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OF

HAMILTON COUNTY

Just out, is the most authentic and complete map of the county ever issued. It contains a complete record of ownerships, all rural routes, drainage districts, school houses, country churches, and all highways in the county. The First National Bank of Webster City, recognizing the value of this map as an educational force, recently purchased 140 copies to be distributed among the school houses of the county. As a reference work it is invaluable. While they last we will sell

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FRISBE FALLS UNDER PLANE

Flyer Whose Work Was Seen in Des Moines, Killed at Norton, Kan.

CROWD FORCED THE FLIGHT

Aeroplane Ascends in Damaged Machine Against Better Judgment in Response to Demands of Throng.

Des Moines, Sept. 2.—Capt. J. J. Frisbie, the "only Irish aviator," will be remembered by people of Des Moines as the flyer who piloted a Curtiss biplane in a pretty exhibition rise, on the last day of the flying show conducted by the Missouri International aviators here at the Hyperion Field club. Captain Frisbie flew but once, leaving the majority of the work to his teammates, Rene Simon and Rene Barrier, who piloted Moisant monoplane. On the day of his flight hero, his Gnome engine gave him trouble, and he was forced to make a long, dangerous glide to the earth.

Norton, Kas., Sept. 2.—J. J. Frisbie, the Curtiss aviator, was killed by a fall at the Norton county fair. Frisbie met with an accident Thursday and only went into the air again yesterday when driven to do so by the taunts and jeers of the crowd.

Frisbie fell about a hundred feet and the engine of his machine fell upon him, crushing his left side and chest. He lingered for about an hour before he died.

Frisbie has been giving exhibitions at Elmwood park for several days. Thursday his machine acted badly, and he had a fall of about forty feet, but beyond bruises and a shaking up, was not injured.

He was skeptical about the ability of his machine to stand another flight yesterday and announced that he would not take the air yesterday

afternoon, but when this statement was communicated to the crowd there was an angry demonstration. The spectators hooted and shouted fakes and refused to listen to explanations.

Mr. Frisbie announced rather than have the big crowd go away with the impression that he was not willing to do his best, he would attempt a flight. He ascended from the track without difficulty and reached a height of a hundred feet, but in attempting to make a turn the plans dipped and Frisbie lost control.

As he came crashing to the earth spectators could see the aviator trying to right the machine, but as it approached the ground one of the wings crashed into a barn and the biplane, glancing off, struck the earth with Frisbie underneath.

Physicians who hurried to the aviator's assistance, expressed the opinion at once that his injuries were fatal.

Frisbie's wife, son and little girl were witnesses of the accident. Mrs. Frisbie being prostrated when she saw her husband fall. Last night she bitterly denounced the action of the spectators in forcing her husband to make the flight with a disabled machine.

Frisbie is well known among the aviators, having flown at Belmont park and being a participant in the recent big meet at Chicago.

Muscantine Mob Stones Workers.

Muscantine, Sept. 2.—Rioting, the first serious outbreak of the second button workers' strike, occurred here last night, when nonunion workers were leaving the McKee & Bliven plant. A crowd of 500 people made an attack upon the workers. Art Lawrence was badly injured by rocks and another workman by the name of Wayne Reynolds, suffered a severe scalp gash, resulting from a blow by a blunt instrument.

The police were unable to control the mob and half the windows of the factory were broken. The final action of the rioters was to stone the owners of the plant, James McKee and W. I. Bliven, as they left in automobiles.

An appeal will be made to the state to prevent further disorder.

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WAS A HOWLING SUCCESS

Eagle Grove Entertains the Biggest Crowd in the History of the Place at Annual Picnic.

AVIATOR DRAWS THE PEOPLE.

Webster City Furnishes the Largest Quota of Visitors of any Outside Town.

The flight of Charles F. Walsh in a Curtiss biplane drew the largest crowd to Eagle Grove Friday that the town has ever seen. The flight of the aviator was the big feature of the annual picnic given by the Farmer's Co-operative Elevator Company and the Commercial Club of Eagle Grove, and it is estimated that fully fifteen thousand people attended the big festival.

