

## A PERILOUS FEAT.

Performed to Escape Death, It Could Not Be Repeated.

An engineer, employed for forty-eight years on western railroads, says that although he has had some narrow escapes, he has never been hurt in a wreck. The story of one of his escapes is interesting and peculiar. One day he had left Stockton bound east. The train was carrying a lot of green wood, cut the day before, but on the back end of the tender there was some dry wood for use in climbing a steep grade.

"My fireman was back after some of that dry wood and down where he couldn't see me or the engine. I got down on the deck and stood with one foot on the front end of the tender and the other on the sill of the engine deck, taking a look into the fire. Just at that instant the engine parted from the tender and shot away ahead.

"Of course I went down between the engine and tender, clear to the ground between the rails.

"I didn't think. I grabbed and caught the safety chains at the front end of the tender. We were running only four or five miles an hour, but that was enough. I pulled myself up and climbed up onto the tender, and just then the fireman looked forward from the rear end over the pile of wood he had been heaving up.

"What's the matter? Is she slipping?" he asked.

"Yes, she's slipping," I said.

"There she goes!"

"Her smoke was a mile ahead of us. She ran a good seven miles, and there we found her, without fire, water or steam.

"After she was on the pit in the roundhouse we put a plank across the pit in front of the tender and cut her loose from it. There wasn't a man in the house that could start off that plank holding to those chains and climb up into the tender, and when I tried it myself there in the house I couldn't do it either. But the fireman and I both know that the thing happened."

Davenport (Ia.) Democrat.

## A Vulnerable Point.

Mr. Lapham knew that his wife was a treasure. He heard it on every hand, and he appreciated his possession. But he sometimes made a mild protest when the summer boarders grew too fulsome in their praise.

"I never saw such a beautiful disposition in my life," said one tearful enthusiast, whose baby had played with Mrs. Lapham's Sunday bonnet with disastrous results. "She always makes you feel as if nothing mattered, no matter how bad it is. I don't suppose she's ever lost her temper in all her life, has she, Mr. Lapham?"

The husband of the peerless one surveyed the landscape with his lips drawn up and out in a complicated pucker.

"Well, now, I don't know as she ever has to the extent you mean," he said slowly, "but I recollect one hot day, when she had turned and darned the forerunner carpet for company coming and found our boy Sam had thrown the paper of tacks down the well, that I stood from under for an hour or so, now I tell you"—Youth's Companion.

## Ancient Locks and Keys.

Locks were used in the time of the Pharaohs. At Karnak the visitor is shown the sculptured representation of a lock which is almost exactly like the kind of lock used in Egypt at the present day. Homer says that Penelope used a brass key to open her wardrobe. He adds that it was very crooked and had an ivory handle. A Greek writer who lived in the last half of the twelfth century explains that such keys were undoubtedly very ancient, although still to be seen in Constantinople and elsewhere. Roman locks, like the Egyptian, required a partial sliding of the key. They were, however, more intricate.

## ABORIGINAL HUNTERS.

How Native Australians Mount Trees in Pursuit of Game.

One of the old customs of the natives of Australia is described by the author of "The Coming of the British to Australia." It is one of their methods of hunting when in search of food and is practiced only by the Australian aborigines.

The natives catch the opossum, kangaroo rat, flying squirrel and other animals which live in the trunks of hollow trees by cutting notches in the trees and climbing after them. Most of these animals, being nocturnal, sleep during the day and therefore become an easy prey to the hunter, who can tell by the freshness of the scratches on the stem of the tree when the animal ascended it.

What expert climbers the aborigines are may be guessed by the height of the trees, the blue gum, measuring sometimes over sixty feet in one smooth shaft.

Unslung his stone hatchet from his belt, the native prepares to climb the tree, cutting notches as he ascends.

The first and second notches are cut as he stands on the ground, the first notch being level with the thigh on the left hand, the second opposite the right shoulder. The two cuts are made with the hatchet, to form each notch, one slanting, the other horizontal. Into these the big toe of each foot is inserted, while the climber, stretching his

arm around the tree, makes the ascent to the uppermost outlet, where he waits until the rest of his party have set fire to the dried grass or reeds which fill the lower part of the trunk. Then the animal in its endeavor to escape from the smoke surges up the hollow trunk through the hole at the top, to be promptly killed by the native watching for him.

