

Lady Baltimore Cake

The Most Popular Cake This Season
By Mrs. Janet McKenzie Hill, Editor of the Boston Cooking School Magazine

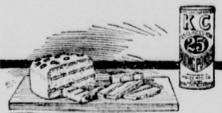
This is considered by many cooking authorities the finest cake that can be made, though in reality it is not at all difficult.

K C Lady Baltimore Cake

One cup butter; 2 cups granulated sugar; 1 cup milk; 1 teaspoonful rose water; 3 1/2 cups flour; 3 level teaspoonfuls K C Baking Powder; whites of 6 eggs, beaten dry.

Cream the butter and beat in the sugar gradually. Sift together, three times, the flour and baking powder, and add to the butter and sugar, alternately with the milk and rose water. Lastly, add the egg whites. Bake in three-layer cake pans. Put the layers together with the following frosting.

Note—The cake is a large one and sells at Women's Exchanges for \$1.50.



Frosting for Lady Baltimore Cake

Three cups granulated sugar; 1 cup boiling water; whites of 3 eggs; 1 cup chopped raisins; 1 cup chopped nut-meats; 5 pins cut in thin slices.

Stir the sugar and water until the sugar is dissolved, then let boil without stirring until the syrup from a spoon will spin a long thread; pour upon the whites of the eggs, beaten dry, beating constantly meanwhile. Continue the beating until the frosting is cold; add the fruit and spread upon the cake.

The K C Cook's Book contains ninety just such delicious recipes—bread, muffins, cakes and pastry. You can secure a copy free by sending the certificate packed in every 25-cent can of K C Baking Powder to the J. W. Taylor Co., Chicago. Small cans do not contain Cook's book certificates.

Send the Herald to your Inquiring Eastern friends.

Charity. Charity begins at home because if it began downtown it might have to walk home.—Galveston News.

FIND MAN'S BODY IN SHARK.

Large Fish That Devoured Sailor Was Harpooned and Shot.

A dozen men armed with rifles killed a giant shark which had devoured Jules Antoine of the Florida coast. Portions of Antoine's body were found in the shark.

Sailors on the British steamer Aldersgate saw the old man fall overboard. A shark seized the body, and the crews of several vessels began a general shark hunt.

The monster was more than twelve feet in length. Several harpoons with lines attached were used to bring him to the western bay shore. After being hauled up on the sands the fish sloshed about until shot to death. When the body was cut open almost the entire corpse of Antoine was found inside and was identified by tattoo marks. There were also pieces of clothing and his boots, which bore the imprint of the sextuple rows of teeth.

A piece of coral rock weighing about eight pounds was also found in the shark's stomach.

The age of the fish is estimated at more than a hundred years. It is the largest ever captured in these waters in years. The skin will be stuffed. It has been offered to the Smithsonian institution.

He Knew Women.

"Sir," says the inventor to the capitalist, "I have invented a corkscrew that will sell on sight to every woman in this land. I want you to back me."

"What kind of a corkscrew is it?" asks the capitalist.

"Instead of being twisted, as the ordinary corkscrew is, it is made exactly like a fork."—Judge's Library.

New Board The Wreck

Five Army and Navy Officers Instructed to Learn Cause of Explosion

A BOARD of five army and navy officers has been appointed to inspect the wreck of the battleship Maine and report all possible data which it can gather, including the cause of the destruction of the vessel. The members of the board are Rear Admiral Charles E. Vreeland, aid for inspections; Chief Constructor Richard M. Watt, Colonel William Black, engineer corps; Commander Charles F. Hughes, member of the board of inspection and survey, and Commander Joseph Strauss, on duty in the office of the aid for material.

This will be the second formal investigation of the cause of the wreck of the battleship. The personnel of the board is significant. None of the members was identified with the first investigation, which immediately followed the destruction of the vessel. Admiral Vreeland and Commander Hughes are members of the board of inspection and were selected because of their familiarity with this sort of work. Chief Constructor Watt is chief of the bureau of construction and repair and an expert on the structural features of naval vessels. Commander Strauss is a powder expert and was formerly in charge of the naval proving ground at Indian Head, Md. Colonel Black was chosen because of the fact that he was the president of the army board which decided to raise the Maine by means of a cofferdam. He is the senior engineer officer in charge of the work of raising and removing the Maine from Havana harbor in accordance with legislation passed several years ago.

\$500,000 Already Spent. About \$500,000 has already been spent in raising the Maine. A large cofferdam was constructed around the vessel and the mud cleared away. For the last few weeks no work has been done, as the hurricane season was threatening. All danger of an accident of this sort is now over, and the army engineers are ready to remove all the water from the cofferdam and disclose the bulk of the Maine for the investigation of the board.

