

SUBMARINE FOG SIGNAL

Device to Warn Ocean Liners of Danger.

SUCCESSFUL TEST ON GERMAN SHIP

Man on the Bridge of the Kaiser Wilhelm der Grosse Heard Flinging of Balls Through the Water for Miles—Three Big German Ships Fitted With the New Apparatus.

A system of submarine signaling which, according to the officers of the North German Lloyd liner Kaiser Wilhelm der Grosse, which recently arrived at New York, is destined greatly to minimize the dangers of fog and mist to ocean liners when they are nearing shore has been fitted to the three great North German liners—Kaiser Wilhelm II, Kronprinz Wilhelm and Kaiser Wilhelm der Grosse—says the New York Times. The apparatus, which the Kaiser Wilhelm officers declare has proved complete success, consists of a small tank filled with a special solution of greater density than water, which is attached to the inner skin of the liner's hull and which contains a microphone. From the microphone a wire extends to the bridge, where the officer on duty with an ordinary receiver is enabled to hear distinctly submarine bells attached to the hulls of lightsips miles away.

Second Officer Habben of the Kaiser Wilhelm der Grosse discussed this apparatus. Mr. Habben was on the bridge as the liner left the German shore and again was on duty when the great ship neared the lightsips of Nantucket, Fire Island and Sandy Hook.

"Every ship," Mr. Habben said, "is practically a drum. Sound vibrations in the water travel at four times the speed they do in the air and can be heard for miles whether they are caused by the action of the screws of a steamer or the ringing of a bell.

"For instance, without any special apparatus at all sailors working on the floor of a schooner can detect the sound made by the screws at a three miles away. Now, the problem of which the apparatus on this ship is the outcome has been to collect these sound waves as they strike the ship's hull and then convey them to the officer of the bridge.

"To do this a small tank—smaller than a man's hat—is attached to the inner side of the skin of the liner. This tank is filled with a chemical solution, denser than water, which contains the microphone. There are two of these tanks on the Kaiser Wilhelm der Grosse, both fitted with a microphone. One is attached to a wire which leads directly to the bridge above. At the end of each wire is an ordinary telephone receiver, which, when the liner nears shore and the weather is foggy, the officer on duty keeps constantly to his ears. There is a switch provided by which you can shut off either the starboard or port microphone, and the officer holding the instrument is enabled to hear bells struck beneath the water several miles distant.

"The noises made by the engines of the liner when she is traveling at great speed do not seriously affect the work of the instruments, while when she is in a fog and naturally traveling at a reduced speed this obstacle is practically obviated, the result being that the officer holding the receiver can judge almost exactly the distance he is from the warning bells. He can also tell exactly the direction from which the sounds come, two advantages that submarine signaling has over wireless telegraphy.

"There is no doubt that in the development and application of this system lies the solution of the problem of navigation in fog. The apparatus is made of a numerical code not only can warn, but information as well, be conveyed with great accuracy. For instance, on the voyage that ended at New York on Tuesday (May 20) I was on the bridge when the Kaiser cleared German waters and again was there as she neared the American mainland. When four miles distant from the mouth of the Hudson I was enabled to hear the signals conveyed from the lightsips there.

"As we neared Nantucket I had the receivers to my ears, and when the lightsip off that place I caught the signal sixty-six bells, a pause and then six more bells—the Nantucket lightsip code signal. When we were about the same distance from the Fire Island light I caught the signal thirty-eight, the code number of that place, and again as we approached Sandy Hook the Sandy Hook code number, fifty-one, rang just as clearly and plainly.

"By the use of this system of submarine bells the whole coast between New York and Boston sends out warning for miles. The same could be done, because why the same conditions should not obtain along the coasts of all nations. Another use these bells can be put to, in my mind, is in naval warfare, especially with reference to the approach of submarine torpedo craft. It would be the easiest thing in the world to keep track of their movements, and the danger of their landing a telling blow would be reduced to a minimum. Great Britain, Germany and Italy have taken up the system, which they are installing along their coasts, while in Canada the St. Lawrence is guarded with the bells from the Atlantic to Quebec."

Education in Russia.
The state of education in Russia may be judged from the fact that there is only one village school for every 12,000 persons.

