SEA FIGHTERS OF THE PRESENT DAY

Comparison Between Tars of Century Ago and the Blue-jackets of To-day Favorable to Modern Sea Dogs.

By CHARLOTTE M. CONGER.

The navy is very much to the fore just now. The summer target practice always awakens interest; not a newspaper in the country but gives columns of space to recounting the doings of the various fleets, especially to the visit of the Atlantic squadron to Newport and the gayety it inspires. Then the termination of the midshipman's summer cruise and their disembarkment at Annapolis is a picturesque episode, so that the navy—God bless it—is very much in the public eye, and very much on the public tongue at the present moment.

At a heated post-prandial discussion not long since it was claimed by some of the hot-headed disputants that the United States owed its existence and its present glory to the navy and the navy alone. Without making any such claim for it, without discrediting any other branch of the military service, it is indisputable that the navy from the time of its birth has a history that every American should be proud of, and that, considering its resources, has exploits to its credit which rival those of any navy of any period or country. In the war of 1812, with a few ships and a handful of valiant officers, we successfully fought the greatest navy in the world. The prestige gained at that time we have never relinquished, and the heroes of that contest have been an inspiration to all those who have come after them.

Officers Are Audacious.

Jacob Riis in a recent number of the Outlook has a most interesting paper on Peder Wessel, the naval hero of Scandinavia, whose brilliant and audacious achievements make the hair of the small boy stand on end, but the officers of the early American navy were just as audacious, just as brilliant, and some of Paul Jones' fights and strategies would rival those of Peder and make him look to his laurels.

The navies of to-day, however, bear little resemblance to those in which the redoubtable Peder and the gallant Jones earned fame, and the last hundred years has seen as great a revolution in battle ships and sea fighting as in everything else; which brings to mind the remark made by one of our erudite Congressmen, who was trying to have a midshipman who had been dropped for deficiency in mathematics reinstated in the Naval Academy. The honorable M. C., in talking to a naval officer, who endeavored to explain to him that a man failing in mathematics and the subjects related to it was unfitted for a naval career in this scientific age and generation, said: "I don't care a hang for mathematics! What the navy needs is brave officers, who will jump upon deck and with drawn sword lead a gallant charge against the enemy."

Which sounds too grotesque to be true, but it is true, and the only excuse for the legislator is that he had been taking a course in Henty and Capt. Mayne Reid, and his ideas regarding the requirements of a naval officer had doubtless been obtained from these authors. He had never certainly visited one of those gigantic machines of war, a modern battle ship.

In the former training of midshipmen there was more interest, more picturesqueness, than is shown in the modern manufacture of naval officers, and the old navy turned out admirable material. It turned out Porter, Farragut, Paulding, and other immortal heroes, and though the schooling of these illustrious men was different, it was in no sense less difficult or rigorous than that to which the midshipmen of our day are submitted.

The late Admiral Jouett, who was an admirable raconteur, used to dwell affectionately upon his initiation into naval life, and a discussion of the system now in vogue always invoked the story of his first appearance on the old Independence, to which he was assigned when appointed a midshipman mite, and until he walked aboard her to report he had never crossed the gangplank of a man-of-war.

His First Lesson.

"I was a sociable yonngster," said Admiral Jouett, "and when I saw the Stars and Stripes floating over the old Independence, I remembered that my mother had taught me that my first duty was to my flag. On this line I attempted some conversation with the executive officer, who had received me when I came on board, and who was a strict disciplinarian. 'Silence, sir,' he roared, his face red with anger. 'Silence, sir. Who gave you permission to speak? Let me hear only six words from you while you are on this ship—port, starboard, yes, sir, and no, sir.' He left me feeling as big as a little cock sparrow, and that was my introduction to the navy."

Fifty years or so earlier Commodore Porter, the famous commander of the Essex, when he was a midshipman on board the Constellation, Capt. Truxtun received even worse treatment. Sent below by the executive officer with some order, he was hailed with abuses upon his return to the deck for his delay in carrying out the instructions, and the most abusive and profane epithets were hurled at him by the infuriated officer.

