

THE HOUSEHOLD

Novel Egg-Breaker.

A Colorado man has invented an egg-breaker which reduces to a science the breaking of an egg and makes what was sometimes a painful operation an interesting bit of work. This device consists of an apparatus much like a pair of pliers, with long wire handles and semi-circular jaws, each equipped with tiny teeth at the end. Above and below the jaws are conical springs, forming a receptacle the shape of an egg. The egg is placed in these springs and by gripping the handles of the device the jaws press upon it, cutting through the shell as neatly as a man might cut a piece of fruit with a knife. The egg is thus opened not only without soiling the cloth, but without burning the hands, which was the inevitable experience in the old way.

Dainty Potatoes.

Boil potatoes until thoroughly cooked, mash and stir in egg and one cup of milk, a teaspoonful of salt and a pinch of pepper. Roll potatoes into balls the size of a tennis ball. Make a cup out of a lettuce leaf twisted and put in one ball. Arrange leaves and balls in a flat dish with slices of hard-boiled eggs around edge and a sprig of parsley. Serve with roast beef.

Eggs and Oysters.

Beat up three eggs, add one table-spoonful of cream and a seasoning of salt and pepper. Melt one table-spoonful of butter in a saucepan. When it is hot pour in the egg mixture and stir over a slow fire. When it is just beginning to thicken add twelve oysters and continue cooking the mixture till it is a soft, creamy mass. Serve as quickly as possible on toast.

Sponge Candy.

Put together in a saucepan two cups of granulated sugar, one cup of New Orleans molasses, a half cup of water, a table-spoonful of vinegar and a small bit of butter. Boil until a little dropped into cold water is brittle, then taken from the fire, stir in a spoonful of baking soda and, while foaming, turn into greased dishes to cool. Do not vull.

Pumpkin Bread.

Stew a good-sized pumpkin as follows, mash fine and make stiff with flour. Add a teaspoonful of salt. Mix well and turn into a greased bread pan, and bake in a slow oven for three hours or more. This may be eaten hot or cold, but is best when cold; it is cut into thick slices and fried, then served with jelly or a sweet sauce.

Stewed Beets.

Cook six medium-sized beets. When soft peel and chop in dice. Take water and vinegar, salt and pepper to taste, one dessert-spoonful of sugar, butter the size of a walnut. Cook all together fifteen minutes, then thicken with flour to the consistency of cream. Serve in side dish as a vegetable.

To Prepare Vegetables.

Place all long vegetables, such as asparagus, carrots, parsnips and salsify, in cold water to make them crisp, then put on board and scrape from you. A great quantity of vegetables can be prepared in a short space of time, besides leaving the hands absolutely stainless.

How to Use Sage.

When preparing dressing for poultry, sage is generally used, and the stems and leaves are found so disagreeable in the dressing. A good way of preventing this is to steep a table-spoon of sage in half cup of boiling water. This can be strained right into the dressing.

Candied Peelings.

Cut into strips after removing the white membrane. Soak in cold water for two hours, then wipe dry. Boil two cups sugar with one of water until the syrup threads. Dip the strips of peel in this and lay on oiled paper in the sun or warming oven to dry.

To Keep Eggs from Bursting.

Eggs when boiling frequently burst. This is caused by their being too full of air, and may be prevented by pricking one end with a needle before putting them into the water. This makes an outlet for the air.

Short Suggestions.

Keep tacks in bottles. It saves opening many boxes to find a particular kind.

For the roast of cold lamb course serve an egg sprinkled with minced mint leaves.

Covering the pan when fish is frying is apt to make the fish soft. A solid, firm meat, that is at the same time flaky, is what the good cook likes.

A Handicap.

"My mamma's yardstick has three feet," said Willie, cute and cunning.
"I've only two, but I can beat My mamma's yardstick running."
—Judge.

Initiative.

"That statesman is a man of wonderful initiative."
"Yes," answered Senator Sorghum; "there is no doubt about his initiative. He starts things that nobody on earth could finish."
—Washington Star.

Making Up for Lost Time.

Stranger (happening along)—What's all that loud wrangling about in there?
Sexton—The ladies, sir, are holding an adjourned meeting in the silence room.
—Chicago Tribune.

Different Strata.

The irresistible high handshake chanced to meet the immovable low handshake.
Whereupon they gave each other the cold shake and passed on.

Not Now.

Mrs. Chugwater—Josiah, what is the "unwritten law?"
Mr. Chugwater—There isn't any. It's been written up in all the papers. I've told you that before.

No Limit to His Ability.

