

What a fine all-star stock company Reno could organize.

The announcement comes that Newport society is to fly. We knew that!

In spite of the objections to the long hatpins some women refuse to see the point.

Mark Twain is said to have died a millionaire. He was rich in more ways than one.

Many men would like to go back to the farm just long enough to get three square meals.

The man who doesn't mind his own business is likely to wind up with no business of his own to mind.

To cure indigestion, marital infidelity, divorce and other things, teach our daughters how to cook, wash and mind the baby.

A Boston court has decided that a prima donna's name cannot be given to a soup without her permission and, presumably, her price.

Says a dressmaking authority: "Men fall in love with the best gowned woman." Here is a question for a pleasant freize debate.

Over in London, where they are fairly good judges of explorers, they have decided that Peary discovered the pole and that Dr. What-his-name is a faker.

It is rumored that an automobile trust is in process of organization. Can this be a fiendish conspiracy to sky the price of the poor man's automobile?

The story of the deluge has just been deciphered on clay tablets dug up after thirty-eight hundred years. Perhaps some day will be discovered the original diary by Adam.

There is much that millions can't buy. For instance, the wife of a millionaire for nine successive nights has suffered from insomnia. Sleep cannot be purchased, and yet it is the boon of the humblest working woman.

Sailing of the Mauretania was delayed half an hour by the non-arrival of some cans of cream. We are surprised to learn that the Mauretania does not have among its attractions a cow pasture and creamery of its own.

A wife murderer in Georgia, pardoned by the President, refused to avail himself of the clemency and will remain in charge of the penitentiary pharmacy as a trusty. This would appear to be a case where the zeal of friends rather overran itself.

"Every time you get cold feet," says a Chicago health department bulletin, "mark it down and see how often you get a cold. Do the same thing every time you get your feet wet. You will find that your ideas about cold feet or wet feet have been more wrong than right." How does the Chicago health department know what our ideas have been about cold feet?

The appendix, thinking the human race has not enough trouble of its own just now, has started to make more by inventing for itself a new and exclusive disease. This disease the doctors have agreed to call "appendicitis gastralgia," and there is small doubt that those who wish to keep strictly up to date will contract it without delay. Indeed, appendicitis may go quite out of fashion.

What it costs a young man to go through college is always interesting to the fathers who have to pay the bills and to the boys who have to earn their own education if they have any. The record made by the senior class of Princeton University is typical. The smallest amount spent by any student in the class during the four years of his residence at the university is eight hundred dollars. The largest amount is ten thousand dollars. The average is a little more than thirty-six hundred dollars, or about nine hundred dollars a year. Taking the whole country, it is probable that more boys go through college at a total cost of fifteen hundred or two thousand than thirty-five hundred dollars.

The prevalence of perjury in court has been discussed by many lawyers and judges, and various safeguards of a legal character have been advocated. Now a contributor to the Green Bag raises the more general question whether lying is increasing in our society and in the civilized, industrial, strenuous world at large. It is true, as the New York Evening Post observes, that the increasing complexity of life makes lying "safer" and the discovery of the truth more and more difficult. The simpler the conditions and habits of people the easier it is to find the liar out and discredit him. It is not admitted that a complex civilization, while it increases the opportunities of sophists, casuists, shufflers and plain liars, also multiplies the agencies for propagating truth and opposing lying. Education makes men and women more intelligent and therefore less gullible. Industry and commerce, the wonderful credit system, the importance of contract, the need of efficiency and responsibility in business, the rising standards of professional life, the fierce light of the modern press, the rapidity of communication—these and other things make for truthfulness in human relations. We do not believe that lying is on the increase or that character is deteriorating. Humanity is ascending, not descending, morally and intellectually, and moral advance is of course measured by the degree of spontaneous virtue and sincerity possessed by the average man.

Every reader of the newspapers must have seen dispatches from Washington reporting that Mr. So-and-so "has introduced a bill" in Congress providing some amusing change in the law. For example, it would not be surprising to learn that some member has proposed a law that every railroad company doing interstate business shall provide a shower bath in every car. No one should be in the least disturbed by the intelligence that a bill has been introduced in Congress, no matter how reasonable or how absurd its provisions may be. In the House of Representatives the members merely drop their bills in a box; the bills are referred to some committee, and that is usually the end of them. The present Congress has already nearly thirty-three thousand bills on the calendars of the two houses. Leaving out of the account some hundreds of pension bills, almost none of the rest can be passed unless there is unanimous consent to consider them. Of course, there are many members who are always ready to object to the consideration of any "fool" bill. Inasmuch as a Senator or member can introduce any number of bills on any and every subject, and since some Congressmen are willing to present "any request" bills sent to them by any "ranky" constituent, the fact that a bill has been introduced does not suggest that it will be passed, any more than that the gathering of a summer cloud implies that the earth is to be destroyed by another deluge.