But if he was a young midshipman, Porter was an old seaman, and had been twice impressed by the British, so he sassed back when the abuse became more violent than he could stand, whereupon the enraged lieutenant struck Midshipman Porter across the face. This blow was promptly returned by the plucky youngster, who laid his superior full length on the deck. In the melee that followed this mutinous act Porter grasped a cutlass and would have doubtless killed his tormentor had the captain not appeared and put a timely end to the fracas.

No Punishment Inflicted.

Porter received no punishment, but, on the contrary, stood in high favor ever afterward with Truxtun, who thought he was perfectly warranted in resenting the insult offered him. The end of the story is that the offending officer was subsequently degraded from his rank for conduct unbecoming an officer, and served under Porter as an ordinary seaman, Porter, when the man was transferred from his ship, recommending him for a petty officer.

All of which sounds like a chapter from the famous Mayne Reid, and would be impossible in any civilized navy in the world to-day, for should an officer strike a midshipman, no matter what the provocation, it would probably result in his dismissal in disgrace from the service, and should a midshipman strike an officer—but such a thing is too inconceivable to consider.

The American sailor men of to-day in all ranks are as different from those that went before them as it is possible to imagine. The great change and the betterment of the service began when the order went into force prohibiting the enlistment in the service of any save Americans, or those foreigners who had formally declared their intention of becoming Americans, which was followed up by a concerted effort to make the naval service so attractive that American youths would be tempted to enlist.

And they do enlist. There is small trouble in getting men for the navy these days.

Strong, handsome, athletic young men come from all over the United States to work on Uncle Sam's ships, and fight for Uncle Sam, should the occasion arise. They leave their farms, their herding; they turn their back on the lure of the cities to don the blouse and flat cap of a sailor, and to receive in their first enlistment the best schooling, the best discipline that is to be had in the world.

Changes in the Service.

To realize the improvement there has been in the naval service of this country one has only to visit one of the big navy yards and watch the men coming from and going to the big battle ships and compare them with the men one saw in the same yards twenty-five years ago. More picturesque naturally were the big, blond Swedes, the bearded Danes, the red-faced Germans, the Dutchmen, with their small, bright eyes, high cheek bones, and heavy lips; the brawny Englishmen, and the smiling Irishmen; the small, lithe, graceful Japanese, and the Chinamen, with their long queues, who are the best "boys" to be had, of the old navy, but one feels, if one is patriotic—and patriotism is almost a vice in America, it is carried to such an extreme—a great pride in the natty, well-put-up American sailormen that man our modern battle ships.

One admires the strong swing of them, their frank, open faces, the feeling of independence reflected in those faces, but, most of all, one admires the evidence of discipline, the fact that every man seems to have himself well in hand, and the salutes they give their superiors are given in a manner that bespeaks respect for themselves as well as respect for those above them. A country has gone far that can make such a showing of valiant sons who are sworn to her defense.

To tell all that the American navy does for a man requires more space than that allotted to a single article, but an adequate idea could be gained from a "survey" and a ten-minute conversation with a young man just before and just after his first enlistment. In those notable three years a man's whole point of view, his habits of life, his personal appearance even change utterly. Is he surly, morose, unkempt when he enters Uncle Sam's employ, he becomes pleasant and civil, companionable and neat. Is he intemperate? He becomes temperate. Is he bumptious, conceited, given to boasting? He is soon denuded of his conceit and taught to hold his tongue. Is he a coxcomb? He is so railed at, so jeered at that he manages to hide his coxcombery.

Each Ship a School.

In a word, every battle ship is a big school, where a man is not only taught to care for the ship, to scrub and scour, polish and shine, to understand and operate machinery, the art of gunnery and such things, but where his vices are eliminated, his virtues encouraged. The same hazing goes on in a battle ship that obtains in every school worth while in the world, for, call it whatever name you will, the discipline administered by upper classmen to the lower forms is hazing, and hazing is what the newly enlisted man must submit to when he makes his first appearance on a battle ship.

The new men put up a fight sometimes, refuse to give up this cherished habit or that, but they soon find it is wisest to adopt the line of least resistance and so fall into line. To-day the enlisted man is an intelligent, thinking person, intelligent outside of his own line of work. He has come to realize that for all the things that are required of him there is a reason, and recognizing this it is easier for him to conform, and he conforms in a better spirit and becomes the best of the sailor men, to have as much pride in his ship, in the way it is kept up as the commander himself, and so there grows up an esprit de corps which is the secret of all perfect administrations.