While the climber is cutting the notches he rests his whole weight on the toe, and in moving upward he holds the hatchet between his teeth.

The hatchets used before the coming of the white men were of stone, but afterward steel ones took their place.

## LUDICROUS LEGAL LORE.

A Legend of the Early Jurisprudence of Michigan.

The early history of the jurisprudence of Michigan, if faithfully chronicled, would furnish forth an entertainment abounding with the soul and point of humor. Many of these little legends yet float around the scenes which have given birth to them and serve sometimes to give zest to a bar dinner or to enliven a bar meeting. Among them is the following:

Judge B., a plain and worthy man, but no lawyer, was once county judge of Oakland under the old system. A case came on for trial before him on one occasion in which the action was founded in tort, and the plea of the defendant, which was special, was such as to give him the affirmative of the issue, upon the strength of which he claimed the right to open and close the case. This point was denied by the counsel for the plaintiff, "who never in the whole course of his practice had heard of such an enormity as the defendant's presuming to open the case." Authorities were brought and cited, however, and the judge, after mature consideration, determined that such was the defendant's right and so pronounced his decision. After a short pause, during which the plaintiff was grumbling his dissatisfaction, the court told the defendant's lawyer to go on.

"Your honor," said he, rising, "I am not quite ready to open the case. When I get ready I will let the other side know!" This opened, if not the case, at least the eyes and mouth of the other side, who sprang to his feet and belabored forth denunciation upon the stupidity of the judge, whose absurd decision had placed him in such a dilemma. "You see, your honor, what you have done. You have actually placed the case in the hands of the defendant. He took possession of our oxen, and when we brought an action to recover them he took possession of that also." "I can't help it, sir," said the learned judge, with great sternness. "The decision is made, and it is too late to alter it. The law must take its course. You must withdraw your action and sue again."

"If he does, your honor," said the defendant's counsel, "I shall plead the pendency of this action in bar and beat him." "Then, Mr. —," said the judge, "I see no other way for you but to sit down quietly and wait till the defendant gets ready to try this case." The plaintiff took the judge's advice, but the "time appointed" has never elapsed, and he is waiting yet. — Philadelphia North American.

## A Surprised Preacher.

When a clergyman in the course of his sermon asks a question he doesn't expect any one to answer it. At a watch night service at St. Paul's church, Brixton, England, the vicar was preaching a sermon on the prodigal son, in the course of which he said: "Last year some people came to watch night service from a neighboring public house, and some of them were drunk. Is there any one here like that tonight?"

"Yes," said a respectable looking man seated in the aisle; "I'm here, and I'm drunk."

The effect on the congregation was electrical. The preacher was startled for a moment, but after saying, "Poor fellow, poor fellow!" proceeded with his discourse.

"I tell you I'm drunk," said the intruder.

"Hold your tongue," said the vicar. "I am speaking now and must not be interrupted."

## A Fine Piece of Work.

"I tell you," exclaimed the young medical student, "our professor is an eminent surgeon."

"How's that?" asked his chum. "Well, a fellow was brought in with a crushed leg. The professor said it must come off, but by some means or other he cut off the wrong leg."

"Do you call that a fine piece of surgery?"

"Wait a bit. The professor said it would be terrible for the poor fellow to go about with no legs at all, so he splinted up the crushed leg instead of cutting that off, too, and now it is as good as ever. An ordinary surgeon would have left the fellow legless. Wonderful skill, the professor's!" — Strand Magazine.

## Use the Tester.

A good cow is known by her performances at the milk pail. If she doesn't do her duty by first, she isn't a good cow and should be converted into beef. Use a pair of scales and a tester and know what your cows are doing.

## THE EARTH'S CRUST.

Its Rigidity is About Equal to That of Granite.

Professor T. J. See of the United States navy has investigated the rigidity of the earth by mathematical processes depending on the theory of gravitation. He found that, even if fluid, the globe would have a rigidity greater than that of wrought iron, owing to the tremendous weight. The earth's matter under this great pressure acts as a solid and so vibrates in an earthquake, and the average rigidity of the whole mass is nearly equal to that of nickel steel. Nickel steel is one of the strongest and hardest metals known. The globe is thus proved to be capable of withstanding enormous strain. Dr. See proves that the rigidity of the earth's crust is about equal to that of granite, which is one-sixth that of steel, and that toward the center the rigidity rapidly increases. At the earth's center the imprisoned matter is at an enormously high temperature, yet under the great pressure there at work it is kept three times more rigid than the nickel steel used in the armor of a battleship.

