

ARMY FLIER'S ACT

Carries Passengers 448 Miles in State of Texas.

Goes From Texas City to San Antonio and Back—Proves Need of Strong Construction for Aeroplane in Warfare.

New York.—"Lieut. Milling has become one of the foremost aviators of the world," said Maj. Gen. William H. Carter after reading the report of the great Texas City-San Antonio and return flight of Lieut. Thomas DeW. Milling, United States army. Milling broke all American records for a continuous flight with a passenger and proved that a country could be mapped by an observer in an aeroplane, even though the machine flew at an altitude of more than 1,000 feet and at a speed approximately a mile a minute.

In making his report to the war department, Capt. A. S. Cowan, commanding the first aero squad, now on duty in Texas, of the troops mobilized at the time of the outbreaks in Mexico, called attention to two interesting facts—that Milling and Sherman had established a new American endurance record for pilot and passenger, as well as a new American distance record for pilot and passenger and that they came within 12 minutes of the world's record for endurance.

The distance between Texas City and San Antonio is 224 miles, and Milling covered the distance there and back, with only a short stop at San Antonio, at a speed of more than 55 miles an hour. The weather conditions were anything but good; yet despite all this, Lieut. Sherman, who is an engineer officer, was able to map in most creditable fashion practically the entire country between the two Texas cities.

Brig.-Gen. Scriven, chief of the signal corps, has just made public the

CAPTAIN BROWN MAKES RECORD SWIM



What has hitherto been regarded as an impossible feat was accomplished recently by Capt. Alfred E. Brown, commodore of the Flushing Bay division of the American Life Saving society, when he landed at Sandy Hook in his fifth attempt to cover the distance of 22 miles from the battery to Sandy Hook, N. Y. Captain Brown was in the water 13 hours and 38 minutes. The picture shows him diving off the Battery wall on the start of the long swim and the insert shows him after he had reached his goal.

make the flight by compass, verifying the course by prominent points. However, the air was extremely rough and so hazy that objects over two miles away could not be distinguished. Accordingly, after following a compass course west until the Santa Fe railroad was reached, at a point of five miles east of Alagoa, it was determined to follow this. The route followed passed through Alagoa, Arcola, Richmond, Eagle Lake, Columbus, Flatonia and Luling to Fort Sam Houston. We arrived over Fort Sam Houston at 5:35 p. m. and continued circling the field until 6:37, when we landed. The total distance over the route followed is 224 miles, making an average velocity of 63.8 miles an hour. The total time in air was four hours and 22 minutes.

"Minor repairs were made March 29, 1913, and it was intended to start back March 30, when weather conditions were unusually good, but the preliminary trial flight demonstrated the weakness of one skid and the return was postponed until March 31. The start was made on this date at 1:29 p. m. in a south-southeast wind of 20 miles an hour, which afterward shifted into south. The route followed was the same as in going over and the landing was made at Texas City at 5:17 p. m. The total time in air was three hours and 57 minutes; the average velocity, 56 miles per hour.

"The return trip demonstrated anew the necessity for having excess power. Our specifications seem severe and would insure sufficient power under ideal weather conditions, but with a heavily laden machine and rough weather—the conditions we might normally find in war—the present excess of power is sufficient. Though constantly endeavoring to climb, so much power was used in fighting gusts and down trends that an altitude of 1,500 feet was not gotten until practically the end of the trip."

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"And now, young man, one word of advice. I advise you to start a new profession. I have done that, and found it very profitable."

KING OF THE RATCATCHERS

London Man Who Failed in Prospecting for Gold Accidentally Finds New Profession.

London.—King of the ratcatchers and champion blackbeetle destroyer is the title conferred upon himself by certain London business man. Otherwise he is Mr. B. L. Phillips, of Messrs. B. L. & N. Phillips, Limited. This is his story of how he undertook an odd business and came into his unique title:

"Years ago in America I went prospecting for gold," he said. "I did not find gold, but something almost as precious. At that time we were infested by cockroaches. But they always avoided the crumblings of the quartz. I thought there must be a specific reason for this shyness on their part, for they are not shy as a rule. So I called in an analytical chemist, and together we investigated matters.

"We had just finished our investigations when the news came that all the kitchens of Chicago were overrun by cockroaches. I went to the chef of the largest kitchen in Chicago and said, 'Let me clean your kitchen.' 'He was in despair, and said, 'I'm possible!'

"'Good,' I replied. 'This is where I arrive, and I drove the cockroaches out of Chicago.'

"And now, young man, one word of advice. I advise you to start a new profession. I have done that, and found it very profitable."

EX-KING MANUEL IS MARRIED

Former Ruler of Portugal Marries Princess Victoria of Hohenzollern in Germany.

