaken bucket is unsanitary, but it strikes us that our forefathers were healthy individuals.

The hobble skirt is to go, which will be a loss to the contemporary humorists but a decided gain to society at large.

A Chicago traction road has awarded a gold medal to a polite conductor. Such a rarity in Chicago certainly merited some recognition.

A Western old man has lost his wife in New York for the second time. Always thought opportunity was supposed to knock only once.

The Denver man who has an aching void where his appendix once held forth also has an aching void in the vicinity of his pocketbook.

New York is going to keep a card index of the drunkards, which shows that the bligness of an undertaking doesn't daunt little old New York.

It is to be illegal in New Jersey for women to wear birds on their hats. The women will doubtless be able to find something equally expensive.

The insect that bit a St. Louis clergyman and stopped a wedding evidently wanted to show that his sting was more effective than Cupid's dart.

A Tacoma man on a bicycle won a race with a wild cat, but he cannot hope to compete with the French aviator who won a battle with an eagle.

Squirrels are busy destroying the Kansas corn crop. Don't blame the squirrels. If they were not destroying the crop something else would be doing so.

Pennsylvania has a book agent one hundred years old. Undoubtedly he is tough enough now to stand all the alleged witticisms that will be printed about him.

Mary MacLane, silent in a literary sense for nine years, says confidentially, "Take it from me," in giving an impression. This phrase is not countenanced even in the discerning use of slang.

Tearing his shirt from his back, an Ohio man flagged a train and saved it from a wreck. That was good for a mere man, but the regulation article for flagging a train in an emergency is a red petticoat.

The New York Tribune has heard of a woman who desires to draw five pensions because she was married to five men who served in the Civil war. It looks as if she had tried to turn matrimony into a sort of progressive pension game.

They have put a man in a lunatic asylum in Ohio because he believes he has invented a telephone that will enable him to establish a direct connection with heaven. If they are going to shut up all people who think the universe listens when they speak the asylums will soon be overcrowded.

At a recent plumbers' convention there was a spirited discussion over the question: "Why Do Plumbers Not Make More Money?" The reason probably is that they don't send back to the shops often enough for tools.

A clergyman in South Carolina prayed so successfully for rain that farmers, fearing for their cotton crop, were about to try and get an injunction against his praying any more. Which shows again how a sense of humor can help in keeping people from making themselves ridiculous.

IN THE PUBLIC EYE

RECTOR WHO SCORED ASTOR



Society has been forced to sit up and take notice of the denunciation which has been hurled by Rev. George Chalmers Richmond, rector of St. John's Episcopal church in Philadelphia, against the proposed marriage of John Jacob Astor, a multi-millionaire, aged 47, to Miss Madeline Talmage Force, a beauty aged 18 years.

The denunciation which was made from the pulpit has been followed by more sharp criticisms—a criticism which has extended to others of the smart set who marry and divorce with the ease and nonchalance with which they put on their coats.

Mr. Astor, it may be recalled, was divorced from his wife, who was a Miss Willing, of Philadelphia, and it is because this divorce is to be followed by remarriage that Rev. Mr. Richmond is aroused to the fighting point.

"The Episcopal church," he said, "is opposed to divorce. We score unholily on the pulpit and the rich society dwellers of Newport, Bar Harbor and other sinners' summer retreats. We abhor this Astor Alliance. It is unholily in its origin and its end will be a defiance of God's laws and of our holy religion. We need a national uniform divorce law which will put an end to this overruling of court decrees by such as John Jacob Astor and the social set with whom he associates.

"I know this set pretty intimately. I have ministered to these people and know what manner of lives they lead. They believe their money will buy everything—women, churchly sanction, worldly approval, immunity from retribution. Those who inherit their wealth are the worst. Look at the wealthy families now furnishing grist for the divorce mills, material for the scandal factories.

LONG DISTANCE SKY PILOT

Rapidly as the public is becoming accustomed to aeroplane novelties, it received fresh cause for wonder and enthusiasm in the achievement of Harry N. Atwood. When he landed in Chicago on the first lap of his St. Louis-to-Boston trip he broke the American record for a day's flight and demonstrated the remarkable efficiency which has been reached in aeroplane construction.



Express trains travel between Chicago and St. Louis in 8 hours; Atwood's time in the air was 7 hours and 30 minutes. When he reached Albany, N. Y., Atwood had flown 1,123 miles, breaking all cross-country flights.

Atwood's boyish appearance attracts attention. He is a tall, slender youth, looking anything but the part of the most daring and successful aviator in the United States. Atwood shuns notoriety and reception committees as far as possible. He cares little for anything except achievement in the aviation world. He is retiring to an unusual degree, and it is difficult to induce him to talk of his own achievements. His flight over the New York skyscrapers and around their towers; his trip from New York to Washington and call on the president, had already made Atwood one of the greatest of American aviators.

In the course of his travel Atwood gave many thousands of dwellers on farms and in towns their first opportunity of seeing an aeroplane in motion. How some of the pioneers must have reflected on the marvel of the changes in transportation—first the slow-going wagons, then the canal boat, then the railway now, the aeroplane—all within the memory of living persons!

