

MAMMOTH FLYERS OF THE SEA

Evolution in the Size, Speed and Safety of Ocean-Going Steamships

MARVELOUS CHANGES IN A CENTURY

How the Modern Steamship Compares with Fulton's "Clermont"—An Interesting Study in Marine Architecture

Both in Europe and America there will be celebrations next year to commemorate the centennial of steam navigation. Here the...

At the same time, however, that the historic turn of 180 years to Fulton's boat, and figures out that it would take 2,233 Clermonts to equal the 6,000 horsepower of the Kaiser Wilhelm II, one of the fastest and most powerful ships afloat...

According to the inventor, the turbine engines with which the Mauretania and the Lusitania are being equipped are going to revolutionize the steamship of the future. Although these Cunarders are guaranteed to exceed the speed of any vessel in the Atlantic service, and at an average speed of twenty-five knots an hour are expected to make the voyage from Queenstown to New York in four and a half days...

Were it not for the question of coal supply, Mr. Parsons says, a transatlantic liner could easily be built which would travel as fast as the Turpinia, the British turbine torpedo boat, which made thirty-five knots, or forty statute miles, an hour. A torpedo boat, however, is a long distance from a liner in all things and matters. It carried only enough coal on an average to go 100 miles. On the other hand, the transatlantic liner must provide fuel for a voyage of 3,000 miles. Each slight increase in the speed of such a vessel means a much greater consumption of coal. The faster the ship the larger it must be.

For example, the Mauretania, to obtain a speed one and one-half knots faster than the 23 1/2-knot Kaiser Wilhelm II is being built with eight more furnaces, six more boilers, 25,000 more square feet of boiler heating surface and 20,000 more horsepower. It is 15 1/2 feet longer, sixteen feet wider, four feet deeper and has a displacement of 12,000 more tons. The cost of coal, food, wages and all the other expenses of running the Mauretania on a trip of five days from Liverpool to New York will aggregate \$100,000.

traveled across the Atlantic on the first steamship. In other words, it would take the Sirius eight years to transport from America to Europe as many persons as the Mauretania can in five days.

One hour in the bottom of the Sirius might have sunk it. The Mauretania or the Lusitania might be pierced in 100 places before all its watertight compartments were filled.

The side of the new ships can also be appreciated more clearly when some of the parts of either of them are considered separately. For example, there are 4,000,000 rivets in the Mauretania's construction, or enough to provide every inhabitant of New York with a souvenir. Each of its four funnels is as wide as a football field and as high as a fifteen-story building. The main frames and beams placed end to end would extend thirty miles. Each of its three anchor cables is strong enough to suspend in midair a coal train of ten cars having a weight of 25 tons. If stood upright, the pressure of the water would reach to the walls of the buildings on each side and extend from thirty-fourth to Thirty-seventh streets. Its masts would lack only two feet of equalling the height of the Waldorf-Astoria.—New York Tribune.

Two Men Sucked Down in Mastrotom of Myriad Little Kernels. Patrick Dolan, foreman of grain handlers in the elevator of the William Baird Company, at the foot of Van Brunt street, Brooklyn, fell into a pit containing 2,000 bushels of grain at the noon hour yesterday.

The little kernels, rolling against one another like myriad cogs of a great machine, gripped his feet, his ankles, his legs, his knees, crowding each other through his clothing. The Sirius, which was first used to cross the Atlantic by means of steam, in 1833, made the trip from Queenstown to New York in eighteen and a half days, at an average speed of six knots an hour.

As soon as the sun shone down on New York the next morning after the Sirius arrived the news of its presence in the harbor spread like wildfire throughout the city. And so curious was everybody to see the strange craft that merchants and clerks deserted the stores, wives left their homes without doing "the morning chores" and children ran away from school to gather at Jones' wharf.

For a few hours the Sirius was the supreme topic in the New York. How small and mean seemed the sailing packets alongside of it! The steamship had covered the distance from Queenstown to Sandy Hook in eighteen and one-half days. Such speed, considering the tempestuous weather encountered, was regarded as a record breaker. The sailing packet of those times would have taken three weeks or a month for the trip.

In comparison with the Sirius the famous Clermont, that was the wonder of the whole world in 1807, seemed hardly more than a toy. On the scales one Sirius would have balanced four Clermonts, and in a tug of war the British boat, with its engines of 20 horse power, could have stood the strain of twenty-five vessels of Fulton's make.

But the glory of the Sirius lasted only until 3 o'clock that same afternoon, when the Great Western, a larger, faster, more luxurious steamship, arrived. Then the crowds deserted Jones' wharf for Pike slip, where the greater vessel was moored. The Great Western had left Bristol, England, four days after the Sirius left Queenstown, and yet, in spite of the longer distance it had to travel, it had come in only twenty-one hours behind its rival.