Sigmaringen, Germany.—With the pomp and ceremony associated with royalty, former King Manuel of Portugal was married to Princess Augustina Victoria of Hohenzollern in the castle of the bride's father here. The ceremony, which followed the Roman

to encounter her former "husband," the Oriental consul, and, with a justified dread of complications, she suddenly left the chief jailer and returned to Russia.

For two years she lived peacefully in Russia, and enjoyed a considerable private income, having realized excellently upon her various "husbands" valuable. Also she made a great number of other siblings temporarily happy by "marrying" them.

In this varied path of life she continued until her sixteenth victim, a lawyer, became wedded to her. The union proved peaceful and happy; there was a child. But, at a ball in a small town she came face to face with a former "husband," who, despite her entreaties, informed the man whom she genuinely loved.

The latter instituted proceedings, and the police then discovered that the woman was a former convict.

FRITZI SCHEFF A BANKRUPT

Noted Actress Files Petition in New York—Liabilities \$150,000—Assets \$75,000.

New York.—Fritzi Scheff of foot-light fame filed a voluntary petition in bankruptcy here. She owes approximately \$150,000. Her assets, including real estate at Big Stone Gap, Va., home of her former husband, John Fox, Jr., novelist, are listed at \$75,000.

Has Court to Change Name. Paterson, N. J.—On his plea that not one man out of a hundred could pronounce his name, John Yuszkiewicz of this city got a court order to change his name to John Jinks.

Here, however, the woman chanced



Ex-King Manuel.

Catholic ritual, was conducted by Cardinal Netto, former archbishop patriarch of Lisbon.

There was a brilliant gathering of princes and princesses. Among them were the prince of Wales, representing King George of England; Prince Eitel Frederick, representing Emperor William of Germany; Prince and Princess Henry XXXIII. of Reuss; Prince Frederick of Hohenzollern; Prince Carol and Princess Elizabeth.

Hotel Blocks for Tombstones. New York.—The granite blocks that have served as walls for the old Astor house here will be sold to a tombstone maker by the firm engaged to raise the landmark.

SERVING EGGS AND OMELETS

New and Effective ways of Preparing Staples for the Breakfast or Luncheon.

Omelet, Trouville—Beat the yolks of half a dozen eggs till they are almost white, then beat the whites for the same time and pour them over the yolks; add a dessertspoonful of chopped mushrooms, a teaspoonful of mixed herbs, a dessertspoonful of finely chopped parsley, a few drops of lemon juice, pepper and salt, six tablespoonsfuls of milk and three tablespoonsfuls of flour, and beat all well together for at least five minutes. Peel a small onion, slice and fry in butter. When the butter is boiling hot take out the onion and pour in the omelet. Hold the pan over the fire in rather a slanting position to keep the omelet from spreading. When fried a light brown, fold over and serve very hot. A little grated tongue is sometimes added to this omelet.

Eggs in cases—Make some paper cases about three inches square, butter them well inside and half fill them with sifted breadcrumbs seasoned with chopped parsley and a small quantity of cayenne and salt. Stick small pieces of butter over the breadcrumbs, break an egg into each and add breadcrumbs prepared as before till the cases are full. Put them into an oven or on a gridiron over a clear fire for three minutes. Serve hot.

Eggs, Italiano—Boil the eggs hard, cut them in halves, take out the yolks, weigh the latter and place them in a mortar and pound together with a little breadcrumbs soaked in cream, chopped parsley, one anchovy, a little chopped onion, grated nutmeg, pepper and salt. Put the mixture into a saucepan and cook to a thick paste, adding a little cream or gravy. Fill the cavities of the whites with this and serve cold with a salad, or hot in sauce or on a puree of vegetables.

Eggs, Sultana—Put into a bowl the yolks of three eggs with a tablespoonful of chutney and a tablespoonful and a half olive oil and beat well. Break half a dozen eggs, one at a time, into a teacup, put them one by one on the sauce and set the dish into a moderate oven until the eggs are set, but not overdone. Serve on the same dish, very hot.

Spanish eggs—Put into a saucepan a breakfast cupful of washed rice with a quart of boiling milk, add half a tablespoonful of salt and boil till done. Strain the rice, drain on a colander and put into a bowl. Add two ounces of butter, mix well and spread evenly on the dish. Cut into slices six hard boiled eggs, arrange on the rice and serve.

Beet Greens.

Choose very young beets. Wash with care, taking care that the skin is not broken. Cut off the leaves one inch above the beet. Cook the beets in boiling salted water until tender. If very young, this may take only 45 minutes. Twenty minutes before the beets are done, place the greens in boiling salted water and cook with the cover off. Remove the beets from the water, peel, dice, season with salt, pepper and butter and place in serving dish. Drain the greens, chop and season, and place around the beets.