"Now here," said the salesman, "is a cigar I can recommend."
"I know you can, young man," said the customer. "I tried one of them the other day on your recommendation. What I want is a brand you can recommend without lying."

PERUNA

For Catarrh of the Throat of Two Years' Standing.

"I was afflicted for two years with catarrh of the throat. At first it was very slight, but every cold I took made it worse.

"I followed your directions and in a very short time I began to improve. I took one bottle and am now taking my second. I can safely say that my throat and head are cleared from catarrh at the present time, but I still continue to take my usual dose for a spring tonic, and I find there is nothing better."
—Mrs. W. Pray, 260 Twelfth St., Brooklyn, N. Y.

RIGID LAWS TO GOVERN AERONAUTS.

A. Leo Stevens, Instructor of U. S. Army Balloon Corps, Advocates Government License and Examinations.

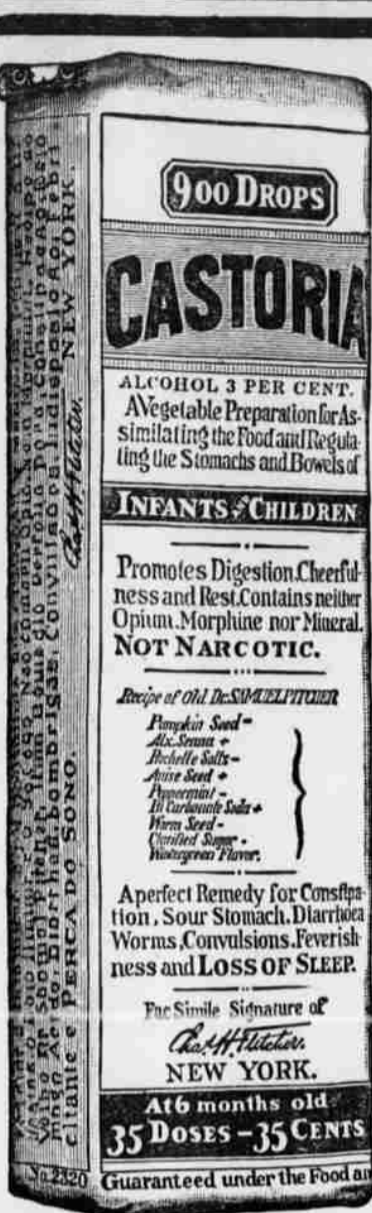
Every day I am firmly convinced that there should be government regulation on ballooning. I have held this theory for some time, but the experience of a certain California aeronaut a few days ago in the Sierra Madre mountains has brought the need home to me more strongly than ever. The government regulations should consist of licenses for balloon pilots, and laws within which the pilots should have to confine themselves.

While I do not wish to reflect on this aeronaut, I do wish to point out that he is only a case in point. Some people can never become successful balloon men any more than all men can become successes as artists or deep sea divers. It's a part of a man's makeup. There are some men who can make 20 ascensions and still be no better equipped as pilots than if they were going up for the second time. A person who is not skilled in aeronautics, knowing that a great many reckless people to have the experience of seeing the earth slip out from under them. Here is where the trouble comes. I will not say that it is not right for a man to go up in a balloon by himself. I think that is this man has made say nine ascensions says, "Oh, I'll willingly go." If we had government regulation, where men skilled in aircraft should make the examinations as to whether or not the applicant was fitted to be a pilot, this obvious danger would be dispensed with.

The popular idea is that all one has to do to make an ascension is to jump into the balloon car, cut loose and when one is ready to ascend throw overboard the sand ballast. As a matter of fact that much is not even the alphabet of air riding.

When I heard that this experimenter was to make the trip with that number of passengers and with so small an amount of ballast in my old "America," I predicted failure. He should be thankful that the escape was so successful. There are some requirements and some theories controlling the ascent and descent of balloons just as fixed as those that govern temperature or that of gravitation. A certain sized air ship, with so many cubic feet of gas naturally can carry only so many passengers exclusive of its ballast.

There is a nicety in determining just how many it can carry successfully. To be specific, a balloon with 80,000 cubic feet of gas should start out with 35 bags of ballast and five passengers. Equipped in that manner the pilot need fear no storm, and have no worry. He is just as safe as if he were sitting at his own fireside. When a storm comes, by throwing overboard some ballast he can go above it. When the storm is over, by letting out a little gas through the escape valves he can descend safely



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to the earth. When a balloon of this size, that is 80,000 cubic feet, has thrown over all its ballast for one reason or another, except five bags, it should drop to earth at once. To do otherwise is to run a dangerous risk. A law making this necessary would be a great boon to the art and practice of ballooning. A bag carrying between 35,000 and 40,000 cubic feet of gas and two persons besides the pilot should drop to earth when the pilot has expended all the ballast save three bags. If he does not do so he is risking lives that he should not be allowed to jeopardize.

