

AIRSHIP TRIP TO NORTH POLE.

Features of Walter Wellman's Latest Attempt In His Dirigible.

PROVISIONS TAKEN FOR A YEAR

Explorer Expected to Make the Trip In Four or Five Days if Successful. Food For the Expedition Is Carried In Special Guide Ropes.

For several years Walter Wellman, a Chicago newspaper man and magazine writer who recently left Spitzbergen, Norway, in his dirigible balloon bound for the north pole, has been working to carry out his belief that the north pole can be discovered in an airship. He has made two expeditions by sledge and boat into the polar regions and is well acquainted with conditions there. His airship theory grew out of his experience and his study of the progress of aeronautics. After two years of preparation his dirigible balloon, the America, first ascended from Dane's island, Spitzbergen, on Sept. 2, 1907, carrying Mr. Wellman and two assistants, to make a dash for the pole. A furious storm made progress impossible, and the party descended safely on a glacier.

His First Hunt For the Pole.

The initial expedition of Mr. Wellman in quest of the pole was made in 1894 by sledge and boat from Spitzbergen. He reached latitude 81 degrees. His second trip was made by the same means in 1898-9, when he penetrated to latitude 82 degrees north. Then Mr. Wellman turned his attention to the airship problem. M. Louis Godard, a French expert, was given an order to construct the largest and strongest dirigible balloon in existence. With the exception of the Zeppelin craft, no airship of the balloon type has ever been constructed so large as the America.

Shipped northward from France in the early summer of 1906, the America reached Spitzbergen early in July. It was found to have so many defects that it was sent back to M. Godard's shops to be reconstructed. In the following summer it again reached Dane's island.

Gales and the work of perfecting the details of the airship delayed Mr. Wellman until Sept. 2, when the ascent was made. Owing to the lateness of the season no other attempt was possible in 1907. The America has since been in storage. The inflating of it began on July 31.

Escaped Disaster Three Times.

In September, 1907, the storm bore the airship three times toward the mountains, but each time the America, by means of its motor power, was able to make a circle and escape impending disaster. Finally Mr. Wellman concluded it was useless to continue so hazardous a journey, and a descent was effected on a glacier half a mile from the sea. The airship had been in the air three hours and a quarter, and its motor machinery never stopped until the order was given to stop it. Mr. Wellman's companions at that time were Melvin Vaniman of Paris, who was chief engineer of the America, and Felix Riesenbergh of Chicago, who was navigator.

Mr. Wellman left New York on May 12 of this year for Spitzbergen, where he has been engaged in completing his preparations for the start he is now said to have made a few days ago. He estimates that under favorable conditions the pole can be reached from Spitzbergen in from two to five days.

Mr. Wellman estimated that his airship America would hold 226,000 cubic feet of gas, capable of lifting 20,000 pounds and retaining its buoyancy for thirty days. His ship and equipment weigh 7,000 pounds and his cargo approximately 8,000.

Wellman's Companions.

He has with him Melvin Vaniman, a young American, who is his right hand man and has figured much in continental theoretical aeronautics the past year, and a third person whose name is not known in New York.

The explorer had planned to carry 5,500 pounds of gasoline, food and other supplies, enough to last a year; a complete sledging outfit, a large life-boat and wireless telegraph apparatus.

The steel car is 115 feet long, 8 feet high, 3 feet wide and shaped like a V. Its keel is a tank containing 1,115 gallons of gasoline. The ninety-horsepower motor drives two twin screw propellers made of steel, eleven and one-half feet in diameter.

The car is divided into fourteen sections of eight feet each. One holds the navigating deck, another the motor and machinery, and the third is where the crew sleeps and eats. Food is carried in specially constructed guide ropes. The hams, bacon, butter and bread stuffed into long leather tubes, six inches thick, serve the purpose of keeping the craft within reasonable distance of the ground.

The airship is made of several thicknesses of fabric, two of cotton and one of silk, which gives the greatest possible strength to the envelope in proportion to lightness.

Mr. Wellman's attempt recalls the Andre expedition of twelve years ago. Andre built a huge spherical balloon, which he expected to steer with a sail and drag ropes. He never returned, and it is believed that he was killed by Eskimos.

LOVE'S DOUBTING.

A Phase of Life Through Which Many Married Women Pass.

