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BANQUET WITHOUT MEAT.

WASHINGTON SOCIETY EATS A UNIQUE VEGETARIAN DINNER.

Absence of Meat not Noticed by the Guests. Analysis of Foods Made by Dr. Wiley, the Government Food Expert.

Few wealthy and socially prominent women share with Mrs. John B. Henderson, wife of the former United States Senator from Missouri, the distinction of being a strict vegetarian and yet being able to entertain large dinner parties successfully without the use of any kind of meat.

Mrs. Henderson's home, Boundary Castle, in Washington, is one of the handsomest dwellings in the Capital and is fitted up in the most sumptuous

Mrs. Henderson's vegetarian dinners have always been a feature of her social program during the winter. The only plea against them is that diners seriously object to being defrauded, even if ever so skilfully, into believing they are eating meat, patties and croquettes, when, in fact, they are eating "just vegetables."

This particular dinner in honor of delegates to the food congress was voted a distinct success. Those who were included in Mrs. Henderson's invitations declared that had they not known the exact character of the dinner to which they sat down they would have been convinced that various dishes were the result of the study and ingenuity of Mrs. Henderson's famous chef who had utilized meat in a strange but most alluring manner.

Mrs. Henderson was formerly Miss Mary N. Foot, of New York, and is one of the most democratic and popular hostesses in Washington.

NOW COMES THE MOTOR BOOT.

Threatens the Popularity of the Motor Bicycle, the Automobile and the Motor Boat.

Gay Paris has just been startled by the apparition of a gigantic person "whizzing along the Champs Elysees at the rate of twenty-five miles an hour." He was not on horseback, according to the Washington Post, neither was he in an auto. He simply stood up straight on his own legs, and the only unusual thing connected with his appearance consisted of a pair of immense boots. He didn't walk. He never lifted either foot from the pavement. He simply carried himself erect and "fairly flew."

Subsequent inquiry developed several interesting facts. Fastened to the soles of the tall stranger's boots were tiny automobiles, with rubber tires eight inches in diameter, and in a belt worn about his waist were "accumulators" of one and a quarter horsepower, connected with the boots by means of wires. Thus equipped, the mysterious person sped along the avenue at the speed above stated, exciting wonder, admiration and alarm in about equal proportions.

Seven-League Boots Not in It.

In other words, this astonishing but highly uncomfortable gentleman—Constantini is his name—appears to have invented the long-looked-for and much-feared "motor boot." As a matter of fact his device will enable the individual citizen to acquire a pair of boots by means of which he can chase along the boulevards of Paris or any other capital at a frightful rate of speed, and, as long as the "accumulators" hold out, make anywhere from six to thirty miles an hour. It is the much-desired consummation—the apparatus whereby we may pay a hundred calls during any afternoon, evade policemen, street cars, footpads, the carriages of the aristocracy, and the importunities of the very fleetest newspaper reporter. No more need to squander money on night-hawks, herds, "copsays," or even broughams and victorias. Put on your thrice seven league boots, light your cigarette, push the button, and away you go. The time is foreseen when our greatest statesmen will provide themselves with the Constantini boot and laugh at would-be interviewers.

Only one misgiving is nourished. There is always a fly in the ointment, a crumpled rose leaf on the couch of joy. Suppose, for instance, that Secretary Taft, or General Grosvenor, or

LEAVE THEM INDIANS.

COMMISSIONER LEUPP OF INDIAN AFFAIRS AGAINST HIGHER EDUCATION.

The Red Man is Original and Should not be Considered Merely White With a Dusky Skin—Highly Interesting Report.

The Indian should be an Indian and nothing more. So says Commissioner of Indian Affairs Francis E. Leupp in his annual report. He does not believe the Indian should be educated for higher professions in the great colleges of the country to the neglect of his sound and practical learning.

His report is, beyond any doubt, the most interesting one ever received from the Indian Office.

Made-Over Indians Useless.

"The made-over Indian," he says, "is bound to be like the Navajo blanket, from which the Navajo has been expurgated—neither one thing nor the other. I like the Indian for what is Indian in him. I want him to retain all his old contempt for hunger, thirst, cold and danger when he has anything to do. I love the spirit of manly independence which moved a copper-colored sage once to beg that I would intercede with the Great Father and throttle a proposal to send rations to his people, because it would pauperize their young men and make them slaves to the whites."