KENTUCKY'S NEXT SENATOR



The next senator from Kentucky will no doubt be Representative Ollie M. James, as his Democratic opponent, Senator Paynter, retired from the primary contest.

Ollie James is the biggest man physically in the house. He won fame as an attorney in the Goebel murder case in Kentucky, being one of the lawyers for the prosecution of Caleb Powers. It is something of a coincidence that both James and Powers are now members of the house, the one a Democrat and the other a Republican.

In that murder case James also won a reputation for physical courage, for the times were stirring and there were threats of violence going around, so that anyone prominent upon either side of the case was in physical danger. James would have made a good target for any bullet, as there is so much of him to shoot at, but he went through the prosecution in a manner that demonstrated he was possessed of a good nerve and was not to be deterred by fear.

WANTS TO MARRY FOR LOVE

Col. Edward H. R. Green, president of the Westinghouse company, with assets of \$125,000,000, owner of the Texas Midland railroad and son of Mrs. Hetty Green, is going to marry within a year. Who the bride-to-be is he doesn't know, but he says in all seriousness that his bachelorhood will end before he is a year older. Here is the secret of why Col. Green, who is 43 years old, has so long lived the life of single blessedness. He promised his mother 19 years ago, when she took him down to Texas to "break him in" as a railroad section hand, that he would remain a bachelor 20 years. He has kept his word, but when the time limit expires next year he is going to take unto himself a wife.



Three hundred proposals of marriage have reached Col. Green since he decided to live in New York a year ago to take charge of his mother's interests. Scores of the aspiring maids enclosed photographs and letters have been received from half of the states of the Union, while some have come from Europe, Russia and even the Hawaiian Islands. He has answered none of the letters. The future Mrs. H. R. Green must be a woman who is willing to accept the Texas colonel for himself and not for the millions which he will inherit from his mother.

ON THE LOOKOUT FOR FOREST FIRES



DISCOVERING FOREST FIRE FROM MOUNTAIN PEAK

HENRY S. GRAVES, chief of the nation's greatest fire department, sits in an office on the seventh floor of a building in Washington these days, waiting for news from the fire lines. Great maps of the national forest adorn the walls about him, covered with patches of red and blue, and with pins and legends telling eloquent stories.

Mr. Graves follows the rain area from day to day as it travels on the weather map back and forth across the northwest, and his fear of the telegraph messenger grows less as each day passes. So long as the weather man can attend to that section of the country, Mr. Graves and his forest patrolmen and fire brigades may rest easy; for rain is the one best ally of the forest guardian.

But throughout all of the states from North Dakota to California, where the national forests sweep over the valleys and mountains, the forest fire brigade stands at attention. More men than ever before; more and better supplies and fire-fighting apparatus; new trails into the dense parts of the forests; hundreds of miles of new telephone lines, and new lookout stations where men are constantly searching the horizon for signs of smoke or blaze, represent the work that has been done since the disastrous fires of last year to bring the forest protection force up to the highest possible state of efficiency.

It has been a year of supreme effort on the part of the forest service, and of the states, private owners and railroads that have been co-operating with Forester Graves and his men. The fire fighters are better equipped this year than ever before. They have been trained since last August at a "fire game" that rivals any of the war games ever played on the maneuver fields or along the Atlantic coast.

It is not hard to control the fires that start along well-patrolled railroad tracks, or on traveled trails and roads through the forests. The forest service has been so well organized that none of these fires get beyond the infant stage. The greatest part of the damage last year was done in the Coeur d'Alene forests in Idaho, the most inaccessible of all. In the eastern forests of Montana, where the woods had been broken with trails and means of communication had been established, the fires did little damage, although the woods were as dry there as in Idaho.

The fire is regarded as the invading army. Plans are made to meet it at any point, and to arrange supplies, firemen and transportation that there may be no surprises.

Every sawmill or railroad force; every permanent cow camp; every logging operation, or other business going on in the woods, has been care-

fully inquired into and catalogued. In the forest ranger's cabin, which is the real fire department headquarters of the forest, is a record showing how many men he can get at Smith's camp, how soon he can get them, how far they will go, and how much they will be paid per day.

Today the forests are as carefully studied as any field of battle. When the report comes of a fire in a certain distant region there is no time lost in getting supplies or men, in figuring out the way to approach it, or in going over lost ground to gather up a fighting force.

Over 74 government fire-fighters were killed in the big fires in Idaho last year, mainly because they were not carefully trained. Scores of miles of trail had to be cut to get fire crews into the heart of some of the fires, and once there they had little chance to escape or to get reinforcements.

Forester Graves estimates that the government will have to spend \$8,000,000 before the forests are completely under control. Forest trails that would stretch ten times across the continent, 32,000 miles, will have to be built before all portions of the great woods are accessible to fire-fighters. The "fire lines," those bands of safety that surround the more dangerous districts and often effectually stop the spread of a ground or surface fire, must be increased by 10,000 miles; 16,000 miles of new telephone line must be strung to lookout points and along the trails, and 6,700 miles of heavy wagon road built.

