

CARS BURNED; POLICE STONED

Riotous Strikers Attack Trains on Grand Trunk Road.

Steal Caboose from Rapidly-Moving Train and Then Cut Train in Many Sections.

South Bend, Ind.—As a climax to a night and a day of rioting in the yards of the Grand Trunk railway in which a freight train of 50 cars was cut into ten sections, Pinkerton detectives were stoned, and five passenger trains were stalled for hours, an attempt was made to wreck eastbound passenger No. 8, known as the Detroit and New York express. The engineer, by chance, saw the thrown switch in time to bring his train to a stop and prevent a catastrophe.

When he left the engine to investigate he was stoned by the mob, in which were many foreigners, but the timely appearance of police prevented him from being seriously hurt. Shortly after the attempt to wreck the train was made, Jay Freel, a car repairer, in the employ of the railroad, was shot and seriously wounded by John Peck, a Pinkerton detective, who with two companions, Eldridge Graham and William McReynolds, all of Battle Creek, Mich., were arrested and are now being held by the police pending the outcome of Freel's wound, which is in the back close to the spine. Freel is in the hospital.

In the course of the afternoon a mob which congregated at Olivers, the first station of the Grand Trunk within the limits of South Bend, burned several cabooses, but efforts to burn freight cars were made fruitless by the arrival of detectives and the fire department. The rioting began when a freight train of 50 cars entered the city under full speed, evidently with the intention of rushing through South Bend without a stop. Shortly after it passed the station it was discovered that the caboose had been lost and a stop was made to pick up the missing car.

Almost immediately a gang of men ran between the cars, released the air plugs and cut the air hose, thus making it impossible to move the train. At the same time the Pinkerton detectives who showed themselves were stoned. Realizing that the situation was desperate C. A. McNut, the local agent, sent in a hurry call for the police and telegraphed Governor Marshall for troops. The governor, however, declined to order the militia until he was assured the police were not able to cope with the situation.

EXPLOSIONS JAR CINCINNATI.

Falling Walls Injure Many and Big Fires Follow.

Cincinnati—Two explosions wrecked a manufacturing plant at Central avenue and Findlay street, starting a conflagration that destroyed three adjoining plants.

Five firemen were buried by falling walls, but all were taken out, seriously injured.

The combined losses by the fire are estimated at \$250,000. The first explosion occurred in the plant of the Cincinnati Ball Crank company and is supposed to have resulted from natural gas. The detonation was heard for a distance of more than a mile. Other plants badly damaged were the Century Printing company and Cincinnati Lithographing company.

No Blockade at Bluefields.

New Orleans—The departure from here of the steamer Imperator and Dictator marks the resumption of trade between American ports and Bluefields, Nicaragua, which was brought to a standstill several days ago when Norway declared her recognition of the so-called blockade of Bluefields by Madrid. The Imperator cleared for Bluefields via Cape Gracias and the Dictator sailed direct. The resumption of trade between the ports is the direct result of the State department's orders declaring Bluefields an open port.

Settlers Going South.

Washington—Migration from the Central and Northeastern parts of the country, including Western Canada, to the Southern and Southeastern states, is attracting the attention of the immigration officials, who expect soon to receive a special report from Montreal bearing on the subject of immigration, including the return of Americans to this country, and pending receipt of that report, decline to discuss the matter for publication. Experts say the movement will begin next October.

Prohibition Law Wins.

Dallas, Texas—The count of votes in the Texas Democratic primary election has not materially changed the previous estimates. Oscar B. Colquitt, anti-Prohibitionist, has been nominated for governor by a plurality which probably will reach 60,000. Two Prohibition candidates are practically tied for second place. The proposition to submit to the people a prohibition amendment to the constitution carried by about 20,000.

60 Killed in Cyclone.

Milan, Italy—The list of the dead in the cyclone which swept over the district northwest of Milan has increased to 60 and the injured number several hundred. The material losses are estimated at many millions. Assistance has been sent to the villages which suffered most severely from the storm, but there are many homeless to be taken care of.

Fire Sweeping Colorado.