Mr. Leupp declares that the common mistake of white men dealing with In-



COMMISSIONER F. E. LEUPP.

dians is that they proceed upon the idea that the red man is merely a white man with a dusky skin. Another mistake is to class the Indian with the colored man.

Lead Him Back.

Since he became Indian Commissioner Mr. Leupp has appointed in several of the schools a teacher who supervises the study of native music. The duties of this teacher are to lead the Indian back to the sublime and patriotic thoughts of his forefathers. "The Indian is a natural warrior, a natural logician, a natural artist. We have room for all three in our highly organized social system. Let us not make the mistake, in the process of absorbing them, of washing out of them whatever is distinctly Indian. Our aboriginal brother brings, as his contribution to the common store of character, a great deal which is admirable, and which needs only to be developed along the right line. Our proper work with him is improvement, not transformation."

VANDERBILT'S NEW AUTO.

It is Planned to Make 150 Miles an Hour.

Mr. Alfred G. Vanderbilt is having constructed secretly an automobile which he hopes will be the fastest machine in the world. He is an automobile enthusiast and is determined with the aid of the wealth at his command to break the present record. The machine which he is having built is estimated to be capable of developing 152 miles an hour with 250 horsepower. Such speed is the equivalent of 218 feet for every clock tick; it means a mile in 23 2-5 seconds. The present mile record is 32 4-5 seconds made by H. L. Bowden, at Ormond Beach, Fla., last February.

Should Mr. Vanderbilt be able to attain such extraordinary speed with this automobile it will mean that it will go faster than anything in the world heretofore. The best time ever made on a railroad was a mile in 30 seconds; this was on the Plant System on a run from Fleming to Jacksonville, Florida, when five miles were covered at the rate of 120 miles per hour. Not only will it go faster than the speed machines of to-day but the new automobile flyer promises to carry its driver faster than man has ever traveled before in the world. In fact it is stated that even few birds could fly at such a pace.

Cares for 1,000 Canaries.

Mrs. Sarah Noble, a widow, of Cincinnati, Ohio, feeds 1,000 canaries in her luxurious home in that city. During one of her trips abroad many years ago she purchased and brought here the ancestors of these birds at a cost of \$1,000. They live in seventy large cages. It costs Mrs. Noble \$65 a year to feed her birds, and the most expensive heating and ventilating arrangements obtainable are provided for them.

Roosevelt's Rifle.

The rifle which President Roosevelt used on his recent hunting trip has been received at Springfield (Mass.) Armory, extensive repairs being necessary as a result of rough usage. The rifle, which was made for President Roosevelt under the direction of Colonel F. H. Phipps, commandant at the armory, is essentially a magazine army rifle, with slight changes from the regulation model to make it more suitable for sporting purposes.



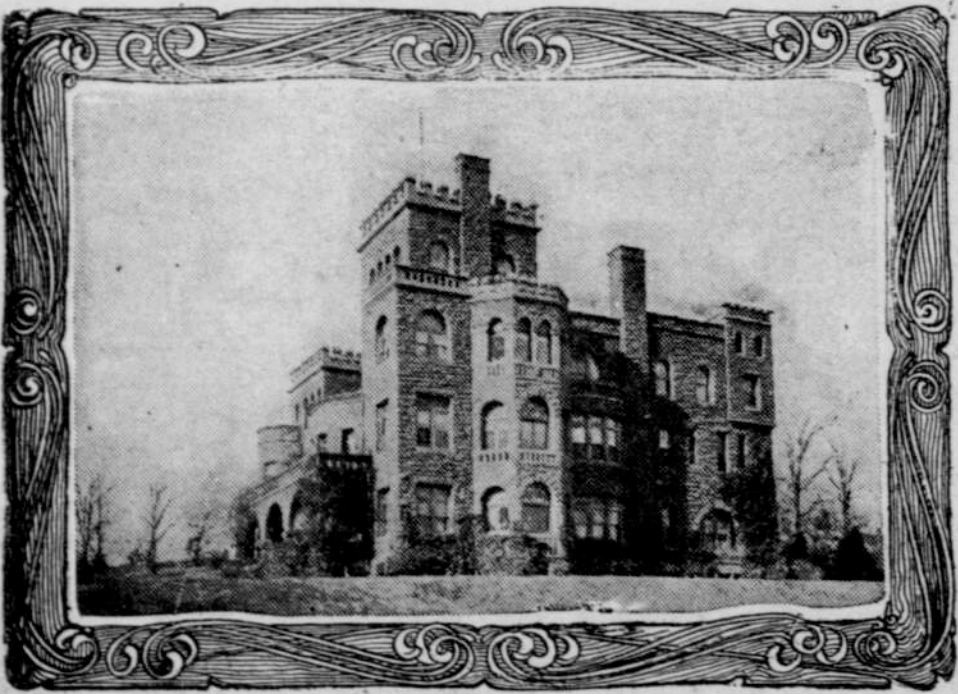
MRS. JOHN B. HENDERSON.

style. Gold, silver and exquisite glass table appointments characterize her entertainments and the most prominent people in the country are her guests during the social season.