There is a certain captain in the navy who is noted far and wide as one of the strictest disciplinarians in the service. His ship is kept in as nearly a perfect condition as it is possible for a ship to be kept and it is said that it requires more to run it than any other ship of its size in the navy.

Inspection of Ship.

When he makes his inspection, which requires an entire morning, every officer on his ship is expected to be in full regalia and on duty. When he starts out he is himself in immaculate dress, his hands incased in white gloves and an orderly follows with other white gloves, a stack of them. Not a spot on his ship escapes that captain's eye, and he casually, every now and then, puts his hand up and rubs it along the woodwork, over cornices, and in corners. Just as casually he scans his hand. If there is a grain of dust on those spotless gloves off they come and Mr. Orderly supplies another pair. Then the inspection continues and the eagle eyes penetrate every corner, nook, and crevice of the great machine he commands, and those under him from his executive officer to the handy man in the steerage are as proud of that ship as is their captain and proud of their captain, too, and yet he does not spare the rod, metaphorically speaking.

Another captain is noted for the manly bearing, the gentlemanly conduct of his crew, and never was a crew more devoted to a man over them than are his to this captain. Different men adopt different methods in their treatment of their subordinates. This man treats his command as gentlemen until they prove they are not gentlemen, then he ships them. No touts, no rowdies are allowed on his ship. He has worked out a theory that everybody derided, and he has worked it out to a successful issue.

Grants More Privileges.

When he went aboard his last ship he assembled all the men on the main deck and made them a speech, the meat of which was that he regarded them all as gentlemen, should treat them as gentlemen, proposed to accord them more privileges, give them more liberty than they had ever before enjoyed, but the very first man that took a discreditable advantage of the liberty allowed him would be summarily shipped. The men, because of his faith in them, adore him. It is said that he has the best lot of blue-jackets in the service.

This same officer was given a silence when he was in the discipline department at the Naval Academy, just such a silence as was administered to an officer last winter, for which the midshipmen were promptly and deservedly punished. Capt. — accepted this discipline in quite a different spirit from that usually shown by the unfortunates who incur the middies' displeasure. He set through the entire meal, seemingly enjoying it, and when he had finished made a little address to the embryonic officers, assuring them that it was the pleasantest meal he had eaten since accepting his present detail, and he hoped that they would be equally considerate at all future meals. In a word the silence fell flat, and from that date the popularity of the officer was assured.

The lot of a man on board ship, the way in which his physical wants are looked after, are not to be compared to the conditions on the old ships. The very best food that can be obtained is given to them. Every pound of meat that goes aboard ship is rigidly inspected; and so with canned goods, groceries, vegetables, and fruits, for the enlisted men of the United States navy have vegetables and fruits when circumstances admit; that is, when they are going on such a short cruise that such things will keep or when they are within easy communication with the shore.

Recreation Is Afforded.

The authorities look to it, too, that the food is properly and palatably cooked and that there is a variety. They are given opportunity to bathe, to wash their clothes, and they are allowed to amuse themselves in any rational way. Phonographs abound on the battle ships; there are pets of every kind and description, and the men play cards, backgammon, checkers, chess, dominoes; they box and wrestle and dance barefooted to the music of the phonographs, and some of them become great sharps at the games they affect.

What a man gets in actual dollars and cents is not to be lightly rejected by any man of ordinary ability, with no capital, no especial training, and his own way to make in the world. An apprentice seaman receives for the first three months after his enlistment $17.60 per month; after three months he can choose between becoming an ordinary seaman at $20.90 per month or a coal passer at $24.90.

It is possible, too, for him to attain during his first enlistment the position of chief petty officer, which billet entitles him to $77 per month in any of the various branches of the service. For instance, at any time after his first three month's trial, an enlisted man, if he is fortunate enough to get a berth, such as chief boatswain's mate, chief yoeman, electrician, commissary steward, water tender, and so on down the list, he draws $77, which is thrice what that amount would mean ashore; for it must be taken into consideration that Uncle Sam boards his sailormen, they have no lodgings to pay for, and no place where they can fritter away their money until they can get shore leave, and then Mr. Enlisted Man spends with a free hand the savings of months. But few of them spend all their savings, for the canny and careful ones have left aboard ship a bigger roll than they take ashore.