When all this is accomplished, in six or eight years; when supplies of tools are ready at every point, and the force of summer firemen is increased to the necessary number, it will be almost impossible for a forest fire to get such a start as did those of last year.

The sources of fire in the forests are now well known. Last year there were nearly 5,000 fires, but less than 15 per cent. of these did any great damage. Out of 4,656 of the fires carefully studied, 1,568 were set by railroad engines, 787 by lightning, 451 by campers, 284 by brush burning, 286 were incendiary in character and 17 were set by sawmills. The causes of over 1,000 were not known.

Against the campers a rigid campaign has been made. Signs have been posted all through the forest, printed in many languages, cautioning against carelessness and notifying men where fires can be quickly reported to the rangers.

The fighting of the big fires in the northwest last year cost the government over \$1,000,000 in actual expenses; the lives of over 70 volunteer firemen, and destroyed government timber worth \$25,000,000. Private and state losses were much greater than this.

FOREST FIRES!

EXTINGUISH CAMP FIRES! REPORT FIRES TO FOREST OFFICERS!

To prevent fires Congress passed the law approved May 5, 1900, which— Forbids setting fire to the woods, and Forbids leaving any fires unextinguished.

This law, for offenses against which officers of the FOREST SERVICE can arrest without warrant, provides as maximum punishment—

A fine of \$5,000, or imprisonment for two years, or both, if a fire is set maliciously, and A fine of \$1,000, or imprisonment for one year, or both, if fire results from carelessness.

It also provides that the money from such fines shall be paid to the school fund of the county in which the offense is committed.

JAMES WILSON, Secretary of Agriculture

WARNINGS TO CAMPER'S POSTED THROUGHOUT THE FORESTS

SPEED LURE KILLS

Two Unfortunate Victims at the Chicago Aero Meet.

St. Croix Johnstone and "Billy" Badger, Young Aviators Who Lost Their Lives, Were Skilled and Very Popular.

Chicago.—The two aviators who lost their lives while taking part in the fourth day's program of the international aero meet here had careers filled with thrills and comparatively short as bird-men. A desire to attain a record for speed in travel lured both young men into the aviation game.

St. Croix Johnstone was a Chicago boy. He came here a few years after his birth in Toronto, Ont., and was the only son of Dr. Stuart Johnstone of this city. Having won honors in other parts of America and across the sea, the aviator, just twenty-four years old, had returned to his home city to distinguish himself further. It was his first appearance in Chicago as an air pilot since he had obtained his license.

Johnstone obtained his education in the Chicago public schools, later taking a course of instruction at Lewis Institute. While subsequently employed in the advertising business the young man became a motorcycle enthusiast and at eighteen was known as a "crack" rider.

Johnstone decided to enter aviation two years ago. He went to Pay, France, and became a student in the Bleriot school. Upon completion of this course he purchased two monoplanes from Count de Lesseps and gave several exhibitions on the continent. Last October Johnstone went to England to study aeroplanes. He became a licensed air pilot on December 30, 1910, the day before John B. Moisant lost his life at New Orleans.

The young aviator came to America last spring and before his return to Chicago had appeared at Long Island, Detroit, Havana and Toronto. He was for some time a teammate of Harry N. Atwood, the long distance flyer.

Johnstone's flight at Havana is considered the most daring feat of his career as an aviator. He soared over



Aviators Killed at Chicago.

the narrow streets, where there was no possible landing place had an accident occurred.

Johnstone was married three years ago. His wife had been present at the meet here each day and was among the last ones to give up hope when word from the rescue party out in the lake was awaited.

"Billy" Badger, a native of Pittsburg, was only twenty-four years old. In his home city he was popular among his associates. He was unmarried and, following the death of both parents, became a resident at the Pittsburg Athletic club. He inherited \$250,000 from the Badger estate when he became of age three years ago.

The Badger fortune is said to have been amassed by the young aviator's grandfather, Dr. Thomas Badger, as herb doctor. Badger's father conducted a cigar store in Pittsburg. He died several years ago and the aviator's mother, subsequently married to John Goettmann, a restaurant man, died last winter.

Badger was a graduate of Princeton. He had prepared for Princeton at the Lawrenceville academy, at Lawrenceville, N. Y. He seemed contented to get as much speed as possible out of automobiles, until last summer, when an aviation meet was held in Pittsburg. Then he determined to attempt flying.

The young man decided to buy an aeroplane and try for an aviator's license. He bought a machine and practiced for months. Finally he made several successful flights at Mineola, L. I., thus obtaining his license from the Aero Club of America. He had planned, upon the close of the Chicago air meet, to return to Pittsburg and make a flight in his home city.

FISH INGULFS FALSE TEETH

Seizes Man's Artificial Molars When He Drops Them From Boat and Makes Getaway.

Winsted, Conn.—A big-mouthed bass in Highland lake wears or carries a set of false teeth belonging to James Turley of New York. Turley went out bass fishing with Dennis Coffey. The city man, his eyes and mouth wide open, was looking over the side of the boat into the deep, clear water when a swell from a passing motor boat rocked the craft and his false teeth fell into the lake. As he peered downward he saw his teeth disappear in the mouth of a large bass, which swam away with them.