

# Help! Help! I'm Falling

Thus cried the hair. And a kind neighbor came to the rescue with a bottle of Ayer's Hair Vigor. The hair was saved! In gratitude, it grew long and heavy, and with all the deep, rich color of early life. Sold in all parts of the world for sixty years.

"About one year ago I lost nearly all of my hair following an attack of measles. I was advised by a friend to use Ayer's Hair Vigor. I did so, and as a result I now have a beautiful head of hair."—Mrs. W. J. Snow, Menomonee Falls, Wis.

Made by J. C. Ayer Co., Lowell, Mass.  
SARSAPARILLA  
PILLS  
CHERRY PECTORAL

### Two Sines.

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

### \$100 Reward, \$100.

The readers of this paper will be pleased to learn that there is at least one dreaded disease that science has been able to cure in all its stages, and that is Catarrh. Hall's Catarrh Cure is the only positive cure now known to the medical fraternity. Catarrh being a constitutional disease, requires a constitutional treatment. Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system, thereby destroying the foundation of the disease, and giving the patient strength by building up the constitution and assisting nature in doing its work. The proprietors have so much faith in its curative powers that they offer One Hundred Dollars for any case that it fails to cure. Send for list of testimonials.

Address F. J. CHENEY & CO., Toledo, O.  
Sold by all druggists, 75c.  
Take Hall's Family Pills for constipation.

### Quite the Contrary.

"Nasty medicine, is it? What are you asking it for? To help your cough?"  
"To help it? Great Peter, no! To kill it!"

Mothers will find Mrs. Winslow's Soothing Syrup the best remedy to use for their children during the teething period.

### The Old Man's Experience.

"He's the boy after your own heart, isn't he?"  
"Not much!" replied the old man.  
"He's the boy after my pocketbook!"—Atlanta Constitution.

## HOME MADE MIXTURE

SAID TO BE INEXPENSIVE AND EASILY PREPARED BY ANYONE.

Is Said to Promptly Relieve Backache and Overcome Kidney Trouble and Bladder Weakness Though Harmless and Pleasant to Take.

What will appear very interesting to many people here is the article taken from a New York daily paper, giving a simple prescription, as formulated by a noted authority, who claims that he has found a positive remedy to cure almost any case of backache or kidney or bladder derangement, in the following simple prescription, if taken before the stage of Bright's disease:

Fluid Extract Dandelion, one-half ounce; Compound Kargon, one ounce; Compound Syrup Sarsaparilla, three ounces. Shake well in a bottle and take in teaspoonful doses after each meal and again at bedtime.

A well known authority, when asked regarding this prescription, stated that the ingredients are all harmless, and can be obtained at a small cost from any good prescription pharmacy, or the mixture would be put up if asked to do so. He further stated that while this prescription is often prescribed in rheumatic affections with splendid results, he could see no reason why it would not be a splendid remedy for kidney and urinary troubles and backache, as it has a peculiar action upon the kidney structure, cleansing these most important organs and helping them to sift and filter from the blood the foul acids and waste matter which cause sickness and suffering. Those who suffer can make no mistake in giving it a trial.

### Particulars Wanted.

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

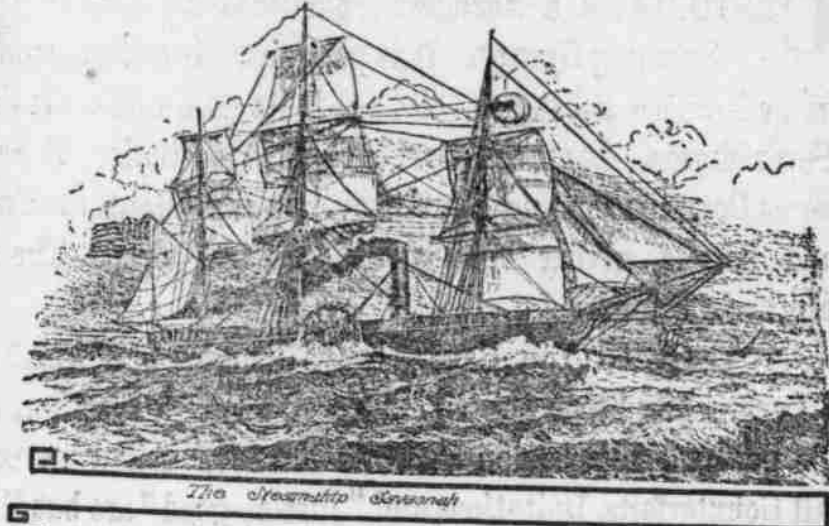
## Syrup of Figs and Elixir of Senna

Cleanses the System Effectually. Dispels Colds and Headaches due to Constipation. Acts naturally, acts truly as a Laxative.

