

# The Song of the Hair

There are four verses. Verse 1. Ayer's Hair Vigor makes the hair grow. Verse 2. Ayer's Hair Vigor stops falling hair. Verse 3. Ayer's Hair Vigor cures dandruff. Verse 4. Ayer's Hair Vigor always restores color to gray hair. The chorus is sung by millions.

Before using Ayer's Hair Vigor I had very thin and very much hair. But I continued to use it until my hair grew improved in every way. I had more hair and it was the color of my youth.—Mrs. M. DICKWOOD, Lowell, N. H.

Made by J. C. Ayer & Co., Lowell, Mass. Also manufactured by HARRAPARILLA, HILLS, CHERRY PECTORAL.

**Ayer's**

Very Proper.

"Now, madam," said the photographer after expending about half an hour getting the lady ready to pose, "please look at me and smile sweetly."

"Sir, I am indignant with you! I didn't come here to engage in a flirtation. I'd have you know, but to have some photos taken."

**Natural Sequence.**  
Mrs. Julliboy (to her husband)—The doctor has arrived.  
Julliboy—Then you had better telephone to the undertaker, my dear.  
Mrs. Julliboy—Why, Tom, what do you mean?  
Julliboy—Well, coming events cast their shadows before them, you know.

**Helen Keller With a Rose.**  
(Picture in January, 1905 Century.)  
Others may see this; I behold thee not. Yet most I think thee, beauteous blossom, mine:  
For I, who walk in shade, like Prometheus—  
Things once too briefly looked on, long forgot—  
Seem by some tender miracle divine, Ten breathing thee, apart,  
To hold the rapturous summer warm within my heart.  
We understand each other, thou and I: Thy velvet petals laid against my cheek,  
Thou feelest all the voiceless things I speak,  
And to my yearning makest mute reply: Yet a more special good of thee I seek,  
For God who made—oh, kind!—Beauty for one and all, gave fragrance for the blind!

—Florence Earle Coates in July Century

**The Invisible Supply.**  
Mr. Anselmi—I wish a genuine imported cigar.  
Boy—Very sorry, sir, but the boss is out.  
"I don't want the boss; I want an imported cigar. Haven't you any?"  
"Yes, sir, we've got two, but they're in the safe."

**FITS** Permanently cured. No more nervousness after first use of Dr. Kline's Great Kidney and Bladder Remedy. Sold by Dr. J. C. Kline, Philadelphia, Pa.

**Exact Definitions.**  
Young Hopeful—Father, what is a "traitor in politics"? This paper says Congressman Jawwray is one.  
Veteran Politician—A traitor is a man who leaves our party and goes over to the other one.  
Young Hopeful—Well, then, what is a man who leaves the other party and comes over to ours?  
Veteran Politician—A convert, my son.—Boston Transcript.

**MISS GENIEVE MAY**

**CATARRH OF STOMACH CURED BY PE-RU-NA**

Miss Genevieve May, 1317 S. Meridian St., Indianapolis, Ind., Member Second High School Alumni Ass'n, writes:

"Peruna is the finest regulator of a disordered stomach I have ever found. It certainly deserves high praise, for it is skillfully prepared."

"I was in a terrible condition from a neglected case of catarrh of the stomach. My food had long ceased to be of any good and only distressed me after eating. I was nauseated, had heartburn and headaches, and felt run down completely. But in two weeks after I took Peruna I was a changed person. A few bottles of the medicine made a great change, and in three weeks my stomach was cleared of catarrh, and my entire system in a better condition."—Genevieve May.

Write Dr. Hartman, President of The Hartman Sanitarium, Columbus, Ohio, for free medical advice. All correspondence held strictly confidential.

**PISO'S CURE FOR CONSUMPTION**

**THE SPECIAL CORRESPONDENT**

**CHAPTER XVIII.**  
The country is fertile and well cultivated, growing wheat, maize, rice, barley and flax, in its eastern districts. Everywhere are great masses of trees, willows, mulberries, poplars. As far as the eye reaches are the fields under cultivation irrigated by numerous canals, also green fields, in which are flocks of sheep, a country land, normally, half Province, were it not for the mountains of Pansir on the horizon. But this portion of Kachgar was terribly ravaged by war when its people were struggling for independence. The land flowed with blood, and along by the railroad the patriot died with a bullet through his chest, and buried the victims of their gridation. But I did not come to Central Asia to hunt as if I were in France. Novelty! Novelty! The unforeseen! The appalling!

