

CHILD WEEPS WHEN MADE PERSIAN SHAH.



SULTAN AHMED MIRZA.

Mohammed Ali Mirza, Shah of Persia, who succeeded to the peacock throne on the death of his father in January of 1907, formally abdicated—or perhaps one should say, was deposed—on the 17th of July. He has been succeeded by Sultan Ahmed Mirza, who, although not the eldest son of the ex-Shah, was the heir-apparent, the mother of his elder brother not being a Kajar princess. The new Shah, who was proclaimed under the title of Sultan Ahmed, with Azad-Ul-Mulk, head of the Kajar tribe, as regent, is but 11 years old. He wept bitterly when the moment came for him to leave his predecessor on the throne and his mother. It required a stern message to the effect that crying was not allowed in the Russian legation before he dried his eyes. Then the little man came out bravely, entered a large carriage and drove off alone.

POPULAR SCIENCE

Freudenstadt, a German town of 7,000, pays all its municipal expenses by lumbering from a publicly owned forest, which is systematically replanted as the trees are cut.

The Japanese government will ask the next Diet to appropriate \$175,000 a year to improve the breed of native horses, the money to be expended by the country's racing clubs.

There are few areas in the world over which gypsum is so universally spread as along the shores of the Persian gulf. Pure salinite frequently is found traversing the beds.

Although the salt water used in New York's high pressure fire mains has proved an excellent extinguisher of blazes, it does more damage to surrounding property than fresh water.

The royal commission appointed to consider the reforestation of Great Britain has recommended that about 9,000,000 acres be planted during a period to extend over about eighty years.

The air sacks of the pigeon, says Bruno Muller, constitute a system of interspaces, the value of which lies in their emptiness; that is, absence of weight and resistance. Flying is possible only to a body of high mechanical efficiency, and we attain this with machines divested of all superfluous material. Just so the original reptiles, which by evolution became birds, were divested of superfluous material, and the body spaces thus obtained were filled with air sacks. The body wall, adapting itself to the mechanical requirements, became a hollow cylinder serving as a support for the organs of movement, the mobility of whose parts was assured by the surrounding air sacks. The air cavities in the bones of birds are similarly explained.

In connection with the Nile irrigation system, at Wadi Kom-Omba, a steel canal, 5,200 feet in length, has been constructed to distribute water from the service reservoir to the earth canals. In section, this metallic canal is semicircular, 20 feet broad and 12 deep. It is made up of seventeen sections, connected by expansion joints, and the riveted steel plates of which it consists are six millimeters in thickness. During the construction the engineers were troubled, among other things, by the unequal expansion of the metal. The expansion was greatest on the side where the sun happened to shine full upon the plates, and the inequality was often sufficient to displace the end of a section about to be joined as much as four inches to one side or the other.

Readers of old narratives of exploration in the South Seas will recall the frequent references to the heavy swells of the ocean, which impressed the navigators with the idea of their remoteness from land. Dr. Vaughan Cornish explains the great size of the sea waves in high southern latitudes by the fact that south of the Cape of Good Hope and Cape Horn there is neither windward nor leeward shore, and the prevailing wind in all longitudes is westerly. Thus when a west wind springs up it finds a long westerly swell, the effect of a previous wind, still running. The new-born

wind increases the steepness of this swell, and so forms majestic storm waves, which sometimes attain a length of 1,200 feet from crest to crest. The average height attained by sea waves in feet is about half the velocity of the wind in miles per hour.

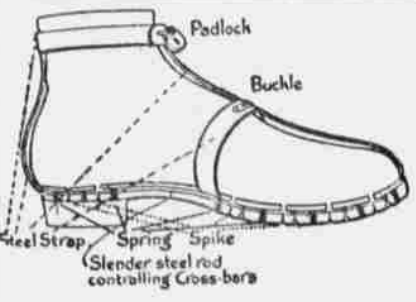
SAFETY SHOES FOR CONVICTS.

Invention Which Makes It Impossible for Persons to Escape.