Best for Men, Women and Children—Young and Old. To get its Beneficial Effects Always buy the Genuine which has the full name of the Company.

CALIFORNIA  
FIG SYRUP CO.  
When it is manufactured, printed on the front of every package.  
SOLD BY ALL LEADING DRUGGISTS.  
one size only, regular price 50¢ per bottle.

## FIRST STEAMSHIP TO CROSS THE ATLANTIC



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

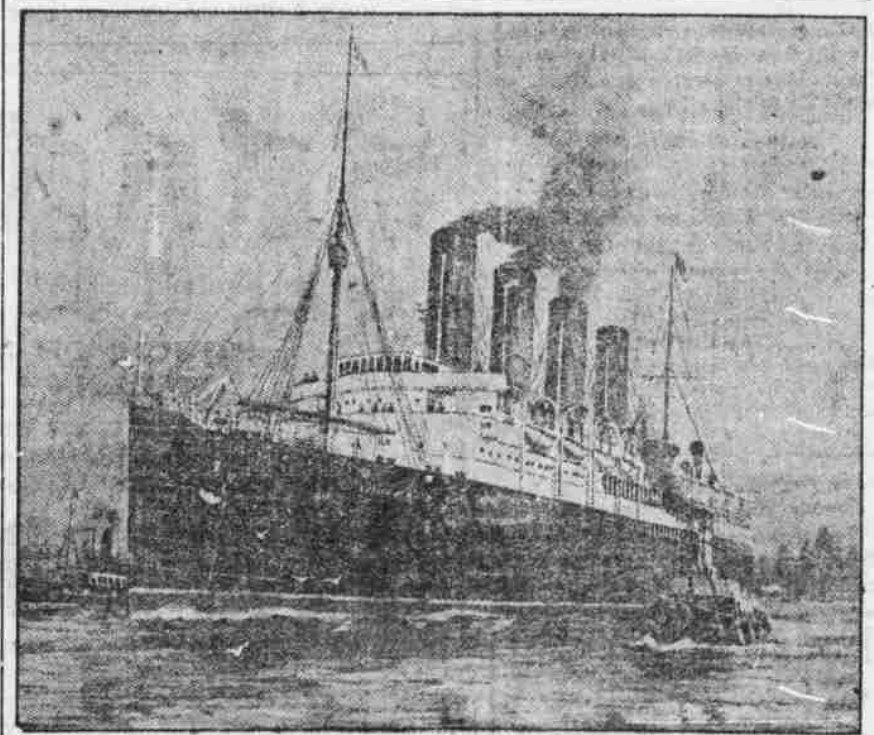
As large and as powerful as is the Lusitania, the big liner's memorable trip across the Atlantic did not create half so much interest as did the voyage of the little American steamship, the Savannah, which was the first steam vessel to bridge the great ocean. The Savannah's trip was made in the year 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-



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 unshipped 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 trusted to the buffetings 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 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 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. 23. 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 1825 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 banks 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 boisterous and befooled 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 sendoff to the Lusitania did not restore to England the supremacy of the sea now held by the Germanic fleet, and the sturdy Anglo-Saxon must try once more before this eagerly sought distinction comes to him. The big boat behaved beautifully even if she did not 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.

### Power of the Crocodile's Jaws.

The power of the jaws of the crocodile is terrific, says Sir Samuel Baker in his book on wild beasts.

Once, he continues, he had the metal of a large hook, the thickness of an ordinary telegraph wire, completely bent together, the barbed point being pressed tightly against the shank and rendered useless. This compression was caused by the snap of the jaws when seizing a live duck which he had used as a bait, the hook being fastened beneath one wing. On one occasion he found a fish weighing seventy pounds bitten clean through as if divided by a knife. This, again, was the work of the snap of the jaws of a crocodile.

A Frenchman, M. Paul Bert, once made experiments on the strength of a crocodile's jaws by means of a dynamometer. He found that a crocodile weighing 120 pounds exerted a force of 308 pounds in closing his jaws.

### 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 at all," chuckled the gentleman as the door closed upon the discomfited one.—London Tit-Bits.

### A Pertinent Question.

The lank, long-haired young man looked dreamily at the charming girl on whom he was endeavoring to make a favorable impression.

"Did you ever long for death?" he asked, in a low and moving tone.