Can Retire on Pension.

If a petty officer re-enlists during the first four months following his discharge from his first enlistment, his pay at once creeps up to $84 a month, and if he qualifies for certain expert duty, such as submarine work, his salary is $100 a month. Four and a half enlistments entitle him to retire, and a man, after thirty years of service, retires as a petty officer, at least, with a pension of $90. If he enlists at sixteen or eighteen and serves continuously until he retires he is still a young man when he quits the service, a young man trained for expert work; hence, if he is at all ambitious he obtains work in a navy yard and among congenial surroundings and with people he has worked with at various times and likes and respects, he adds to his income and enjoys his well-earned rest ashore. Of course, there is a rough side to all this. A sailor man's life, even in our day, is not all beer and skittles, and the seamy side is often very seamy; but the reward is great—greater, perhaps, than the same amount of time, energy, and labor expended on land would bring.

If a man dies at sea his family is entitled to six months' pay, the pay he is drawing at the time of his death, but this is not all: officers and men invariably collect a purse for his family and his "bag" is sold at auction in the steerage. This bag contains the sailor's clothes and other belongings, and the bag of a deserter, which is also sold at auction, generally brings from $5 to $10; but the bag of a dead man fetches almost any amount, and is determined by many things—the size of the ship, the number of men to bid, the popularity of the man who has gone to the great beyond, the circumstances of his death, and the conditions of his family at home. It is not unusual for such a bag to bring $100 or $200, and not extraordinary for the bidding to mount to near $1,000. The word is passed around, "He was the only support of his mother," or "he had a young wife and two little kiddies at home;" and so his generous comrades endeavor to outbid each other, and what with the purse, officers and men unite in sending with the proceeds of the bag a small fortune back to the sorrowing mother or to the wife with "two little kidies."

So while, as I have said above, a sailor's life is not all beer and skittles, it has its compensations, not the least of which is the knowledge that if the sea claims him, his mess mates will send back a "jolly big purse" to mother, wife, and "kiddies," or whoever is left behind that were dependent upon him.

MORNING CHIT-CHAT.

WHAT you expect of the men and women about you—that to a certain extent you get.

That is a doctrine that, I think, is daily receiving more recognition in the social and business world.

But in one of the most possible applications I don't think it has received half enough attention—and that is in the bringing up of children.

There is a little boy near us whose mother, althought she is not the kind of person who would ever enunciate a doctrine like that even to herself, does thoroughly believe in and apply it.

For instance:

Harry was going on an all-day picnic with a neighbor's family. It was a place to which he had never been but had always wanted to go. He had been talking of the excursion for weeks. I happened to be at his home when the neighbor with whom the much dreamed of excursion was to be taken came over to break the sad news that, owing to a sudden change in her plans for the summer, the excursion would have to be postponed indefinitely.

"I expect Harry will just about break his heart over it," she said to his mother.

Harry himself came into the room at just that moment.

"Dear, me, no," said Harry's mother, cheerfully and serenely; "Harry's just the bravest boy that ever was about things like that. Just like a grown-up, you know. He knows if he can't have a thing right now, he can have it to look forward to. Harry, dear, Mrs. D. has come over to tell you that she has to go away right now and that you can't go to Mrs. L.'s until later in the summer."

Whereat Harry, who had been standing beside her listening to her praises, promptly responded to her belief in him by biting a lip that was evidently on the verge of quivering, right back into a smile, and, swallowing his disappointment very much better than most of the "grown-ups" he was so proud to be compared with, would have done.

Suppose his mother had said: "Harry will be terribly disappointed. He has looked forward to it so long," and had told him about it in that spirit—have you any doubt that Harry would have given way to his disappointment with all the abandon most children do.

I haven't.

Pick the baby up when he falls and bumps his head, with a cheery "My, but we've got a brave baby. He smiles just as nice, no matter how he is hurt," and see what a different result you get than if you impelled him to tears with all the force of pity and suggestion by saying: "Oh, dear! did he hurt his head just awful? Don't cry, dear; it's too bad."