Green Corn Puffs.

Beat two eggs until light, add one cup sweet milk, one pint grated corn seasoned with salt and a dash of red pepper. Butter well six custard cups. Fill them half full of the mixture, place the cups in the largest cooling utensil, which has been sufficiently filled with boiling water to keep the cups from floating. Fill the cups about level full with soft grated cheese. Heat radiator 15 minutes and leave in the fireless cooker one hour. Serve with tomato sauce.

Beef Loaf.

Beef loaf, served cold, is an inexpensive cold meat. Mix a pound of fresh, chopped beef with half a pound of fat salt pork chopped fine.

Bind them together with an egg and add salt, pepper, a little grated onion and then half a cupful each of milk and cracker crumbs. Roll into a loaf and bake for three-quarters of an hour, basting occasionally with hot water and melted butter.

Children's Luncheon.

A favorite luncheon for small children with dainty appetites is made from a box of animal crackers, one of saltines and a cup of pure maple syrup. Boil in the syrup until it forms a soft ball when dropped in ice water. Then put a little on each saltine and press an animal into this in a standing position. Cream cheese and marmalade with saltines is also a good combination.

Applerine Pudding.

Stew sliced apple until tender. Add two cups of sauce to three cups milk and about two cups of bread crumbs, broken in coarse pieces. Sweeten with one and one-half cups white sugar, season with lemon, cinnamon or nutmeg, one-half cup raisins cut in halves, pinch of salt, piece of butter size of walnut. Bake one hour. Serve hot or cold with or without sauce. Whipped cream is delicious.

To Keep Grapes.

Grapes may be kept for months. Select perfect bunches and see that the fruit is solid on the bunch. Remove all little spiders and their webs, but do not wash the fruit. Wrap each bunch carefully in dark blue tissue paper, twisting the ends tightly to exclude the air, then pack the grapes away in a closely covered box, and keep the box cool, dark, dry place.

MILES WITHOUT CURVE

LONGEST STRAIGHT STRETCH OF RAILROAD CLAIMED FOR TEXAS.

Headlight Can Be Seen for Forty-Nine Miles, and Unsophisticated Traveler Really Need Not Have Been in So Much of a Rush.

E. H. Moeller, who recently returned from Kansas, where he has been traveling and making the Panhandle of Texas, received the following letter from a friend of his who made his first trip through the Panhandle:

"I have been on the road for a Kansas City house now for six years traveling Kansas and Missouri, but the house has now added the Panhandle of Texas to my territory and I have just finished my first trip. The first town out of Kansas across the strip was Tyrone, Okla. I had spent the afternoon there and intended to take a night train back to Liberal. A bunch of us were sitting on the front porch of the Commercial hotel when I saw a headlight looming up down the track. I made a rush for my grips and yelled at the boy to get his cart and take 'em over to the depot quick. I didn't wait for his answer, but ran over to the depot and rushed up to the window and demanded a ticket for Liberal.

"How's this?" I said to the agent. 'I thought this train wasn't due for an hour, and here she is not a mile away.' "Mister," he replied, 'you better go back to the hotel and buy cigars for that bunch. This is your first trip down here, ain't it? Well, I thought so. That headlight is just 49 miles away; you've got pretty nearly an hour to finish that game of rummy. This is the longest stretch of straight track in the country, 76 miles, clear across the Panhandle without a curve. You see that house over there? That's where I live. I don't have to light a lamp until after 9 o'clock winter nights. About sundown the Golden State Limited looms up down about Texhoma and she shines right into my kitchen window for an hour, finally getting so bright that my wife has to pull the curtains, and ten minutes behind her comes No. 34, and it takes it 70 minutes to get by with its light. It's a great saying for me, and my wife has gotten so she won't wash dishes by anything but electric light. I never have to call the dispatcher to get a line on the trains. I climb to the roof of the station, get a line on the headlight and mark up my board on the wall. Have you any baggage to check?"—Fort Wayne Journal-Gazette.

TAUGHT NOT TO TAKE CHANCE

Railroads Working to Impress on Employes the Necessity for Carefulness When at Work.

The trouble comes from the little accidents. The big cause of injuries is the little accident. It is not the big wrecks that bring up the figures but the slips of carelessness. A yard man stands in front of the switch engine between the rails, and swings up on the footboard. He does this for five years with never a mishap. Then one morning, when the footboard is covered with ice, his foot twists and he slips—and his oldest son is taken out of school to help support the family. Of course the right way is to stand outside of the rails and swing on; if he slips, then he will suffer nothing more than a jar—he will not go down between the rails.