The only incidents that marred our happiness were sudden and inexplicable "flare ups." Occasionally, to our amazement, a trifle would make us glare at each other like animals and speak bitterly. Five minutes later we would express our regret and shame. Soon I perceived that these quarrels were due to nerves and to the trials of adjustment. One evening we had an argument that was particularly violent and distressing. It ended by Frank's going to bed. I remained in the seat where I had been reading, and for a long time I pretended to myself that I was going on reading. Presently tears fell on my book. Then I said: "How silly all this is! I am making myself suffer, and I am making Frank suffer too. I will go and tell him that I am sorry." So I stole into the bedroom. He was sleeping peacefully.

That little experience, not without humor as I look back on it, made me first realize how differently Frank and I could be affected by the same cause. It marked the beginning of my uneasiness. Soon I stopped reading aloud to Frank; why, I can't remember. Little things disturbed me. At first the thought of them used to be swept away by my delight on seeing Frank in the evening. Then, too, there would come the feeling that those things were accidents and would not occur again. In the second year of our marriage, just after dinner, Frank would read the newspaper till he began to doze. Then he would rouse himself and try to be agreeable. The effort troubled me. There was also the quiet and efficient deciding of little details without reference to my wishes. And here I felt there was danger. Once I said to myself, "Suppose I should tire him," and I grew cold. Then I thought of the moment when I should discover that I was tiring him. Here my sense of humor came to my rescue, and I felt better. I imagine that many women pass through this phase.—American Magazine.

TIME TO LAUGH.

Some Vaudeville Jokelets Which Age Cannot Withstand.

Vaudeville is known as the "laugh trust," but not for the reason one might think. It gets the phrase because there are a certain definite number of devices in its category of acts that control the laughs of its audiences. The same old things are always good for a laugh in vaudeville. According to the Bohemian Magazine, a new device, a new bit of "business," a new joke, are all regarded as dangerous by the performers. The following table details some of the times at which a vaudeville audience regularly laughs:

When a comedian walks with a mincing step and speaks in a falsetto voice.

When a German comedian opens his coat and discloses a green waistcoat.

When a comedy acrobat falls down repeatedly.

When a performer asks the orchestra leader if he is a married man.

When a black face comedian says something about chicken.

When a performer starts to rise from a chair and the drummer pulls a reserved piece of cord so that the performer thinks his clothes have ripped.

When the drummer suddenly beats the drum during a comedian's song and the latter stops and looks in his direction.

When a tramp comedian turns around and discloses a purple patch or several pearl buttons or a target sewed on the seat of his trousers.

When the funny member of the troupe of instrumentalists interrupts the progress of a melody by sounding a discordant note on his trombone.

When a clown of a team of acrobats poises himself to do a presumably difficult feat and suddenly changes his mind and walks away without doing it.—New York Sun.

The Mind's Power.

"Zola," said a psychologist, "once wrote in a lady's album that his favorite amusement was writing and his favorite wish a sudden death. Zola died suddenly.

"And it is a strange thing," said the psychologist, "that those who prefer a sudden death usually have their preference gratified. It is one of those things which go to show the mind's mysterious power. Who knows but it is this very desire for death, quick, painless, undreaded, which actually causes that happy kind of death? The mind, you know, has a power that we have only just begun to understand."—Philadelphia Bulletin.

Planning Ahead.

"Theater parties," said the prospective bride, "will cost about \$200 annually, flowers as much more and bouquets, say, \$100. Certainly we can marry on \$600 a year."

"And have a snug surplus," suggested her dad, "for such incidentals as grub and clothes and house rent."—Philadelphia Bulletin.

Still Possible.

"Uncle, can't I be a pirate when I grow up?"

"Sure you can, son. What do you want to pirate—books or plays?"—Louisville Courier-Journal.

The Critic.

"What do you think of this picture?"

"Rotten!"

"Why, it was taken from life."

"Pity the artist wasn't."—Cleveland Leader.

The trouble isn't with one slandering tongue so much as with a thousand listening ears.

MANY SPECIAL FLAGS.

Uncle Sam Has Some Which Are Very Seldom Seen.

COLORS OF THE PRESIDENT.

Not Until 1882 Did the Chief Executive of the Nation Have a Personal Banner, but Now He Has Three, the Naval, Army and Peace Flags.

As the United States grew and the government expanded many new departments were added, and with them many special flags have come into existence. Least often seen and yet most interesting of these twenty-five or thirty special flags is that of the president of the United States. He has a wealth of them—in fact, no less than three—but they are seldom seen in public. There are two each of these flags, one of bunting and one of silk. They are exactly alike, with this exception, but the one of silk is called the "president's colors."

