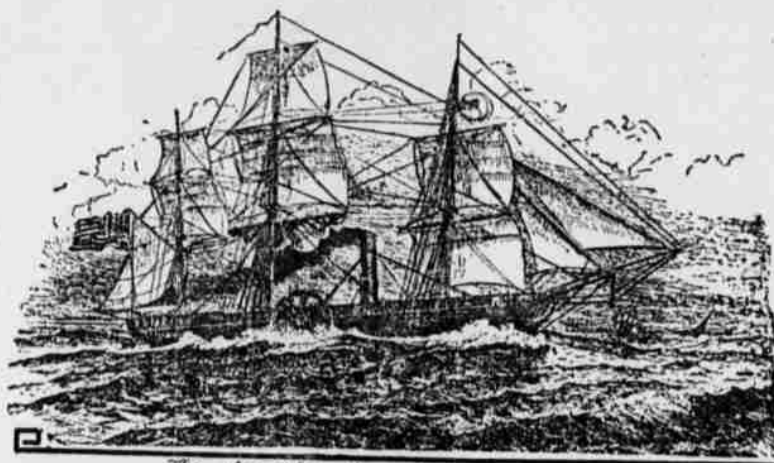


FIRST STEAMSHIP TO CROSS THE ATLANTIC



The steamship Savannah

Feat of the Fleet Lusitania recalls memorable voyage of the Savannah, pioneer in steam navigation

As large and as powerful as is the Lusitania, the big liner's memorable trip across the Atlantic did not create half so much interest as did the voyage of the little American steamship, the Savannah, which was the first steam vessel to bridge the great ocean. The Savannah's trip was made in the year 1819, and was only intended as an experiment, as she did not carry a passenger or a pound of freight. From a financial viewpoint the trip was a failure, for, while there were several offers to purchase the new steam vessel, none of them regarded as acceptable.

The Savannah's trip is historic and was accomplished at great risk. So fearful were mariners generally of the fate of the experiment that the commander found it impossible to obtain sailors in New York, and was obliged to seek them in New London, Conn., the home of the sailing master, Stevens Rogers, who was well known to the seafaring men at that port.

Much of the data regarding the Savannah has been lost, but it is certain that she was a full-rigged ship, with auxiliary steam power, and of 350 tons. Originally intended as a sailing packet between New York and Havre. While she lay on the stocks at the shipyard at Corlear's Hook, New York, she attracted the attention of Captain Moses Rogers, who had been associated with Fulton and Stevens in commanding several of the early steamboats. He induced a wealthy shipping firm in Savannah to purchase the vessel and fit her with steam engines, with a view to giving that city the credit of being the first to inaugurate a transatlantic steamship line.

Queer Paddle-Wheels.

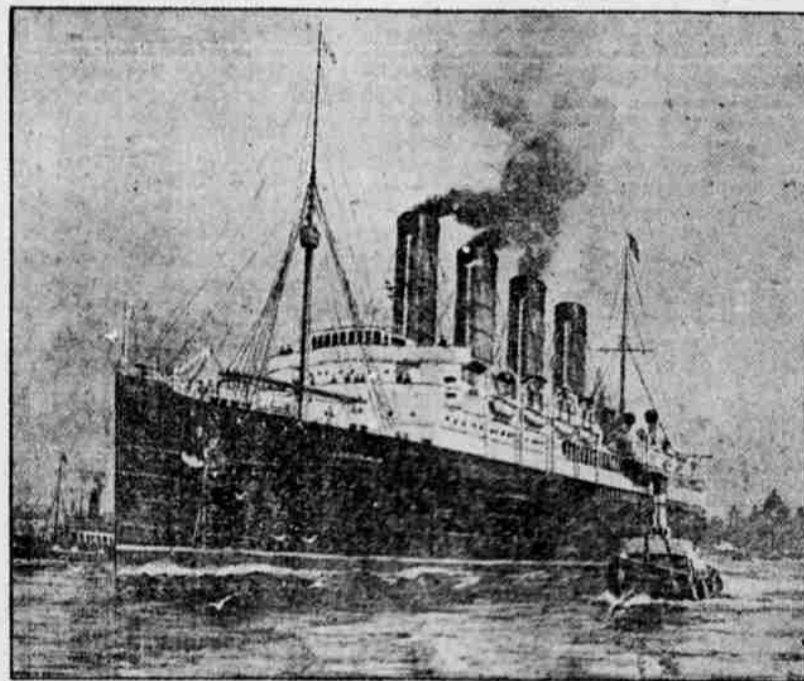
Scarborough & Isaacs, the firm referred to, bought the ship and had her fitted with an inclined, direct-acting, low-pressure engine of 90 horse power, the diameter of the cylinder being 40 inches and the stroke five feet. The en-