In comparison with the "latest arrival" suffered in almost every particular. The Sirius was 173 feet long, the Great Western 290. The former was a 700-ton, the latter a 1,300-ton, boat. The best speed of the Sirius was 160 knots a day, that of the Great Western 210. Moreover, the captain of the Great Western proudly announced that thereafter his ship would make the run across in fourteen days. "To Europe in two weeks" was an early dream of engineering which had at last been realized.

Transitory Prestige. To show how transitory is the prestige of the transatlantic flyer the following are named, with the date that each beat the record of its predecessor: Perla, 1856; Scotia, 1866; City of Brussels, 1869; Batta, 1873; City of Berlin, 1875; Germania, 1878; Britannic, 1877; Arizona, 1880; Alaska, 1882; Oregon, 1884; America, 1884; Euraria, 1888; Umbria, 1897; City of Paris, 1889; Majestic, 1891; Teutonic, 1891; Campania, 1891; Lusitania, 1893; Kaiser Wilhelm der Grosse, 1897; Deutschland, 1900, and Kaiser Wilhelm II, 1904.

And in this race for supremacy every mechanical factor has been developed as far as engineering skill would permit. At the single engine was followed by the double engine, so the double engine has been succeeded by the quadruple. The single screw gave way to the twin screw hull, and now, with the Mauretania, the four-screw ship has come. Indeed, it would seem that the prophecy of the late Lord Inverlyde, head of the Cunard company, would some day be realized—that the steamship of the future would have propellers all along its bottom, and that it would exceed in speed even the fastest express trains.

Remarkable health of the people. Scrofula and intertuberculosis are not common. The excessive meat diet often produces scrofula, but in a mild form. Hunting and traveling in the extreme cold and wet bring on rheumatism and many are crippled from it and by accidents. It cannot be said that they are a long lived people.

A RURAL THANKSGIVING DINNER

There is no Thanksgiving dinner so delightful as the real old-fashioned farm kind with vegetables instead of flowers for decorations. A unique centerpiece for the table can be made of a pumpkin, about fifteen inches in diameter, and the darker in color the better. Cut it to resemble a basket by removing sections from the two sides of its upper half and leaving just enough for a handle, with a stem protruding from the very middle of this handle.

Scrap out the seeds and most of the meat of the pumpkin and place inside a bowl filled with water. This is to hold the stems of flowers, late nasturtiums and cosmos, or anything else that is handy. Some smilax around the handle of the pumpkin basket and allow it to hang in festoons over the edge. This same basket, trimmed with vines, may be filled with fruit, pears, apples and oranges, with all the interstices occupied by greenery and flowers.

The yellow of the pumpkin may be carried out in the accessories of the dinner. The place cards should be made of white cardboard, decorated with grains of yellow corn, glued on in an attractive design, or yellow cardboard decorated with grains of wheat, the name of the guest neatly written in ink. A fine dish of Hubbard squash, a mound of sweet potatoes to flank the turkey, the pumpkin pie, without which no Thanksgiving dinner is complete, and the ice cream served in orange cups, help to carry out the color scheme.

Amazilo, a workman, was the only one who heard him. He tossed one end of a rope to Dolan.

The men about him stood aghast. It was the first they knew of Dolan having been caught a prisoner in the pit. They rushed to the street again. Every chute was opened and the 2,000 bushels of grain were poured into the street.

One of the chutes clogged. It was the body of the foreman. A man on a rope was lowered inside, and in another minute the body was in the street. Dolan was dead.—New York World.

UNCLE SAM'S WESTERN LIMIT

Extreme Western Point of the Mainland and the People Who Live There.

The most western point of the American continent is a bold granite 2,500 feet high, very abrupt on the sea side and sloping gently toward the interior. From this mountain one can see a long stretch of the mainland of Siberia. The American point is Cape Prince of Wales. That on the Siberian coast is East Cape. The string of islands running between the two leaves only fourteen miles of open sea between them. The passage is not a difficult one and is in a few hours in the open skin boats of the Eskimoes, who inhabit both coasts. Every winter it is possible to cross on the ice. Cape Prince of Wales has the reputation of being the most inclement place in the world. But the very name combine in making it one of the great health resorts of the Arctic regions. The whale, walrus, bear and seal, following the ice south in the fall and north in the spring, pass through this comparatively narrow channel. This accounts for the caps having one of the largest Esquimaux settlements on the Arctic coast. The cape village is the clearing house for a large region. Furs come from far up the Yukon and the interior to be exchanged for Siberian reindeer skins. The natives are heavy, strong of arm and back and very light on their feet. They are short legged but very fleet footed and great short jumpers. They begin to practice jumping as soon as they can walk. Their favorite way of jumping is to spring up and kick with the toes of both feet and come down again on their feet. Many of them can in this way touch a point from twelve to thirty inches above their heads. In look they resemble the Japanese far more than the Chinese, says the Southern Workman, but they are lighter in complexion and very ruddy-faced. The girls are young and good looking, some of them are handsome. Their eyes are a clear brown and very bright and their eyesight is marvelous. Their food is what the sea produces—seal, walrus, whale and fish. The hair seal is the most useful. It makes the best of footwear, mittens, trousers, material for nets, ropes and bags for oil. The flesh is used for food; the blubber, which is the largest part of the seal, furnishes oil for fuel, light and heat. The quantity of seal's sealings is unlimited. Unlike the fur seal, the hair seal never comes ashore. It is captured in nets and when the ice forms it is shot. The walrus furnishes the covering for the big caissons and sleds for the houses and the heavy ropes for the sleds stored on scaffolds, where the natives cache most of their supplies. At all seasons of the year there is an abundance of fish. Every river teems with salmon, grayling and trout. All winter tomcod and flounders abound. The Esquimaux dry large quantities of the summer, but their favorite food is always fresh meat or fish.

