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PERSONALS.

Porter Donly of Kingsville spent last night in the city.

W. L. Hitchcock of Harlingen spent last night in the city.

S. F. Silver of Mercedes was in the city on business today.

A. A. Carruth and F. R. Park of McAllen were visitors in the city over last night.

Mr. and Mrs. Robert Henderson and daughter of McAllen are visiting in the city.

Custom Inspector B. J. McDowell of Harlingen, accompanied by Mrs. McDowell, visited the city yesterday.

W. J. Warren came down from San Benito yesterday evening, remaining over night and returning home this morning.

Asa S. Agar of San Benito arrived in the city on No. 1 today for a brief business and pleasure visit.

W. J. Carnahan, road master of the St. L., B. & M. railroad, came down from Kingsville on the 12:30 train today.

O. Em. Jones of Harlingen left yesterday afternoon for Brinkley, Ark., where he will for the next two weeks be the guest of his brother, Fitch Jones, who resides at that place.

H. C. Wortman of Portland, Oregon, has been here several days, visiting his brother, Dr. J. L. Wortman of this city. Mr. Wortman is the senior member of the firm, owning the largest department store on the Pacific coast.

Henry Knudson, Heron Lake, Minn., P. L. Johnson, Duluth, Minn., and H. M. Johnson, Esterville, Ia., arrived last night to spend a few days seeing the valley. These gentlemen are friends of Dr. E. L. Brownell, of Spirit Lake, Ia., who is one of Brownsville's winter visitors' colony, and are seeing the city under the doctor's guidance.

General Albert F. Myer, commander of the department of Texas, U. S. A., with headquarters at San Antonio, arrived in the city last night and spent the day inspecting the river bank along the Fort Brown Military reservation with a view to preventing further erosion. Gen. Myer is accompanied by Capt. Oakes of Galveston, chief of the army engineering corps of the Gulf coast of Texas.

The enterprising citizens of Mercedes is voting today on the question of incorporating and there seems to be but little opposition to the proposition. Mercedes is one of the liveliest towns in the Lower Rio Grande Valley, and has already installed various civic improvements, but with a municipal government it is expected the strides in the way of upbuilding will be much more rapid. Mercedes is a typical South Texas town, with the push and energy that bids fair to make a metropolis.

Mrs. Juana Yznaga de Portilla returned last night from an extended visit to her sisters, Mrs. Stella Y. de Junco and Mrs. Olivia Y. de Salinas at Laredo. She was accompanied home by Mrs. Salinas and baby, who will spend several months with Mrs. Portilla and also with her brother, Antonio Yznaga of this city. Mr. and Mrs. Junco and children also come with them as far as Sebastian, where they stopped to visit her brother Aniceto Yznaga. Mr. and Mrs. Junco will visit Brownsville and Matamoros later.

C. E. SCHAFF OF N. Y. CENTRAL RY.

Spent Several Days at Brownsville This Week.

A prominent visitor of the week at Brownsville was C. E. Schaff of Chicago, who is one of the vice presidents of the New York Central railroad. Mr. Schaff came in a special coach of the Central line, being accompanied by Mrs. Schaff, with their son H. E. Schaff, who has been spending a short time in the valley recently, chiefly at Harlingen. Mr. Schaff unfortunately was ill while here and remained on his car closely while in the city.

On Thursday he went up the road in his car as far as Harlingen and spent the day there, returning to Brownsville Thursday night and spending Friday here, having left Friday afternoon for Chicago.

While nothing whatever is given out relative to the object of Mr. Schaff's visit to the valley, other than that he is looking at the country and traveling for health and pleasure, yet it is understood that he is contemplating some investment in the valley, possibly at Harlingen. His visit is considered as having significance of more than passing importance.

introducing Mr. Spencer. Harry was walking with another boy when he was joined by a friend a year or so older and inclined to manners. "Introduce me, Harry," the newcomer whispered, pompously.

Harry twisted, reddened and at last turned to his companion with: "Jim, have you ever seen Gilbert Spencer?"

"No," the other boy answered. "Well," Harry blurted out, reddening still more and jerking his thumb over his shoulder toward the newcomer, "that's him!"—Lippincott's.

BROWNSVILLE'S AIR NAVIGATOR

FAMOUS AEROPLANE TO MAKE FIRST FLIGHT TODAY.

Invader of Etherial Element Designed and Built in Brownsville—Second Attempt Made by Inventor Prentice A. Newman.