A shoe which will make impossible the escape of convicts while being transported from one point to another has been invented by a Californian. The idea came to him after suffering on several occasions through the protrusion of hob-nails through the heel of a boot in need of repair.

The device consists of a heavy leather shoe, with a perforated sole to which is attached a second sole of steel plate, jointed so that the whole will bend with the usual motion of the toes and foot. Riveted upright to this steel sole are sharp spikes, placed in such a position that they will enter the perforations of the leather sole, but kept from ordinarily doing so by crossbars with a series of steel springs on either side.

The whole contrivance is fastened to the prisoner's foot by means of metal straps, held secure by a padlock. With the crossbars in position, the prisoner can walk in the shoes as in ordinary ones, but once he is placed on a train, or other conveyance, the officer releases the crossbars and locks them



THE SAFETY SHOE.

In such a position that they cannot be replaced between the spikes and perforations without a key. The only thing that now keeps the spikes from entering the perforations and gouging into the criminal's foot is the springs. These are of sufficient strength to protect him from harm so long as he is seated, but if he stands up and attempts to walk the weight of the body compresses them enough to make it impossible for him to stand the anguish for more than a step or two.

Many deputies are required in a Sheriff's office solely to convey prisoners from the jail to State's prison, and grave danger of escape is constantly present when an attempt is made by one deputy to transport more than one prisoner at a time. If shod in such shoes several prisoners could be left in charge of but one deputy after being placed upon a train without fear of even a serious attempt to escape.—Popular Mechanics.

Inquestionably.

"Of all dogs," the noted fancier was asked, "which kind do you consider the best?"
"Well," he replied, noncommittally, "to the hound belongs the bay."—Kansas City Times

PASSING OF THE EVENING LAMP

This Blessing of Other Days Certainly Had Some Drawbacks.

Mrs. Holland was a young person with progressive ideas, but her husband was at times a great, although affectionately endured, hindrance to her wishes. "I wish you could hear him talk about the old kerosene-lamps they used to have when he was a boy," she remarked to her sister-in-law one day. "Did you like them so much?"

"Couldn't abide them, my dear," was the prompt and gratifying reply, "but men always like a lamp. I can remember the way ours used to smell when it was on full blast, of a winter evening, and how father would wriggle in his chair and look over his shoulder, then slap his paper down and attack the lamp. 'Isn't there any oil in this thing,' he'd ask, 'or does the wick need trimming?' Of course James has forgotten all that."

"Yes, indeed," and in spite of herself a smile began to creep round the corners of Mrs. Holland's mouth. "He can't particularly remember the atmosphere of that old sitting-room, but it was so cozy and peaceful it always was, and last night, when I handed him a copy of the Happy Home Magazine, he turned away from the front page, where there were two highly tinted young people with heads close together and shoulders overlapping, to gaze at an advertisement on the last page.

"See that!" he said to me. "Father, mother, grandmother and four children all gathered round that table, reading something. That's a good old kerosene-lamp! Do you suppose they go trapezing out nights—twitch a button or two and go, leaving a pitch-dark house? No, ma'am. That lamp's filled and trimmed for a long home evening. You see there are still some families who've held out and kept their old lamps. Suppose they were sitting round under electric bulbs—would they look like that—or feel like that? No, they wouldn't!"

"Poor James!" said the sister-in-law, smiling.
"But the thing I didn't dare tell him," whispered Mrs. Holland, as if her James might be close at hand, "was that the group round the table was looking at an advertisement of the Light-All Electric Company! He hadn't his reading-glasses on, so he didn't see the fine print. Poor James!"—Youth's Companion.

WHALE STRANGLER SELF.

From Seattle Comes a remarkable story, brought into port by the cable repair ship Burnside. The Burnside had been sent north along the coast of Alaska to repair the cable, because during the last winter difficulty had been experienced in sending and receiving messages.

The vessel picked up the cable connecting Valdez and Sitka a few miles off Cook Inlet not far from Sitka. The crew never had such a time hauling a cable on board as they did that day on the Alaska coast. Finally the cause of the great weight was found. Some time during the winter a whale, feeding on the bottom of the ocean, with wide-open mouth, collided with the wire rope.