This method has been applied also to the other planets. It turns out that the rigidity of Venus is greater than that of platinum and probably about identical with that of wrought iron. The rigidity of Mars is about equal to that of gold, while the rigidity of Mercury, the moon and other satellites is about equal to that of glass. The average rigidity of the great planets—Jupiter, Saturn, Uranus and Neptune—lies between eighteen and three times that of nickel steel. The great rigidity of these bodies is due to the great pressure acting throughout such large masses.

In the case of the sun the result is still more extreme. The average rigidity of all the sun's layers is over 2,000 times that of nickel steel. This result shows the effect of gravity in compressing and hardening a mass even when it is self-luminous and at enormously high temperature. — Chicago News.

## First Balloon Ascent.

The first public ascent by the Montgolfier balloon was made June 5, 1783. It was a spherical bag, consisting of pieces of linen buttoned together, suspended from cross poles. A fire was kindled under it, and the flames were fed with bundles of chopped straw. The loose bag filled out, assumed a graceful form and in a short time was completely distended. At a given signal the stays were slipped, and the balloon instantly ascended. Its velocity accelerated until it reached some height, then became uniform and carried it to an elevation of more than a mile. For ten minutes it remained suspended, then fell gently in a vineyard nearly two miles distant from the place of its ascension. The first adventurers to make an ascent in a balloon were M. Pilatre de Rozier and the Marquis d'Arlandes. In the basket of a balloon they on Nov. 21, 1783, rose to a height of about 3,000 feet.

## The Domestic Problem.

"I once lost an Irish servant," remarked a German lady who was relating the trouble she had in keeping domestics, "because I could not convince her that 'mick' is a German name for a fly. One day my little baby daughter was seated in a chair near a window which opened on the piazza, where Bridget was at work. The window was closed, and a number of flies were busy bumping their heads against the panes in an endeavor to escape to the outside. They attracted baby's attention, who called out to me to look at them, at the same time saying, 'Mick, mick, mick.' Just then Bridget turned to speak to the baby and heard these words. And even today Bridget is firmly convinced that I instructed the baby to make fun of her." — New York Herald.

## "Cannibalism."

The word "cannibalism" is really the name of a people. It is identical with Carib, many of the Caribs, who formerly flourished in the West Indies, having been consumers of human flesh. The letters "l," "n" and "r" are interchangeable in certain aboriginal American languages, so that Columbus found one West Indian island saying "Canniba," where another said "Carib," while Shakespeare's Caliban is another variety of the same.

## The Word "Impertinent."

Originally the word "impertinent" signified merely "not belonging to." When Wycliffe said that there were many men in this world who were "impertinent to earthly lords" he did not mean that they were "cheeky," but merely that they had no masters. Then, as used by Shakespeare, "impertinent" came to mean "irrelevant." Just 200 years ago it was defined as signifying "absurd, silly, idle."

## Not His Fault.

"James," asked the druggist sternly, "how did you come to lose that sale?"

"We didn't have what the lady wanted, sir."

"Why, you know we carry the most complete line of perfumery, knickknacks, stationery, toilet accessories and fancy articles in the city."

"Yes, sir, but it was medicine she wanted." — Great Falls Tribune.

## We Need Moral Regeneration

By WILLIAM J. BRYAN

I BELIEVE if the churches and charitable societies would stand up and say to Mr. Rockefeller, "KEEP YOUR MONEY; you stole it from the public; we will not accept it," they would come near to making him feel how lonesome a man can be who has nothing but money and no conscience back of it.

Senator Beveridge has been quoted as saying in Washington not long ago that what we need in this country is a MORAL REGENERATION in both public and private life, and I believe that Senator Beveridge is right. The investigations that have taken place in the last two years show a MORAL DEGRADATION in both business and political life. All over the country there has been an attempt to purify politics. There has been a fight against graft and crookedness in office, and investigations have shown that in the great business communities there has been constant immorality under the guise of MODERN BUSINESS METHODS, and we find that these men have not only been plundering the public at large, but swindling their closest associates in their own enterprises.

