

EASTER

MILLINERY

We are showing a beautiful line of the latest Spring styles in hats at prices you can afford to pay.

Children's Easter Hats Too

a fine display of trimmed and untrimmed hats for children of all ages.

Just Arrived

NEW SHIPMENT OF AUTO HATS and CAPS.

MRS. E. F. LEE
With WORTH'S DEPT STORE



MADE HIS WORKMEN RIVALS.

How Charles M. Schwab Spurred Them on to Greater Efforts.

In telling how he increased the efficiency of one of his departments Charles M. Schwab, the famous steel man, says in the American Magazine: "It was near the end of the day; in a few minutes the night force would come on duty. I turned to a workman who was standing beside one of the red mouthed furnaces and asked him for a piece of chalk.

"How many heats has your shift made today?" I asked.

"Six," he replied.

"I chalked a big '6' on the floor and passed along without another word. When the night shift came in they saw the '6' and asked about it.

"The big boss was in here today," said the day man. "He asked us how many heats we had made, and we told him six. He chalked it down."

"The next morning I passed through the same mill. I saw that the '6' had been rubbed out and a big '7' written instead. The night shift had announced itself. That night I went back. The '7' had been erased, and a '10' swaggered in its place. The day force recognized no superiors. Thus a fine competition was started, and it went on until this mill, formerly the poorest producer, was turning out more than any other mill in the plant."

STING OF THE HONEYBEE.

About the Most Effective Infernal Machine in Existence.

In proportion to its size, the sting of the honeybee is probably the most effective infernal machine in existence.

The stinging apparatus is smaller than that of a rattlesnake, yet a single sting has been known to kill a man. When we realize that it is almost invisible and consider what it can do we cannot fail to be astounded. It seems the very quintessence of devilishness.

The honeybee's sting is complicated—so complicated that many words and much ink have been used in discussing its construction and use.

It is generally conceded that the sting consists of a shaft of three parts, the principal one being a sheath within which move two barbed lancets. Like the horns of a fishhook, the lancets are not easily extracted from the flesh into which they have been driven. The sheath and the lancets combined form a hollow tube through which the poison flows from the poison sac.

Two tiny, soft projections, evidently very sensitive, form the base when she is in contact with a stinging object.—Popular Science Monthly

THE ART OF FLYING

Easy to Master if Patience and Common Sense Are Used.

THREE METHODS OF TEACHING

One is the Pioneer French System, Another the Dual Control System and a Combination of the Two Which is Used For Training War Pilots.

Almost every one has seen an aeroplane in flight, but with the present day layman the interest is centered more on the airman than on the machine with which he does the flying. Naturally, writes J. G. Gilpatrick in Popular Mechanics, the first question is, "How did he learn to fly?"

Flying is not hard to learn. The essential assets are common sense and patience. Nothing else is required. If a man has common sense he will realize how safe flying has become and he will enjoy a reasonable self confidence. If he is patient he will not hurry through his course. A slipshod knowledge of flying is more dangerous than none at all. By taking things easy a month or six weeks spent at a good aviation school will make a raw layman into a fairly well trained flier, and it will give him the best sport of his entire lifetime.

Of necessity the pioneers of aviation taught themselves the then difficult and dangerous art, and all airmen in the world today owe their flying ability to the Wrights, Bleriot and others of the men who went before. There are flying today a number of airmen who entered the game in the early stages and who by luck and perseverance mastered the art with very little outside assistance. These men were without more than a rudimentary idea of the very principles of flight and later realized the dangers they had undergone. They knew that the average person could scarcely survive a self administered course in airmanship. Aviation had come to stay, and a number of firms started regular schools in which the knowledge of the earlier experiments could be disseminated among the ever growing numbers of enthusiasts.

There are three basic methods of teaching flying—the so called French system, the dual control system and a combination of the two largely used today for training war pilots.

The French system was the first in general use and consisted in teaching oneself to fly by the constant criticism, advice and demonstration of a competent pilot instructor. The pupil was given a heavy, low powered and worn-out machine incapable of flying—usually called a "taxi"—and was given practice in running the machine on the ground. In this way he accustomed himself to the speed of an aeroplane, the incessant roar of the motor and the use of the controls. When the pupil could run down the field in a perfectly straight line and do it consistently he was given "hops."