If you continually expect of your child, and suggest to him in ways like this, all good qualities, such as courage, self-control, and unselfishness—does it stand to reason that your attitude can help having a good effect on his character?

RUTH CAMERON.

Hints for Young Housewives.

They say that if a little salt is put in gasoline when cleaning spots on silk or wool, a ring will not be left as a mark where the spot was rubbed over, says the Boston Herald.

Genuine whalebone can be soaked in hot water for half an hour and ironed with a warm iron.

A good quantity of dress shield can be washed in warm soapsuds, rinsed and dried in the sun.

Metal passementerie or buttons and patent leather belts should be wrapped in tissue paper if not in use.

Keep steel buckles in a box of powdered starch. Chiffon may be renovated by passing through the steam of a pan of hot water, then iron under a damp towel.

Soak white lace in sweet milk over night, then wash in hot soapsuds and water.

Clean colored ribbons in a bowl of gasoline or naphtha, remembering that it is very explosive.

Gold and silver laces are cleaned with grated bread crumbs and powdered bluing or sprinkle this when well mixed over the lace for a few hours and then brush off the mixture with a bit of flannel and rub the metal gently with a piece of red velvet; it must be red and velvet, too.

Linen that has yellowed with age is whitened by boiling it in milk and soap, one pound of soap to a gallon of milk.

Black woolen dress goods are beautifully cleaned in soapsuds and a teaspoonful of borax to every two qu[illegible] manipulate the goods in this wa[illegible] then rinse in very blue water and ha[illegible] out to dry.

When grease is spilled on the kitchen floor—it is sure to happen once in a while—immediately pour some cold water on it. This will cause the grease to harden and prevent it from sinking into the boards, and it may be easily scrubbed up at some convenient time.

Almost every girl has had at some time the distressing experience of getting a pair of kid shoes, and often a new pair, wet. The result, unless preventive measures are taken, is that they become so stiff and hard as to be most uncomfortable and unsightly.

Immediately after removing the wet shoes from the feet they should be rubbed with a soft cloth, and while they are still damp kerosene oil should be rubbed in with a flannel, the treatment being repeated when the first application is nearly dry. Then place the shoes in a warm place—near a stove or fire—where they will dry gradually. Before wearing them again rub in a good kid polish in the usual manner. The shoes will then give no appearance of having ever been wet and will be perfectly comfortable.

Police Woman in Los Angeles.

The office of a woman police officer for Los Angeles was created by an ordinance passed by the city council, the appointment to be made by the police commission at the end of thirty days.

Mrs. Alice Stebbins Wells, whose earnest and persistent work, backed by the aid of ministers and club women of Los Angeles, caused the creation of the office and will receive the appointment. She will be the first woman to ever hold a position of the kind in Southern California. She will be under the direction of the chief of police, will operate from police headquarters, carry the shield badge of a regular policeman, and attend to certain police duties.

Vanilla Caramels.

Two cupfuls of sugar, one and one-half cupfuls of cream, one teaspoonful of vanilla. Boil the sugar and cream together until a little dropped in cold water can be rolled in a hard ball between the fingers. Remove at once from the fire, add the flavoring and pour into buttered tins.

DOCTORS OF NATION TO PROBE MALADY

Infantile Paralysis Draws Country-wide Attention.

MEETING TO BE IN MILWAUKEE

Washington Physicians to Help Shed Light on Disease Which Has Been Characterized in Some Sections as a Dreadful Plague, Demanding Investigation.

Medical men throughout the country are awaiting and are anxious to know what action will be taken by the American Medical Association, which meets in Milwaukee next Monday, regarding poliomyelitis, or infantile paralysis, as it is commonly termed.

This disease, which is causing so much alarm, and which is baffling the medical world, will be the principal subject under discussion at the gathering of the country's most distinguished physicians.

It is hoped, and it seems to be the opinion of many of the leading physicians of this and other cities, that the association will indorse and go on record as favoring the idea suggested by Dr. Lloyd Magruder at a meeting of the District Medical Association at the George Washington University August 24.