"Whose?" inquired the charming but practical young person.

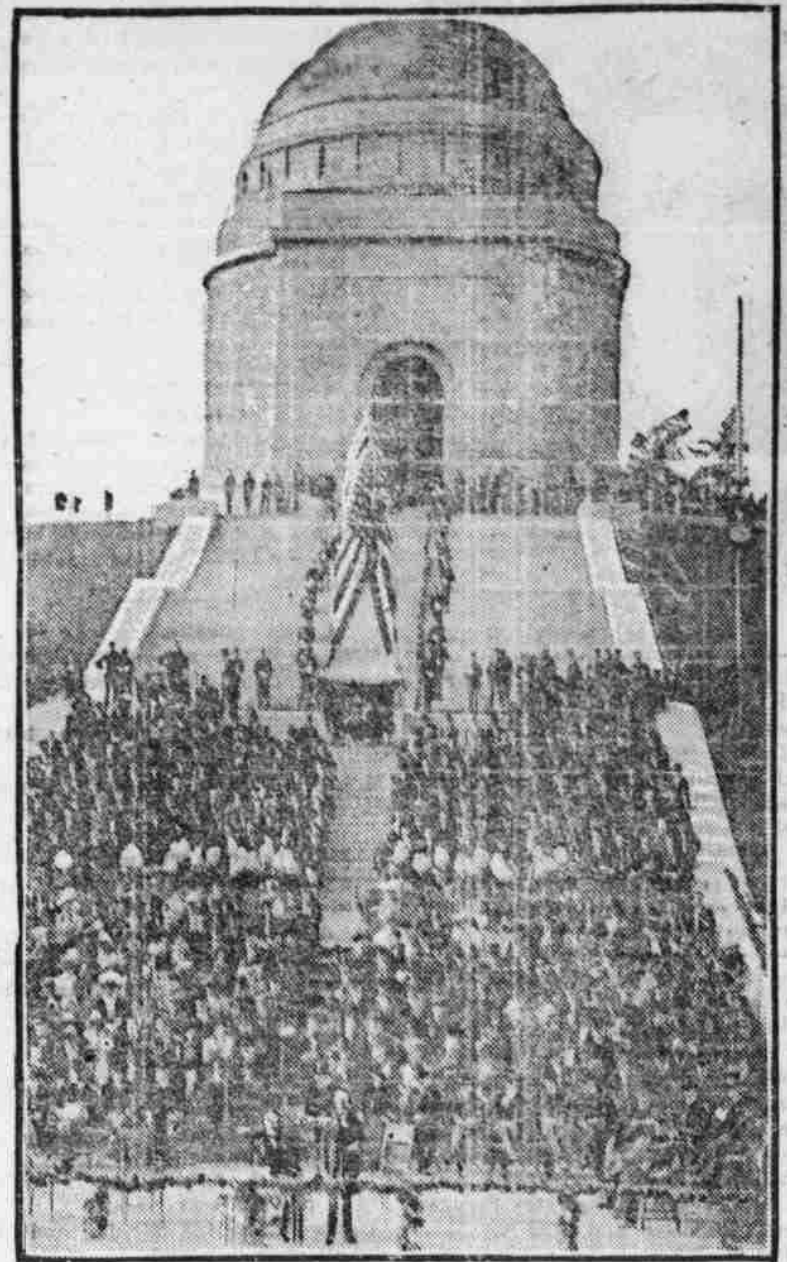
### Where He Shines.

When thugs beat up a New York man, find a policeman if you can. He only seems to show his mug when citizens attack a thug.

—Washington Herald.

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

## DEDICATION OF THE M'KINLEY MEMORIAL.



The picture shows the dedicatory scene at the McKinley monument in Westlawn Cemetery, at Canton, Ohio, during the dedication of the national memorial to President Wm. McKinley. The President, other dignitaries, officers of the memorial association and special guests occupy the steps leading up to the monument. In the picture the statue of McKinley is hidden by the American flag. Supreme Court Justice Day, president of the association, is standing in the direct foreground, with Governor Harris of Ohio beside him. Just back of them to the left are President Roosevelt and Vice President Fairbanks.

### CHILD SUICIDES.

Not Numerous Here, But in France They Are a Serious Problem.