UNCLE JOE'S SPEECH. "This is the most comfortable chair, Uncle Joe. Won't you take it?" Uncle Joe looked at his nephew with a suspicion of a glare. He was a cheerful, bluff old gentleman who was making a visit in his nephew's family, and had just come in from a brisk walk in the country. Now he strode to the fireplace and stood in front of it, warming his coat. His niece was busy with some fancy work near the window, and his nephew had just laid aside the afternoon paper. "Do sit down in the most comfortable chair," urged the young woman with the fancy work. "I prefer to stand up," said Uncle Joe. "Any objection?" "Why, no," said his nephew. "Of course if you wish to stand up—" "Your intentions," said Uncle Joe, "are good, but with your permission I'm going to make a speech. There is such a thing as having too good intentions." "What do you mean, uncle?" asked the voice from the window. "I'm sure we want you to be perfectly comfortable." "So I am," said the old gentleman, "but you forget that I am old enough, and not yet too old, I hope, to judge for myself." "When I want to sit down I know enough to sit down, and as a matter of fact, I consider some of the other chairs quite as comfortable as the one you are always compelling me to sit down in." "When I am at dinner I know when I have had enough to eat, and I don't like to be told that I have a poor appetite if I don't eat twice as much as anybody else." "When I go out to walk I am still capable of deciding whether or not to wear rubbers. And when I stay in the house, it's my own fault if I sit in a draft." "I like this place, and I should like to prolong this visit several days longer." "That's my speech," finished the old gentleman. There was a moment's silence. "And a mighty good speech, too," said the younger man suddenly. "I hadn't thought of it that way before, but chasing people to make them comfortable is a rather oppressive kind of hospitality. Sit down in any old chair you like, Uncle Joe, and I guess hereafter I will be able to restrain my impulse to pick it for you." "I shouldn't have mentioned it," said Uncle Joe, with a twinkle. "If I hadn't been sure that such sensible young people would agree with me."—Youth's Companion.

A Lad of Mystery. For a little while about the middle of the nineteenth century "that awful boy Jones" was the torment of Queen Victoria's life, and his short career in public contains a mystery which would try the mettle of Sherlock Holmes. He was a barber's apprentice who in some unexplained way discovered a passage into Buckingham palace, with which he alone was acquainted. When he was first found trespassing he was gently admonished and sent home. Soon after he was encountered again in the palace. He would not tell how he obtained access. Again he was sent home, and again he reappeared. Once he calmly admitted that he had been lodging in the palace for a fortnight. He had laid snug during the day, sleeping in the royal apartments, and at night had wandered from room to room, helping himself to the food left over from royal repasts. He had seen the queen repeatedly and indeed had never been far from her. The matter was considered so serious that the boy was summoned before a special meeting of the privy council. He refused to give any account of his secret. Soon after he disappeared, and it is supposed that he was removed under state protection.—London Globe.

Historic Limoges. Once a flourishing Roman city and supposed to be one of seven cities where Christianity was planted about the middle of the third century, Limoges is the capital of the department of Haute-Vienne and is 250 miles south of Paris. Its porcelain manufactures are justly celebrated. In 1763 kaolin was found near by, and naturally Limoges immediately began making the hard paste porcelain. This is more durable, though made of soft paste absorbs less color in the decorating and has a pleasing softness of effect.

When a man is applauded for doing or saying a smart thing, he tries so hard to score again that he becomes a nuisance.

When a man first joins a lodge he is very enthusiastic, but when the first assessment becomes due he begins to take less interest.

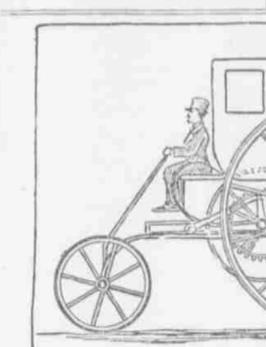
AUTOS OF OLD DAYS OF MANY ODD KINDS

Coiled Spring Vehicle One of the First Efforts at Horseless Carriage.