"Hops" were made on a machine but slightly better than the taxi and consisted in making short jumps across the field at a height of four to five feet. This was the most trying part of the entire course, as at this point swashes were most likely to happen. If the pupil misjudged his height from the ground or in his enthusiasm tried to stretch his leg into a sustained flight the ending was usually disastrous. But if he went about matters sensibly he would soon be promoted to "straights," or flights in a straight line, about half a mile long. The usual height in this work was twenty-five or thirty feet from the ground.

The dual control system teaches wholly by demonstration and practice in actual air work. A high powered machine fitted with duplicate controls is used, and the pupil starts by riding with the instructor and watching him work. By simply resting his hands and feet on the controls the novice can feel the amount of motion necessary to handle the machine. Gradually the machine is given over to the pupil, the pilot being ever on the alert to correct his mistakes and to demonstrate new points. As the pupil becomes more and more skillful the pilot requires harder evolutions.

The dual control system of teaching is somewhat hard on the instructor, as it often necessitates five and six hours in the air every day for weeks at a time. The average time in the air required to train a pupil by this method is 400 minutes, which is divided into flights of twenty minutes each. It is now used in this country by all the government schools and the private firms.

The combination or English system consists of equal parts of ground work alone and air work with the instructor. As the pupil becomes more advanced the ground work is gradually dispensed with and air work—still with the instructor—substituted. Finally the pupil flies alone and after some practice is sent for his license.

Using Up the Straw.

In effect a bulletin of the United States department of agriculture asks why the American farmer cannot put straw to the same use as it is put by the European farmer. In Europe the farmer knows as well as the American farmer that straw is not liked by stock, but instead of burning it or otherwise wasting it the European farmer chops it up, mixes it with beets, mangels, silage or other feeds and makes it so palatable that it can be fed to good advantage.

Do not keep your noble thoughts for tomorrow's poem; put them into today's prose.

SLEEPINESS AFTER MEALS.

It Indicates Something Wrong With the Digestive System.

A condition of drowsiness, which may become an irresistible desire to take a nap shortly after eating, is usually a very accurate indication that something is wrong with the digestive apparatus. Usually this form of indigestion is chronic in character, and apparently there is no other evidence that it exists, or at least such evidence would not be detected by ordinary observation.

In such cases the desire to take a nap comes on suddenly, but the nap is a very short one, ordinarily not more than fifteen minutes. Sometimes the desire for these "indigestion naps" comes on at other periods than those immediately following meals, but in such cases this desire comes regularly at certain periods of the day. The cause, however, is the same as in cases where drowsiness comes on immediately after the meal, the difference in time being simply the difference in the interval required for the food to reach the portion of the intestinal tract that is not working properly.

Occasional drowsiness following an unusually hearty meal should not be confused with the type of periodic desire for a short nap referred to here. Such drowsiness indicates simply that the digestive apparatus is temporarily overworked and may be in a perfectly healthy condition. This sort of drowsiness, if indulged, usually persists for several hours, whereas the naps caused by indigestion are always of short duration.—Exchange.

CAREER SEEKING WOMEN.

One Hundred a Day Flock to New York Tempting Fate.

One hundred women a day come career seeking in New York city. This is the figure furnished by Director C. B. Barns of the state bureau of employment. He loses his estimate upon the number of women hounded daily by the "Travelers' Aid," the number registered at hotels and those registered by the state bureau and other employment agencies.

One hundred women a day, 30,500 a year. A fraction over four every hour; approximately one every five minutes and land crosses the fifteen minute mark.

Mr. Barns estimates that a large percentage of career seekers come from up state and towns about New York and New Jersey. Probably 50 per cent, he says, come from western states. The smallest portion of the number comes from the south. Some succeed; more fail. Yet always others come, answering the call of the infinite hand as it mills round and round like the finger of Fate, beckoning.

Statistics are impressional. They say nothing of who the women are nor why they come nor what they find instead of what they expect. They don't say there's tragedy in a head shake. And a laugh round the edge of tragedy.

Statistics haven't told the whole story. They do not say that hope, promise, disaster wait a hundred times a day for the woman who comes to New York.—Winifred Van Duzer in New York American.

Frohman's Little Safe.

