

Louis B. Clark



THE MAN THE FLY LIT ON

By GORDON H. CILLEY

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Los Angeles.—"Before my retirement I was for 28 years a druggist and during that period sold many thousand bottles of Dr. Pierce's remedies. I could always feel perfectly safe in recommending a medicine put up by Dr. Pierce of Buffalo, N. Y., and it is a pleasure for me to state that during all the years I sold medicine I never had a single complaint regarding Dr. Pierce's remedies, but have had hundreds of people tell me how much good they have derived from them. I had, and still have so much confidence in these medicines that when I need a tonic I take the 'Golden Medical Discovery' which clears my system of all unfavorable symptoms giving me a feeling of perfect health."—Louis B. Clark, 1011 E. 29th St.

Let Steam Escape

After filling a rubber water bottle with hot water always press the sides before putting in the stopper. This expels the steam, and there is little danger of the seams coming undone, no matter how hot the water may be.

Gray Eyes and Sin.

Among the Arabs there is a popular superstition that gray eyes are a sign of sin. The belief is founded on a passage in the Koran which classes them as a possession of the wicked.

Mature Slowly.

Natures that have much heat, and great violent desires and perturbations are not ripe for action till they have passed the meridian of their years.—Bacon.

WRIGLEY'S "after every meal"

Parents—encourage the children to care for their teeth! Give them Wrigley's. It removes food particles from the teeth. Strengthens the gums. Combats acid mouth. Refreshing and beneficial!



King Arthur's Capital.

The place in England where King Arthur had his palace and held his court, and where his knights gathered about the "Round Table" was called Camelot. Some say Camelot was Winchester, others locate it in Wales.



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He looked on with his features drawn in agony and teeth sinking into his lip. Then the fly rose three or four feet in the air, circled slowly and descended like a bullet upon the face of Welch.

For a long minute the other men looked on in silence. The fly stopped at the man's lip and began to feed. Carney suddenly swept his hand above it and the insect darted off. Both Carney and Adams rose to sitting postures and looked inquiringly at their prostrate comrade.

Still the man did not move. His eyes were closed and a sort of smile hovered about his lips. Adams seized his arm and shook him. The arm dropped limply back into place.

"Well, by G—d!" exclaimed Carney, and then, placing a finger on the man's eyelid, he roughly pushed it back. Only the white of the eye showed.

"Well, by G—d!" he muttered again, and reached for Welch's wrist. He held it for a little time between his thumb and forefinger, while Adams looked on with a puzzled stare.

For full five minutes the men were silent. Then Adams spoke dully: "He took his chance with us, and it fell to him. He faded out without making good. But we can make him do it. We can hold him up and let him get shot. Then we can get that sneaking little devil that shot the corporal."

Carney sat up. "Right you are; I was a fool not to think of it, but it knocked me all in a heap to think of Welch turning yellow. It's just what he's good for now. I will hold him up and you can be ready for the little devil."

He seized the body and, hugging it about the hips, strove to raise it so that the head would show above the water hole. But it was still limp; it would not hold erect.

With a muttered oath, Carney seized the dead man's rifle and jammed it down the back of the dead man's blouse. The device served and, holding by the hips and keeping his own head well bent down, he hoisted the corpse erect and upward.

There was a moment of agonizing suspense, and then rang out the booming roar of a Springfield. The sound was hardly complete before Adams leaped up and began pumping his Krag at a patch of powder smoke in the bamboo.

At the third shot there was a yell and a crashing of branches. Adams dropped his rifle, and ran toward the corporal, while Carney sat weakly down and propped up the body of his friend.

There was a yawning hole in the dead man's forehead where the snub-nosed Springfield bullet had crashed through, and a stream of blood trickled away from it.

"If you'll stay here by the corporal, I'll hike back to the column and get the ambulance," said Adams. Carney replied with a nod, and when the soldier was gone, he turned to a closer examination of the body of Welch.

"H—l of a hole that old Springfield makes," he muttered. He untied the handkerchief from about his neck and started to wipe away the blood. Then he saw something that made him stay his hand.

He looked close at the dead man's face and then sprang to his feet and swore aloud. For about the lips of his friend, and spread all over the lower half of his face were—grains of commissary brown sugar!

Just before taps that night Carney stood within the flap of the major's tent and saluted. He averted urgent business. The major looked up wearily from his writing and listened. Carney, with more strength of language than was usual to the major's ears, begged that a recommendation would be made for a medal of honor for the dead man, to be sent to his relatives, as is customary when a soldier has died a hero.

"I thought he had turned yellow," said the soldier, "and, God forgive me, I held up his body and let that little hellion shoot a hole in his head. And then I found that he had fixed it all up. He'd baited himself with sugar out of his haversack, and that d—d fly lit on him just as he figured it would. Physically, sir, it was more than he could stand, and the heart failure killed him when he felt the fly on his chin. But I've heard you say, sir, that the real heroes are the men who do their duty and more than their duty when they are most afraid. You see, sir, he knew Adams and I had sweet hearts at home, and he didn't."

"You are right, Carney," said the major, "the moral heroes are the greatest of all. I will make the recommendation for the medal of honor."

GOOD ROADS

BETTER HIGHWAYS YIELD BIG PROFIT

American motorists cash in a yearly dividend of 10 per cent on the capital invested through federal aid in the improved highways of the country, according to a statement issued by the American Automobile association.

This dividend actually goes into the pockets of the motorists and represents the difference between the cost of motor vehicle operation over unimproved and improved highways. The differential, which is conservative, is based on extensive engineering tests of motor vehicle operation costs made in different sections of the country and for different types of roads.