MACHINES THAT HAD LEGS.

France Has Honor of First Using Steam Successfully—America's Pioneers.

Early in the dawn of human intelligence there came the dream of unrestricted, individual locomotion. It was toward the end of the thirteenth century, says R. T. Sloss in his "Book of the Automobile," that the learned Franciscan friar, Roger Bacon, wrote:



"We will be able to propel carriages with incredible speed without the assistance of any animal." At the same time he predicted the coming of the steamship and the flying machine. The scientific character of Bacon's imagination has been completely vindicated in the ocean liners and the swift-flying automobiles and partially so in the recent efforts of Santos-Dumont and others.

The horseless carriage first took tangible form in the seventeenth century, when Johann Hausach of Nuremberg contrived a vehicle propelled by a huge coiled spring, the action being on the principle of clockwork. Hausach was known as "a manufacturer of chariots going by spring and making 2,000 paces an hour." The spring was controlled by a lever in the hands of the chauffeur, and, in the absence of a steering device, the "chariot" could be propelled only in a straight line. Hausach seems to have paid no more attention to the ornamentation of the body of his vehicle than to its propulsion.

Sail Wagons of Holland. About the same time probably the general utilization of the winds of heaven in the windmills of Holland suggested the idea of "sail wagons," used to some extent on the flat plains of that country. These were called "aspelnde windwagons," and consisted of the rigging of a ship attached to wheeled platforms.

In 1644 a patent of Louis XIV. granted to "Jean Thieson the privilege of employing a little four-wheeled carriage set in motion without any horses, but merely by two men seated." The supposition, in the absence of detailed drawings, is that the "man seated" propelled the vehicle by strenuous leg work.

Sir Isaac Newton is said to have invented a steam carriage after others had conceived the idea of propelling vehicles by steam power. The development along this line followed closely that of the steam railroad. The latter, however, appeared so much more feasible to the inventors that it was followed and the steam carriage idea thrown into the background. Newton's idea was not original fundamentally. It is said, but copied after the original steam engine of Hero of Alexandria, who broke into the steam-en-



gine business about 200 B. C. Newton's model was propelled by the reactionary force, or kick, of a jet of steam escaping from a nozzle in the rear.

Early Work in France. In 1769 Nicholas Joseph Cugnot, with state funds placed at his disposal by the Duc de Choiseul, constructed a steam gun carriage and the following year he produced an improved auto which is still preserved in Paris. The machine had but three wheels, the heaviest overhanging in front on the theory that its weight would be counteracted by the load on the carriage. The engine was directly behind the boiler and consisted of two 13-inch single-acting cylinders. The movement of the piston was transmitted to the axle of the driving wheel by two ratchet wheels. The engine could be reversed at will. There was a steering gear, and the vehicle proved its capacity for carrying a load of two and one-half tons at a speed of three miles an hour. Napoleon Bonaparte caused the appointment of a commis-

sion of the institute to investigate the invention, but the revolution suddenly put an effectual check on the further development of the automobile. It is interesting to note that in the matter of the production of a practical automobile France led the world in the eighteenth century, as she now leads the world in the building of racing machines of tremendous power.

Dr. John Robinson is said to have suggested to James Watt, the reputed inventor of the steam engine, in 1759, the idea of building a steam-propelled carriage. Watt, apparently, did not take kindly to the suggestion, for he did not adopt it; but in 1784 he himself patented a steam carriage.

Legs Tried on Machines. The first American inventors to tackle the steam-propelled vehicle problem were Oliver Evans of Maryland in 1787, and Nathaniel Read of Massachusetts in 1790.

Richard Trevithick of England in 1802 patented a steam carriage that was a distinct advance over previous efforts.

By this time it came to be believed that ordinary wheels were insufficient to secure traction, and mechanical legs were devised as propellers. The Gor-

don machine, patented in 1824, was a six-legged affair, the pedals being operated by steam. Goldworthy Durney about the same time produced a steam carriage which used legs as auxiliaries. The steam coach patented by Walter Hancock and named the "Autopsy" was placed in commission, with four others, between Stratford and Paddington in 1836 and did a lively passenger business. The more recent development of the automobile is better known. In 1886 Charles E. Duryea conceived the notion of propelling a carriage with a gasoline engine, and

until it was compact enough not to break down under pressure.