The president of the United States had no personal flag until 1882. If he went aboard a ship his presence was denoted by the national flag hoisted at the main truck, and his presence in a garrison or post was denoted by the raising of the big garrison flag. These were not entirely distinctive as denoting the presence of the president, for these flags were hoisted on gala occasions when the president was not around. The lack of a distinguishing flag for him was felt by the navy also, and the secretary of the navy by general orders, Aug. 19, 1882, established a flag for the president of the United States. The general orders described the flag as of blue bunting with the coat of arms of the United States in the center. The flag was to be hoisted at the main of the vessel when the president was aboard and be carried at the bow of the launch on which he came aboard.

In the army there was no distinguishing flag for the president of the United States until just before the outbreak of the Spanish-American war. Colonel Theodore Bingham, who was then superintendent of public buildings and grounds, called the attention of President McKinley to this lack of a distinguishing flag for him and stated that he thought the commander in chief of the United States army and navy ought to have a distinguishing flag. President McKinley did not like the suggestion, but the secretary of war did, and a flag was made. It was designed by Frederick D. Owen and is a beautiful thing to look at. The official description of the flag is as follows:

"The president's flag is of scarlet bunting, thirteen feet fly and eight feet hoist. In each corner is a five-pointed star of five inch radius to the tips. In the center of the scarlet field is a large fifth star, also of five points, two feet nine inches in radius to the tips. Inside of this star is a parallel star, separated from it by a band of white three inches wide. The inner star forms the blue field upon which is the coat of arms of the United States. On the scarlet field around the large star are forty-six small white stars, one for each state, equally scattered in the re-entangling angles and all included within the circumference of an imaginary circle three feet and a quarter in radius. In the upper point over the angle is a constellation of thirteen stars, representing the original thirteen states of the American confederation."

Mr. Owen explained that in the olive leaves, his berries and the arrows is symbolized the original thirteen. It is also not a little singular that the official seal should bear in its motto exactly thirteen letters and that the general order which created the flag was also numbered thirteen. The magnificent silken colors of the president's flag are of scarlet, and the design is embroidered upon this so exquisitely that it is impossible to tell right from wrong side when looking at the flag. The colors on the flag are what is called "proper"—that is, natural—the eagle being brown and the olive branches green, with red berries. This flag is to be displayed only in time of war.

Yet another flag has the president. In 1902 the "peace" flag was adopted. This third flag differs in a good many respects from the other two. In the first place, the great seal of the United States is correctly depicted. On the other flags the design of the seal is seven red stripes and six white ones, which is correct, as the flag design was adopted by the Third congress, but when the great seal was adopted the designer, not knowing much about the flag, as the forefathers intended, and six red stripes. And that is the seal today. There was a long discussion whether the seal should not be changed to agree with the stripes on the flag, as the forefathers intended, but it was decided that as it had been adopted it should remain. This "peace" flag thus has the seal correctly depicted. The eagle is snow white, its feathers being outlined in deep black. There is a different arrangement of the stars and of the sunburst also. The sunburst is exactly circular in form, with the rays radiating from the group of stars. The colors are of silk with exactly the same design.—Washington Star.

The Remedy.

"Doctor, I'm troubled with a terrible buzzing in my ears."

"Get a divorce."—Boston Transcript.

The secret of success in life is for a man to be ready for his opportunity when it comes.—Disraeli.

THE KISSING FETE.

By ROBERT C. WARNER.

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The fete was a great success. Long before the hour announced for the beginning of the festivities crowds of people were flocking to the entrances of the park, and during the evening many thousands came and went. Of these there were the young and the older, married, the former as participants, the latter as spectators.

And what was the occasion of the fete? An edict had gone forth that between the hours of 8 and 12 any young man might kiss any girl in the park, provided he wore in his cap a green feather. This provision was introduced to enable any girl opposed to strange embraces to take to flight on the approach of a would be kisser.

As the clock struck 9 two young girls entered the park arm in arm. One was tall and stately, with very black eyes, a cable of plaited black hair hanging down her back. The other was smaller, a blue-eyed beauty, with hair of spun gold drifting in the breeze. They had no sooner passed the gate than green feathers began to flutter in their path. Many a young man approached, but was deterred by a repellent glance from the queenly brunette. For an hour the pair walked about the park watching the others. Now and again some young girl would suddenly dart away on seeing a youth approach whom she wished to avoid or to appear to avoid. Here and there would be heard suppressed screams and giggles, while smacks resounded like pistol shots.

But the two girls walked untouched. Many persons noticed them, but no one seemed to know them. It was supposed that they were of high degree, daughters of noblemen who had come to witness the kissing without taking part in it, and it was even whispered that they were from the court. But there were men present from the court, and none of them had ever seen the girls before. The people wondered why these gallants dared not offer to kiss two such beauties.