It was without the shadow of an accident, and after a particularly fine run that we entered Yanshan Station at four o'clock in the afternoon.

A few Chinese passengers alighted at Yanshan and gave place to others exactly like them—among others a score of coolies—and we started again at 8 o'clock in the evening. During the night we saw the three hundred and fifty kilometers which separate Yanshan from Kothan.

A visit I paid to the front was shown me that the box was still in the same place. A certain snoring proved that Kinko was inside, and, sleeping peacefully, I did not care to wake him, and I left him to dream of his adorable Housmanian.

In the morning Popoff told me that the train, which was now traveling about as fast as an omnibus, had passed Kharakt, the junction for the Kilian and Yang branches. The night had been cold, for we are still at an altitude of 1,200 meters. Leaving Guma Station, the line runs due east and the mountains which traverse it in Europe, Sicily, Syracuse and Athens.

We sighted only one stream of importance, the Karakash, on which appeared a few drifting rafts, and files of horses and asses at the ford between the parallel banks. The railroad crosses it about a hundred kilometers from Khotan, where we arrived at 8 o'clock in the morning. Two hours' stop, and as the town may give me forecasts of the cities of China, I resolve to take a run through it. As we were about to board the car again, I saw Popoff running toward me shouting:

"Monsieur Bombardier!"  
"What the matter, Popoff?"  
"A telegram messenger asked me if there was any one belonging to the Twentieth Century on the train."  
"A telegram messenger?"  
"Yes, and on my replying in the affirmative, he gave me this telegram for you."

"Give it to me, please!"  
I seize the telegram, which has been waiting for me some days. Is it a reply to my wire sent from Mery, relative to the mandarin Yen Lou?  
I open it. I read it, and it falls from my hand. This is what it said:

"Claudius Bombardier, Correspondent Twentieth Century, Khotan, Chinese Turkestan.  
"It is not the corpse of a mandarin that the train is taking to Peking, but the imperial treasure, value fifteen millions, sent from Persia to China, as announced in the Paris newspapers eight days ago; endeavor to be better informed for the future."  
**CHAPTER XIX.**  
"Millions—there are millions in that pretended mortuary van!"  
In spite of myself, this imprudent phrase had escaped me in such a way that the secret of the imperial treasure was instantly known to all, the passengers as well as to the passengers. And so, for the greater security, the Persian government, in agreement with the Chinese government, had the corpse deposited in the hands of the Shah of Persia, to be sent to its legitimate owner, the Son of Heaven.

That is why my lord Faraklar, who was aware of it in consequence of his position as general manager of the company, had joined the train at Douchak, so as to accompany the treasure to its destination. That is why he and Ghangir—and the three other Mongols—had so carefully watched this precious van, and why they had shown themselves so anxious when it had been left behind by the breakage of the coupling, and why they were so eager for its recovery.

# The Special Correspondent

submit to. No, sir, I will not!"  
"No one will attack us," replied Popoff.  
"And how do you know that—how do you know that?"  
"I will not see calm; and if there is a delay I will hold the company responsible."  
That is understood, a hundred thousand francs damages to Monsieur le Baron de Tour de Monde.

Let us pass to the other passengers. Historical looked at the matter of course, from a very practical point of view.

There can be no doubt that our risks have been greatly increased by this episode, and in case of accident on account of it the Life Travelers' Society, in which I am insured, will, I expect, refuse to pay, so that the Grand Transatlantic Company will have all the responsibility.

"Of course," said Miss Blisset, "and if they had not found the missing van the company would have been in a serious difficulty with China. Would it not, Paul?"

"Exactly, Horatia."  
Horatia and Paul—nothing less! The Anglo-American couple were right, the enormous loss had had to be borne by the Grand Transatlantic, for the company must have known they were carrying a treasure and not a corpse, and thereby they were responsible.

As to the Caterans, the millions rolling behind did not seem to trouble them. The only reflection they indulged was, "Ah! Caroline, what a splendid theater we might build with all that money!"

But the best thing was said by the Rev. Nathaniel Morse, who had joined the train at Kachgar.

It is never comfortable to be dragging a powder magazine after one's feet. Nothing could be truer, and this van, with its imperial treasure, was a powder magazine that might blow up our train.

**CHAPTER XX.**  
The first railway was opened in China about 1877, and ran from Shanghai to Fook Tien. The Grand Transatlantic followed the Russian road proposed in 1874 by Tashkent, Koulja, Kani, Lan Tchow, Singan, and Shanghai. This railway, built by the Russian, is compared to vast and humming hives of bees, and extraordinarily profitable. It is a straight line to San-Tchow before curving off to Lan Tchow; it reaches China by the branches it gives out to the south and southeast.