are 32 berths, all of which are state-rooms. The cabin for ladies is entirely distinct from that intended for gentlemen, and is admirably calculated to afford that retirement which is so rarely found on board of passenger ships."

Captain and Sailing Master.

The captain was Moses Rogers, and the sailing master was his brother-in-law, Stevens Rogers, who was not related to him by ties of blood, although their surnames were the same. Captain Rogers, a native of Connecticut, who was responsible for the experiment, commanded the Phoenix built for John Stevens and his son, Robert Livingston Stevens, in 1808. He took the little Phoenix on her memorable voyage from Sandy Hook to Cape May, the first time a steam vessel had braved the dangers of the ocean. He also commanded the Eagle in 1813, when that vessel made her first voyage from New York to Baltimore, and he was associated with the owners of the New Jersey, when regular bi-weekly voyages were inaugurated between those ports. Captain Rogers was regarded as a person whose opinions on the subject of steam navigation were important and valuable, and he frequently was consulted by steamboat owners and constructors.

The first long voyage of the Savannah was from New York to Savannah. The trip occupied 8 days 15 hours, and during that time the engine had been worked 41½ hours. The vessel left New York at 10 o'clock on the morning of March 28, 1819, and arrived at her destination on April 6, at 4 o'clock in the morning. Arrived at the southern port the ship attracted a great deal of attention, for it was known that she was to try for the record across the Atlantic. The revenue cutter Dallas saluted the ship as she entered the harbor, and the bank of the river was lined with patriotic citizens, whose enthusiasm found relief in shouts of approval.



THE GIANT CUNARDER LUSITANIA.

gine was built by Stephen Vail, afterward connected with Morse in the invention of the telegraph at the Speedwell iron works, near Morristown, N. J. The boilers were built at Elizabeth by Daniel Dod. A peculiarity of the equipment was that the paddle wheels, which consisted of eight radial arms held in place by one flange and arranged to close together like a fan, were so constructed that they could be unslipped and taken on board if the weather proved to be very heavy. In those days such contrivances were only regarded as fair weather adjuncts and not to be intrusted to the buffeting of a rough sea. The vessel was designed to carry 75 tons of coal and 25 cords of wood. It cost \$50,000.

An account of the Savannah, published after the trial trip between New York and Savannah, says "her cabin is finished in elegant style and is fitted up in the most tasty manner. There

After showing her paces to the citizens of Savannah, on the morning of Saturday, May 22, 1819, the Savannah set sail for Liverpool. The log of this historic trip is still to be seen in the National Museum at Washington, where there are several other relics of the darling Captain Rogers. When the ship was off the coast of Ireland, a British cutter, the Kite, noticed her, and seeing the smoke belching from her funnel believed the strange craft was a fire. When the cutter, after sending several shots across her bows brought her to, the British commander was much chagrined to find his mistake, and ordered the captain to take down the pennant he was flying, but Captain Rogers answered that he would do nothing of the kind, as he was entitled to fly the colors.

While he was off the Irish coast, Captain Rogers had another experience which sorely tried his pride. He found

when about fifteen miles from Cork that he had run out of coal. He was in a calm, but was unable to get up steam, and while he had hoped to steam into Liverpool, he was compelled to enter like any other sailing ship. On the voyage, which ended on June 20, at 6 o'clock in the evening, he came to anchor in the River Mersey, in front of Liverpool. The voyage had lasted 29 days 11 hours, during which steam had been used 80 hours.