A yard man is running along by the side of a car and is just about to swing up when he stumbles over a chunk of coal and goes under the wheels. A loose board is left unfastened on the roof of a box car; a brakeman coming along stubs his toe and pitches off headlong into the night. These are the little accidents that make the widows.

The New York Central is one of the roads that teaches the men to be careful of the little accident through committees of safety. This company has 60 of these committees with an aggregate membership of 900 men. They wear a button and report all lapses on part of the employees. A member of the committee of safety has authority over a man of his rank who is not a member.

For instance, if a track walker who is a member of the committee sees another track walker taking a chance, he reports him for his carelessness. Then the careless track walker is laid off for 15 days. There is nothing like cutting off a man's pay for a couple of weeks to teach him to get over his careless habits. The New York Central has 900 pairs of eyes constantly watching and safeguarding. The president of the road can't see everything; it is the track walker who finds the broken rails.—Homer Croy in Leslie's.

PEAT FUEL FOR LOCOMOTIVES

Swedish Engineer's Plan to Utilize the Bogs of His Country Seems Feasible.

The announcement that Hjalmar von Porat, a Swedish engineer, had perfected a process for utilizing peat powder as fuel for locomotives has awakened interest in the possibility of developing the extensive peat bogs of Sweden for this purpose, says Power.

The powder is manufactured by the Ekelund process. It does not appear that this process has made much headway as yet, but it is now predicted that in connection with the discovery of Mr. von Porat the use of peat powder will in time become extensive.

In the von Porat system the peat powder is fed by an automatic device into the furnace of the locomotive, which is specially arranged to consume it. According to Mr. von Porat the results obtained with peat powder may be summed up as follows:

Substantially the same results can be had from one and one-half tons of peat powder that one ton of coal will produce. Peat powder may be burned with an admixture of about 5 per cent. of coal. As to firing with peat powder the work is almost nothing in comparison with firing with coal, because the powder is forced into the furnace by automatic process. No change had to be made in the boiler and none in the firebox, except installing the special apparatus. There is no difficulty in bringing the powder from the tender to the firebox, as it passes through a conveyance pipe. Another advantage in using peat powder is that no cold air can get into the firebox and neither smoke nor sparks escape from the smokestack.

As a result of von Porat's invention it is reported that a number of the Swedish railways are preparing to use peat powder instead of coal.

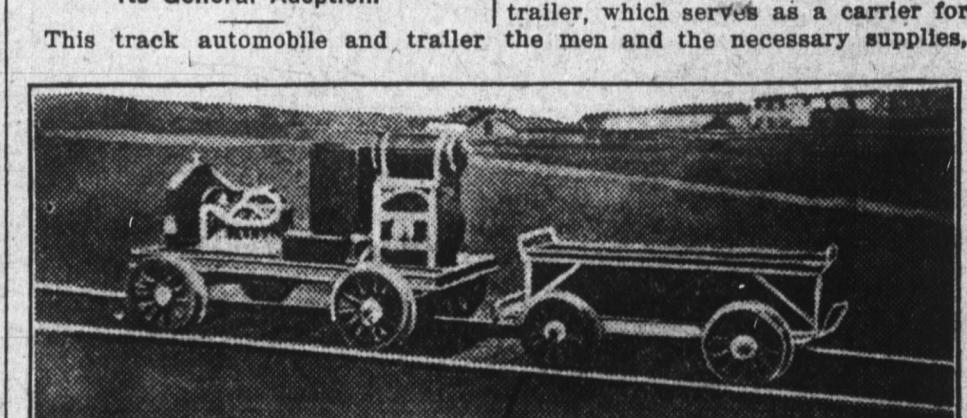
Plowed into Herd of Cattle.

Two locomotives hauling a long line of freight cars on the Grand Trunk railway plowed into a herd of cattle at Beatty's Siding, 13 miles east of Parry Sound, Ont. The train was wrecked and five members of the crew were killed and two injured. The dead include three firemen and an engineer.

USEFUL FOR SECTION GANG

Track Automobile and Trailer Has Many Points to Recommend Its General Adoption.

This track automobile and trailer



Track Automobile and Trailer, the Power Plant of Which Also Drives a Generator Furnishing Power for the Operation of Screw Spike Drivers and Like Tools.

not only propels the outfit at a speed of 25 miles an hour, but also drives a generator which furnishes electric power for the operation of screw spike drivers and like tools. The trailer, which serves as a carrier for the men and the necessary supplies,

has a platform 7 feet long and about 5 feet wide. It is capable of carrying a load of 2,500 pounds.—Populus Mechanics.