"Then we wrapped ourselves in our blankets Arizona fashion. We placed one corner of the blanket on the left side, just below the heart, and turned around until the body was covered five or six folds deep. This left plenty to spare at both ends, which was disposed of by giving the blanket a turn around our feet and knotting it, and folding down the upper end around the head as a sort of cape.

"We lay down in the hollows we had prepared—'graves,' the westerners called them—and found that we were amply protected from the wind. The latter blew the fine sand over us, and in time our blankets were hidden from sight. There was no danger of our being choked, however, as we used our saddles as pillows, which kept our heads at a sufficient elevation from the surface of the desert.

"When we opened our eyes at dawn the ground was covered with a heavy frost. It must have been very cold during the night, but we had not felt it. We jumped to our feet, shook our selves free of the sand that had sifted into our clothes, and lighted a fire. The desert was very desolate and white.

"Two hours later it seemed like a different world. The sun had dissipated the frost like magic and the sand was blazing hot. That is the most singular thing about the Arizona desert at high elevation. One passes from winter to summer overnight.

"While my bones ached for a few days from sleeping in those artificial sand hollows, I soon grew accustomed to it, and I pass on the hint to those campers who may find themselves obliged to spend the night on an unprotected plain."

BACH'S MUSIC. Some Advice as to How It Should Be Interpreted. The interpretation of Bach must always be noble, broad and firm, rather too hard than too soft, explains Ferruccio Busoni, the great pianist, in the delineator. Affected methods, such as a "soulful" swelling of the phrases, coquettish hurrying or hesitating, too light staccato, too smooth legato, pedal debauchery—all these are vicious and out of place here. If used with a proper sense of proportion a certain elasticity of the tempo, giving the interpretation greater freedom, will improve the playing of Bach materially.

The modernization of Bach's compositions by such masters as Liszt and Tausig and many others is accepted by all clear thinking masters as not derogatory to the master's style. It affords rather a completeness of ex-

pression. Witness the fact that Raff has orchestrated Bach's "Chaconne" without making it seem ridiculous. Many others have followed with happy results Raff's example of arranging Bach's music for the modern orchestra.

The ease with which Bach's music lends itself to this adaptation is proof of his comprehensive genius. He was not for his day, but for all time.

Bach's "Prelude" and "Fugue No. 10," important and not too difficult, show the man-sided branching of the present day piano technique. The legendary tradition of playing Bach without the use of the damper pedal is obsolete.

The Porter's Dilemma. The porter was greatly perplexed. At High Polsover, says a writer in London Opinion, a lady with a jorgonette entered the train. She was a middle aged, tall, angular, tailor-made woman, and she looked sternly at the commercial traveler in the seat opposite through her jorgonette. Before seating herself she opened the carriage window, and sent it down with a bang. At Hilsdon Cross another woman came in.

She had fluffy hair, and an appealing look in her blue eyes. She sat down and glanced at the open window and shivered pathetically; then she looked at the commercial traveler. "I shall be frozen to death!" cried the fluffy-haired lady. "If this window is closed, I shall suffocate!" cried the other woman.

The porter opened his mouth. He started to raise the window. Then he retreated. Dazed, he turned appealingly to the commercial traveler. Both the women also turned to the commercial traveler. That gentleman rose, passed by the ladies, opened the door to the platform, and went out, followed by the porter.

"And what, sir," said the porter, "would you say as 'ow I should do, sir?"

"It's quite simple," said the commercial traveler. "Leave the window as it is, open, till one lady is frozen to death; then close it and suffocate the other. I'm going forward for the rest of the trip."

Experience Would Tell. "I want an easy chair," said the householder, entering the store. "Yes, sir," said the salesman. "What sort?" "I don't know yet," was the answer. "Let me look into the boss' office and see what he has. He ought to be a judge."—Buffalo Express.

Never proclaim yourself a failure. Leave that to your friends.

REVIEW OF OHIO

The Massillon City Council has passed an ordinance limiting the size of firecrackers to one and one-half inches in length and prohibiting the use of all fireworks containing dynamite.

As a measure of reform, Warden Jones, of the Columbus penitentiary, has abolished stripes and all kinds of distinctive prison clothes, except for the fourth or lowest grade. All the others wear suits of khaki.

Sylvanus Walters, of Archbold, and Thomas Murray, of Sandusky, have been appointed deputy oil inspectors. Inspector Finley has now appointed thirty-seven deputies. He will abolish fifteen of Inspector Phipps' districts.