The plan of coping with the disease, as suggested by Dr. Magruder, is to make the Marine Hospital Service a great clearing house, thus enabling the medical profession to get condensed data and statistics on the subject.

Information to Be Direct.

Instead of the physicians getting information piecemeal from different sections of the country, as is now done through medical journals, they would get full and authoritative information direct.

There seems to be some doubt among medical men whether the Marine Hospital Service has authority to take over the matter and order a special investigation, and not alone does the matter of such authority seem to be hazy with the physicians, but many of the medical journals are wondering if such a step can be taken without additional legislation. But the right of the Marine Hospital Service to take over the matter was authorized by Congress in an act to increase the efficiency of the Marine Hospital Service. Section 4 of this act states that the President is authorized to use the Public Health and Marine Hospital Service to promote the public interest. Section 5 authorizes the appointment of an advisory board for the hygienic laboratory for consultation with the Surgeon General of the Marine Hospital Service relative to investigation.

That this advisory board should be summoned upon this disease is the opinion not only of Dr. Magruder, but of many of the leading physicians of the city. The present board is composed of some of the most competent and eminent medical men of the country, such as Dr. Walter D. McGaw, surgeon, U. S. A.; Surgeon Charles S. Bulter, U. S. N.; Dr. A. D. Melvin, U. S. Bureau of Animal Industry; John F. Anderson, U. S. Marine Hospital Service; Prof. William H. Welch, Johns Hopkins University; Prof. Simon Flexner, Rockefeller Institution for Medical Research; Prof. Victor C. Vaughan, University of Michigan; Prof. William T. Sedgwick, Massachusetts Institute of Technology, and Prof. Frank F. Wesbrook, University of Minnesota.

It appears that there never was a more propitious time for the summoning of this board, and with such men as compose the advisory council in consultation information now unknown would be given the medical world regarding infantile paralysis. In addition to this provision the same act states that when, in the opinion of the surgeon general of the Marine Hospital Service, the public health would be promoted by a conference of the aforesaid board with State and territorial boards of health, he may invite such boards to send delegates to confer with the advisory board. In section 9 of the same act the President is granted additional power to prescribe rules for the conduct of the Public Health and Marine Hospital Service.

At the recent meeting of the District Medical Association the objection raised against Dr. Magruder's suggestion was that it would serve to cause undue alarm. But it is now the opinion of many who opposed his resolution that some measure tending to centralize efforts to combat the disease should be taken at once.

Time Ripe for Action.

With the number of cases of infantile paralysis growing from day to day, the time seems to be ripe for some concerted action of the medical profession regarding this matter. That the disease is spreading rapidly is seen by the reports of the several medical journals, and that the public has occasion to become alarmed is evident. It is the belief, not only of many physicians, but of many private persons that some step should be taken by the government to combat the trouble, regardless of the scare that it might occasion.

At the outset it was a matter of controversy as to whether the disease was contagious, but all doubts have been dispelled on this score. The report of the collective investigation committee, of New York, states that the acute poliomyeletis is an infectious disease. This report was made by a committee made up of some of the country's most eminent physicians. That the opinion and service to be gained by a government advisory board in consultation with State officials is at this time most urgent is evident from the rapid spread of the fatal disease. The summoning of such a board would only be an extension of the idea that has been carried out in many of the States, it is claimed.

The Journal of the American Medical Association states that up to August 17 fifty cases of infantile paralysis had been reported in Mason City, Iowa. The State board met on that date to consider the best way of dealing with the disease. According to a statement of Dr. G. H. Summers, of the Iowa board of health, one-third of the babies born in the State during the summer have died, and most of these deaths have been the result of infantile paralysis. Massachusetts and many other States have placed a quarantine around the disease.

The American Orthopedic Society and the American Pediatric Society held their annual conventions in this city last May and appointed a committee to urge various State and municipal health authorities to ascertain the origin of the disease and to instruct the public that the disease is communicable.

From a resolution adopted by the associations jointly, infantile paralysis is a communicable disease with a mortality of from 5 to 20 per cent, and that 75 per cent or more of the patients surviving are permanently crippled.

With such a dreadful disease extant, it is the claim of some that it is criminal to talk about 'undue alarm," and many persons are expressing themselves very frankly on the subject.