Wine of Cardui Cured Her.

218 South Prior Street, ATLANTA, GA., March 21, 1908.

I suffered for four months with extreme nervousness and lassitude, had a sinking feeling in my stomach which no medicine seemed to relieve, and losing my appetite I became weak and lost my vitality. In three weeks I lost fourteen pounds of flesh and felt that I must find speedy relief to regain my health. Having heard Wine of Cardui praised by several of my friends, I sent for a bottle and was certainly very pleased with the result. Within three days my appetite returned and my stomach troubled me no more. I could digest my food without difficulty and the nervousness gradually diminished. Nature performed her functions without difficulty and I am once more a happy and well woman.

OLIVE JOSEPH,
Tenn. Atlanta Friday Night Club.
Secure a Little Bottle of Wine of Cardui Today.

LOST—AN APPENDIX.

Albert W. Gregory of Wickford, R. I., says in *Life* of a *Charm*.

Albert W. Gregory, son of the late William Gregory, governor of Rhode Island, recently passed through Erie, Pa., on his way west in an automobile, says an Erie article in the New York Tribune. Eric, however, offered no attractions to Mr. Gregory, for the reason that his mind was distracted by the loss of an appendix. He missed it somewhere between Erie and Buffalo, but just where he didn't know. He did not lose it by an operation, but, as he himself said to a party of friends at a hotel in Erie:

"It just dropped out into the road. I suppose the jolting of the automobile did it."

This explanation failing to satisfy the curiosity of the crowd, Mr. Gregory told of a recent sickness which he had at his home at Wickford, R. I., in which appendicitis developed and which finally made an operation necessary. His case was critical, and he himself realized the danger of the matter that he was in imminent danger of death.

"It all depended," he said, "on that appendix, and accordingly I made up my mind to get it out of me. I would honor that bit of me in some appropriate way. That promise, I suppose, saved my life, for my appendix so well appreciated the future in store for it that it promised to go."

I had my promise too. As soon as I got strong I went to a jeweler in Providence, and, giving him the appendix, I told him that I wanted it incased in a handsome watch chain as he could turn out. And it was a beauty. It looked something like a miniature of the obelisk in Central park, New York, though it had a triangular, rather than a square base. It was of silver and about two and a half inches long. Within, hermetically sealed, was the appendix. Without, on three sides, were engraved the initials of the doctors, the nurses and the friends who were with me when I came out of the ether. On the base were my own initials and the date of the operation. I hitched it to my watch chain and wore it constantly ever since, until that lurch of the automobile threw it out into the road. Its loss has been a severe blow to me, as I had become especially attached to it."

Mr. Gregory says that for the return of his watch chain, but his friends in Erie say it would be a good thing.

NATURE OF JAPAN'S NAVY

Island Nation Has Been Building Fighting Ships For Years.

Because of the insular character of their home the Japanese in recent years have taken a greater interest in their navy than their army, says the Chicago Post. They have added to their fleets as rapidly as their means would permit, so that at the beginning of the war with Russia they possessed ships having a total tonnage of 200,000. Aside from four torpedo gunboats, twenty torpedo boat destroyers, six minelayers and forty-six torpedo boats, with many more building, Japan's fleet had in 1904 a displacement of 111,074 tons. It consisted of six battleships, six armored cruisers and four protected cruisers. Of the battleships four had a displacement of more than 12,000 tons. The remainder were of more than 12,000 tons. All were supposed to have a speed of eighteen knots an hour. The armored cruisers were of the same size, just a little less than 10,000 tons. The protected cruisers ranged in size from 2,700 to 4,700 tons displacement. One had a speed of twenty-four knots an hour.

Japan has the great advantage of being able to use her own fortified ports as naval bases. She has four well equipped dock yards, capable of both constructing and repairing ships. In the Japanese navy in 1902 there were 2 admirals, 9 vice admirals, 25 rear admirals, 95 captains, 110 commanders,

107 lieutenant commanders, 223 lieutenants, 203 sublieutenants, besides other subordinate officers, and 31,088 sailors.

Flying Machines.