Since we left Kothan, we have covered a hundred and fifty kilometers in four hours. It is not high rate of speed, but we cannot expect on this part of the Transatlantic the same rate of traveling we experienced on the Transcaucasian. Either the Chinese engineers are anxious, or, thanks to their natural indolence, the engine drivers imagine that from thirty to forty miles an hour is the maximum that can be obtained on the railways of the Celestial Empire.

At 6 o'clock in the afternoon we were at another station. Six or seven formal Perloff established a meteorological observatory. Here we stopped only twenty minutes. I had time to lay in a few provisions for the long run when they were intended you can imagine.

The passengers we picked up were only Chinese, men and women. There were only a few for the first class and these only went short journeys.

We had not started a quarter of an hour, when Ephraïm, who had the manner of a merchant intent on some business, came up to me on the gangway.

"Monsieur Bombardier," he said, "I have to ask a favor of you."  
"Only too happy, I can assure you," said I, "What is it?"  
"I want you to be a witness. I am going to marry Miss Blisset."

"Marry her?"  
"Yes! A treasure of a woman, well acquainted with business matters, holding a splendid commission—"

"My compliments, Mr. Ephraïm! You can count on me."  
"And, probably, on Monsieur Caterans?"  
"He would like nothing better, and if there is a wedding breakfast he will sing at your dessert."  
"As much as he pleases," replied the American.

"Then it is to be—"  
"Here."  
"In the train?"  
"In the train."  
"But to be married you require—"  
"An American minister, and we have the Rev. Nathaniel Morse."

"Yes! In a wedding in a wedding in a train will be delightful!"

It needs not be said that the commercial scene of the day was the possession of themselves to enter into marriage before a clergyman and without any of the festal preliminaries required in France. It is this advantage or otherwise? The American thinks it is for the best, and, as Cooper says, the best at home is the best abroad.

It is too late for the ceremony to take place to-day. Ephraïm understood that certain arrangements had to be completed with the celebration could take place in the morning. The passengers could all be invited, and Faraklar might be prevailed on to honor the affair with his presence.

During dinner we talked of nothing else. After congratulating the happy couple, who replied with true Anglo-Saxon grace, we all promised to sign the marriage contract.

"And we will do honor to your signatures," said Ephraïm, in the tone of a tradesman accepting a bill.

The night came, and we retired, to dream of the marriage festival of the morning. I took my usual stroll into the room occupied by the Chinese soldiers, and found the treasure of the Son of Heaven faithfully guarded. But the detachment were awake and half were asleep.

About 1 o'clock in the morning I visited Kinko, and handed him over my purchase at Niu. He anticipated no further obstacles; he would reach port safely, after all.

"I am getting quite fat in this box," he told me.

I told him about the Ephraïm-Blisset marriage, and how the union was to be celebrated next morning with great pomp.

"Ah!" said he, with a sigh. "They are not obliged to wait until they reach Peking."  
"Quite so, Kinko; but it seems to me that a marriage under such conditions is not a marriage at all. But, after all, that is the couple's lookout."  
At 8 o'clock in the morning we stopped forty minutes at Tshertchen, almost at the foot of the mountains which the Kuan Lun. None of us had seen this miserable, desolate country, treeless and

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The testimony of Robertson was even heavier, for in many details it corroborated what Judge Tamm has already told the jury. The witness declared without reservation that he had been asked to commit perjury so that Senator Mitchell and Judge Tamm might evade the necessity of appearing in court.

He told of the stormy interview with the defendant when the latter found that he would not be a tool and of his own fear of meeting Judge Tamm on his return to Portland from Washington because he thought that he would be too weak to resist Judge Tamm's attempts to get him to commit perjury.

The witness stated that he delayed his visit to the senator's law partner for this reason. It was this delay that resulted in placing in the hands of the government that particularly damaging "burns" this letter, document of Senator Mitchell, a letter which was given to Robertson by Max Frucht to deliver to Tamm.

**DISAGREES WITH BOARD.**

**Chief Engineer of Panama Canal Forced to Resign.**

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Theodore P. Shonts, chairman of the commission.

Mr. Shonts declared that he was not at liberty to talk, and that the announcement would have to come from President Roosevelt directly. He declared also that the forced resignation of the chief engineer would in no way affect his (Mr. Shonts) position with the canal board, nor would it lead to a reorganization of the board.