While the dire nature of the disease has been known for some time by the medical profession, very little knowledge is possessed by them regarding the cause and origin of the plague, and with a slight exception, physicians are as much in the dark as they were months ago.

They are frank to acknowledge this. Now that the public is coming to the truth, it is the opinion of those who agree with Dr. Magruder that steps should be taken to have the government take hold of the situation. The value of the army and navy medical service in such matters has always proven the highest.

The government appointed a commission to investigate the cause of the yellow fever and as a result it was discovered that the disease was caused by mosquitos. In addition to this, it is pointed out that great good has been accomplished by the government in Panama, Cuba, New Orleans, and San Francisco.

Mme. Curie Discoverer in Science.

"The supreme distinction of being recognized as the most brilliant intellectual woman of her race belongs to Mme. Curie," says the Woman's Home Companion. "This Polish scientist, who married the French savant, Prof. Curie, in the Sorbonne, in Paris, has, in her early middle age, done wonderful things in that mysterious branch of chemistry known as radio-activity. She shares equally with her late husband and Prof. Becquerel the honor of having 'isolated' (discovered) that wonderful substance, radium, whose possibilities we have only now begun to suspect. During the past year Mme. Curie again scored a triumph by discovering another rare chemical element, which she has named (patriotic Pole that she is) polonium, a radio-active substance 5,000 times rared than radium. Like all true scientists, Mme. Curie is very modest and unassuming. She takes her great honors quietly and without ostentation. Some of her reserve may be due to early influence, for Maria Sklodowska, before she met the Frenchman whom she was to marry, had always lived in Warsaw under the heel of the Russian boot and before the suspicious eyes of Russian officialdom. In the University of Warsaw, where her father was professor, she has often said that all the corridors had finger-posts pointing to Siberia. Polish professors know what reticence means. Mme. Curie is an effective lecturer, clear and distinct of utterance, and rigidly precise in her methods. She is an essentially womanly woman. Indeed, her way of combining sweet femininity with the precision of exact science is the marvel of all who listen to her fascinating lectures at the Sorbonne."

Egg Sauce.

To make egg sauce, melt two tablespoonfuls of butter, stir in two tablespoonfuls of flour, seasoning of salt, pepper, red pepper, and one cupful of milk. Boil for five minutes, stirring all the time. Add two finely chopped hard boiled eggs, reheat and serve.

"COUNTRY SOUNDS,"

The sounds of the country and nature's calls
I have ever loved through springs and falls,
And even the winter's wind, wild and shrill,
Hath a pleasure weird that haunts me still.

The cry of the partridge in early morn
And the low of cattle at break of dawn
Awake an echo from over the hill
And speak to a lover who's long been still.

The katydid's chirp to its listening mate
Sends a chord to my ears, until but late
So deaf to the music of nature's choir;
Now listening and longing with mute desire.

The mockingbird, thrilling the air with song,
Breaking a silence with sweetness so long
As the golden stream pours from his slender throat
To gladden and sadden at once with each note.

The clear running brook and the pattering rain,
Both sung of so often and over again,
Give a message of rest from their limpid deep
We might well in our heart forever keep.

And summertime's music! the busy bee's drone!
Sweet serenade, in a soft monotone,
To lull us with slumber and make us forget
A present oft freighted with worry and fret.

These voices of nature, they speak to us all,
But the soul of the artist alone does enthrall,
And to him she will touch with an infinite thrill,
The sounds in the country when all else is still.

ANAIS J. PUGH.

EXCURSIONS.

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D. A. 66 K. of L.
TO
MARSHALL HALL
Monday, Sept. 5th

Steamer Charles Macalester will leave Seventh Street Wharf at 10 A. M., 2:30 and 6:30 P. M.

Fare, Round Trip, 25c

EXCURSIONS.

LABOR DAY Excursions.

Annapolis, Chesapeake Bay, West River, and return; only short sea trip out from Washington; leave 8:55 a. m.. $1.00

Pen-Mar Park, in Blue Ridge Mountains, 6 a. m., round trip for the day..... $2.00

Tolchester Beach, Betterton, Port Deposit, Love Point Pier, and Claiborne; one day excursion..... $1.50

Washington, Baltimore and Annapolis Electric Railway,
1424 New York Ave.

