

THE OBSERVER

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TAKES CARE OF ITS OWN.

Possibly the mass of people do not give the matter thought but Leslie's Weekly calls attention to a characteristic of the Jewish race that is commendable. The Jew, at least in this country, rarely if ever, becomes a public charge. The race takes care of its own. It has established many institutions for the care of orphans the sick, the aged and the poor. One of the youngest of its charities, operating chiefly in New York, is the Hebrew Sheltering and Immigration Aid society, the third annual report of which is at hand. The objects of this society are to facilitate the landing of Jewish immigrants at Ellis Island, New York harbor, to provide them with temporary shelter, food, clothing and other aid deemed necessary; to prevent them from becoming a public charge, and help them obtain employment; to discourage their settling in congested cities by opening opportunities for them throughout the country in industries agricultural and commercial pursuits; to disseminate a knowledge of the United States immigration laws in European centers of emigration, to prevent an influx of undesirable persons, and by lectures and literary means to foster American ideals and instill patriotism in the new comers of the race. Is this not a comprehensive and admirable series of that no other people whose number efforts? It is contended by Leslie's is becoming largely increased here by immigration shows such a combination of charity and ability to administer it.

THIS DATE IN HISTORY.

- July 3.
- 1608—Champlain established the post of Quebec.
- 1731—Samuel Huntington, signer of the Declaration of Independence and governor of Connecticut, born in Windham, Conn. Died in Norwich, Conn., Jan. 5, 1796
- 1775—Gen. Washington took command of the Continental army at Cambridge, Mass.
- 1856—House of representatives voted for the admission of Kansas with a free soil constitution.
- 1863—Final struggle at Gettysburg and retirement of the Confederate army under Gen. Lee, which marked the turning point of the war.
- 1866—Prussians defeated the Austrians at Sadowa.
- 1890—Idaho admitted to statehood.
- 1895—Willis L. Moore appointed chief of the United States weather bureau.
- 1898—United States fleet destroyed the Spanish squadron off Santiago.

"THIS IS MY 57TH BIRTHDAY."

Emile Ollivier, who was French premier during the war with Prussia in 1870, but who has been almost forgotten by people outside of France, was born in Marseilles, July 3, 1825. He became a member of the Paris bar and was elected to the chamber of deputies in 1857. In 1859 M. Ollivier was invited by the Emperor Napoleon III to form a ministry. Less than a year later the declaration of war against Prussia, and its disastrous results, led to the overthrow of the Ollivier government. M. Ollivier deemed it prudent after the fall of the empire to retire to his estate in the south of France, where he resided for a considerable time with his family, where he devoted his time to literary pursuits. He has been a distinguished member of the French academy since 1874. Of late years the former statesman has been engaged in writing an exhaustive history of France, of which 17 volumes have already been published.

ENCOURAGE THE BOY'S GOOD TRAITS.

There are those who can see no good in the boy who has acquired some bad habit, however trivial it may be. His fault overshadows all the good points that can possibly be mustered in his behalf. He may be kind and generous to an exceptional degree, but now and then he uses a profane word. He may be good-hearted but he has been known to smoke cigarettes. He may be perfectly dependable, but he has a passion for "playing keeps" in marble time. These things in the eyes of some people become serious sins which totally eclipse the good points in his characters.

It is an open question how we may eliminate these objectionable traits most effectually. A thousand remedies have been proposed. O. E. Crooker, in writing on this subject in Farm and Home, says one thing, however, is certain—punishment of an extreme sort frequently brings no other result than stubborn willfulness. In the same way, constant nagging of the person at fault usually results in little more than a fit of bad temper on the part of the one we would help.

Often times a better way is to emphasize the good qualities that we find in the one with whom we have to deal. Let the offending one know that we admire some good trait in his character. He will then naturally desire that we find everything about him worthy of admiration and will strive toward that end. The most unmanageable individual in a group of a dozen mischievous boys was once transformed in a single week by giving him an important duty to perform and making him and the rest of the group feel that he was the one boy in the lot who was most to be depended upon to do it. Emphasizing a good trait in his character was the means of gradually eliminating many objectionable ones.