Unable to shake the big wire from the mass of whalebone in its jaws, the big fish "turned turtle," rolled over once, turned round, rolled again and died.

In these few movements the fish proved himself his own hangman, for the cable was twisted tighter about the head of the whale than any mortal could have twisted it with the most powerful machinery.

The whale drowned and the carcass was devoured on the bottom of the ocean by other fish. The crew of the Burnside hauled up an immense load of whalebone, and found a great twist in the government cable that had been the cause of the unusual difficulty to and from either end of the rope.

The Joys to Come.

Now in the grove beside the stream, where Nature seems at rest, The Thousand-Legged Worms prepare a greeting for the guest; For peek-a-boo and open-work the gay mosquitoes train, And thoughtfully the caterpillars plan for their campaign, Longing to gladly mix it with the butter and at least Give a fair imitation of the death's head at the feast; The tired river's yawning for the fool who rocks the boat, While in a nearby meadow, where the sun most cruelly shines, The bull who'll break the party up is practicing his lines; The great elm tree is waving its foliage overhead— The one where they'll "seek shelter" just before they are "struck dead."

Thus Nature, who seems so quiet, is toiling the whole day long That the hilarious picnic party may be sure to get in wrong. —Boston Traveler.

When Romance Flees.

When a woman can meet one of her husband's former sweethearts and treat her courteously or kindly, it is a sign that the former sweetheart has either grown very stout or has faded terribly.—Chicago Record-Herald.

Chickenology.

The chickens that bloom in the spring, tra la, Are supposed to be tender pickin', But many a boarder has found, alas, There is also the steel spring chicken. —Kansas City Times

HOW WAGNER BEGAN HIS BASEBALL CAREER.



HANS WAGNER.

When Barney Dreyfuss, president of the Pittsburg club, sends out his contracts to his ball players he mails one to Hans Wagner that is free from ink except that placed on the paper by the printer. He doesn't put in the amount for which Honus is to play, leaving that to the "Big Dutchman." There's nothing surprising about that, for Hans is worth whatever he thinks is right. But when he signed his first contract, a few months after he won his nickname of "Big Dutchman," he signed up for \$35 a month.

A former player and manager declares that Hans Wagner had no thought of becoming anything but pitcher until 1895, when he became a member of the Steubenville club in the old Central Association. At that time Al Wagner, Claude Ritchey and Frank Bowerman were on the team. During a slump the manager sent out a call for a pitcher and Al asked that his brother Hans be given a chance. Well, that afternoon he had his tryout and lasted two innings. He had nothing but a straight ball that was so swift it went over the fence if hit or through the catcher if it wasn't.

Of course, he didn't make good, but the manager was so short-handed he had to keep him around to play in the field, letting him eat and sleep with his brother. Then Hans took a shine to the job of shortstop and began to practice at it. Early in the morning and after the games he would get the kids to bat to him. Finding that he could not start quick enough, he dug holes in the field like sprinters do, but he was chased for spilling the diamond and had to practice when and where he could.

Finally he became fairly proficient. He could field all right, but was as awkward as a hog on ice. He picked up in batting and soon attracted the attention of rival clubs, but had made such an unfavorable impression with the manager that he was given to the Paterson club for nothing. There he signed a formal contract to play for \$35 a month, his first regular salary as a player. There he made good with a vengeance, and the following spring was sold to Louisville for \$2,500. He remained with the Colonels until the shift that took him to Pittsburg was made. And there he'll stay just as long as Barney Dreyfuss has money enough to cover the figures that Hans writes in the contract.