On the other hand, the rumor is strong that there will be a reorganization of the board at an early date.

The resignation of Mr. Wallace came after several stormy sessions of the canal board, and after several conferences between the president, the chief engineer and Mr. Shonts. Disagreement was made over the policy to be pursued in the construction of the canal. It was found after Mr. Wallace left for Panama that there was a serious difference between his ideas and those of President Roosevelt and Chairman Shonts of the commission.

**ANXIOUS TO FIGHT.**

**Linovitch Appears to Regret that End of War is Near.**

Gumshu Pass, June 27.—Many dispatches reaching here through the official paper, which is edited for the army, make it plain that the conditions under which the proposed peace is to be reached very indifferently understood.

In consequence of events at Washington a military initiative for an armistice has been expected, but although Generals Linovitch and Karopnik express the conviction that Russia is drifting toward peace, no action looking to an armistice has yet been taken.

On the contrary the commanders appear to regret that at the time when the army has reached its maximum strength it is likely to be deprived of victory.

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The terms offered by the employers were those which have been published from time to time, with the addition that the question of wearing the union button should be left for decision by the employers individually.

Only two unions voted on the question, the other unions agreeing to accept their decision.

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# THE BEST TONIC

When the system gets debilitated and in a run-down condition it needs a tonic and there has never been one discovered that is the equal of S. S. S. It is especially adapted for a systemic remedy, because it contains no strong minerals to derange the stomach and digestion, and affect the liver and bowels. It is made entirely of roots, herbs and barks selected for their purifying and healing qualities, and possesses just the properties that are needed to restore to the body strong robust health. When the blood becomes impure and clogged with waste matters and poisons the body does not receive sufficient nourishment and suffers from debility, weakness, sleeplessness, nervousness, loss of appetite, bad digestion and many other disagreeable symptoms of a disordered blood circulation, and if it is not corrected some form of malignant fever or other dangerous disorder will follow. S. S. S. builds up the broken down constitution, clears the blood of all poisons and impurities and makes it strong and healthy. The nerves are restored to a calm restful state, refreshing sleep is had again, the appetite returns and the whole system is toned up by this great remedy. S. S. S. is a blood purifier and tonic and acts promptly in this run-down depleted condition of the system. Book on the blood and medical advice furnished by our physicians, without charge.

**THE SWIFT SPECIFIC CO., ATLANTA, GA.**

**An Off Day.**  
Miss Newsday—What was done at life's blackest hour—Guthrie.

**ST. HELEN'S HALL**

A GIRL'S SCHOOL OF THE HIGHEST CLASS opens at 10:30 a. m. Monday, including the preparation of the best food for the day.

**Fixing Railroad Rates.**  
Making railroad rates is like playing a game of checkers or chess. Companies to be benefited, producers, manufacturers or shippers to be aided, represent the pieces used. Every possible move is studied for its effect on the general result by skilled traffic managers. A false move in the making of freight rates may mean the ruin of a city, of a great manufacturing interest, of an agricultural community. Railroads strive to build up all these so that each may have an equal chance in the sharp competition of business. So sensitive to this rivalry are the railroads that in order to build up business along their lines they frequently allow the shipper to practically dictate rates. Rate making has been a matter of development, of mutual concessions for mutual benefit. That is why the railroads of the United States have voluntarily made freight rates so much lower in this country than they are in the government-owned and operated railways of Europe and Australia that they are now the lowest transportation rates in the world.

**Female Enthusiast.**  
Each evening now my good wife Fondly greets me at the door; And this query she propounds: "Say, John, what's the score?"

**A Song of the Sea.**  
He never brought a gold brick Nor tried the bunko game, But he played at steamboat poker, Which is very much the same.

**For bronchial troubles try Flossie's Cure for Consumption.** It is a good cough medicine. At druggists, price 20 cents.

**MITCHELL, LEWIS & STAYER CO.**  
Portland, Oregon  
Wholesale and retail, 1000 Commercial, Portland, Oregon

**Dr. C. Gee Wo**  
Wonderful Home Treatment

This wonderful treatment is a great benefit to all who are afflicted with the various forms of skin disease, such as eczema, psoriasis, etc. It is a simple, safe, and effective method of curing these ailments.

**The C. Gee Wo Chinese Medicine Co.**  
2515-2517 Alder St., Portland, Oregon  
Dr. C. Gee Wo, Portland, Oregon

**Gray Torpedo Craft.**  
The British admiralty has decided that gray is the best all-around color for torpedo craft, and a change to it is to be made from black.

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