While driving a touring car north of Ada, Deputy Auditor Arthur Brewer, John Weir and three other men of Kenton were hurled into a ten-foot ditch from the pike, where a bridge had been removed. Mr. Weir was seriously injured.

The annual convention and contests of the Northwestern Ohio Firemen's Association will be held in Ottawa June 15. The firemen and citizens of Ottawa are making preparations that will ensure an enjoyable time for the hundreds of expected visitors.

An express car in Big Four train No. 27 was destroyed by fire between Cleveland and Bellefontaine, and every piece of express in the car was destroyed. The blaze is supposed to have started from a hot box, and when the fire was discovered the car was beyond saving.

While workmen were repairing a pneumatic tube at the Western Union Telegraph office in Columbus, a section of the tube fell, striking Marion Ayres, an employe, cutting a severe gash in her head. She wore the usual rats in her hair and this, it is said, saved her from more serious injury.

Dale Augsberger, 22, of Kenton, was crushed from a standing position to a space of only ten inches when a 1,500-pound elevator under which he was working dropped, and died after several hours of intense suffering. The accident was caused by the victim unthinkingly removing the bolts that held the clutch.

The prohibition of "rats" and an order for nurses to part their hair in the middle has caused dissatisfaction in the Youngstown City Hospital. The new rules have been put into effect by the new matron of the institution, and are anything but pleasing to the nurses, who resent it as arbitrary and an infringement on their rights.

A mad dog scare in the W. L. Kurfess neighborhood northwest of Luckey brought death to half a dozen canines. The Scotch collie belonging to Kurfess was among them and others that were bitten and will be shot. Orville Metzgar and Delbert Snyder, armed and on wheels, killed the strange mad dog after a chase of several miles.

Following an attack of ptomaine poisoning George W. Holland, 33, died at the home of his father in Tiffin last week. He was taken sick after eating wienersurst, and died in less than six hours after. Holland was secretary to Supervisor Jas. H. Stack, of the Pennsylvania railroad, and was the son of John Holland, a retired railroad. His mother is lying at the point of death from the shock.

An audited statement of the cost of the Billy Sunday revival in Youngstown last January shows that the movement cost close to \$28,000. The sum was raised by collections and pledges. Of the amount, \$11,679.91 is in the hands of the committee and will be given over to form a church federation. Sunday's share of the collections and donations, not counting his living and traveling expenses, was \$12,000.

Mrs. W. P. Taylor, of Findlay, was overjoyed recently when her brother, William Powell, of Belmont County, whom she had not seen in forty-five years, and thought dead, called upon her. The brother and sister had separated from each other when quite young, and each had mourned the other as dead. The brother has traveled thousands of miles to run down clues of his sister, until finally his labors were rewarded.

To celebrate the successful closing of a campaign to secure the factory of the Sommer Motor Company, the Bucyrus Industrial Association gave an annual banquet last week. The Association is just a year old and in that time has secured five new industries for Bucyrus, including the McCormick Bending Works, the Van Luzen Multi-Color Printing Press Company, the Bucyrus Foundry, the Kelley Metallic Vault Company and the Sommer Motor Company. Ground has been broken for the new factory of the Sommer Company, which is to remove to Bucyrus from Indiana. The plant builds automobile engines and will employ 150 men at the start.

With a record-breaking attendance the Elks' fair closed at the new home in Springfield. It is estimated the Elks made about \$7,000, which will be applied to the credit of the building fund.

Representatives of twenty-two secret societies of Canton, meeting in that city recently, decided to request the Aultman Hospital Trustees to keep an American flag hoisted over the hospital at all times, and declaring that otherwise they would institute a boycott against the institution.

Under the will of the late Susan E. P. Forbes, a wealthy resident of Salem, Mass., the Berea College at Berea, Ohio, receives a bequest of \$1,000. Various other public institutions are named in the will. The estate is valued at \$200,000.

Nineteen bids to furnish material and labor necessary for the construction of Putnam County's new court house were opened by the Commissioners at Ottawa. Only one bid was received for the old building. It will require a day or so to tabulate the bids so they can be passed upon.

Kicked by a horse May 1 and unconscious since, William Dearman, 43 years old, a farmer east of Fremont, has just died.

Joseph McCarter, a former mayor of Middletown, was injured on a steamer at Cleveland and died in a hospital. The remains were shipped to Middletown for interment.

Mayor Dwyer, of Lima, has tendered his resignation as captain quartermaster of the Second regiment. In the event it is accepted, it is probable First Lieutenant Sheldon, of Lima, will be appointed in his place.