Fort Collins, Colo.—A force of 35 men has left here in automobiles to fight forest fires which are raging on Stove Prairie at the head of Buckhorn and Redstone creeks, 20 miles west of here. According to reports received here the fire has already destroyed considerable timber and is sweeping into the national forest reserve.

EARTH TRULY OLD.

Not Less Than 55,000,000 Years, Is New Estimate.

Washington—Old Mother Earth, like femininity through all time, but with far greater success than most of her sex, has defied man to learn her age. Scientists still admit their defeat. Their latest estimate credits her with "not above 70,000,000 years or below 55,000,000 years."

This estimate, to which official sanction is given through publication by the Smithsonian Institution, is the result of studies by Frank Wigglesworth Clark and George F. Becker, of the United States Geological Survey.

Professor Clark in a paper entitled "A Preliminary Study of Chemical Denudation," presents a review of available data from a chemical point of view. Mr. Becker discussed the question in a paper on "The Age of the Earth" from a more philosophical point of view.

The age of the earth has always been a subject for discussion among men of science and largely without any definite agreement among the representatives of the different branches of studies on account of the different points of attack.

Briefly, the more recent discussion as to the earth's age has placed time as follows: Lord Kelvin, in 1862, 20,000,000 to 400,000,000 years, with a probable 98-100,000,000 years. Clarence King and Carl Barus, in 1893, 24,000,000 years. Lord Kelvin in 1897 revised his figures to 20,000,000 to 40,000,000 years. De Lapparent, in 1899, 67,000,000 to 90,000,000 years. Charles D. Walcott, secretary of the Smithsonian Institution, in 1893, maximum age 70,000,000 years. J. J. Joly, in 1899, age of the ocean 80,000,000 to 90,000,000 years. W. J. Sollas, in 1909, age of the ocean, 80,000,000 to 150,000,000 years.

PEARY QUILTS TALK.

Lecture Platform Proves Other Than Big Success.

New York—Commander Robert E. Peary is done with the lecture platform, at least as far as America is concerned, and he probably will never deliver another address on a box-office-receipt basis in any country in the world.

His tour in the United States, following his return from the North Pole, proved disastrous both financially and in amount of enthusiasm he awakened. It cost the Civic Forum thousands of dollars, and the explorer didn't get anywhere near the amount of money he expected.

When he left for England a few months ago he said he would never lecture here again. "Peary has a right to be sore at American people," his friends say. "They paid their money for a gold brick, but wouldn't subscribe to the genuine article."

Cook made a clean-up, some say as much as \$75,000, in his few lectures here before his story was attacked. It was in the South where Peary received the worst frost. He was booked for six cities, but two of these were cancelled because of poor business, while the other engagements showed a deficit.

TRAINWRECK ATTEMPTED.

Grand Trunk Engineer is Warned and He Slows Down.

Toronto, Ont.—An attempt was made to derail a Grand Trunk local passenger train near Brockville, but the engineer received warning and slowed down in time to pass safely over the spot where spikes had been pulled and rails loosened. Troops have been sent to Brockville to replace the militia there.

Prison Restores Reason.

Denver—Imprisonment in a railroad culvert for a week without food or water appears to have restored the reason of Mrs. Catherine E. Rose, aged 60 years, of this city, who wandered from the home of her daughter a week ago and was found by a train crew. The woman was found tightly wedged between two planks in the culvert. Her body was covered with bruises, but as she was carried into the home of her daughter she talked coherently for the first time in months, but could not remember leaving her home.

Magnate's Son Dead Hero.

Chicago—Frank Biegler, Jr., was burned to death here in attempting to rescue F. M. Kempt, a laborer, from a fire that destroyed the factory of the Biegler Tar & Roofing company. The dead youth was the son of the president of the roofing company and was working in the offices at the plant when the fire occurred. Kempt was probably fatally burned. Mrs. Antos Armbruster and Mrs. Annie Ditter were severely burned, while trying to aid young Biegler. Captain Charles Potter, of the fire department, was hurt.

Powder Boat is Burned.