The finishing touches were being put on the Brownsville aeroplane today, and the big invader of the atmosphere is expected to make its initial flight this evening if weather conditions are favorable. At least, that is the plan mapped out by Prentice A. Newman, the inventor of the machine. Mr. Newman stated at noon today that he would be ready for the flight by 4 p. m. or shortly after that hour. Mr. Newman will be accompanied in his flight by T. R. Tumlinson, one of the stockholders in the company that furnished the capital with which to build the aeroplane.

It was the intention to make the test yesterday, but owing to the unfavorable weather conditions, it was postponed. The big air navigator which will make its trial flight this afternoon and which has attracted so much attention, not only in Brownsville but all over the United States, is the invention of the man who will go up with it in the first trip this afternoon—Prentice A. Newman. As most Herald readers know, this is not the first airship Mr. Newman has built. Barely two months ago he launched a similar machine in San Antonio, and while it was much smaller than the one just completed, yet it was more nearly a success than most first attempts along this line of invention have been. Mr. Newman's success in the San Antonio venture, while not complete, was so nearly so that he at once decided to build another airship, on a larger scale, and devote to its construction more time and care, doing the work along more scientific principles.

After looking over different fields, Mr. Newman was induced to launch his second venture in Brownsville. This was partly due to the fact that his brother is connected with the Rio Grande Machine shops here, where the iron work for the aeroplane was made.

Mr. Newman's aeroplane is built on a plan strictly original, the idea having been born in the builder's own brain. It is a frail looking craft, and there are probably few people who would trust themselves to ride in it on level ground over a smooth road, to say nothing of taking a soar skyward in it. The main frame of the machine is made of angle iron, thin, light pieces that give the least possible weight. The main frame proper is about nine feet high and twelve feet long by four feet wide at the bottom, tapering towards the top to a width of four inches. This frame is mounted on a double pair of bicycle wheels, two in front and two behind. The frame is made to tilt from front to back, when starting on its flight.

Extending nineteen feet on either side of the main frame are the wings double deckers, eight and a half feet wide. The framework of the wings is of wood and the covering canvas. On top of the main frame, standing upright is the "fin," three feet high and twenty-six feet long, designed to keep the vessel in an upright position when in the air. In the rear are two rudders and the "tail," the former designed to guide the ship through the air, and the latter to regulate its upward and downward course. The rudders are 3x6 feet and the tail is 5x12 feet with three sections about three feet apart.

The entire mechanism is controlled from the driver's seat in the front of the main frame. Beside the driver's seat, is another for a passenger and behind the seats is a place for the 50-horse power gasoline motor that is to be installed to propel the machine. The motor has not yet arrived and the flight today will be made merely to test the buoyancy of the machine. With the motor, will be two propellers, eight feet in diameter and having capacity of 450 revolutions per minute. These are intended to move the machine through the air.

The outside dimensions of the aeroplane are 32x40 feet, the greater dimension being its breadth from tip to tip of the wings. The other dimension is from the front of the main frame to the tip of the tail. The entire canvass area is 814 feet, about two and a half times that of the airship built at San Antonio.

Mr. Newman expects confidently to make a flight this evening and there is no small amount of curiosity in the city to see him. A big crowd will probably congregate in West Brownsville to witness the event.

Loved and Hated. Europe hates our rich art patrons and loves them. It loves them for the money they have made and are willing to spend on old masters and new masters, even when they are spurious. It hates the rich American when he beats a rich European in competition for some highly desired art treasure. Then Americans become mere men who triumph by brute strength of the longer purse, and, worst than that, art consumers who raise art prices to unreasonable heights by their traditional desire to get what they want when they want it.

TRAP FOR EAVESDROPPERS.

Simple Device Well Calculated to Insure Privacy.

The eavesdropper, ere applying his ear, applied his eye. Through the keyhole another eye looked coldly into his. He started back, pale with fright. He tiptoed off hurriedly. "I'll lose my job," he muttered.

Meanwhile his mistress, the widow, sat with the young and gallant captain in the room from whose door the eavesdropper had retreated. A cigarette smoldered between her slim fingers and her dimpled elbows were on the table, among the litter of fole gras sandwiches, cold partridge and champagne.

The young captain pointed to the door. A hand mirror, its silver-gilt back towards him, hung from the door knob.

"Why did you put that there?" he asked.

"It is a trap for peepers," replied the widow. "Suppose my butler or cook stole to the door and put his eye to the keyhole. His eye would meet another eye. Believing himself discovered, he would trot silently away."

DAYS OF TRIBULATION OVER.

Persistent Office-Seeker Had Finally Landed Soft Job.

