

Fame

By Ellis O. Jones

To be famous is not necessarily to be great, and to be great is not necessarily to be famous. In the vernacular, to be famous is to "make a hit." The next question to be decided by the authorities, self-appointed or otherwise, is whether the fame is deserved. That invariably starts an argument. No fame was ever unanimous.

Fame, therefore, can be taken only at its face value. Just as soon as we attempt to subject it to the critical analysis of different viewpoints, we are embarked on the stormy sea of disputation without compass or quadrant, without destination or starting-point, doomed forever, like the Wandering Jew, to float on and on to nowhere.

Buffeted thus aimlessly in the shade of Poe. In the ordinary acceptance of the term, he was and is famous, and the effort of his detractors to make out otherwise only serves to increase his fame. Whether he is justly or deservedly famous or not, is quite another question, a question which is both irrelevant and indeterminate. It is irrelevant because fame is objective rather than subjective. If it is to be qualified, it takes its quality from the contemplating public and not from the man under consideration, bringing us to social introspection and there we stick until some arbitrator plenipotentiary leads us out. Hence the question is also indeterminate, since arbitrators plenipotentiary disappeared with the "divine right" bubble.

The matter of Poe's going into the Hall of Fame depends and should depend upon those having the Hall of Fame in charge, whether they be Anthony Comstock, Battery Dans, John L. Sullivan, or other gentlemen who may have happened to become famous in their chosen sphere. Others should keep hands off.

Whatever the outcome, the Hall of Fame merely reflects the opinion of those who have it in charge. No matter how much public discussion there may be, no matter how much outsiders may engage in controversies in which they have none but a belittled interest, the governors will still use their own judgment, and we will be supposed to infer that their selections were deservedly famous. There is no danger of any one's deliberately starting a Hall of Unjust Fame.

The only other way would be to decide it by referendum. If we should vote him in and his fame was still undeserved, then, of course, it would prove that we were a bad lot.—From Lippincott's Magazine.

Training for What?

By Cora S. Day

His little things annoy him. He gave way to outbursts of anger, when a moment or two of firm self-control would have carried him safely past the crisis. He rather prided himself upon his "quick temper," so unruly, so easily roused, and so hard soothed. Then came the climax, when one day he flew into a passion, and almost before he realized it, he had committed a crime which by a narrow margin escaped being murder.

His neighbor was a quiet, pleasant young fellow whom everybody liked and respected. He was never even suspected of owning the naturally quick temper which he kept as sternly under control. He made it a point to be master, and he succeeded. When the first young man went to prison for his attempt upon the life of another, the second accepted a position of trust, of honor, of large responsibility, where his self-control and calm poise of spirit amid vexations was invaluable to himself and his employers.

Neither of the young men would have believed, years before, that they were in training then for the positions each came to occupy. Yet so it was in truth; for had not things gone before which fitted the one for honor, the other for crime and disgrace, the results would not have been what they were.

Juvenal says: "No man becomes a villain all at once." Equally true is it that no man becomes a saint all at once. Training goes before both; and that training is a matter of individual choice. Your temper, your taste, your faults and your virtues, all are your own, to train as no one can train them for you. For what are you training then?

Outrages of the Telephone

By Minna Thomas Antrim

THE Drunken Sailor's fate having been satisfactorily settled, what shall be done with the Telephone Fiend? This distressing problem is agitating more than one long-suffering soul. The Fiend is petticoated, rarely roused, who holds you up until you are ready to hurl anathemas upon the very inventor. Where is the specialist who will conquer this disease of the wire—disease that is working such wholesale havoc, rifting husbandly purses, stealing Time bodily, breaking the needed rest of invalids without a qualm, and robbing the "party" at the other end of all surety of peace? For all else seem we to have found a quietus, but for the "caller up" at any old time or place, no remedy seems forthcoming.