When Charles Frohman was treasurer with Haverly's minstrels he conceived a novel stunt of arousing curiosity in small towns. He bought a small iron safe, about three feet high, and on it had painted in big letters, "Treasurer, Haverly's Minstrel Orchestra." Now actually there was little need for this safe; but it was always carried on the first load of baggage that went to a hotel. It would be placed in a conspicuous place, and then Frohman, waiting until the proper moment, would bustle up to it with an air of great importance, open it, put in two or three \$100 bills, close it and go away. When the crowd had gone he would slip back and get the money out again. It proved a good advertising stunt.—Charles Frohman, Manager and Man.

Went to Portland—

Dr. W. P. White left this morning for Portland to attend to business matters and visit at the home of his son.

Here's the Proof

That "Sleeping on a Sealy is like sleeping on a cloud"



An Albany man recently visited a nearby city and slept on a Sealy mattress. Yesterday he purchased 4 SEALY'S for use in his home, altho he was forced to discard 4 other good mattresses.

The SEALY MATTRESS stands alone in the COTTON MATTRESS class. Guaranteed 20 years. Sold on 60 days trial.

NONE HAVE EVER COME BACK—But more than one purchaser has come back—To BUY MORE MATTRESSES

Fortmiller Furniture Co.

Masonic Temple



EASTER APPAREL

EMBRACING THE NEWEST STYLES IN COATS, SUITS, DRESSES and SKIRTS

—OUR READY-TO-WEAR CABINETS ARE FAIRLY BULGING WITH NEW, UP-TO-THE-MINUTE MERCHANDISE. PLACE YOUR CONFIDENCE IN OUR LEADERSHIP, VISIT OUR READY-TO-WEAR SECTION TRY ON THE MODELS, LET US DEMONSTRATE TO YOU THAT OUR STYLES ARE SUPREMELY ARTISTIC AND AUTHENTIC

For Madame Particular

New Spring models that reflect the freshness and prettiness of the season's trends.—The women who has not yet had the opportunity to investigate the newer Spring offerings, will find this store the delightful and dependable fashion text book.



BUY EARLY

—While stocks are complete, your choice of color, material, and style, with prices to suit your purse.—Velour fabrics in the light shades are more popular than ever and we have them made up in swagger coats with all manner of cunningly arranged pleats and the most fascinating of fancy pockets; with large crepe collars and over-collars in silk of the favorite vivid hues.

—Also coats of that bewitching new fabric—Tricotine—made up with the new barrel effect and with large collar of sundry shades of Khaki-kool.

—Suits of serge, poplin, tweeds also in exquisite jersey Silks, in shades of Mustard, Chartruse, Prune, Navy, Copen, Gold and many other desirable shades.

—SKIRTS OF FLANNEL in novelty stripes and plaids, SILK skirts in great variety of stripes of many different colorings—novelty pocket, belts or varied effects complete stock of wash skirts including plin beach, pique, cotton gabardine and many others—We are exclusive agents for the "Korrek Skirt."



Waists for just \$1 that will win the favor of every thrifty woman.

Yes, surely they're the Wirthmor—for in no other dollar Waist would such values be possible. Even though you usually wear more costly Blouses its real economy to have a few Wirthmors for general utility wear thereby saving the better Blouses for the dress up occasions.

SOLD HERE ONLY

—DEPARTMENTS THROUGHOUT THE ENTIRE STORE WILL VIE WITH EACH OTHER IN PRODUCING VALUES OF UNEQUALED MERIT WHETHER IT IS NOTIONS, DRESS GOODS, DOMESTICS, SHOES, HOSIERY, UNDERWEAR, GLOVES, MENS FURNISHINGS, OR READY-TO-WEAR. You'll find a wanted article worthy of your consideration.

Both Phones 80 **Worth's Dept. Store** "Authentic Styles for Less"

FRUIT GROWERS MAY BE AFFECTED BY DECREE

(By United Press)

Rio de Janeiro, April 4.—California and Florida fruit growers will probably feel the effects of a government decree published here which exempts Argentine fresh fruits from customs duties. This exemption was decreed in exchange for the reduction of duties on several Brazilian products in Argentina.

In compensation to the United States for the free importation of Brazilian coffee, was renewed the preferential tariff on American manufactured rubber goods, wheat, flour, condensed milk, dried fruits and other articles.

Notice

to lot owners in RIVERSIDE CEMETERY Have your lot kept up and cared for by the association. Reliable and charges very reasonable. Address B. Bartcher, supt, 725 West 5th St. or call Home phone 3185



Louise Huff and Jack Pickford in "Seventeen" at the Globe today.