State Examiner W. E. Haswell says that the Canton boiler explosion shows the need of a boiler inspection law. He claims boilers that would be condemned in States that have such inspection laws are sent to Ohio and sold.

The 350 girls at Monnet Hall, the girls' dormitory of Ohio Wesleyan University, were given a comet scare one night last week when a band of students set off several dozen skyrocket of large caliber over their windows. It was some time before the excitement subsided.

At a meeting of the State Building Commission, consisting of the Governor, Attorney General and Secretary of State, to consider the plans for remodeling a building at the Toledo State Hospital for Infirm Patients, it was decided to recommend that the plans be changed so as to make the building fire-proof.

As the result of burns in a fire seven weeks ago, John W. Schoup, 72, died at his home in Tiffin. Schoup was burned when he endeavored to save a carriage when a barn at his home was destroyed and heart trouble developed. He had lived in Tiffin since 1864. He leaves a widow, one son and three daughters.

Spurred by her lover, who met her in Pittsburgh only to refuse to have anything to do with her, Miss Stella Zerby, aged 22 years, of Williamsport, Pa., is in the Youngstown lockup hopelessly insane, say physicians. She was taken in charge at the request of her cousin, Charles Deal, who found her wandering about Pittsburgh.

The Commissioners of Summit, Stark and Wayne Counties met in Akron recently to plan a joint tuberculosis hospital for the three counties. The Summit County Commissioners have been threatened with injunction proceedings if they try to place the hospital on the County Infirmaries grounds because it is in a wealthy residential district.

At a stockholders' meeting held in Youngstown the Pennsylvania took a lease for 999 years on the Pittsburgh, Youngstown & Ashtabula, to take effect July 1, when the old lease expires. A dividend was declared and the following officers were re-elected: Joseph Wood, president; James J. Turner vice president; L. B. Liggett, secretary, and T. H. B. Knight, treasurer.

The completed program for the diamond jubilee of Marietta College, in which President Taft will take part, has been announced. The celebration will begin June 1 and last five days. In addition to President Taft the speakers will include Governor Harmon, of Ohio; Dr. E. A. Grosvenor, National President of the Phi Beta Kappa; Rev. F. W. Gunsalus, Chicago; Dr. Albert L. Shaw and Charles L. Davies, of Chicago.

Walter Pierson, 35, unmarried, sustained three wounds on the head, one six inches long, affecting the skull, and fractures of the right leg and left arm, in addition to internal injuries, while temporarily employed at a St. Marys manufacturing plant, when his clothing caught on a shaft which whirled him around. All clothing excepting one sock was torn from his body. His injuries are probably fatal. His parents reside in Ft. Recovery.

The monument erected to the memory of Adam Poe, the famous Indian fighter, at his grave in Sixteen cemetery, west of Massillon, was unveiled there recently. The Daughters of the American Revolution took part in the exercises. On exhibition during the exercises was a tomahawk that once belonged to Big Foot, a Wyandot Indian, whom Adam Poe shot just as the Indian was about to kill his brother, Andrew Poe, in 1782. The tomahawk is the property of William Poe, of Ravenna.

A frog has been living in the stomach of Mrs. Guy Weaver, of Ravenna, for about two years. The theory is that she must have taken into her stomach a frog's egg while drinking water and that it lodged in the stomach and hatched there. Mrs. Weaver, a woman of ordinary stature, lost flesh until she weighed but 85 pounds. She was treated for tape worm and the frog, about three inches long, was delivered. The frog had no eyes and its front legs were not fully developed, probably due to inactivity.

The Council of Bellecenter has passed an ordinance by which every child under 16 years of age must be indoors when a factory whistle blows at 9 p. m.

When the dog catcher nabbed her French poodle, Mrs. Redifer, who returned from an operation at the City Hospital in Youngstown three days ago, fainted and is now in a serious condition. The husband hurried to recover the puppy before it is destroyed, in hope of saving his wife.

Russell, 19-months-old son of A. C. Swope, fell in a water tank and drowned at the family home east of Fortoria. The mother missed the babe and going to the barnyard found him dead. The family moved from Zanesville recently.

Earl Kraus, 24, a tinner of Bellevue may lose his left arm as a result of falling from a barn roof thirty feet to the ground below. The bones of the arm are broken in a number of places and the flesh badly lacerated. Attending physicians are yet unable to say whether the limb can be saved.