Cruised in European Waters.

Although the Savannah did not enter Liverpool under steam, she shipped coal as soon as possible and gave the people at that port a sample of her work under engine power. Richard Rush, the American minister, sent a dispatch to the State Department, noting the arrival of the ship. In this note he refers to the vessel as being the first of her description "that has ever crossed the seas, and having excited equal admiration and astonishment as she entered the port under the power of her steam." Others at the time make note that she entered under her steam, but the log shows that this was not the case.

For several months the Savannah cruised in European waters. From Liverpool she went to St. Petersburg, having made a stop at Stockholm, where the Swedish royal family visited the ship and praised the captain's daring and enterprise. While the vessel lay at Stockholm, Captain Rogers was several times in negotiation for the sale of his craft to the Swedish or Russian governments, but the terms were not satisfactory.

A Triumphant Return.

The return voyage was begun at Cronstadt on Sept. 29. Stops were made at Copenhagen and at Arendal, Norway. The latter place was the last port on the homeward journey. The Savannah left there on Oct. 21. Forty days later she steamed into the harbor of Savannah, after an absence of six months and eight days. It was a triumphal return; the Atlantic had been crossed and recrossed by a steam vessel, but the projectors had nothing to show for their outlay. They tried to sell the vessel to the United States government, but failing, they removed the engines, which were sold separately to an iron company in New York, and the ship placed on a packet line which ran between New York and Savannah. In 1822 she ran ashore on Long Island and became a total loss.

Eight years elapsed after the remarkable voyage of the Savannah before an attempt to cross the Atlantic by a steam vessel was again made. In 1827 the ship Curacoa crossed from Antwerp to the Dutch West Indies, and while the voyage was regarded as successful it was found to be unprofitable. In 1831 the Royal William, built at Quebec safely crossed the Atlantic from Montreal to London, and there was sold to the Spanish government to become the first steam warship in the world.

The Lusitania's First Trip.

It was a thrilling sight on the bank of the Mersey when the giant Cunarder, Lusitania swung out into the stream at Liverpool and began the journey over the Atlantic which was watched keenly by more people than ever gave concern to a nautical event before. England had at last produced a boat unequalled in size, in grandeur and in appointments, and the only thing left to guess work was how fast she could thread her way over the bolsterous and befogged ocean lying between England and our shore. A great multitude lined the four miles between the pier and the Irish channel to bid her Godspeed on her first trans-Atlantic trip. From the throats of 150,000 English men and women came the words of "Rule Britannia" as the great anthem was sung as never before. But this magnificent send-off to the Lusitania did not restore to England the supremacy of the sea now held by the German fleet, and the sturdy Anglo-Saxon must try once more before this eagerly sought distinction comes to him. The big boat heaved beautifully even if she did no lower the record. She was superb in everything save this. It may be that the Lusitania later on, when her machinery is free from friction and the working parts are unusually well oiled will shorten the journey between the continents to less than five days. Her owners believe she will do this.

Bluffing the Bluffer.

The talkative man in the smoking room was boring the company with his reminiscences of the great people he had met. "Last week," he said, "I spent a most delightful day with my friend Lord Broadacres."

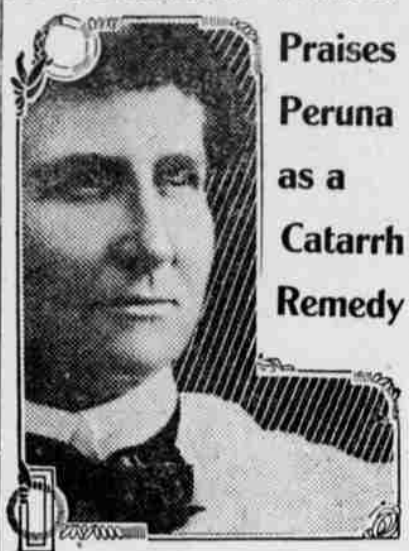
"Indeed," said a gentleman on a corner, who had not hitherto spoken; "and so you don't recognize me as Lord Broadacres?"