THERE HAS BEEN A REVIVAL OF VIRTUE, AND I BELIEVE IT MEANS A GREAT DEAL TO THIS COUNTRY, FOR IT IS THE INDICATION OF MEN FOLLOWING THE DICTATES OF THEIR CONSCIENCES, AND CONSCIENCE, AFTER ALL, IS THE MOST POTENT FORCE THAT MAN KNOWS ON EARTH.

## How Federal Control Of Railroads May Be Had

By Governor JOSEPH W. FOLK of Missouri

A CITY or town is a business corporation, and all the municipalities of the state should have the power to purchase, own and operate ANY PUBLIC UTILITY whenever they see fit to do so.

Whether municipal ownership is wise or not depends upon conditions in each PARTICULAR CASE. In some instances it is manifestly the proper thing. In others, owing to different circumstances, it might be unwise.

The need of more strict laws in the state and nation for control of public service corporations is manifest. If there were a comptroller of railroads, appointed by the president, subject to removal at pleasure, WITH ABSOLUTE POWER to suspend directors or officials of interstate railroads violating the law, to appoint receivers to take charge of the road until its operators could furnish sufficient guarantee of MORE RESPONSIBLE MANAGEMENT, the result should be to remedy evils now existing in railroad affairs.

In other words, give the comptroller of railroads the power over railroads that the federal government now exercises through the comptroller of the currency OVER NATIONAL BANKS. The federal government can require a license from interstate railroads, subject to revocation by the comptroller.

WHAT IS NEEDED IS PLENARY POWER IN SOME OFFICIAL TO CORRECT ABUSES IN RAILROAD MATTERS, AS IN THE CASE OF BANKS.

## Currency Bills Pending In Congress

By CHARLES A. FOWLER, Chairman Banking and Currency Committee of the House

A BILL has been favorably reported by the banking and currency committee and is now pending before the house of representatives providing for the issuance of five and ten dollar gold certificates AS WELL AS THE PRESENT DENOMINATIONS. The purpose of this bill is twofold. First, it would enable the secretary of the treasury to supply a portion of the \$300,000,000 of five dollar silver certificates with gold certificates of the same denomination and thus make it possible to increase largely the one and two dollar silver certificates which are needed so much IN THE TRADE OF THE COUNTRY.

The second object of this measure is to BROADEN THE BASIS of the standard of value, increase the quantity of gold in the country and make it possible to distribute it among the mass of people, thereby GENERALIZING its use as well as strengthening our reserves.

Another bill has been favorably reported by the banking and currency committee and is now pending before the house of representatives providing for the daily current deposit of all public moneys. It will depend upon the active co-operation of the bankers of the United States whether the government shall do its business as the bankers of the twentieth century do theirs or whether it shall continue to do it as General Jackson, inspired by passion, in his supreme ignorance began to do it NEARLY A CENTURY AGO.

What we want, and this is the crux of the whole matter, is this: Place our note redemption so located in the United States that no banker will be out of the use of his money FOR MORE THAN TWENTY-FOUR HOURS, and the cost of transmission paid by the government. Then bank note credits will be sent home when their mission is filled as directly and swiftly as now are checks and drafts, for the bankers will want the proceeds of the note credits precisely as they want the proceeds of their CHECKS AND DRAFTS.

The banking and currency committee has favorably reported a currency bill to the house of representatives providing for an issue of CREDIT BANK NOTES equal to 50 per cent of the capital of the national banks, and the method of guarantee makes such an issue safe beyond peradventure.

Our present bank notes are a FIRST LIEN upon the assets of the banks issuing them. With this law remaining in force, taking the entire history of the national banking system down to 1901, the average tax upon the outstanding note issue after eliminating all the government bonds deposited to secure circulation from our calculation would have been EIGHT ONE-THOUSANDTHS OF ONE PER CENT per annum to secure the payment of the notes.

In other words, the reserve of 5 per cent for current redemption and the proposed guaranty fund of 6 per cent would be sufficient to last 1,375 years, and the annual tax of 2 per cent would be sufficient to pay the AVERAGE LOSS of eight one-thousandths of 1 per cent for 250 years.

The banks should pay the government the same for these note credits that they are usually paying on large balances—viz, 2 per cent per annum.