A program of sports and amusements filling the entire day was given, the final number being two flights in the air by the bird-man Walsh. The writer made the trip to Eagle Grove and witnessed the aerial stunts. The airship at Eagle Grove Friday was the first one to be seen in this section and the big gathering of people who witnessed the graceful flying done by Mr. Walsh in his Curtiss biplane, were duly impressed by the feat. The flying was done so easily, the machine soaring and dipping like a swallow, that it did not appear as spectacular as the old fashioned balloon ascension, yet it was sufficiently interesting, being new, to hold the crowd breathless while the aviator was in the air. The airman made two flights, one closely following the other, and reached a height of perhaps two thousand feet. He traveled a distance of fifteen or twenty miles and flew at the rate of sixty-one miles per hour. Not an accident occurred to mar the exhibition.

However, there was one unpleasant feature of the day that the Commercial Club of Eagle Grove should have foreseen, and that was the scarcity of drinking water. It was plainly evident that preparations had not been made to handle such a large crowd as was present, because by the middle of the afternoon all of the lemonade, pop, and nearly all of the water on the ground had been disposed of by the thirsty multitude. Then some enterprising persons hauled water to the ground in milk cans and sold it at five cents per glass. The people were so parched with thirst that they fought their way up to the water vendor's wagons, almost trampling the weaker ones to earth in their mad rush for water.

The question of feeding the multitude had also been overlooked and many people went hungry at the supper hour. Every restaurant and eating house in town was sold out slick and clean by 7:30 in the evening.

Probably two or three hundred people from Webster City witnessed the day's doings, this place perhaps furnishing the largest number of visitors from any outside town. Many towns were represented. It is estimated that there were one thousand automobiles in Eagle Grove Friday. The flying machine is a howling success as a magnet to draw the people from all over the country.

It was a memorable day for Eagle Grove.

A Fine Map.

The Freeman-Tribune's new map of Hamilton county is selling well. A careful examination of the map will show that it is up to date in every particular. All titles are correct up to the first of March, all drainage ditches, rural routes and highways in the county are included, and the map will be found invaluable as a reference work for all classes of business men as well as farmers. Cloth maps sell at \$3 each, while the paper maps sell at \$2. Orders for either should be sent to the Freeman-Tribune, Webster City.

Capt. S. B. Philpot of Fort Dodge has been elected major of the Fifty-Sixth Regiment, I. N. G., to take the place made vacant by the promotion of Maj. Hyatt to the lieutenant-colonelcy of the regiment.

F. A. Boysen, Dentist, Second St.

HOBO NUISANCE IS VERY ANNOYING

More Bums in Iowa Than Usual at This Time of Year and They are Mean.

O. L. Hice of Fort Dodge, employed as a conductor in the freight service of the Illinois Central railroad received a bullet wound in the hand last night, the result of a shot fired at him by a hobo whom he had ordered from his train near Rockwell City.

From conversations held with a number of railroad employes it would seem as though the hobo situation this fall is as bad, if not worse, than it has been in previous years. The train crews of the freight must be constantly on the alert or the trains are swarming with bums. Many are inclined to be peaceable and get off without causing any trouble, but others like the one who fired on Conductor Hice are rather warlike and resent being ordered off the cars.

The freight crews are not the only ones having trouble with bums this year, the passenger men also having their trials. The blind baggage and the top of the train are favorite riding places with hobos and members of the "fraternity" are constantly making attempts to ride on the passenger trains in these places.

Every effort is being made by the various railroads to stamp out the hobo evil each year but with indifferent success. An exchange states that the Northwestern out of Sioux City is putting a special agent aboard each freight train to assist the crew in keeping the tramps off.

The police say that there are very few genuine hobos loitering around the city. Occasionally a man is found sleeping in a box car or shed but the majority of them are men who really want work.

Saving Children's Eyes.

A new kind of school house architecture which promises to do much toward the saving of children's sight is described by a writer in the Good Housekeeping Magazine. A building at River Forest,

Illinois, is lighted by means of saw-tooth skylights, which are found to meet every condition of scientific lighting.

The building is one story in height and the arrangement of light such that no direct rays enter the eyes of pupils or teachers, and a steady and soft diffused illumination is provided. This is a big step away from the ordinary school room with its disastrous cross-lights, and if the plan could be made practicable would doubtless mean much in defeating a weakness that is fast making us a spectacle race.

Andrew Brewer has bought the W. J. Chalfant home on First street. Consideration \$3,600. This is a most desirable property and Mr. Brewer secured a bargain.

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