The boastful one instantly collapsed and, muttering some apology, left the room.

"And I'm not Lord Broadacres a all," chuckled the gentleman as the door closed upon the discomfited one.—London Tit-Bits.

Some women have such small waists that it makes you uncomfortable to look at them.

A Talented Writer



Praises
Peruna
as a
Catarrh
Remedy

MRS. E. M. TINNEY

Mrs. E. M. Tinney, story writer, 325 E. Nueva St., San Antonio, Tex., writes:

"During 1901 I suffered from nasal catarrh, which various other remedies failed to relieve.

"Six bottles of Peruna, which I took, entirely cured me, the catarrh disappearing and never returning.

"I therefore cheerfully recommend Peruna to all similarly afflicted."

Mrs. Ellen Nagle, 414 4th street, Green Bay, Wis., writes:

"I have often heard Peruna praised and it is more widely known here than any other medicine, but I never knew what a splendid medicine it really was until a few weeks ago when I caught a bad cold which settled all over me.

"The doctor wanted to prescribe, but I told him I was going to try Peruna and sent for a bottle and tried it.

"I felt much better the next morning and within five days I had not a trace of any lameness or any cough.

"I consider it the finest cough remedy." Peruna Tablets:—Some people prefer to take tablets, rather than to take medicine in a fluid form. Such people can obtain Peruna tablets, which represent the solid medicinal ingredients of Peruna.

The Season Lie Explained.

"Blowhard says his vacation cost him \$600."

"Well, Blowhard was seeing double a good part of the time."—Kansas City Star.

Two Since.

Hostess—You seemed embarrassed at meeting Mr. Smoyle, Mrs. Travnoo.
Guest—I thought you knew, Mrs. Longshore. He's my—my antepenultimate husband.

A Terrible Thought.
"I want to be loved for myself," exclaimed the romantic heiress.
"My dear lady," rejoined Baron Funch apprehensively, "is there any possibility of this being a case of mistaken identity?"—Washington Star.

Tentative.

Nan—Jack seems to be considerably devoted to me, don't you think?
Fan—Yes; he seems to be considering whether to be devoted to you or not.

Contagion a Question of Prevention.

Sinks, drains, eating and cooking utensils, sick room linen and clothing frequently carry the dreaded disease germ unnoiced by the household.

Thorough and hygienic cleansing is the best safe guard against infection, and such a safeguard is found in the universal household necessity Borax.

This simple preventive carries in itself, disinfecting qualities which enter the fabric or act upon the article to be cleansed in a hygienic manner, eliminating every unwholesome property, rendering it contagion proof, while at the same time Borax is of itself as harmless as salt.

Unlike most disinfectants who depend upon their strength of odor or harmful-to-the-system qualities to arrest or prevent contagion, Borax is Nature's remedy, being easy to obtain and easy to apply, a simple solution in hot water being all the application necessary and requiring no prescription, it can be obtained from any grocer or druggist in convenient, economical household packages.

In a dition to its disinfecting qualities, Borax is especially a household necessity, as it can be used for softening water, cleaning and whitening cloths, clearing the skin, whitening hands, makes an excellent dandruff remover and can be used on the finest laces or most delicate fabrics without injury, while as an adjunct to the bath it removes all odor of perspiration and leaves the skin soft and velvety.

About It.

"Pop, what is an immunity bath?"
"A plunge, my son, to tell on the other fellow first."—Baltimore American.

Catarrh

Invites Consumption

It weakens the delicate lung tissues, deranges the digestive organs, and breaks down the general health.

It often causes headache and dizziness, impairs the taste, smell and hearing, and affects the voice.

Being a constitutional disease it requires a constitutional remedy.

Hood's Sarsaparilla

Radically and permanently cures. In usual liquid form or in chocolate tablets known as Sarsatabs. 100 doses \$1.