Hugo Loeb, a boy of 16, recently committed suicide in New York. A suicide like that is rather startling. Men and women commit suicide, some thousands of them every year, but that a child—and a boy of 16 is a child—can be sad enough or bad enough or mad enough to want to die, and to take steps to die, is disquieting. Yet in one country (France) this has happened frequently enough to cause a member of the Paris bar, M. Louis Proul, to write a book about it. He calls child suicide one of the menaces of France, and gives serious discussion to its causes and its prevention. According to the statistics, out of the 8,716 suicides in France in 1902, 59 were of children under 16 years of age. In other years the proportion has been about the same, the number of child suicides increasing as the total number increased. In 1834 France had only twenty child suicides, but then there were only 2,752 in all. M. Proul points out that these figures do not give all the youthful deaths from suicide because not all of them became known.

America has a better record. While France and parts of Germany and Switzerland and Spain have enough child suicides to give them cause for worry, the census of the United States says that the evil is not very prevalent here. Most of the children who commit suicide in this country are of foreign birth.

Suicides are more frequent among city than among country children, M. Proul says. City children live under a greater strain, they have less chance for healthful play, they are more familiarized with acts of violence, and, as a rule, they are under more pressure at school. M. Proul points out the wrong and the foolishness of rigorous examinations, some of which are enough to make a healthy child nervous, and a nervous child a wreck. Disputes among parents are another cause of child suicide, and poverty is another. But disgust with life in old or young is almost always the sign of a sickly temperament, M. Proul says, and if a child has been so unfortunate as to inherit such a temperament, the parents should try to make the child healthy, and only good food and exercise and quiet and plenty of sleep will do that.

"M. Proul's book has a message for us," remarked a New York woman, who has been an educator for many years. "There are few child suicides in the United States, for ours is not the Gallic temperament, but there is plenty of child unhappiness. The unhappiness of a child is tragic, the more so because the common delusion is that childhood means happiness. Children can suffer, but they can seldom explain their sufferings."

"A child's sorrow may not last long, but it may be bitter while it lasts. I think it was George Eliot who said that a child's grief may be worse than a grown person's while it endures, because the child has no background of experience, he cannot look back and say: 'Other troubles have passed, and this will pass.'"

"Few people comprehend what misery a sensitive child may suffer from a quarrel between its parents. The whole foundations of its world are shaken; its whole horizon is overcast. Few people know how a sensitive child

may brood over the conviction that it is plain and homely, or stupid. 'I can never forgive my mother,' said a clever woman to me once, 'for telling me, when I was a child, that I was unattractive. She did it for my good, but oh! how it hurt me, how I shrank and hid from people, believing I was ugly!'

"Have you ever seen the faces of the children who work in the factories of the South? Have you ever seen the old, old look of some small boy whose mother has been left with no money, only children, and who feels himself the man of the family? Yes, children can suffer, not enough in this country to commit suicide perhaps, but their capabilities for pain are large enough. Let us be tender with them."

### HOUSEHOLD REFUSE IN VIENNA

How It Is Collected and Disposed of in Austrian Capital.

The Vienna correspondent of the Lancet deals with the question of the collection and disposal of household refuse in that city in a recent number. "The question of dealing with the household refuse produced in a city of 2,000,000 inhabitants has for some time, he says, been engaging attention and the following results have been obtained from the experiments conducted by the municipal authorities. As regards the disposal of the dry material collected in the dust bins, the method giving the best result has been combustion.

The refuse is collected by carts provided with special receptacles. All the dust bins are covered square boxes of a uniform shape and size, about 75 centimeters long, 50 centimeters high and 50 centimeters wide. These boxes are pushed into the receptacle of the cart, which is then closed by a lid and the box is uncovered and emptied by turning a handle without any dust escaping into the street. The refuse is then conveyed to the "combustorium," where it is burned, except such portions as can be used otherwise.

Old metal, tinware and glass are melted down in a special apparatus and used for industrial purposes, while the combustible material is used to generate steam for driving two dynamos for lighting the building. As yet these trials have been conducted on a small scale, but if the system is approved of and refuse collected from the whole city is treated in this way the amount of energy obtained will be very considerable.

The treatment of wet refuse, especially of an organic nature, has not hitherto yielded satisfactory results, and another series of experiments with this material has been instituted in the hope of using it as manure. The cost of refuse disposal on the system described is very small and the process is even expected to be profitable for the municipality, if conducted on a larger scale, while it is undoubtedly the best way from the standpoint of hygiene and medicine. In particular, the method of collecting refuse without scattering dust is sure to be imitated by many corporations, while a fruitful source of contamination of the air, especially during the busiest hours of the day, is thus easily done away with.

### A Frequent Lament.

Of all the words of tongue and pen, The maddest are these: "You'll pay me when?" —Baltimore American.