A recent survey made in Kentucky shows that there is on the average a saving of 2 1/2 cents a mile in the cost of operation over improved roads and highways. Some time ago a similar investigation conducted in Iowa indicated approximately the same saving.

It has been estimated many times that the average car runs approximately 6,000 miles a year. A saving of 2 1/2 cents a mile for 6,000 miles amounts to \$150 a year. For 17,000,000 automobiles this would mean a saving of \$2,550,000,000 a year on gasoline, tires, parts, upkeep, renewals and all phases of operation.

This would be the total saving if every mile over which an automobile traveled was improved. But, of course, only 60,000 miles of highway have been improved by federal aid. This 60,000 miles represents slightly more than 2 per cent of the total highway system, which amounts to approximately 2,500,000 miles.

Two per cent of \$2,550,000,000 gives \$51,000,000 which can be legitimately credited to federal aid. The total capital expenditure for federal aid was \$500,000,000, which yields \$51,000,000 a year, or 10 per cent in saving to the user of improved highways.

The study made by the Iowa State college, the Iowa highway commission and the bureau of public roads showed that the gasoline consumed on a paved road was only approximately one-half the gasoline consumed on a dirt road per unit of traffic. Incidentally the investigation developed that the gasoline consumed per unit of traffic can be taken as an index of the other costs of motor vehicle operation.

It showed, in fact, that there is a definite relation existing between the gasoline consumption per unit of traffic and other items of cost in vehicle operation. F. R. White, chief engineer of the highway commission, estimated that through improvement of a road surface the gasoline consumption is cut in two, the cost of tires is cut in two, the same applying to other items, including depreciation and repairs.

For the first time these studies make it possible to present in terms of dollars and cents the difference in cost to the motorist and the public in general between improved and unimproved roads.

According to the Iowa study, traffic equalling 500 vehicles per day over earth roads requires an annual expenditure from both private and public funds of \$23,600 per mile, while a similar amount of transportation over a concrete surface costs \$20,650 per mile.

This means that for a light traffic earth road carrying 500 vehicles a day there would be saved \$4,950 per mile per year if the same traffic went over a paved road surface. Assuming the cost of paving a dirt road to be \$25,000 per mile the saving in transportation cost would actually pay for the capital outlay in from four to six years. The difference between the cost of operation on a gravel road and a paved road would pay for the difference in the cost of construction in three years.

Work on Post Road

It is planned to do a great deal of work on the New York state section of the Boston Post road, and contracts for part of this work have been let. Traffic on this road is very heavy. A count last season showed 50,000 vehicles passing day and night. The traffic is as heavy at night as in the day time and at times runs heavier during the night. Just when this improvement work is to be started is not known.

Thick Roads in Oregon

The Oregon state highway department recently adopted a design of thickened edges for roads. The specifications call for a cross section seven inches thick at the center and ten inches thick at the edges, the increased thickness graduating to the edge from a point two feet from the edge. The cost is estimated at \$24,381 per mile.

Different Traffic Rules

With 48 states and thousands of municipalities, all making their own traffic rules, the motorist is more or less at sea as to what he can and cannot, should and should not do. But when the national government builds roads for the nation, a national traffic law will be inevitable as a national police force for the national highway.

On all Pennsylvania state highways the poles are whitewashed six feet above ground.

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Of the Same Family.

The "timber" wolf is one found in the northeastern part of the United States, while the "loafer" wolf inhabits regions in the vicinity of Arizona. These may be regarded as the same type, the only difference being in the terms applied to them in various parts of the country.

Fruit to Be Avoided.

The fruit of the choke cherry is generally inedible, although now and then a large-fruited variety is found that is fit for eating. The leaves of the common choke cherry contain prussic acid and both fresh and wilted leaves are poisonous.

Papuan Savagery.

In Papua, only 400 miles from Australia, and part of the British empire, cases of cannibalism still occur; the Papuans have a tradition that no youth may marry until he has shed human blood.

Inspired to Great Deeds.

Many brave young minds have oftentimes, through hearing the praises and famous eulogies of worthy men, been stirred up to effect the like commendations, and so strive to the like deserts.—Exchange.

Would Be Wasted Time.

"O! Satan don' have to set traps for sinners," said Uncle Eben, "owin' to his havin' his hands full tendin' to dem as is standin' in line to buy tickets."—Washington Star.

Family Sleeps in Sacking.

Close to the famous Battle abbey, in Sussex, England, a poor family of five was found living in tents made of sacking and sleeping on straw with only a blanket for covering.

One "Wonder" Remains.

Only one of the "Seven Wonders of the World" survives, that being the pyramid of Cheops at Ghizeh.

Letters Much Handled.

Many letters in this country pass through 15 handlings between time of mailing and delivery.

Gas Pipes in London.

Twenty-six hundred miles of mains are used to supply London with gas.

Epitaphic.

Sufficient epitaph for most of us: "He meant well."—Duluth Herald.

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Better Eggs.

A rooster by perseverance rolled an ostrich egg in the chicken yard. He called the hens and said: "Now I'm not casting any insinuations or reproaching any of you hens, but I just want you to see what is being done in other places."—Everybody's Magazine.

Practice Kindliness.

How easy it is for one benevolent being to diffuse pleasure around him, and how truly is a kind heart a fountain of gladness, making everything in its vicinity to freshen into smiles.

Old Custom Retained.

"Great Tom," Oxford university's famous bell, booms 101 notes every day to proclaim the number of foundation scholars. This custom dates back to Henry VII.

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