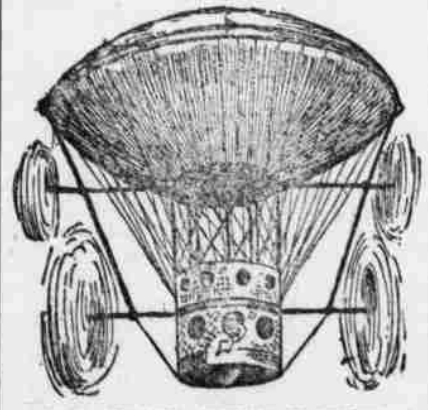
A "COMMON SENSE" AIRSHIP.

New Machine Combines the Gas Bag and Aeroplane Principles.

There are in the world, it is estimated, something like 1,000 different types of flying machines, the great majority of which will never fly. About 90 per cent. of the machines are the heavier-than-air variety. Of all the gas-bag types the German dirigible of Count Zeppelin has proved the most successful, while the machine of the American Wright brothers leads the long list of aeroplanes; at any rate, its performances are more familiar to the general public.

Working away quietly upon his plans for the last six years, avoiding rather than seeking notoriety, a Philadelphia inventor has been perfecting a flying machine with original and, what he and his friends firmly believe, most promising features. In a few weeks he will have a model ready for trial.

The machine combines both the gas-bag and aeroplane principles. To the



PHILADELPHIA FLYING MACHINE.

lay mind it seems to promise more nearly absolute safety than any other, while simplicity of construction joins with facility of operation in making it what the inventor has called it, a "common-sense" flying machine. Being purely a Philadelphia product, its success will bring additional laurels to the city of Father Penn. R. M. Robinson, a civil engineer, surveyor and inventor, is the father of the "common-sense" flying machine.—Philadelphia North American.

Killed by Hailstones.
A terrific hailstorm ravaged northern Roumania recently. The hailstones in some places were as large as a man's fist, and many peasants and hundreds of cattle were killed by them. The hail in places lay three feet deep. A torrent of rain water two feet deep tore through the streets of a village. Three children were drowned, and the paving was dislodged as though by an earthquake. The deaths caused by lightning and hail lumber about forty.

Hopelessly Wrong.

"Heckling" is often an entertaining, although sometimes a tiresome incident of English meetings. The experienced public speaker is usually able to turn the laugh on the interrupter, but in the case reported by a writer in Tit-Bits the man in the audience was victorious to the last.

A political speaker was attacking the Government with more venom than reason. A man at the back of the hall at last cried "out, 'You're wrong, sir!'"

A little nettled, the orator continued without heeding. Presently, in answer to another strong assertion, came again, "You're wrong, sir!"

The speaker looked angry, but continued on the war-path.
"You're wrong, sir!" again rang out. Angriest of all, the orator cried, "Look here, I could tell this man something about the Government which would make his hair stand on end!"

"You're wrong again, sir!" came from the critic, as he stood up and removed his hat. His head was as bald as a billiard ball.

Dog's Broken Heart.

A remarkable story of a dog's grief at the death of another dog comes from Woodham Mortimer, a village near Chelmsford, Eng. A fox terrier owned by John Rainsford died, and was buried in the garden. The burial was witnessed by a fine collie, and great difficulty was afterwards experienced in keeping it from the spot. After the death of the terrier the collie refused food, and never barked. It was obviously grief-stricken, and soon after died on the grave of its friend.

Not Interested.

"Have you heard the latest news?" inquired Mrs. Blizard.
"Yes," answered Miss Cayenne. "It's very shocking, isn't it?"
"You know the people—"
"No. I haven't the slightest idea as to the identity of the people. Scandals are like humorous anecdotes about celebrities—the same old stories with different names introduced."—Washington Star.

Clergymen on Strike.

The Protestant clergyman at the provincial prison at Liegnitz, in Germany has struck, the magistracy having refused to raise his salary from \$100 to \$150. Other Protestant clergymen in the town fully approve of his action and side with him. The Liegnitz Protestant churches consequently are closed for the present.

Looking for business is like looking for four-leaf clovers, which somebody else always finds easily enough.