This distinguished hostess long ago became a convert to the vegetarian system and through a book which she wrote on the subject, "The Aristocracy of Health," held to her contention that meat is unnecessary not only to digestion, but to the palate. The book aroused much discussion and during a recent health congress in Washington Mrs. Henderson arranged one of her celebrated vegetarian dinners in order to prove the strength of her theory.

Some amusement was caused by the declination of a prominent politician who has a reputation for liking good dinners, but who was afraid that without meat his evening meal would be spoiled.

Mrs. Henderson's arrangements for the dinner were unique. Rather than offer her own analysis



BOUNDARY CASTLE.

of the food which she proposed to serve to her guests Mrs. Henderson had a special analysis made by Dr. Wiley, Chief of the Bureau of Chemistry of the Department of Agriculture, Dr. Kellogg, of Battle Creek, and other scientists who were in Washington attending the convention. Mrs. Henderson has an English vegetarian chef, Benett, who is famed for his delicious recipes and after a sample of each dish had been made it was given over to the scientists for analysis. Soups, menus were prepared for each guest and attached to the card was the recipe for every dish served throughout the dinner. The entire menu consisted of:

- Fruit Soup.
- Mock Salmon, Sauce Hollandaise, Cucumbers.
- Unfermented Concord Grape Juice mixed with Apollinaris.
- Artichoke Cups and Asparagus.
- Broiled Slices Pineut Protoso, Nut Sauce.
- Unfermented Catawba Wine.
- Eggs a la Villeroi, Mushrooms.
- C. C. Protose Timbale, Tomato Sauce.
- Grape Fruit and Cherry Salad.
- Cheese Souffle.
- Feed Fruit. Gelee. Kellogg Gelatine.
- Mock Coffee.

A HOLLAND AIRSHIP.

Inventor of Sub-Marine Boat is Working on One that Will Fly.

The report comes from New York that John P. Holland, the inventor of the submarine boat, is about to give to the public an invention of a flying machine said to be of as perfect a construction as the submarine bearing his name. Mr. Holland has been working on flying machines for nearly twelve years, during which time four models have been constructed and destroyed on account of their imperfections. He is now working on the fifth model, which he believes will be made to fly. This latter model weighs only thirty pounds. It is arranged to be strapped to the back of the person desiring to soar in the air. There will be two vertical arms crossing at right angles with the axis and two pairs of wings; these are to vibrate in opposite directions. One pair of wings will be placed at the back of the head and the other pair near the waist. They are of light steel construction, weighing about a pound each. In speaking of his invention, Mr. Holland said:

"Any man who walks three miles an hour can easily fly the same distance in ten minutes with my invention and I do not consider that statement an exaggeration."

"I have taken birds as my pattern. With this machine men will be able to fly on the same principle as a bird flies. If a cog breaks or something else goes wrong, or if he becomes exhausted and the propelling ceases, there will be no danger, for he will be able to descend gently to the earth and land easily upon his feet."

Mr. Holland discredits the course taken by a number of flying machine experts who use a combination of balloon and aeroplane. This form, he believes, will never become practical for aerial navigation because he considers the gas bag offers too much resistance to the air, and, on the other hand, believes that flying machines and the aeroplane idea—the latter of the Langley class—will be the real means of navigation of the air in the future. He expressed his belief that with the new Holland airship he will be able to fly from New York to Washington to attend the next presidential inauguration and get back home the same night. It is his intention to make experiments with his machine next spring.

Facts About Henry Hudson.

Why should an Englishman who received by baptism the name of Henry be dubbed Hendrik? For more than half a century Americans have been writing and saying "Hendrik Hudson." This habit, without a legitimate foundation, has been emphasized afresh recently in the "Hendrik Hudson Memorial Bridge" and the "Hendrik Hudson Intercentenary Committee." The only excuse that can be offered for using the Dutch equivalent is that Henry Hudson sailed under Dutch auspices on one of his four voyages of discovery. The Netherlands themselves knew him only as "Henry" Hudson.