Near midnight a man with a black beard entered in company with one who appeared to be his son. It was apparent that both were disguised. Passing the two girls, they turned and looked at them, then, walking in a circle, met them again. At this second meeting the younger man darted toward the blue-eyed girl. Seeing him coming, she left her companion and ran away. Those watching these unknown people then saw the older man approach the girl who was left. They expected that she would wither him with a glance. What was their surprise to see her after a faint resistance submit to be kissed. Then when he offered his arm she took it, and they walked on together.

"You are very bold," said the lady.

"Such beauty as yours would inspire boldness in a coward."

"You had no right to kiss me. You do not wear the green feather."

"True. I never thought of that. But such beauty as yours makes one forget."

"You may have a ladylove."

"Such beauty as yours would win me from her in spite of my best resolution."

"You do not deny that she exists."

"I do not. Whatever or whoever I am, I am no liar."

"But would you break a heart for a stranger?"

"It is she who is the stranger. I have never seen her."

"Never have you seen her! What manner of man are you who woos without seeing her you woo?"

"I see her I woo. I have not seen her I have intended to make my bride."

"There comes my friend with your boy. I must rejoin her. This is but the adventure of an evening. Farewell."

"We will not part without the pledge of another meeting. Tell me when and where I may communicate with you tomorrow."

"You may call upon me tomorrow evening." She gave him the location of a villa where she said she lived.

"But you will not. You will think of this affair overnight and resolve to be true to that which I surmise is to your interest."

"Wait and see."

The next evening the stranger drove up to the villa in question. He was ushered in by lackeys with every evidence of profound respect. He seemed surprised. In a sumptuous salon he was received by the lady who had so suddenly inspired him. She was smiling at him with an air of triumph.

"I am surprised to see your majesty," she began, but he interrupted her.

"Majesty?"

"Yes. You were known to me from the first."

"Who are you?"

"First let me know your royal decision. For me will you break with the Princess Margaret?"

"The Princess Margaret! What do you know of the Princess Margaret?"

"Will you cast her off for one you have seen but once?"

"I will wed no one at present. I ask to be permitted to pay my addresses to you with a view to raising you to a throne."

"So you are not so sure of this newborn love after all?"

"I am. I wish time to prepare my people for the change."

The lady turned her head aside. The king took one of her hands in his and poured forth a torrent of words. Suddenly she stopped him.

"I am the Princess Margaret."

"You the Princess Margaret?"

THE BUFFALO.

A Good Surveyor and One of Our First Roadmakers.

The buffalo was a good surveyor. It did not reason out why it should go in a certain direction, but its sure instinct took it by the easiest and most direct path, over high lands and low, to the salt licks and water courses which were its goal. The authors of "The Story of the Great Lakes," Edward Channing and M. F. Lansing, say that the buffalo observed something like the principles which today govern the civil engineer.

As soon as the explorer landed on the southern shores of Lakes Erie, Michigan and Superior he came upon buffalo roads or "traces." Sometimes these were narrow ditches, a foot wide and from six inches to two feet deep, trodden down by the impact of thousands of hoofs as herd after herd of buffaloes had stamped along in single file behind their leaders.

When the first path became too deep for comfort because of repeated travel the buffaloes would abandon it and begin a second path alongside the first, and thus the frequented traces would be gradually widened.

Again, an immense herd of these heavy animals would crash through the forest, breaking in their rapid progress a broad, deep road from one feeding ground to another. As this route would be followed again and again by this and other herds, it would become level and hard as a rock, so that there was great rejoicing in pioneer settlements when the weary roadmakers, struggling with log causeways and swampy hollows, came upon a firm, solid buffalo trace. Nor was this an uncommon experience.

The line of many of these roads is followed today by our railroads and canals, as it was followed by our log roads and turnpikes.

The buffalo followed the level of the valley. He swerved round high points whenever it was possible, crossing the ridges and watersheds at the best natural divides and gorges, and he crossed from one side of a stream of water to the other repeatedly in order to avoid climbing up from the level, after the fashion of our modern loop railways.

ONE OYSTER ENOUGH.

He Swallowed It Alive and Had to Kill It After It Was Down.

A farm laborer from the interior on his first visit to London dropped into a small oyster shop where a number of men were eating raw oysters. The extreme satisfaction displayed on the faces of those about him created longings of a gustatory nature in the new arrival, who edged his way up to the counter in anticipation of eating a real live, juicy oyster.

It was the first time he had seen an oyster, and he became at once interested, and when the shellfish had been finally uncased he proceeded to balance it on the end of his fork, then, with a look of extreme satisfaction, gulped it down.