THE WEEKLY HISTORIAN



- 1642—First commencement exercises of Harvard College.
- 1690—Expedition under Sir William Phipps sailed from Boston for the conquest of Canada.
- 1749—Cornerstone of King's Chapel, Boston, laid.
- 1765—Gov. Hutchinson's house in Boston was mobbed.
- 1782—British evacuated Savannah.
- 1804—Francis II, Emperor of Germany, abdicated to become Emperor of Austria. . . . The President ordered two gunboats to cruise off the coast of Georgia and South Carolina to protect the coast of these States.
- 1812—United States frigate Constitution captured and sunk the British frigate Guerriere.
- 1831—Mohawk and Hudson Railroad, first in America, was opened.
- 1832—The first iron ferry boat propelled by steam was put in commission in Boston.
- 1838—Banks of the United States resumed specie payment.
- 1846—Smithsonian Institution at Washington founded.
- 1848—Oregon Territory formed by act of Congress.
- 1851—Nicaragua route opened between New York and San Francisco.
- 1859—Tuscan declared in favor of united kingdom of Italy under Victor Emmanuel.
- 1861—Gen. Fremont declared martial law in St. Louis.
- 1863—First negro regiment raised in Pennsylvania started for the South. . . . Mississippi River declared open for trade.
- 1868—Arequipa destroyed by earthquake.
- 1872—New operation in surgery, since known as Battery's operation, first successfully performed in Rome, Ga. . . . Third National Bank of Baltimore robbed of \$200,000 in cash and securities.
- 1884—Grover Cleveland's letter accepting the presidential nomination made public.
- 1887—Ferdinand, Czar of Bulgaria, ascended the throne.
- 1889—Ex-Judge Terry assaulted Justice Field at Lathrop, Cal., and was killed by a deputy marshal.
- 1891—Earthquake in Martinique; 340 lives lost.
- 1893—Severe tornado at Larned, Kansas. . . . First Chinaman deported from San Francisco under the Geary act. . . . Fire in Minneapolis destroyed \$3,000,000 in property and rendered 1,500 persons homeless.
- 1894—Twelve lives lost in the wreck of a Rock Island train near Lincoln, Neb.
- 1896—Gold discovered in the Klondike. . . . The Sultan of Turkey refused further concessions to Crete.
- 1898—Peace declared between the United States and Spain.
- 1900—The allies reached Peking and forced an entrance to the city.
- 1903—Expedition for the relief of Nordenskjöld's South Polar expedition sailed from Stockholm on board the Frithjof. . . . Lord Northcote succeeded Lord Tennyson as governor general of Australia.
- 1908—Liquidation of old French Panama Canal Company completed. . . . Ainsworth R. Spofford, former librarian of the congressional library, died. . . . Persia appointed diplomatic representatives at Athens, Greece, for the first time in 2,399 years.

Last Year's Building Operations.

The total cost of the buildings erected in the principal cities of the United States in 1908 was \$546,467,390, according to the geological survey. In 1907 the cost of buildings in these same cities reached a total of \$626,148,890. The decrease in cost in 1908, therefore, amounts to \$79,681,500, or 12.73 per cent. The relative rank of the cities in cost of building operations is interesting. New York is first, the cost of its buildings exceeding the cost of those of its closest competitor, Chicago, by \$50,584,582, or more than 75 per cent. If the cost of operations in Brooklyn, the third city in rank, is added to that for New York the total will be \$163,684,622, or 30 per cent of the 49 cities included in the table.

San Francisco is fourth in rank, Philadelphia is fifth and St. Louis is sixth. Seventh in rank is the small though rapidly growing city of Seattle, which spent more for its buildings in 1908 than Pittsburg, which was eighth, Boston, which was ninth, and other cities much larger.

Will Give Away Whole Town.

Because the timber in Carter County, Missouri, has practically all been cut, the town of Grandin in that county, once a flourishing village of 500 inhabitants, with churches, schools and a bank, is to be given away entirely. The whole town is owned by the Missouri Lumber and Mining Company, which controlled nearly all the timber lands in Carter County. Since the timber has been cut and saved the lumber company has no further use for Grandin, where its sawmills were located.