Particulars Wanted.

Customer—Where is your horse department?
New Floor Walker—Er—garden or parlor variety, madam?

CATARRH BLOOD DISEASE AND SYSTEM DISORDERED

Catarrh is not merely an inflammation of the tissues of the head and throat, as the symptoms of ringing noises in the ears, mucous droppings back into the throat, continual hawking and spitting, etc., would seem to indicate; it is a blood disease in which the entire circulation and the greater part of the system are involved. Catarrh is due to the presence of an excess of uric acid in the blood. The Liver, Kidneys and Bowels frequently become torpid and dull in their action and instead of carrying off the refuse and waste of the body, leave it to sour and form uric acid in the system. This is taken up by the blood and through its circulation distributed to all parts of the system. These impurities in the blood irritate and inflame the different membranes and tissues of the body, and the contracting of a cold will start the secretions and other disgusting and disagreeable symptoms of Catarrh. As the blood goes to all parts of the body the catarrhal poison affects all parts of the system. The head has a tight, full feeling, nose continually stopped up, pains above the eyes, slight fever comes and goes, the stomach is upset and the entire system disordered and affected by this disease. It is a waste of time to try to cure Catarrh with sprays, washes, inhalations, etc. Such treatment does not reach the blood, and can, therefore, do nothing more than temporarily relieve the discomfort of the trouble. To cure Catarrh permanently the blood must be thoroughly purified and the system cleansed of all poisons, and at the same time strengthened and built up. Nothing equals S. S. S. for this purpose. It attacks the disease at its head, goes down to the very bottom of the trouble and makes a complete and lasting cure. S. S. S. removes every particle of the catarrhal poison from the blood, making this vital stream pure, fresh and healthy. Then the inflamed membranes begin to heal, the head is loosened and cleared, the hawking and spitting cease,

I had Catarrh for about fifteen years, and no man could have been worse. I tried everything I could hear of, but no good resulted. I then began S. S. S., and could see a little improvement from the first bottle, and after taking it a short while was cured. This was six years ago, and I am as well today as any man. I think Catarrh is a blood disease, and know there is nothing on earth better for the blood than S. S. S. Nobody thinks more of S. S. S. than I do. **M. MATSON,** Leeper, Mich.

S.S.S.

PURELY VEGETABLE

every symptom disappears, the constitution is built up and vigorous health restored. S. S. S. also tones up the stomach and digestion and acts as a fine tonic to the entire system. If you are suffering with Catarrh begin the use of S. S. S. and write us a statement of your case and our physicians will send you literature about Catarrh, and give you special medical advice without charge. S. S. S. is for sale at all first class drug stores.

THE SWIFT SPECIFIC CO., ATLANTA, GA.

W. L. DOUGLAS

\$3.00 & \$3.50 SHOES BEST IN THE WORLD

SHOES FOR EVERY MEMBER OF THE FAMILY, AT ALL PRICES.

\$25,000 Reward To anyone who can prove W.L. Douglas does not make & sell more men's \$3 & \$3.50 shoes than any other manufacturer.

THE REASON W. L. Douglas shoes are worn by more people in all walks of life than any other make is because of their excellent style, easy-fitting, and superior wearing qualities. The selection of the leathers and other materials for each part of the shoe and every detail of the making is looked after by the most complete organization of superintendents, foremen and skilled workmen, who receive the highest wages paid in the shoe industry, and whose workmanship cannot be excelled.

If I could take you into my shoe factories at Brockton, Mass., and show you how carefully W. L. Douglas shoes are made, you would then understand why they hold their shape, fit better, wear longer and are of greater value than any other make. My \$4.00 and \$5.00 GILT EDGE shoes cannot be equalled at any price. CAUTION! The genuine have W. L. Douglas name and price stamped on bottom. Take No Substitute. Ask your dealer for W. L. Douglas shoes. If he cannot supply you, send direct to factory. Shoes sent everywhere by mail. Catalog free. W. L. Douglas, Brockton, Mass.