Immediately after the wrecking of the Maine on Feb. 15, 1898, a court of inquiry was appointed, consisting of Captain William T. Sampson, president; Captain French E. Chadwick and Lieutenant Commander William F. Potter, and Lieutenant Commander Adolph Marx, judge advocate. After hearing testimony for about three weeks the court found that the loss of the Maine was not due to any fault or negligence on the part of any of the officers or members of her crew; that the ship was destroyed by the explosion of a submarine mine which caused the partial explosion of two or more of her forward magazines and that no evidence was obtainable to fix the responsibility for the destruction of the Maine on any person or persons. Much of the testimony on which this report was based was from naval and civilian divers who investigated the condition of the wreck below the water line.

The new board, however, will have better facilities for studying the probable causes of the wreck. The water will be entirely removed from the cofferdam, which will give the naval and army experts an opportunity of gathering first hand information, and they will not have to rely on the reports of divers.

There has always been a good deal of comment not only in navy circles, but also in the American and foreign press, on the condition of the wreck.

NAVY'S GIANT TORPEDO.

New Implement of War Places This Country on Par With Others.

A new giant torpedo, designed for use in the United States navy, was tested recently in Sag Harbor under supervision of several navy experts. It is now declared the torpedo will place the United States navy on an equal footing with any other power in this exceptionally important department of the war game.

The new torpedo is of the turbine pattern and is twenty-one feet long. Fired several times at thirty-two knots speed, it traversed more than 10,000 yards. At twenty-seven knots it made a range of more than 8,000 yards.

At the present time the battleships and armored cruisers of the navy are mostly equipped with torpedoes that have a speed of thirty-five knots and go 5,000 yards. Destroyers carry the Whiteheads, which have a speed of thirty-seven knots and go more than 4,000 yards.

The manufacturers are said to have a contract with the navy department to supply 500 torpedoes within the next two years.

Warships to Have Incinerators.

Owing to the fact that the litter of refuse thrown from a battleship may provide a trail by means of which the enemy may ascertain the direction it is taking, the navy department proposes to install incinerators on its ships. During the world girdling cruise of the battleship fleet the slower service ships reported that they had no difficulty in trailing the fighters by the litter which floated for miles in their wake. Incinerators are now used on British warships.

to Inspect of the Maine

None of Them Had Anything to Do With the Investigation of 1898

Former Report Not Conclusive.

While the officers who were on board the Maine and who were connected with the investigation which followed the disaster have always maintained that the vessel was blown up by a submarine mine, there has been an element in the navy and elsewhere who contend that it is impossible to regard the report of the court of inquiry as conclusive. Last winter Rear Admiral George W. Melville, retired, former engineer in chief of the navy, wrote a magazine article in which he argued that, although parts of the keel and bottom plates were driven upward many feet above their normal position, this did not constitute conclusive evidence that the primary explosion was external. The army engineers who are engaged in raising the wreck also incline toward this view. They hold that the explosion of the two forward magazines caused such widespread destruction and the action of explosives is so uncertain that the real cause of the destruction of the Maine probably will never be positively ascertained.

Several weeks ago Washington L. Capps, former chief constructor of the navy, was sent to Havana to identify certain parts of the wreck. Mr. Capps was one of the naval officers who superintended the construction of the Maine, and for this reason he was selected to go to Havana to identify portions of the wreck which had been disclosed when the water in the cofferdam was lowered. Mr. Capps submitted his report to Secretary of the Navy Meyer. While his report has never been made public, it is in accord with the theory that the primary explosion was external. Army and navy officers who have seen the wreck since the cofferdam has been built are confident that the report of the new board will corroborate the finding of the first investigation in 1898.

Findings to Go to Congress.

For some time the feeling has been growing among the higher officers of the war and navy departments that some official action should be taken to put an end to the view which is prevalent in some quarters that the primary explosion on the Maine was inside the vessel. The officials of the government have resented the suggestion that the finding of the court of inquiry of 1898 was not based upon accurate data. This was one of the important considerations that led to the appointment of the second Maine board. Its report will probably be filed with the secretary of the navy in time for submission to congress at the coming session.

After the board completes its investigation of the wreck the army engineers will lose no time in complying with the law of congress which provides for the removal of the bulk from Havana harbor. The after part of the ship, according to reports received here, can be raised and floated out to sea, where it will be sunk in deep water. The bow will have to be cut in sections and placed on scows and disposed of in the same manner.

The remains of more than fifty victims of the disaster have been recovered and will be buried in the Arlington National cemetery. The mainmast of the vessel will be erected over their graves as a memorial.

STOP BANK OVERDRAFTS.

Comptroller of Currency Acts—Average of \$33,000,000 a Year.

Comptroller of the Currency Murray has undertaken to destroy by moral suasion the practice of banks of permitting customers to overdraw their deposits. He instructed the national bank examiners to take up the question with the national banks throughout the country, calling to their attention laws enacted by the states on the subject and a decision by the supreme court of the United States severely criticizing the practice.

