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Dedicated to the service of the people, that no good cause shall lack champion, and that evil shall not thrive unopposed.

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THE CUBAN SITUATION.

UBA is again on the threshold of trouble, and the war department is anticipating the necessity of intervening for the preservation of order.

The Cuban national election occurs In September and the new President will be nominated in July. The soldiers who fought against Spanish rule have organized what is called the veteran movement a pro-Cuba and anti-Spaniard movement not unlike the proscription against the American tories that followed the war of the revolution.

The movement is taking with the masses of the people, and in the breaking down of old liberal and conservative party lines there is a threat at the stability of the government.

The war department has denied that any further pravisions for intervention have been made than are always ready in case action under the Platt amendment is warranted. But the department is ready for intervention and is watching developments anxiously.





V.—Bumping the Bumps In the Air

WEEKLY. \$6.00 [Copyright, 191], by Henry M. Neely. Copyright in Great Britain and Canada. All rights reserved.] O the man on the ground flying in an aeropiane looks like the

smoothest sailing in the world. Under ordinarily favorable weather conditions the air craft seems to skim along on a perfectly even keel and without the slightest deviation from a straight line, and that is possibly one reason why the average man thinks that the life of the aviator must be one constant succession of pleasant and exhilarating experiences. Air conditions 500 feet from the

earth are vastly different from those 5,000 feet up. The lower layers of the atmosphere are enticingly smooth and easy to sail upon and offer none of the unpleasant surprises which we get as we go higher and higher. There is nothing in the first 500 or 1,000 feet to look out for except the vagaries of the wind, and these can usually be pretty well forecast from the indications on the ground before starting and from the conditions met in the first few minutes of flight.

But up above that, in the realm of the scudding mists and the drifting fringes of clouds, where one dashes out of a warm air current into the coolness of suspended moisture, one meets surprise after surprise and is forced to be always on the alert, with brain calm and hands and body ready for instant action at the first sign of an aerial hillock or ravine.

"Bumping the Bumps" In the Air.

evening gone to a pleasure resort, paid your nickel or 10 cents through a little the pen point was vacillating up and

est fight with the "bumps" in the air. The weather was ideal for climbing. It was cold, but the air was fairly still, and the first few thousand feet of my ascent were made smoothly and without much difficulty in a steady rise that was almost mechanical in its exactness.

The barograph record is interesting in showing the progress of this flight. For those who do not know it may be well to explain that the barograph is an instrument which registers altitude, and by means of a pen point filled with indelible ink it records the variation in a constant line on a piece of paper which is moved around by clockwork.

and only when it passes the 7,000 foot mark does it begin to waver. It was during this part of my flight that the strain began to tell upon me and the steadiness of my climb was interrupted by frequent descents.

In the next few minutes I got myself together better, for the line shows a sudden jump of nearly a thousand feet in about five minutes, and then it is plain to be seen that my troubles began, for the line from 8,700 feet to the topmost limit, which was grati-Have you ever on a warm summer's fyingly close to the 10,000 mark, is littie more than a blur. It shows that

Time after time I tried this extremely dangerous expedient, and at the end of each rise I found myself a little higher than I had been before, and, best of all, I found that I was able to hold the advantage thus gained.

Attended by Shrieking Fiends.

I cannot explain adequately just what a tremendous impression was made upon me by these aerial hurdles. on the downward slope I seemed to be hurtling madly into eternity, catapult Heater Upon the On the downward slope I seemed to be ed toward the earth and attended by

People (To Be Contnued.)

Charles Durham, Lovington, Ill., has succeeded in finding a positive cure for bed wetting. "My little boy wet the bed every night clear thro on the floor. I tried several kinds of kidney medicine and I was in the drug store looking for something different to help him when I heard of Foley Kidney Pills. After he had taken them two days we could see a change and when he had taken two thirds of a bottle he was cured. That is about six weeks ago and he has not wet in bed since." RED CROSS DRUG COMPANY.