In 1859 Henry C. Murphy, while at The Hague examining the old Dutch records for data referring to Hudson, found in the royal archives a Dutch copy of Hudson's contract with the directors of the East India Company. The document was appended to a manuscript history of the company prepared at its request by P. van Dam, the counsel of the company from 1662



VEGETABLES RAISED BY IOWA SCHOOL BOYS.

until his death in 1706. The copy opens thus:

"On the eighth day of January, in the year of Our Lord one thousand six hundred and nine, the Directors of the East India Company of the Chamber of Amsterdam, of the ten years reckoning, on the one part, and Mr. Henry Hudson, Englishman, * * * of the other part. Two of the signers were Netherlanders; the third, "Henry" Hudson. In both cases the name was spelled in plain English, "Henry." Hudson knew so little of the Dutch language that his conferences with the Hollanders were conducted through the medium of an interpreter.

No better time for correcting this absurd usage could be found than on the eve of the celebration of the anniversary of Hudson's voyage to this part of North America. Let the bridge to be named after the English explorer be the "Henry Hudson," or the "Hudson," but not the "Hendrik" Hudson memorial bridge. The committee has already dropped the "Hendrik" from its title and styled itself simply "The Hudson Tercentenary Committee."

BETTER RURAL SCHOOLS.

AGRICULTURAL EDUCATION NECESSARY TO KEEP BOYS ON THE FARM.

Problems of the Farm Solved by Thorough Training of the Young. School Gardens an Essential Adjunct of the City School.

Edward Eggleston's "Hoosier Schoolmaster" was a romance of the type of common-school education which, a couple of generations ago, extended, with its natural variations, from one end of the Union to the other. "The little red brick school house" of the earlier days of the settlement of the Mississippi Valley was the principal factor in the elevation of the

many times more perplexing than those which troubled the pedagogues of our forefathers. In those days we had the great resources of an unbroken and unsettled wilderness. The residents of Ohio and Kentucky were pioneers. Vast tracts of rich, but unbroken, wilderness stretched to the westward, affording opportunity for the making of thousands of new homes and beckoning with alluring finger the surplus population of the Eastern States. The soil was rich and fruitful, the home market for agricultural products was good, and the crowded centers of the Old World sought eagerly for our surplus products. Such a thing as agricultural education was unknown. Mother Earth was fruitful from the stored-up fertility of the ages and needed but the tacking of the hoe to laugh abundant harvests.

The False Lights that Beckon the Farm Lad.



great middle class of Americans, which made of the nation a people of intelligent thinkers. They already possessed qualities of sturdy integrity and self-reliance which constituted them "good citizens," and their system of common-school education, sufficient at that time to meet all the demands of the country, elevated them as a whole into a body the superior of any "middle class" in the world, ready and able in any period of crisis to decide great public questions aright, and to do, with the courage of their convictions. Since that time what we call "higher education" has developed, and new systems and methods have supplanted "The Hoosier Schoolmaster," and the birch rod, identified with the

The farmer of to-day finds an entirely different situation and a strong and increasing competition. The vast wilderness has been settled, and through continual and often ignorant and ill-advised tillage, the soil has been depleted of its fertility. While agriculture has thus been retrograding and the competition continually growing keener but little has been done to fit the farmer to cope with the changing conditions. The average country boy to-day receives a much better education, viewed by present educational standards, than did his grand-father, yet it is along lines which help him but little to maintain his position in the country's development. He learns the very things which, instead of making him satisfied with the farm, impel him to leave it and seek occupation in the centers of population. The farm boy who receives a common-school or a high-school education naturally turns toward the place where he can best apply it. His schooling has not been such as would help him to farm better, to make more money on the farm or to make of farming an interesting employment. And so he goes to the city to utilize his special knowledge. The trend of the country-raised lad is irresistibly in that direction, while there is no equalizing current impelling the young people of the cities to fill his place in the country. And the city boy as he grows up and marries would like to have a home of his own on a piece of land, of course, but he knows only the trade or profession that he has learned. He knows nothing of farming and he would not know how to make a living from a piece of land if he had it. It has often been said that it is worse than useless to put the poor of the great cities out in the country, because they will not stay there. As a matter of fact, they cannot be expected to, for to them it is a strange and barren story. The experience of the Salvation Army, however, as shown in its farm colonies in different sections of the country, demon-

Continued on next page.

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