New York—Intense excitement prevailed for a time at the Brooklyn navy yard when an ammunition lighter, which was berthed alongside the supply ship Culgoa, caught fire and was destroyed, together with her ammunition, after being towed into mid-stream. The Culgoa was only slightly damaged. The ammunition, which was in the form of powder, flashed up and burned, but being in unsealed cans did not explode.

Raid on Banks Planned.

Wallace, Idaho—A well laid plot to rob the Wallace banks of \$2,000,000 deposits has been perfected, it is reported following the capture of Bud Rogers, self-confessed train robber, at Boise. According to a confession said to have been made by Rogers, his three pals, still at large, have perfected a plan to loot the banks at Wallace at an early date. Officials of the bank are keeping loaded guns in easy reach and will use them if attacked.

Forbidden Drug is Found.

St. Louis—The third raid of Chinese restaurants within three weeks resulted in the seizure of opium worth \$18,750 at retail by revenue officers, who believe St. Louis is the headquarters for the Middle West for the distribution of the forbidden drug.

NATIONAL GOVERNMENT NEWS NOTES OF GENERAL INTEREST

ENGINEERS PLAN TRIP.

All Reclamation Projects Are to Be Thoroughly Inspected.

Washington—The board of army engineers officers appointed to examine all government reclamation projects will leave Washington soon and travel westward to the state of Washington, inspecting projects en route.

The board's itinerary is not definitely fixed, as the members are not able to anticipate the amount of time required on various projects, but their first inspection will be of the North Platte project, Nebraska. They then go to Goshute Hole, Wyo., which is the proposed extension of the North Platte project; thence to Bellefourche, Huntley, Shoshone Dam, Wyoming; Lower Yellowstone and Williston, N. D.; Milk river, San river and St. Mary's, Montana; thence to the Yakima valley, where all the subsidiary projects will be gone over.

The board then goes south to examine the Umatilla project and particularly the proposed West side extension. Turning east, they will inspect the Boise-Payette and Minidoka projects, in Idaho, and stop next at Strawberry Valley, Utah. Beyond that point their route has not been mapped.

They may turn back to California or decide to go on to Colorado and then south and west, but before returning to Washington will visit all projects, including the Klamath. It is the present intention of the board to make only one report, covering all the projects. The board will travel as a unit, and not divided into two parties, as at first proposed.

CHINA IS AFRAID OF LOANS.

People Fear Foreign Financiers May Get Control of Kingdom.

Washington—Some light on the nature of the opposition in China to the \$40,000,000 foreign loan for the construction of the Sze Chuan and Canton-Hankow railways has reached the State department through articles in the Chinese papers of the Hankow Hupeh province. These articles were printed, it is understood with official consent.

"The merchants of Hupeh urge the people to take shares in the Sze Chuan and the Canton-Hankow railways. We (the people) are in a sad plight.

"You (China) are so poor that everyone wishes to come to your aid. You say you have plenty of money, but you are unwilling to part with it. You also say you have money to loan, then why don't you use your own money to construct these lines. If you do not the foreigners will come under false pretenses and destroy your nationality, and cut off your supplies. England used this diabolical system to obliterate Egypt, otherwise how could she have got it?"

Just about the time China was to close the negotiations with England, France, Germany and America for the loan of money to build the roads, protests from the provinces caused a delay in the completion of the loan. Recently the foreign governments joined in a note asking for early action by China.

Revenue Service Gets Wharf.

Washington—Captain of Engineers J. H. Chalkey, of the revenue cutter service, has been detached from duty at Honolulu and ordered to Port Townsend, Wash., where he will take charge of rebuilding the old naval wharf and storehouse at Eliza island, which, under a recent act of congress, has been transferred to the revenue cutter service. The appropriation for this work is now available, and it is the intention of the department that work shall begin at once. Ultimately this wharf will be converted into a joint coaling station for both the revenue cutter service and the navy. For the time being, however, it is to be used exclusively by the revenue cutters.

Rate Advance Suspended.

Washington—It was announced that the advanced rates filed by the carriers would be suspended voluntarily until November 1.