Seldom is it that we may not succeed far beyond our expectations after this fashion. Judicious encouragement, if we begin early enough, will work more wonders than any alchemy of which we know.

AIRSHIP ACCIDENTS NUMEROUS

Washington, D. C., July 3.—A new high record in the toll of human life has been reached in the progress of

the science of aviation during the six months ending July 3. Last year was by far the most disastrous, but this year promises to eclipse the figures of 1911. The number of fatalities for the six months of the present year is 48, compared with 73 in the whole year of 1911.

Beginning with the death of Lieut. Thos. E. Selfridge, the first person killed in an aeroplane, in 1908, the list of fatalities has rapidly increased. In 1908 one man lost his life, in 1909 four, in 1910 32, in 1911 73, and to date for the present year 48 persons have been killed, making a total of 152.

The countries in which fatalities have occurred this year are France, Germany, England, Russia, Italy and the United States. France has contributed as many victims this year as all of the other European countries combined, her number totaling 15, including a woman, Miss Suzanne Bernard, who fell at Etampes on March 11.

German airmen who lost their lives this year number 10, English two, Russian two and Italian one. In addition to the two English aviators the number of victims in England included a third, Victor Louis Mason, a young American, who was killed May 13, while making a flight at Brooklands with the English aviator, E. V. Fisher.

Double fatalities, in which two riders or a rider and passenger were killed, were numerous this year, eight having occurred, while on June 19 occurred the first deaths ever caused by a collision of two aeroplanes. The victims were Captain Dubois and Lieutenant Feignan, both officers in the French army and trained airmen, who were killed when the airplanes they were piloting around the military flying ground at Douai collided with terrific force in midair.

The American victims for the past six months, exclusive of Victor Louis Mason, who was killed in England, number 17, among them being two women. The list is as follows:

Jan. 22.—Rutherford Page, one of the Curtiss aviators, killed by a fall of 150 feet in the international meet at Los Angeles.

April 3.—Galbraith P. Rodgers, the first to cross the American continent in an aeroplane, killed by a fall of 200 feet in the ocean at Long Beach, Cal.

May 13.—Ray Wheeler, an amateur, killed when his aeroplane struck a telegraph pole at Kinloch Park, St. Louis. Peter Glessner, who fell with Wheeler, died from his injuries two days later.

May 21.—Fred J. Southard, an amateur aviator of Minneapolis, killed by a fall of 100 feet at the Wright aviation field near Xenia, Ohio.

June 17.—Mrs. Julia Clark of Denver killed at the State Fair grounds at Springfield, Ill., when the wing of a biplane in which she was making a practice flight struck the limb of a tree.

June 1.—Philip O. Parmalee, an aviator who had acquired considerable fame as a member of the Wright team of flyers, instantly killed at North Yakima, Wash., when a gust of wind caught the tail of his biplane and caused it to overturn and plunge 400 feet to earth.

June 11.—Lieut. Leighton W. Hazlehurst, 17th Infantry, U. S. A., of Macon, Ga., and A. L. Welsh, an aviation expert of Washington, D. C., killed at

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the Army Aviation school at College Park, Md., when a new army aeroplane of the Wright type in which they were flying fell to the ground and was wrecked.

June 21.—Henry Turner, a young amateur, killed in a practice flight at the aviation grounds at Mineola, L. I.

July 2.—Miss Quimby, the first woman aviator to secure a license and H. A. Willard, a passenger, killed when the Bleriot machine in which they were riding overturned at a height of 1,000 feet precipitating them into Dorchester Bay.

July 3.—Melvin Vaniman, Calvin Vaniman, Fred Elmer, George Boulton and Elmer Guest killed when

their dirigible balloon—Akron burst 2,000 feet in air at Atlantic City, N. J.

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