"Great Scott!" shouted a man standing near him. "You haven't swallowed the oyster alive, have you?"

"There was a horrible pause."

"That critter will eat right through you!" shouted another.

By this time the poor countryman was shaking with fear and horror. He commenced to have terrible pains in his abdomen and was soon doubled up in his agony. He begged some one to go for a doctor to get the thing out.

He continued to grow worse, when some one suggested that he take a dose of tabasco sauce, which it was claimed would kill the object that was creating such terrible commotion in his internal arrangement.

He grasped the bottle with avidity and took a draft. His condition, which before had been alarming to the victim, now assumed a serious phase to the perpetrators of the hoax.

The man gasped and choked. He became black in the face, and tears were running down his face, when some one thrust a bottle of oil into his mouth, and he was forced to drink copious drafts.

The effect was magical. The oyster was evidently "dead." He became more composed, and when he finally recovered his breath he said:

"We killed it. But when that darned stuff got into my stomach that oyster rushed around as if a shark was after it."—London Scraps.

Removal of a Well-known Furrier.

It will undoubtedly be of interest to the many friends and patrons of Chas. A. Albrecht, the well known furrier of St. Paul, to learn that he has removed to better quarters at No. 27 West 5th St. This is between Dyer Bros. Music House and Carlings Up-Town, and across the street from the new Million Dollar Hotel which is in course of erection.

Mr. Albrecht came to St. Paul in 1864 at the age of 14 years, and started to work for his brother who had established himself some years previously. Later on, he became partner in the firm of Albrecht Bros., but in 1895 he left the firm and established himself at 384 Wabasha St. where he remained until last February.

Mr. Albrecht has a large number of regular customers, and is continually getting new ones. This is due to the fact that he sells his goods for what they are, at prices that are as low as is consistent with high quality. Through close connections with the leading fur markets of the world, he is able to show his patrons the very latest models, and as fine an assortment of skins as it is possible to secure.

Visitors to the State Fair who are thinking of purchasing anything in furs, either now or later, will do well to call on Mr. Albrecht. He will be glad to see his New Ulm friends, and to extend them every courtesy. He has decided that he will allow all purchasers during the week of the Fair the same discounts on goods that he has been allowing during the summer months. This means that you can buy fur goods now at a real saving, because the regular prices of the goods are in plain figures.

One Girl to Another.

Edyth—Jack says I was made to kiss.

Mayme—A diplomatic way of referring to your turned-up nose, wasn't it?

MARKET REPORT.

Corrected Aug. 25, 1909.

Wheat No. 1	.....	\$ 92
" " 2	.....	90
" " 3	.....	87
Y. C. Wheat No. 1	.....	80
" " 2	.....	78
" " 3	.....	75
Flour, Compass 100 lb	.....	3 40-3 70
" Patent	.....	3 20-3 50
" Family	.....	3 10-3 40
" Bakers	.....	2 75-3 06
" Graham	.....	2 85-3 10
" Rye	.....	2 50-2 75
Shorts	.....	1 00
Bran	.....	95
Wheat per 100 lbs.	.....	1 50
Oats	.....	55
Rye	.....	59
Flax	.....	1 24
Corn	.....	50
Potatoes, per Bushel new	.....	50
Butter, per lb.	.....	25-30
Eggs, per Dozen	.....	18
Cows and Heifers 100 lb.	.....	2 25-2 75
Steers	.....	2 25-3 10
Calves	.....	3 50-4 25
Sheep	.....	3 50-4 50
Lambs	.....	4 00-4 00
Hogs	.....	6 50-6 90

Turner Hall

Program of Classes in Gymnastics.

Boys' class, ages 6 to 11: Wednesday afternoon, 4:30 to 5:30; Saturday forenoon, 9:00 to 10:15.

Boys' class, ages 11 to 14: Monday and Thursday afternoons, 4:30 to 5:30.

Youths' class, ages 14 to 17: Monday evening, 7:30 to 8:45; Friday evening, 7:30 to 8:30.

Girls' class, ages 6 to 11: Tuesday afternoon, 4:30 to 5:30, and Saturday forenoon, 10:15 to 11:30.

Girls' class, ages 11 to 15: Tuesday and Friday afternoons, 4:30 to 5:30.

Misses' class, age over 15: Wednesday and Saturday evenings, 7:30 to 8:30.

Ladies' class: Thursday evening, 8:00 to 9:00.

Men's class: Tuesday and Friday evenings, 8:30 to 9:45.

Fencing class: Sunday forenoon, 10:00 to 11:30.

Sunday School: Sunday forenoon, 10:30 to 11:45.

HERMAN HEIN
Instructor.