The agreement effected is the same substantially as that made between the commission and the Eastern lines. It means that all important and general increases in freight rates that were to have become effective on August 1 will be postponed until the commission shall have had opportunity to determine whether they are reasonable or not.

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Rodgers to Hunt for Son.

Washington—Rear Admiral John A. Rodgers, commandant of the Bremerton navy yard at Puget Sound, Washington, has retired at the statutory age limit of 62 and will go to Alaska to take up the hunt for his son, who was lost in the wilderness there a year ago. Captain Vincent L. Cottman, who has been captain of the Bremerton yard, has been appointed commandant.

Anti-Weed Crusade Aided.

Washington—Stimulating the government's country-wide anti-weed crusade, Acting Secretary of the Treasury Andrew has ordered all customs officers to take two-ounce samples of all importations of grass, clover and forage plants and forward to the seed laboratory of the department of agriculture here.

PINCHOTISM IS COSTLY.

Revenue Cutters Not Allowed to Buy Good Coal at \$5 a Ton.

Washington—Pinchotism in Alaska is not only injuring the people of the Pacific Coast, who are deprived of a superior coal at reasonable price, but is actually costing the United States government money. This is illustrated by the case of W. G. Whorf, who has long been struggling to secure title to 66 acres of reasonably good coal lands at Port Graham, in the Cook's Inlet region of Alaska.

Some years ago Whorf went on this land, discovered coal, and sought to make it. The coal land laws were not then applicable to Alaska, and he was temporarily restrained. However, when congress extended the coal land laws to the territory, he made his filing, established his home upon the land, proceeded with his development work, and sought in strict conformity with the law to obtain title.

He went onto this land alone. He made an individual entry for his own use and benefit, met all the requirements of the law, but is held up under the prevailing policy of sewing up Alaska's resources so that no one can use them.

In the course of his development work, Whorf mined considerable coal, and in years past has been selling it to the revenue cutter service for \$5 a ton. Notice has been served on him, however, that he can no longer mine coal for market, inasmuch as he has not been granted a patent, and the revenue cutter service has been forced to buy British Columbia coal, of no better grade, for which it pays \$1 a ton, or \$9 more than Whorf was asking.

INTEREST RATE GROWING.

Census Report Shows Cities Are Paying More on Bonds.

Washington—Based upon its investigations into the question of municipal indebtedness made for the year 1908, the Census bureau has issued a statement showing a gradual increase in the interest rate paid by cities on their funded indebtedness. According to this showing the average rate was 3.85 per cent in 1906, 3.89 in 1907, and 3.92 in 1908.

These figures are on face values and admittedly do not represent the absolute rate, as on the \$187,083,286 worth of bonds sold in 1906, an aggregate of \$5,325,651 and an aggregate discount of \$484,456 was paid. Only 11 cities are represented as having made sales at a discount.

As indicated by the statement the cities of more than 300,000 population with the best credit rating were: Detroit, 3.37 per cent; Boston, 3.64 per cent; Philadelphia, 3.79 per cent. The best cities of between 110,000 and 300,000 were: Indianapolis, 3.49 per cent; Cambridge, 3.56 per cent; Worcester, 3.69 and Fall River, 3.79.

Cities of more than 300,000 with the highest net rate were San Francisco, 4.30 per cent, and New York, 4.19 per cent. Other cities of from 100,000 to 300,000 with the highest net rates were: Los Angeles, 4.49 per cent; Memphis, 4.34 per cent, and Jersey City, Omaha, 4.27 per cent each.

Maine Fund is Available.

Washington—Attorney General Wickersham has decided that the \$300,000 appropriation made by the last congress to raise the battleship Maine was available for any work that may be necessary in that connection. There was a question whether any of the money could be used for preliminary work as a survey. Mr. Wickersham decided it was the intent of congress that the money be used for all purposes connected with raising the ship, even to the burial of the dead in Arlington National cemetery.

Rate Experts Will Come.