THEY SHOULD ALSO PAY INTO THE TREASURY THE SAME REDEMPTION FUND OF 5 PER CENT THAT IS NOW REQUIRED FOR THE REDEMPTION OF OUR BOND SECURED CIRCULATION,

## MOST USEFUL ROCKS

VALUE OF CHERTS AND NOVAULITES AS ROAD MATERIALS.

Do Not Need Crushing—Are Better Adapted to Light Traffic Than Harder and Tougher Rock—How to Use Them in Road Work.

Cherts and novaculites are among the most useful and valuable materials for road construction, says Maurice O. Eldridge in the Good Roads Magazine. Aside from the fact that most of them cement readily and wear well, they can frequently be used without being first crushed and separated, a process so essential to a successful road if traps, granites or other hard rocks are used. Assuming that it costs 25 cents per cubic yard to crush the rock for a road one mile in length, fifteen feet wide and surfaced to a depth of six inches (consolidated), the total cost for this item alone would be about \$500. By the use of a material which does not require crushing a considerable saving can therefore be effected when many miles of road are to be built.

Cherts and novaculites are both siliceous rocks and are very similar in



SPREADING CHERT MATERIAL ON A ROAD.

appearance. The two rocks differ materially in their origin. Cherts occur usually in chalk and limestone formations and are generally believed to be formed by a chemical precipitation from sea water. Novaculites, on the other hand, are thought to be true sedimentary rocks, having been formed by deposits of very fine material—silt and sand—in sea water and subsequently solidified. The useful qualities of novaculites as oilstones for sharpening fine tools are well known and are due to the hardness and smoothness of this rock.

In order that a road may bind well, its surface must be composed of fine particles of suitable rock which form the bond. If these particles are blown or washed away they must be replaced, or the bond will be broken and the road will ravel. When roads are surfaced with limestone or chert a comparatively light traffic can be depended upon to supply enough binder to keep the road from raveling. For this reason these materials are better adapted to light traffic than harder and tougher rocks.

When bank cherts are first spread upon the road they are sometimes soft and brittle and apparently almost useless as a road material, but when the materials are exposed to the action of traffic and the elements the surface soon becomes a solid, compact mass.

Cherts and novaculites are invariably found in sedimentary formations. The material is also found sometimes completely covering the ground, sometimes in the beds of streams and narrow valleys, where it has been deposited by the action of the water, and again in banks and pockets on hill and mountain sides. Cherts are usually found in nodular masses, but, like novaculites, may occur in angular fragments, varying in size from about one to six inches.

Where these materials are found in banks or the beds of streams they are commonly called gravel. Crank gravel, formed from chert or novaculite, is usually of uniform size and comparatively clean, while the bank gravel often contains earthy matter and fine particles of the same material. The creek gravel usually wears the best, but it does not bind so readily or form so smooth a surface as the bank deposits. Where both creek and bank gravel is available good results can be obtained by using the former for foundation and the latter for wearing or binder course. The writer used this method at Florence, Ala., with marked success.

Where the material is plentiful and where a good quality of bank gravel is available for a binder it is unnecessary to go to the trouble and expense of cutting out a subgrade or to prepare earth shoulders, as is done for regular macadam. If the shoulders are dispensed with, however, it is absolutely essential that the surface course contain a sufficient quantity of good binding material; otherwise the bond will soon be broken, the material will spread, and much of it will eventually be forced or washed into the side ditches.

The roadbed should be covered with a material of bank gravel before the material is placed and given a slight crown of from three-eighths to one-half of an inch to the foot from the center to the sides. The foundation should then be rolled and the material for the first course spread in two layers and rolled and sprinkled in the usual manner. The spreading of the material can be accomplished by the use of a road machine, provided the gravel is not too large. The total depth of material may vary from four to nine inches at the center, as soil and traffic may require, and gradually diminish in thickness to what is commonly called a "feather edge" at the sides. If the most approved method is followed, shoulders should be provided to hold the material in place. The material should then be spread to a uniform depth from the center to sides.

## WIDE TIRE LAWS.

Why They Are Needed For the Improvement of Roads.

In the state of New York, as well as in other states, many of the practical road users are asking why there are no state laws making the general adoption of wide tires on all wagons built to carry a load of a ton or more compulsory. It is a well known fact that narrow tires carrying a heavy load cut the road surface, making ruts, thereby letting in the water, which when frozen results in ruts to the road, says the Good Roads Magazine. The use of

wide tires, on the other hand, through the constant process of rolling, is a benefit to the road. In foreign countries, especially France, which enjoys the proud distinction of having the best roads in the world, the use of wide tires is required by law.