That the telephone has blessed many a man, saved many lives, and helped pile up fortunes, is true; but has it not cursed some women, ruined more lives, and hastened domestic misfortune? It has. Has it not become the favorite pastime of the woman with nothing to do? It has. Does it not accelerate gossip? Aid the flirt and the wayward, constantly? It does. Self-indulgent women waste their husbands' money by ordering food over the too handy telephone, rather than bother to dress for the street, thereby losing both their wholesome morning exercise and their chance thriftily to secure the best there is for the price at market or at stores from which the family larder is supplied. The time wasted by women in foolish "phoning can never be offset by time gained by forebanded men in business,—for what shall it profit a man if he gain the whole world if his "world" is lost through folly?

Telephoning from a habit finally becomes a vice, and a menace to the courtesies. It has destroyed a fine art of social correspondence, it has crowned Haste with Courtesy's laurel.—Lippincott's Magazine.

Ice

By Thomas L. Masson

ICE is used as a handy medium for conveying microbes from the interior into large cities, where the inhabitants can indulge in them freely.

In the winter, when it is not needed to cool the air, the Hudson River is filled with chipped ice, which disappears as soon as the weather gets warm enough to make it an object.

Ice fills many uses, but its highest mission is in the early morning, when it floats up to a man who has been out all night. At other times it may do some good, but this is where it truly shows itself a humble instrument in the hands of Providence.

Ice comes in bergs and lumps. In the early morning the ice man will leave a berg on your doorstep, charging for it by weight. But when you get it, it is a lump. This is due to its shrinking nature. Packed in refrigerators, it gradually pines away, until on Sunday afternoon, when it is most needed, it has silently disappeared, leaving naught but germs behind. A refrigerator, by the way, is an invention of science to melt ice in the quickest manner.

Ice is used in drug-stores and Wall Street. When placed conveniently around cornstarch and sugar and vanilla, it makes ice cream. No "Uncle Tom's Cabin" is complete without it. It forms on lakes and mill-ponds, and is used to sit down on by people learning to skate, or to fall through by young boys who have wandered away from home. It also comes in rinks.—From Lippincott's.

"MY WORD, BUT THESE MOSQUITOES ARE BAD!"



—Cartoon by Gregg, in the New York American.

WORLD RECORDS HELD BY WRIGHTS.
 Flight with passenger—1 hour, 12 minutes and 40 seconds, July 27, 1909, by Orville Wright, at Fort Myer, Va.
 High flight—360 feet, October 18, 1909, by Wilbur Wright, at Le Mans, France, in which he won the Michelin prize.
 Duration and distance flight—2 hours, 15 minutes and 30 seconds, covering about 77 miles, January 1, 1909, by Wilbur Wright, at Le Mans, France.
Records For the Wrights to Beat.
 Cross country flights by Henry Farman, Leon Delagrave, Louis Bleriot and Hubert Latham.
 Cross Channel flight by Louis Bleriot.

NEWS ABOUT FLYING AT HOME AND ABROAD

In the Realm of Aviation Events Are Crowding Thick and Fast

Washington, D. C.—Events in the realm of aviation are crowding thick and fast. On the same day Orville Wright made a new aeroplane record at Fort Myer, Hubert Latham made an almost successful attempt to cross the English Channel.

Again the motor of the French aviator failed, and this time at a critical moment. Five hundred yards from the English coast the engine stopped and he fell into the sea. This second failure may disappoint, but will hardly discourage, such a plucky man.

At Washington Mr. Wright succeeded in making a new record for flight with a passenger. In the presence of President Taft and a distinguished company he flew with Lieutenant Latham almost an hour and thirteen minutes, thus fulfilling the terms of the Government contract in respect to duration. During this period he compassed a distance fully double that between Calais and Dover. That shows the meaning of this splendid performance.

DESCRIPTION OF WRIGHT MACHINE
 The machine used by the Wrights at Washington consists of two planes, one five feet above the other, and measuring thirty-six feet from tip to tip. The seat for the operator is placed in the centre of the lower plane, off to the left of the motor. The passenger sits on the other side of the motor.

The motor itself is a product of the Wright brothers—a four-cylinder, thirty-horsepower, water-cooled gasoline engine. The gasoline is pumped directly into the intake pipes, there being no carburetors.