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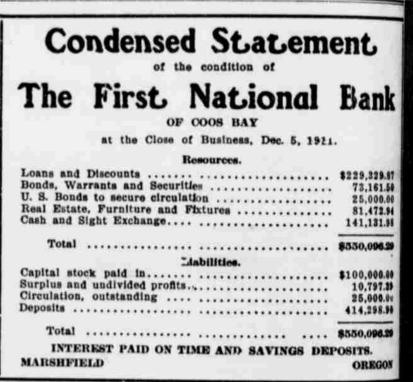
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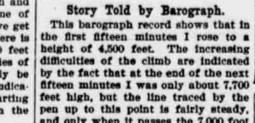
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Some weep because they part And languish broken hearted, And others-oh, my heart-Because they never parted. -Thomas Balley Aldrich.

quers every wrong."

When love is strong It never tarries to take heed Or know if its return exceed Its gift. In its swift haste no greed. No strifes belong. -Helen Hunt.

The light of love shines over all; Of love that says not mine and thine. But ours, for ours is thine and mine

-Longfellow

with its difficulties.

in my practice work I have made sev-

eral climbs which to me were even

more notable than those which were

officially recorded, and on at least two

of these my barograph registered high-

er than the then world's record figures.

I was preparing myself for work that should be officially recorded in open

competition, and in this preparation 1

have had experiences with the "bumps"

of the air which I shall not soon for-

get and which have taught me always

to expect the unexpected in the upper

strata of the atmosphere. As I write

I have before me several barograph records of my various flights and the

thin tracing of the pen points on one

or two of them recalls to my mind the

experiences through which I passed

while making them, and one in par-

It was a little jaunt into the heart of

HER SHOULDER BAG.

When Evelyn goes forth upon Her daily promenade.

Lo! from her shoulder hangs a bag Of velvet or brocade,

A costly fad of fashon, fringed And trimmed with cords of gold And big enough with room to spare Her dainty self to hold.

But in its soft, capacious depths, With richest satin lined, A handkerchief and powder puff Are all that one can find. Because when Evelyn had bought This fancy of the minute She did not have a penny left Alas, to carry in it. Minna Irving.

JAMES WATSON. When politics begins to boll and candiaates line up to fight. When horny-handed sons of toll can not decide just which is right: You'll find Jim Watson right in line, a soldier of the G. O. P.

Without a kick without a whine, he plugs away for lib-er-ty.

H. B. HICKEY, of the Standish-Hickey Lumber Company, is here from San Francisco to arrange for ticular 1 pick out as being a souvenir the purchase of some timber in of as strenuous a day's work as I have this section. His company a year ever done. or so ago bought a lumber mill at North Bend, of which W. E. Best the heavens, made because of my long is manager and for which he wishes foot mark, and it gave me my hard cherished desire to go up to the 10,000



down and up and down, and I shall box office window, got into a little car not soon forget the plunges and jumps with six or seven other persons and -the bumping the bumps-the rough for several minutes thereafter coasted

riding-that caused this line to take up and down a series of artificial hills such an appearance. and valleys at a thrilling speed? In I had set out to make 10,000 feet. other words, have you ever tasted of and when I was sure that I must be the excitements of "bumping the bumps?" Well, "bumping the bumps" somewhere near there I looked at my barograph and found that it registered is just what we do when we climb nearly a thousand feet short of my for height; we engage in aerial rough mark. I had almost reached the limit riding. Sometimes we do it volunof my strength. It seemed impossible tarily, but most of the time the ""ump" to make the Bleriot climb any higher. comes with the complete and sudden yet I shoved her nose up at an angle that threatened destruction if anysurprise that spells disaster for us unless we are on the alert to cope thing went wrong, but the motor only spat protestingly and dragged her for I think I may claim without boastward horizontally without seeming to ing that I have done more altitude pull her up an inch. work than any man now living. Twice I have set the world's height mark, but

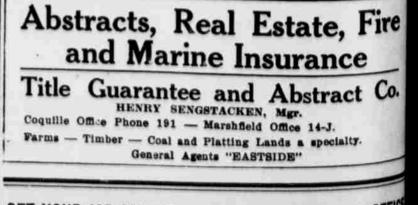
I decided to see what an increase of speed would do. Accordingly I headed the nose of the Bleriot downward, and, with the engine running at its utmost. I took a deep plunge into the space below and kept plunging until my ♦ \$5.00 reward to any party fur- ♦ speed must have been somewhere near 100 miles an hour. Then, with this • nishing evidence that will con- • tremendous impetus. I headed the machine upward again at a good angle | • pies of The Times from sub- • and was rejoiced to find that I not only . scribers after The Times' delivrilmbed above my starting point, but that the propeller seemed able to hold



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