Washington—Within a few days a corps of about 50 rate experts of the Interstate commerce commission will be sent West to check up on the Hill and Harriman railroads and ascertain the earnings of the roads on business affected by the commission's tentative decisions in Spokane and affiliated cases, and in the Pacific Coast distributive rate cases, both on the basis of rates now in effect and reduced rates which the commission suggests.

Emergency Cars for Mine Accidents.

Washington—To be ready for immediate call for assistance at mine disasters, two portable rescue stations fitted up on specially constructed railroad cars have been ordered by the Federal bureau of mines for use in the West. The first of the new cars to be built will be assigned to Billings, Mont., as its general headquarters, and will answer emergency calls anywhere in Montana and Northern Wyoming. The second car has not yet been assigned.

New Orleans May Land Exposition.

Washington—Reports in Washington indicate that at least three Southern states outside of Louisiana are preparing to swing the Panama-Pacific exposition in 1912 for New Orleans. With this end in view, it is said, Texas, Mississippi and Alabama may get legislative appropriations which will assist New Orleans in raising the \$7,500,000 necessary to locate the exposition.

Patents to Oregon Inventors.

Washington—Patents have been granted Oregon inventors as follows: James F. Chilcote, Portland, lever mechanism; James N. Stoney, Portland, memorandum case and register; Frank B. Van Cleave, Echo, folding stapler; Samuel C. Sherman, Portland, trade mark on remedy for inebriety.

Columbus, Ohio, 181,000.

Washington—The census bureau has announced that the new enumeration showed the population of Columbus, Ohio, to be 181,500.

CLINCHED THE CASE

SAILOR PROVED POSSESSION OF ACCOMPLISHMENT.

Disconcerted Opposing Lawyer at the Very Moment He Thought He Was Assured of Complete Victory.

"The master of a vessel in a port in the Gulf of Mexico being in need of money borrowed it and to secure its repayment executed what is called a bottomry bond," writes a correspondent of the National Magazine. "By this bond it was agreed that if the money was not paid within so many days after the vessel arrived at New York proceedings might be taken to have the vessel sold and the debt paid out of the proceeds.

"The money was not paid and I was retained to enforce the bond and began a suit. Someone interested in the vessel appeared in the suit and denied that the bond had been executed by the master, as had been alleged.

"It became necessary to take the testimony on this point of a sailor whose name was subscribed to the bond as having witnessed its execution. In answer to my questions the sailor said that the captain called him into the vessel's cabin and asked him to be a witness to the bond, and he signed his name to it as a witness, and he spoke of the paper as the bottomry bond.

"The opposing counsel in a sharp cross-examination asked him how he knew it was a bottomry bond, and the witness answered that he read enough of it to know what it was. Some other shrewd questions brought out the fact that when the sailor came into the cabin the captain was sitting on the other side of a table with the paper before him and the sailor sat down at the side of the table facing the captain, so that the paper was between them; that the captain turned over the first leaf of the paper and signed his name at the end of it and told the sailor where to sign his name which he did, and then left the cabin.

"My heart sank for I saw that it was open to the other side to say that the document lay on the table upside down to the sailor, and that his statement that he read enough of the document to know it was a bottomry bond was false, because, of course, he could not read writing which was upside down and, therefore, his whole evidence should be disbelieved.

"The lawyer opposed to me saw the point also, but instead of leaving the matter where it was he concluded to clinch it, and, taking the document, he laid it down on the table before the witness upside down and said to him, 'Let us see you read the paper now.'

"To my great surprise and relief the witness read the writing, upside down as it was, with nearly as much fluency as if it had been right side up.

"That ended the contest over the execution of the bond. This sailor's ability to read writing when it was upside down was a curious instance of the many curious things which sailors do to occupy their time during idle watches on long voyages."

To Nervous Women.

Avoid haste and hurry; these are the things that confuse the brain and make clear judgment impossible. The besetting temptation of the nervous woman is to hurry from one duty to another in breathless haste, attempting many tasks, yet achieving none of them with dignity or freedom. When such a temptation arises, call a halt. Remain quiet for a few minutes; summon back your self-possession, and refuse to do in one hour work that should be spread over two.