The tips of the planes are flexible for the space of about twelve feet. By means of a lever they can be turned in a curve, resembling a helicopter, the wings moving in opposite directions. A second lever controls the twin rudders, which are supported by a brace ten feet from the rear of the planes. By working the two levers together the equilibrium of the machine is maintained.

Ten feet in front of the operator's seat two planes resembling a box kite about fifteen feet by three feet are used for controlling the ascent and descent. Two propellers about nine feet in diameter and revolving in opposite directions are used to thrust the aeroplane forward.

The weight of the machine, including both operator and passenger, is a trifle under 1200 pounds.

M. BLERIOT'S AMBITION.
 London.—Following the farewell dinner given at the Hotel Ritz by the Aero Club, M. Bleriot and his wife left for Paris. The aviator expects to return in October to attempt a flight from London to Manchester for a prize of \$50,000 offered by a London paper. The distance is 161 miles and the prize was offered in 1907. It is open only to heavier than air machines owned by members of a recognized aero club.

At the dinner a letter from Lord Roberts was read. He said: "M. Bleriot may be leading the way to great changes in the conduct of future war."

MAKES BALLOON A PARACHUTE
 and Lands Perfectly.
 Conway, Mass.—Parachuting his balloon at the height of more than two miles by loosening the appendix cord and allowing the lower part of the balloon to rise into the setting, Dr. S. S. Stowell, of Pittsfield, in his first trip as pilot, made a drop to earth in the balloon Pittsfield. The experiment was probably the first of this nature ever tried in this country. A perfect landing was effected without the valve cord ever being touched.

PASSENGER AIRSHIP ALSO PROVIDED
 For Water Propulsion.
 Cleveland, Ohio.—An airship, covered with waterproof canvas and fitted with propellers at its bow and stern which will work in water is being built by a company here. These appliances have been added to the airship for use in case it should fall into the water while on a cruise. The builder of the machine says he expects to be able to carry from six to twenty passengers in the airship. He will also provide an apartment for baggage.

M. Bleriot was presented with a gold medal similar to that given by the Aero Club to the Wright brothers. M. Bleriot, prior to his departure for Paris, said in an interview on M. Latham's ill luck: "I am too sorry for words. He deserved success and will yet succeed. He has pluck—everything—but luck failed him. He experienced the same awkward currents of air off the Dover cliffs which I encountered and they proved too much for him. I was troubled by them, but was luckier. He is a right worthy competitor and I shall yet have the happy chance of congratulating him."

AN AIRSHIP WORLD'S FAIR.
 Berlin, Germany.—What strides have been made in a brief period in the science of aerial navigation is borne in powerfully upon us by a world's fair exhibiting the progress of airship construction and manipulation, which has opened at Frankfurt-on-the-Main and will last 100 days. In September the crowning feature of the show will be the arrival of Zeppelin II for a series of exhibition flights.

A million and a half has been spent on the buildings and grounds whereupon will be held contests between airships, balloons and dirigibles. Every type of flying machine will be shown. Prizes aggregating about \$80,000 have been offered by the Internationale Luftschiffahrt Ausstellung, mercifully shortened to Ila, which is the name of the latest and most interesting of world's fairs.

Passengers may take joy rides in balloons and steerable vessels of the air, and a liberal education in the art of aviation is promised in the reading of a series of papers by the leading experts. There are twelve groups of exhibits: Balloons and balloon manufacture, motor balloons, military airship navigation and artillery, balloon signal service, production and compression of gas, the science of aerial navigation, mechanical and physical apparatus, equipment, motors, art objects and toys. Various competitions, aside from the actual races, will bring forth the best in the specialized phases of the art.

Germany expects fully 5,000,000 visitors to go through the gates of the Ila in the period of the exhibition. Altogether it is a welcome variation.

CURTISS ENDS HIS FLIGHTS.
 Hammondsport, N. Y.—It was announced that Glenn H. Curtiss would make no more flights in this country before leaving for France August 5. He is now engaged in assembling the new machine which he will use in the international contest at Rheims.