"I remember one man from my home town," a western senator said recently, "in the good old days of civil service examinations, whose dream of earthly attainment was a government place. When his party was finally successful he immediately set out for Washington and was 'on the job' long before the 4th of March, but there seemed to be a hitch somewhere. All through the spring he was about town. Wherever I went I would see him, striving for or just after an audience with some department official. By June he was seedy and broken looking, but still appeared to be 'game.' Finally I found him in the gallery of the senate chamber apparently endeavoring to kill time.

"Well, have you given it up?" I asked, trying to be sympathetic.

"Oh, I got the job, all right," he replied with a satisfied smile. "I'm working now."—Success Magazine.

The Earliest Religion.

Religion was at first purely dogmatic, an affair of the family, pure and simple. The gods were the dead ancestors, and the worship consisted of the perpetual care of the hearth fire and the graves of the departed relatives. It was the ancient belief (the most ancient, so far as we know) that the departed ancestors continued to live in or about the tomb, and that their peace and happiness depended absolutely upon the care with which their posterity looked after their worship. If the hearth fire was allowed to die down, or the tomb was neglected, or the food and drink were not faithfully taken to the tomb, their existence became a wretched one; whereas, if these things were carefully attended to, all was serene with them. There is much to show that this domestic belief obtained for a long time before the belief in God and a future life came in.—Chicago American.

Mirror for the Sick Room.

"Only a hand mirror should find place in a sickroom," said a doctor, "and it should be one flattering to the patient—the kind, for instance, which if the face is too broad, will lengthen it a little. And the patient should only be allowed to look in the mirror at propitious times. Many a patient has been frightened literally to death by his haggard reflection—has looked, sighted, and renounced hope. But many another patient in a really bad way—really desperate, too—being given a look at himself just after he has taken a stimulant, has buckled up wonderfully.

APES ARE GUARDED

CLOSE WATCH ON SUBJECTS FOR STUDY IN PSYCHOLOGY.

Experiment on Twenty Monkeys at the George Washington University is Expected to Result in Interesting Disclosures.

Washington.—Believing that the research work to be conducted by the department of psychology on the brains of 20 monkeys will produce some new and startling results, the authorities of George Washington university have placed the janitor, who has charge of them, under a heavy bond to see that no one visits the room where they are kept.

This is done, in the first place, to insure the safety of the animals. In the second place, it is pointed out, the workings of the brains of the monkeys are to be observed under a given set of conditions, and should any person not connected with the investigations being made enter the room it might suddenly terminate the environment which it would require days to re-establish.

Just what the janitor is feeding his charges, and what makes up their daily routine of life, he refuses to divulge. It is known, however, that peanuts and bananas do not form a part of the menu, and that the things which would ordinarily constitute a monkey's dinner are lacking. The apes may not have so much as a cross-bar or trapeze to take their exercise on, but are being taught the more manly art of walking.

Since vivisection is not to be employed by the department of psychology in conducting its investigations, the question has been asked why some other animal, rather than the monkey, was not selected for the purpose of securing the brain data that are desired. This question was answered by one of the professors of the university.

"As far as the methods of our investigations go," he said, "a man's brain could be used as well, except that the minds of men have become more or less mechanical in their workings as the result of their being a part of a highly developed social system. This complex condition does not exist in monkeys. Here the brain is natural, and responds to instinct and tradition, so that it is much easier to reduce the workings of the mind."

Wants to Fumigate a Cow.

Cincinnati.—Dr. B. F. Lyle, physician at the branch hospital, has announced that he was open for suggestions on "how to fumigate a cow."

Robert Armstrong, living opposite the pesthouse, claims that convalescing pesthouse patients swiped his cow, and he won't take it back until it is fumigated. They offered him 50 cents rent for the cow, but he spurned it because he was afraid of that half dollar.

Many methods of fumigation have been suggested to Dr. Lyle, but each has had its own disadvantages. The city service, to which the complaint was made, left it to Dr. Lyle with power to act, and he feels responsible for the methods as well as the results.

isler Severely Dealt With.

Old-time Englishmen hated idleness. An act passed in 1531 decreed that any person "being whole and mighty in body and able to labor" found begging might be arrested, and if unable to give a satisfactory account of himself he was brought to the nearest market town, tied to the end of a cart, stripped of his clothes and beaten with whips through the town, bleeding and ashamed, after which degradation he was sent to his native place, on his oath to "put himself to labor like a true man ought to do." If the sturdy vagabond were caught a third time in idleness he was to suffer death, "as an enemy to the com-

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