The national bank act is silent on the question of overdrafts, and the comptroller expects to accomplish the abolition of the custom by pointing out its evils. The overdrafts in national banks, as reported on the call of the comptroller of the currency, averaged \$33,000,000 in the last five years. The high water mark was \$53,000,000, and the lowest amount reported was \$23,000,000 during that period.

A New Wrinkle in Paper Bags.

One of the latter day minor refinements of the retail hat business is found in the furnishing of paper bags in which the customer can carry home his hat without attracting attention from everybody he meets. It used to be that the hat was put in a bag made of straw colored paper, and such a bag against the carrier's darker clothing could be seen a block, but nowadays the latter drops your new hat for you into a black paper bag, a bag made of unglazed paper of a dull, grayish black, a bag in which the customer can carry his new hat home inconspicuously.

THE GAMBLERS

Charles Klein's Great Play May Teach a Moral of Wall Street to Men---But to Every Woman It Teaches a Lesson of Married Life.

LIKE most of his successful plays, Charles Klein's great drama, "The Gamblers," deals with the problems of the day from the masculine point of view. As "The Third Degree" was intended to show the evils of the police system, so "The Gamblers" is a hit at the political reformer and the Wall Street crowd, but the women who go to see the play will tell you differently. They see in it an expose of married life, one of the reasons why the divorce evil is growing and why homes are being broken up every day. And they're right.

Two men hold central positions in the play—Darwin, the righteous dis-

ting in many virtues, at least thinks of others before himself, and that settles it with the average woman.

You men who complain that you are losing your wives' affection, go to see "The Gamblers" and ask yourself: "Am I self centered like this man? Am I like a Pharisee? Do I pride myself upon my goodness, my honesty and my honor to the exclusion of every other human feeling?"

Darwin never for a moment concedes that there may be another point in view equally right with his own. His requests to his wife are really commands. She is well provided for, but provided for as he dictates; her friends, her occupations, must be of his choosing; his interests must be hers, no matter what old time associations and friendships hold her back.



"YOU HAVE COME HERE AGAINST MY ORDER; I NOW DEMAND THAT YOU GO HOME."

tribut attorney, and Wilbur Emerson, head of a banking system which perils the money of its depositors by illegal loans and investments. There isn't a woman living whose sympathy wouldn't go out to the first man, for women, take them as a class, detest dishonesty in speculation above all things. They have suffered too much by it. But by the end of the play not a feminine member of the audience has a particle of sympathy for the virtuous district attorney who convicts the Wall Street thieves.

And why? I ask you. Because it turns out that he prosecutes and muckrakes for his own political advancement? Not a bit of it. That wouldn't worry the average woman. Because of the way he treats his wife.

Selfishness incarnate crops out all over him, while the other man, lack-

He feels that she is married to a good, to an upright man, and puffed up in his self conceit, he tries to prove her to bring her up to his own level, to make another self out of her.

When not engaged in educating her up to his standards or in bullying her to do his will he leaves her alone. She can read or she can yawn or she can reflect on his greatness. The fact that he is working to advance himself in the world ought to be enough to keep her heart warm, to keep her contented as she sits hour after hour alone in the evening listening to the ticking of the clock.

How many "good" men there are like Darwin. No wonder women leave them for the bad ones. And the women in the audience do tall thinking. After all, the word "good" is a relative term—at least it seems so to some wives.

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Daily Time Card
STEAMER HARBOR BELLE
In effect September 12, 1911. Daily except Sunday.
Lv. Montesano for Hoquiam... 7:00 a. m.
Lv. Cosmopolis for Hoquiam... 8:10 a. m.
Lv. Aberdeen for Hoquiam... 9:30 a. m.
Lv. Hoquiam for Aberdeen... 10:30 a. m.
Lv. Aberdeen for Montesano and way points... 12:00 p. m.
Arrive Montesano... 4:30 p. m.
STEAMER CHAMPION
Daily except Sunday.
Lv. Aberdeen for Westport, Whaling Station, North Jetty... 8:00 a. m.
Lv. Hoquiam for Westport, Whaling Station, North Jetty... 8:30 a. m.
Returning leave Westport at... 10:30 a. m.
Lv. Aberdeen for Westport... 2:00 p. m.
Hoquiam, Eighth St. Dock for Westport... 2:30 p. m.
Returning leave Westport at... 4:00 p. m.
Sunday Time Card.
Effective Until October 15, 1911.
STEAMER HARBOR BELLE
Lv. Montesano for Westport... 7:00 a. m.
Lv. Cosmopolis for Westport... 8:10 a. m.
Lv. Aberdeen for Westport... 9:30 a. m.
Returning leaves Westport... 10:30 a. m.
STEAMER CHAMPION
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Lv. Hoquiam for Westport... 8:45 a. m.
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