TO BUILD BIG DIRIGIBLE.
 New York City.—Mr. Joel T. Rice and Mr. John A. Riggs, of Hot Springs, Ark., are in New York, negotiating with Captain Thomas S. Baldwin for the construction of a large dirigible balloon, which they plan to use for exhibition purposes, making tours from city to city in the big airship. They have plans for a balloon one hundred feet long, the largest dirigible ever built in this country.

Among The Sporting Fraternity

Diamond Gossip and General Sporting

THE NATIONAL LEAGUE LEADS IN HOME RUNS

Forty-Two Make Total of Sixty-Three Four-Baggers This Year. American League Forty.

New York.—The campaign of 1909 in the National league promises to be a great one for the manufacture of the noble home run, which is baseball's most popular swat. If the sterling athletes in the H. C. Pulliam organization keep on reeling off four-baggers as they have been doing heretofore, the profits of clothing and shoe firms which offer rewards for loop-the-loop jolts, will be materially reduced.

The Polo grounds, up to last Thursday, has been the scene of more four-ply jolts than any other major league park. On the lowland lot there have been 33 homers made—12 by the home forces and 11 by the enemy. In Washington Park the official scorer of the Brooklyn club reports an output of 13 circuit drives, five falling to the Superbas and seven to their adversaries.

Four-baggers haven't been so frequent as usual in the Dove's park in Boston, where 10 have been made. In Philadelphia eight circuit clouts have been recorded, in Pittsburgh four, in St. Louis three, in Cincinnati two and in Chicago one. The total number of four-baggers made in the parent organization to July 14, inclusive, was 63. That was a high mark, but it doesn't compare with the 251 reeled off in 1908.

Last season home runs weren't extremely frequent at the Polo grounds, but since the field has been encircled with seats, four-baggers are almost a daily occurrence. The athletes—home and visiting—seem to have a preference for making hits of this kind inside the ground. John Hummel and Fred Tenney each have put the ball into the right field bleachers, long a favorite target for the batters. Into the opposite stand Christy Mathewson and Tommy Leach have driven the sphere. Matty's wall-plop was the means of the Giants beating the Phillies in the afternoon game Decoration day. The Wee One's jab started the slaughter of the McGrawites on July 10.

Hummel's homer, made in the game of June 25, while pitching, probably is the longest 1909 drive on the Polo grounds. Tenney's thump first hit the ground before going into the port stands, while Hummel's reached its destination on the fly and went among the members of Manhattan's fan colony who had seats in the eighth row. John of Brooklyn deserved his rap, as before making it he fouled off 17 of White's choicest batters.

In the same game in which the great Brooklyn utility player caught gained distinction and a pair of shoes, Larry Doyle and Harry McCormick, left-handed batters, made home runs in succession off Southey Pastorius.

Beals Becker, of the Doves, flashed into the rays of the calcium at the Polo grounds June 23, when in the first inning of the second game, he fell on Mathewson's first serve and drove it to center for the full route. Becker led off for Boston that day.

Schulte and Harry Steinfeldt, of the Cubs, on May 14 made home runs in the eighth inning of Otis Crandall. These hits, while in the same inning, were not in succession. Chance batting in between the two Germans.

The only National league team this season to make three home runs in one game is Cincinnati. The "Reds" accomplished this bit of work across the river July 12, McIntyre and Pastorius being the pitchers and Egan, Mitchell and Lobert the hitters.

The longest four-bagger made thus far in Boston and the record hit in Philadelphia were manufactured by pitchers. In Boston, on April 19, Chapelle, now with Rochester, sailed a drive over the center field barrier, and by so doing won his own game from the Superbas, 2 to 1. Bill Foxen's blow was struck on April 24 and resulted in the ball aeroplane over the right field wall. The former Skeeter was the first Philadelphia player to make such a drive since 1906.

The most popular grounds for four-baggers on the junior circuit have been Boston's, where 11 hits have been made good for the grand tour. At the RHITop 10 homers have been made, in Detroit six, in St. Louis five, in Cleveland three, in Philadelphia three, in Washington one, and in Chicago one.

WELSH TO FORCE NELSON TO FIGHT.
 English Champion Coming Over to Tackle the Premier Light-weight of the United States.