the door or I'll throw you and it both. "Excuse me, professor," replied the passenger, meekly, and the incident was closed.—Philadelphia Ledger.

THE PRINCE OF BORES Pathetic Spectacle of the Caller Shy on Terminal Facilities. There are many kinds of bores. There are, perhaps, as many kinds of bores as there are individuals, for no two bores have precisely the same method of wasting your attention. But of all the bores who ever bored there is none so bad as he who constantly encroaches himself. By which is meant the bore who keeps coming back for another word. He will talk and talk and still continue to talk. Then you will get him side-tracked, perhaps, and after a few lingering repetitions of his theme he will start off. You will sigh in relief and turn back to the interrupted task. You will quickly lose yourself in your work or your thoughts, when suddenly you hear his soft step returning—he's almost always steps softly—and you hear that familiar voice: "I beg your pardon, but—"

He comes back not once, but twice, often three times and more. He gets as far away as the elevator, and thinks of some new way to state his proposition, some anecdote, some brilliant quip. It were a pity, he thinks, to leave your mind unillumined. You have probably not fully understood him. He will give you the full benefit of his wisdom or knowledge or cleverness. And so he begs your pardon, but—

Success in these days of practical accuracy comes to the man who most accurately measures the value of time. If his own time is not especially precious some other man's time is. The bore fails to appreciate this difference. He is free as the air, has all day before him. He has probably no other object in life at the present but to hold your attention, even while your fingers are straying for the neglected letter or the urgent sheet of figures, and your eyes are wandering out of the window.

Such men cannot easily, at least they do not often, succeed. The man who keeps coming back to bore you is apt to have around the vital propositions of life. He fails to drive straight home. But you are not concerned about his failure. You excrete his bad habit. You grow to hate the sound of his returning footsteps and the hateful note of his, "I beg your pardon, but—"—Washington Star.

A Reuser. Observing a passenger with the unlighted butt of a cigar in his fingers, the street car conductor requested him to put it out. "It is out, you chump," responded the passenger. "Pardon me," resumed the conductor, "if I have failed to make myself clear. The condition to which I had reference was not one of mere temporary noncombustion, but of elimination, the eradication, I might say, of the physical presence of your nicotine-laden remnant. This process followed necessarily by cessation of the odor now permeating an atmosphere already somewhat deficient, I fear, in the essential element of ozone. I'm a humble conductor, and my aim is to please, but you big gorilla stuff, you throw that cigar through

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What Sulphur Does

For the Human Body in Health and Disease.

COOPER NOTHING TO FEAR. The mention of sulphur will recall to many of us the early days when our mothers and grandmothers gave us our daily dose of sulphur and molasses every spring and fall.

It was the universal spring and fall "blood purifier," tonic and cure-all, and, mind you, this old-fashioned remedy was not without merit. The idea was good, but the remedy was crude and unpalatable, and a large quantity had to be taken to get any effect.

Nowadays we get all the beneficial effects of sulphur in a palatable, concentrated form, so that a single grain is far more effective than a tablespoonful of the crude sulphur. In recent years research and experiment have proven that the best sulphur for medicinal use is that obtained from calcium (Calcium sulphide) and sold in big stores under the name of Stuart's Calcium Wafer. They are small chocolate-colored pills and contain a highly concentrated, effective form.

Few people are aware of the value of this form of sulphur in restoring and maintaining bodily vigor and health; sulphur acts directly on the liver and excretory organs and purifies and enriches the blood by the prompt elimination of waste material. Our grandmothers knew this when they used it with sulphur and molasses every spring and fall, but the crudity and insipidity of ordinary forms of sulphur, and the prompt elimination of waste material.

At any rate people who are tired of pills, get hearties and so-called blood "purifiers" will find in Stuart's Calcium Wafer a far safer, more palatable and effective preparation.