The reason assigned for the fact that wide tire bills have not been more generally adopted in the United States is that it would mean the expenditure of money on the part of all owners of wagons, and as these wagon owners are voters the question would become political, and a legislator would not dare vote for a law which would compel his constituents to spend money in buying wide tires, for it might mean that he would not again be elected to office. Such a situation is of course absurd. Nevertheless, no extensive improvement of the roads should be made without the adoption of a wide tire act. Cutting up and destroying the highways constructed with the people's money at great expense is a wasteful waste, and wide tire laws as a preventive measure are absolutely necessary.

## PLEA FOR GOOD ROADS.

Evil Effects of Bad Highways Are Pointed Out.

The good roads idea has come to the front for popular discussion very emphatically lately and is the subject of much favorable comment in the editorial columns of the daily press, writes Alexander S. De Meill in the St. Louis Republic. Good roads mean increased population and business to the citizen and new improvements and increased taxable wealth to the state.

But my intention in this communication was not to set forth my own views, but to speak for the dead by quotation. I wish to add by revival to the literature of the subject a powerful paragraph from the now silent pen of our former bright and talented townsman, Kate Field.

I clipped it some twenty years ago from the pages of her national weekly, Kate Field's Washington, and here with transcribe it in all its masculine virility and impetuosity, suggesting its further usage to the advocates of good roads:

"Why these raving lunatics and driving idiots? Because bad roads prevented them from forming companionship when young; because bad roads prevented them from going to good schools when young; because bad roads kept them away from civilizing entertainment and instruction; because bad roads imprisoned them half a year and made church and newspapers well nigh impossible; because the bad roads prevented them from learning how to cook and what to eat."

## The Good Roads Problem.

In a recent article on the above subject Colonel Albert A. Pope thus calls attention to the effective work being done in Massachusetts for improved highways: "Methods of procedure in various states have differed. I like very much the plan adopted by the old Bay State, in accordance with which complete sections of state roads have been built in the various counties, so that they may serve as object lessons. The state highway commissioners use local talent and local labor as far as possible in building these various bits of state highways, and they thus train up in many parts of the commonwealth a goodly number of road workers and road supervisors. The various sections of state highways are parts of a carefully studied plan to connect large cities and towns throughout the state and also to unite with and form a continuation of highways in neighboring states."

## Why Better Roads Are Needed.

Patrons along the various rural routes should take warning from a circumstance that has happened at Richmond, Ind., where on account of the inferior condition of the highways a rural route has been discontinued, says the Motor News. On some of the roads splendid work has been done, but not until the deep mud roads give place to good, hard thoroughfares will the government ever give the farmers more than one delivery of mail per day. When counties awake to a full realizing sense of the benefits to be derived from properly built roads then and then only will the government increase the present service. But with the advent of good roads and automobile delivery the government will give both morning and afternoon mail service, and the farmer will then be as well cared for as are his city brethren.

## Salt to Lay Dust.

Salt is the latest device for laying dust on roads in the country, says the London Globe. The author of this new departure is M. Trintzin, city surveyor of Rouen, in France, who has published it as the result of a long series of experiments. The list of these, while bringing out the weak side of the new system, possesses considerable interest, as showing the various possibilities of utility. A long stretch of road was first watered, then sprinkled with salt. The next day the surface of the road was covered with a thin glazed crust. Rain removed this in parts, but where the glazed remained there was no dust for five days.

## Second Hand.

A story is told of a minister who gave the rural joiner an order to make a small wooden cupboard. When the pastor received the account he complained to the joiner about the amount and said he could have got a second hand cupboard which would have answered his purpose equally well at much less cost.

"Yes," retorted the joiner, "and I could buy a guid sarnen for three-pence, but e'e wadna' care about preaching them at that price!" — London Telegraph.

## A Place For Everything.

"Here is a bill," said the book-keeper of the deaf and dumb institute, "for \$5 for the hire of a horse and buggy the day you took that good looking lady inmate out driving. What shall I do with it?"

"Pay it," said the superintendent, "and charge it to the calisthenics department."

"As what?"

"Dumb belle exercise." — Detroit Free Press.