I am in favor of government regulation. At the present time licenses can be granted to pilots in this country by the Aero club of America. There are now 24 men holding these licenses. An applicant must make 10 successful ascensions before he is granted the license. These directions have to be made before he is granted the license, under the direction of other licensed pilots, or after the applicant has made four or five so that he can manage a balloon, he must keep data of his trips. This information has to be exact, and be filed away. For instance, when the applicant drops back to earth, say on a man's farm, he has to give the man's name and where he lives, and who hauled him back to town. This is so that at any future time the authorities may satisfy themselves that the trip was really made and that it was a successful one in every way.

France has a very creditable method of licensing its balloon men. The licenses are not governmental, though. Each pilot, who is going to make an ascent, carries in his pocket a little book with his number and his photograph in it. If any one questions his identity or his ability as a navigator he simply shows the book with his photo behind the isenglass.

I am in favor of government licensing and government regulations, rather than that of state jurisdiction. In this way the laws would be uniform, and all the air sailers of something near equal ability. An applicant would not have to go to Washington to make an ascent by any means. He may make the trip at any place under the guidance of an accredited pilot.

Ballooning is becoming more and more popular. It is now more than a craze. Its possibilities are attracting more a matter of ethics. A person may walk on a railroad where there is a third rail. He does it knowing that he is taking his life in his hands, but when he persuades other people to go along with him, he risks their lives without enough experience to get them out of danger should anything happen. When five people go up in a balloon in addition to the pilot, the unskilled pilot is risking five lives in addition to his own.

Throwing overboard ballast is a science. Ballast is to a balloon what steam is to an engine. And just as steam once gone can never be recovered, just so ballast thrown overboard is lost. One man can get along, make a whole trip without losing more than five bags of ballast while another spends twenty. The latter spends all his time in traveling up and down, making saw teeth, while the other sails along in a comparatively straight line. The pilot who is out with the beginner makes careful notes and gives a full report to the members of the Aero club. He takes into consideration just

how much fluctuating the learner does. He assists the new man, but watches him carefully to find out how much grip he has on the science.

The dilettante in search of new sensation is as dangerous as an automobilist with the speed mania. I hesitate to make a trip with a beginner who says the danger is nothing, with the man who says "Oh, I'm not afraid. I've got the nerve." As a matter of fact when good sense is used, there is no more danger than there is in an automobile trip. But there is much potential danger. I am willing to make the trip with a beginner who says: "Now I'm new at this, and want you to take the rudder. I don't know it all."

Another thing, balloons and all air crafts will soon be equipped with wireless telephone. An air craft in distress can send a C. Q. D. message to earth just like a vessel at sea. It should be compulsory that equipment for communications with the earth or airships be installed. A balloon in trouble would simply telephone its location or general direction and rescue balloons or automobiles could be sent to the rescue.

The U. S. army corps with which I have been connected has successfully experimented with a DeForest instrument, weighing less than 100 pounds. However, there is a new sparkless and wireless telephone of the radio variety which weighs only 10 pounds and which any balloonist can safely carry. The radio sparkless attachment does away with the danger of setting the gas bag on fire. The weight of the telephone is so small that when the balloon lands out in the country the operator can put it under his arm and take it with him. An old fashioned wireless telegraph is impractical for the reason that it makes a spark that may ignite the gas bag.

Ballooning has advanced so far now that it is no longer experimental, but is a science. The throwing out of ballast is a science. It takes a long time to learn to handle a balloon properly. Why, in the fitness of things, should a beginner, one who has nothing to urge him on except curiosity and daredevilry, be allowed to risk other lives?

I think the license to beginners should be made reasonably hard to obtain. And further, the laws regulating the ballooning should be severe. Ballooning is a matter of public concern, and when licenses are first issued I hope that they will not be given so promiscuously as licenses were given at first to auto drivers.

Letting an outsider take up a balloon is exactly like running a railroad engine. A railroad train is half way

between stations when its engineer dies. The train is stopped. Somebody asks, "Can anybody here run an engine?" A young man steps up and says: "Yes, I can." He takes the engine and may draw the train ten miles without an accident and he may get it safely into the station. But is he a worthy engineer? No. On the following day this same young man might wreck the train before he got out of the switch yards.



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