New York.—Freddie Welsh, who has no contender for the English light-weight championship since his defeat of Young Josephs, is coming to America to force Battling Nelson into a match for the world's championship. He will sail from London in a few days. Welsh announces that he will post a \$5,444 forfeit here to go as a side bet and will agree to make 133 pounds ringside. He will sign articles for a 45-round battle and is confident that he can beat Nelson.

Sporting men declare that now that Welsh is the English champion beyond question, Nelson should accept his challenge.

PAPKE SEEMS TO FEAR LANGFORD.
 New York.—Bill Papke passes up Sam Langford, using the timeworn dodge of not wanting to fight a negro. Fans here thought that the color line dodge has gone out of existence.

Can it be possible that Papke fears Langford? Must be that. Even if he should wrest the middleweight crown from Ketchel he will not have a clear title until he polishes off the black. If Ketchel is willing to fight Langford Papke surely should have no objections, and Ketchel is the champion.

Now suppose Langford should get into the ring with Ketchel and beat him to the punch. Would Papke claim the middleweight title? Papke should wake up. When a man adopts the fighting profession he is supposed to meet all comers, and you can't claim a championship until you have put away all claimants to the title.

There is still a hitch over the Langford-Ketchel match. Langford denies that he is satisfied with \$5,000 of the \$20,000 purse offered, win, lose or draw. He wants a winner's share or will consent to split the purse evenly.

Billy Gibson is beginning to lose hope of landing Ketchel and Langford, though he says he has offered more money than this pair could get anywhere else in this country for a 10-round bout. Gibson will now devote his time to Papke and Willie Lewis. Willie is ready to get into the ring with Papke if the latter will make 154 pounds ringside. This Papke can easily do.

Jimmy Coffroth is trying hard to get Nelson and Wolgast to box 25 rounds at his stadium at Colma, Cal. He is promising all kinds of money. But from this side of the Mississippi it looks like another Hyland-Cross house. The people of California surely do not consider that a featherweight can whip Nelson in a long fight. Wolgast may be able to outpoint the champion in 10 rounds. There are lots of boys in the east, and featherweights, too, that could do as much, but in a long bout Wolgast would lose sure.

FLYNN NOW RATED AMONG TOPNOTCHERS.
 Los Angeles, Cal.—Jim Flynn the Pueblo neeman, is now considered among the leading pugilists. Last Thursday the Colorado freeman met Billy Papke, and for ten rounds he fought, the Illinois Thunderbolt to a standstill. He never gave way an inch, and although Papke cut his face to ribbons, the big freeman came back and repeatedly forced the Illinois fighter to clinch. The men fought like sledgehammers throughout the mill, and while Papke looked like a winner in the early rounds, the big freeman came back strong and was always the aggressor. A draw would have been a good decision, although to many at the ringside Flynn appeared to have the best of the bout.

SAM LANGFORD AFRES TO MEET TOMMY BURNS.
 New York.—Articles have been signed for a twenty-round bout between Tommy Burns, former heavyweight champion, and Sam Langford, to take place next October during the Olympic carnival to be held in England under the management of Hugh McIntosh, the Australian promoter, and Billy Brady. Joe Woodman, Langford's manager, took care of Langford's end of the negotiations. He held out for a bigger percentage, than McIntosh, Burns' manager, wanted to give him, but finally won out. He said Langford will sail for England about September 20.

STANLEY KETCHEL HURT WHILE AUTOMOBILING.
 San Francisco, Cal.—Stanley Ketchel, the champion widdowweight pugilist, was painfully injured by being thrown violently against the front of the automobile in which he was riding when the machine collided with a wagon. It was feared at first that his arm had been broken, but later developments showed only a severe strain. In shielding his face from the glass from Ketchel's hands were badly lacerated.

MUST FIGHT FOR LEWIS' BOUT.
 New York.—Dan McKittrick says the clubs in this country must bid high if they want to see Willie Lewis in action. Dan says that Lewis is a much-reformed pugilist. No more hitting the high spots. He has a big bank roll and has developed a mania for increasing it. McKittrick is ready to send Lewis against Sam Langford, but will insist that the negro weigh 154 pounds ringside. This means that Langford and Lewis will never get together.