COLONIAL BEACH
Closing Week of the Season.
STEAMER ST. JOHNS
Daily, except Saturday at 9 a. m. Returning, leave Colonial Beach at 6 p. m. Home 10:30 p. m.
Special Labor Day Trips.
Saturday, September 3.....2:30 p. m.
Sunday, September 4..... 9 a. m.
Monday, September 5..... 9 a. m.
Tuesday, September 6..... 9 a. m.
Returning, leave Beach Saturday at midnight. Other days at 6 p. m.
Enjoy Bathing, Boating, Crabbing, and Fishing.
THE FINEST EVER.
Fare, Round Trip { Sat., good until Tues. $1.00 / Daily round trips..... .50
Children, half fare.
Dollar tickets sold Sunday if desired.

CHESAPEAKE BEACH
ALL AMUSEMENTS.
MAMMOTH BOARDWALK,
MUSIC, DANCING.
Excellent Hotels and Cafes.
ROUND TRIP:
Week Days 25c
Sundays and Holidays.....50c
Train Schedule in R. R. Column.
For Additional Information,
Telephone Lincoln 1629.

"SPECIAL TRIP TO INDIAN HEAD"
Steamer Charles Macalester
Searchlight Display.
(Washington's Favorite Steamer.)
TO-NIGHT.
A Delightful Moonlight Ride.
Special attention is called to the Cafe on this steamer. City prices.
Leaves Seventh street wharf 6:30 p. m. sharp.
Fare, round trip.....25 cents.

TOLCHESTER BEACH
VIA ANNAPOLIS.
Trains Run Direct to Steamer Dock, Annapolis.
ACCOUNT OF KENT AND QUEEN ANNE COUNTY FAIR,
FRIDAY, SEPTEMBER 2.
$1.00 Round Trip.
Special trains leave Terminal at 15th and New York Ave. N. W., at 8:05 A. M.
WASHN., BALTO. & ANNAP. ELEC. RY. CO.

Norfolk & Washington Steamboat Co.
Modern Steel Palace Steamers,
Daily from 7th St. Wharf, 6:45 p. m.
Old Point Comfort and Norfolk
Battle Ship Fleet in Hampton Roads
Special, Sat. to Mon., $3.50 R. T.
Also special week-end tickets, including accommodations at Chamberlin Hotel, Old Point Comfort
NEW YORK & BOSTON BY SEA.
City ticket office, 720 14th St.
Bond Building. 'Phone M. 1520.

"LABOR DAY" AT
CHEVY CHASE LAKE
BEST PLACE TO PICNIC.
Plenty of shade, pure spring water, rustic tables and seats. No intoxicants. Adequate car service day and evening. ADMISSION FREE.
Grand Concert in Evening by Section
U. S. MARINE BAND
DANCING—DANCING.

BLADENSBURG and Vicinity.
Cars from 15th and H sts. ne., "White House Station," hourly on the half hour, except every half hour 6 a. m. to 9 a. m. and 3 p. m. to 9 p. m. (last car, 12:30 p. m.), pass Mt. Olivet Cemetery, Langdon, Woodridge, National Training School, Brentwood, to the historical town Bladensburg.

COLONIAL BEACH,
Union Station, 7:45 A. M.
Arrive Colonial Beach, 11:45 A. M.

KENSINGTON.
Cars from 15th and N. Y. ave. every quarter hour until 6:30 p. m., and then from Loop. Connect at Chevy Chase Lake with Kensington Line.

Danish Pudding.

Put half a cupful of tapioca into a saucepan with three cupfuls of water, cook until transparent. Then add half a cupful of sugar, one cupful of currant jelly, a quarter teaspoonful of salt, and one tablespoonful of lemon juice. Pour into a wet mold and chill. Turn out and serve with whipped cream.

Ginger Sherbet.

Boil together for five minutes two cupfuls of sugar with two cupfuls of water and set aside to cool. Add the strained juice of six lemons and two oranges, and freeze. Chop finely four cupfuls of preserved ginger and add it, with two tablespoonfuls of the sirup, to the frozen mixture. Work well together, repack, and allow to ripen for two hours.