Habituate yourself to the control of the emotions. Nothing makes such havoc of the nervous system, nothing disorganizes the inner life like anger, fear, worry. These forces must be quelled if the soul is to maintain its supremacy and nervous peace is to be enjoyed; and this is done, not, indeed, by a fiat of the will, but by substituting for these destructive emotions such constructive ones as love, aspiration after some ideal, faith in God, and reverence for the divine order of life.

Dr. S. S. McComb, in Harper's Bazar.

Sky-Scrapers While You Wait. "Every time two stories of steel are completed the derrick must be raised," writes William Allen Johnston, in Harper's Weekly. "Only a year ago it meant a day's work. Now they do it in from 30 minutes to two hours. In the old way they rigged a stiff-legged derrick above, which grappled down and lifted up the boom-derrick. In other words, they raised a derrick with a derrick. Now they make the derrick raise itself. A young iron foreman solved the problem one day when his company gave him just 12 days to put up the frame of a 12-story building. 'It's easy enough,' said he. 'You just hold up the derricks and lash the boom and mast together. They detach the main 'fall,' or hoisting cable, from the boom and give it a clutch around the mast about one-third of the length from the top. Now start your winding drums down there in the basement, and what's going to happen? Why, the cable pulls the whole derrick up and holds it till we make new moorings.'"

Fills Up Panama Excavation.

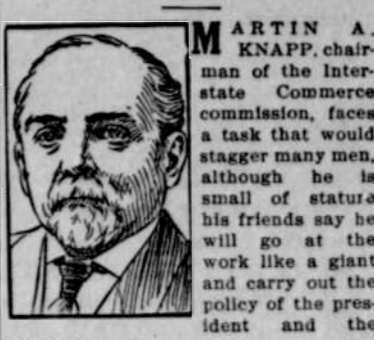
Excavation of the Panama canal through the Culebra range of hills has set in motion a mass of 2,000,000 cubic yards of material, which is sliding into the excavation apparently on an inclined substratum of clay. The fact is said to illustrate one of the many advantages of the present high-level canal over one at sea level. The sea level cut would have been carried 80 feet deeper and the slides would have been, in all probability, enormously greater. The material will have to be removed; but outside of the additional expense no ill effects are apprehended.

After the Race.

The Hare—But of course you'll give me another chance? The Tortoise—Oh, I suppose I must! But understand right now my end of the purse'll be 75 per cent via or lose.—Puck

PROMINENT PEOPLE

KNAPP HAS BIG TASK TO ENFORCE RAIL LAW



MARTIN A. KNAPP, chairman of the Interstate Commerce Commission, faces a task that would stagger many men, although he is small of stature his friends say he will go at the work like a giant and carry out the policy of the president and the aims of congress.

It is the new railroad law that gives Mr. Knapp and his associates on the commission much concern these days. As chairman Mr. Knapp naturally will be in the thickest of the fray. While the railroads are not expected to give battle they are always fighting for their rights and have brainy men looking out for their interests.

On the other hand, are the shippers. Here's where the complaints come from and the most trouble develops.

Mr. Knapp went to the summer White House at Beverly, Mass., a few days ago and had a conference with President Taft concerning the new law.

President Taft went exhaustively into the provisions of the new law with the chairman and later earnestly pointed out that there need be no apprehension that the commission will run amuck or that the new law will be used to club indiscriminately all railroads that propose an advance in rates.

The law, the president pointed out, was not passed for the purpose of lowering rates, or even of holding all rates where they are at the time of the passage of the law, but rather for the purpose of equalizing rates and keeping them so far as possible in tune with business conditions at all times.

Mr. Knapp, whose duty it will be to guide the commission in its work of carrying out the Taft plan, is a native of New York. He was born at Spaford, November 6, 1843. He was first appointed a member of the Interstate Commerce Commission in 1891 by President Harrison; reappointed by President Cleveland in 1897, and again selected for the position by President Roosevelt in 1902. He was a lawyer of note before entering the government service and is regarded as one of the most genial of public officials in Washington.

SOLDIER OF FORTUNE MUST GO TO PRISON

WILLIAM W. PITTMAN, an American soldier of fortune, faces a term of at least ten years in the government penitentiary at Managua, Nicaragua.

Uncle Sam has been looking carefully into the case of Pittman, but it is unlikely that he will interfere in any way with the enforcement of the penalty to be inflicted upon Pittman unless the Nicaraguans should decide to put him to death as they did Froce and Cannon recently.

In the pen pictures of these adventures drawn by novelists like Richard Harding Davis is presented a life that nearly every American boy who has the real red blood would like to lead. To be a soldier of fortune would be about the height of the ambition of seven out of ten youths from 12 to 20 years of age.

NURSE OF KING GEORGE NOW LIVES IN VERMONT

TO HAVE nursed a king is the claim to distinction of Mrs. Ann Roberts, who is living in the little village of Poultney, Vermont. Few persons in that part of the country knew of the fact that a foster mother of a king lived among them until Edward VII ascended the throne. Then it was noticed about that it was at the breast of Mrs. Roberts, who was living with her brother, Richard W. Edmunds in Poultney, that George got his first food.

Right away Mrs. Roberts became a person of interest in all New England and many curious persons have called to see her. She had lived a retired life for years and did not relish the fact that she had been thrown into the limelight.

To interviewers, however, she explained how it was that the new king

of England became her charge on the day of his birth on June 2, 1865. Regarding her experience she said:

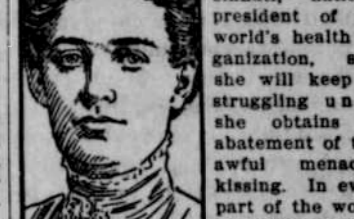
"Soon after my departure from my own home, for I had left my own child to be nursed and cared for by an older sister, who, with servants, also managed the household, my baby was taken ill, but the fact was concealed from me. One of the royal doctors called to see her every morning at my home, but she passed away on the eighth day and I was told that my beautiful child was dead.

"I shall never forget that hour! The cruel news brought me instantly to my knees on the floor of the royal nursery, and it seemed to me that I would never again move from that position, for I felt that I had been transformed into a block of cold and marble on the instant. Yes, my little girl's death was a sad blow to me, but having accepted such grave duties, I realized that family troubles, should there be any, would never be suffered to come to my ears until it became quite imperative that they should.

"The loss of my own beautiful child had that effect on me regarding my little charge that I almost grew to believe that he was really and truly my own child. I was kept in this position for about 11 months, and when my services were no longer required King Edward, at that time prince of Wales, sent for me from the nursery and was pleased to tell me that I had my own way on his own esteem and that of his beautiful princess, but was also esteemed and respected by all the royal household.

"This heavy gold brooch that I am now wearing was then presented to me by Princess Alexandra herself, and she then told me that I was privileged at all times to refer to the little prince as 'my boy.'"

CINCINNATI WOMAN IN FIGHT AGAINST KISSING



MRS. I. RECHIN, national president of the National Health Organization, says she will keep on struggling until she obtains an abatement of that awful menace—kissing. In every part of the world, says Mrs. Rechin, there are deaths every day which can be cited as coming from kissing, and kissing has come to be not a mere popular salute, but a terrible evil that must be stamped out.

Furthermore, she says her efforts have led hosts to forgo osculatory pleasures.

"People should remember that kissing is merely the habit of custom. There was a time when all the world kissed everybody they met," said Mrs. Rechin. "There was a time when kissing was quite the thing, but that day has passed. I think that kissing should be done away with entirely.

"It is essential to the welfare of the people of this nation to have the anti-kiss pledges worn by every school girl and school boy in this country before very long."

A special campaign for each month has been mapped out by the Anti-Kissing league.

Mrs. Rechin said many prospective June brides had joined the organization. On their wedding day, these brides wore the club badge in full view.

"The custom of kissing a bride on her wedding day is a habit of custom," said Mrs. Rechin severely. "Er—do you mean a bridegroom should not—er—salute his bride?" asked her visitor.