General Baden-Powell, one of the picturesque heroes of the South African war, has been letting in light upon the airship for practical use. The general is president of the Aeronautical society of Great Britain and recently contributed some interesting history and a little philosophy most acute navigation to the Fortnightly Review. Incidentally he takes some of the wind out of the sails of Santos-Dumont.

The original inventor of the airship, General Baden-Powell asserts, was M. Giffard, who constructed one in Paris in 1852. Giffard's machine was supplied with a steam engine, rotating a screw propeller. In 1884 the French government constructed an airship with a propeller driven by an electric motor. This machine traveled twenty-five minutes, and another in 1902 made a voyage of sixty-five miles.

General Baden-Powell's discussion shows that little progress has been made since 1884 toward perfecting the balloon airship and that the real innovation is the flying machine. He thinks that the aerial machine of the future may combine several of the details of the best contrivances now under experiment and that engineers and investigators generally agree that the attainment of a machine that apparently presents no insuperable obstacles. This is most assuring and, coming from an authority, is entitled to credit. Whether a flying machine will be practically useful or otherwise must be demonstrated after it is perfected.

The Jewish Community in Warsaw.

A strange condition of things in Warsaw was brought to light by the recent outbreak there of Jews in the interest of local reform. Out of a population of 800,000 in Warsaw 300,000 are Jews. They form a distinct class and have their particular mode of dress and special rules of behavior. Jewish exclusiveness has in some extent broken down in the Polish capital, for there are many Jews, especially among those in the professional classes, who are entirely Polish in sentiment and have abandoned the Jewish national ideal.

A Jewish gentleman in Warsaw recently declared that physical attention to the soil of Palestine had been urged by a thousand years in Polish. The climate of Palestine would be unendurable for a race which has lived for centuries in Poland and whose members have become in thought and sentiment the children of a European civilization.

The Poles are not generally disposed to intimate relations with the Jews. Members of some of the most aristocratic families have married Jewesses. What anti-Semitic sentiment there is originates chiefly in economic rivalry and is fostered by the clerical party and the government. The attitude of the masses of the Polish people is on the whole friendly to the Jew, and at the worst he only provokes a little good humored chaffing from the peasantry.

Manchuria's Profit in the War.

The Chinese say that Japan has disbursed \$50,000,000 in Manchuria for war purposes in one year. Japan is employing 100,000 Chinese coolies and 30,000 carts at a daily cost of \$50,000. If the war continues and takes on new phases it is estimated that during the coming twelve months the outlay of Japanese money in Manchuria may reach the enormous sum of \$75,000,000.

Although Manchuria is suffering many evils by the presence of two armies, the province is getting ample cash compensation, for the outlay of the Russians must equal and even exceed that of the Japanese. Both armies must have long distances of communications to maintain within the province. It is reasonable to suppose that Russia is expending far more than Japan, as her needs are greater. Doubtless Manchuria has already received the benefit of \$100,000,000 of Japanese and Russian money.

Norway's Old Parliament.

The Norwegian parliament gave the world a new sensation in setting up a resolution by resolution about the grievance which led to this radical step seems to be sentimental rather than real. Wrong is glaring enough to cause the sons of the Vikings to appeal to the sword as difficult to discover by outsiders. They are fiery and rhetoric, however, fired the popular heart.

The outbreak of provincial sentiment in Norway seems untimely in these days of unification. Sentiment as well as politics would be supposed to bind firmly together people of the same race. The Scandinavians have a common cause against Russia. Russia weak is their opportunity and Russia strong is their menace.

Very Low Rates to Toronto, Ont.,

Via the North-Western Line excursion tickets will be sold on June 18, 19, 21 and 22, with favorable return limits, on account of triennial convention, International Sunday School Association. Apply to agents Chicago & North-Western R'y. June 23

YOU FORGET that you **SORE LUNGS**
when you take that world-renowned remedy that
ALWAYS CURES THE WORST COUGHS AND COLDS **ALWAYS CURES ALL THROAT AND LUNG TROUBLES**

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NEW DISCOVERY

FOR CONSUMPTION

J. O. EDGE, of Hanson, Ky., writes: "My little daughter had Bronchitis in a severe form, and after trying other remedies and doctors without relief tried DR. KING'S NEW DISCOVERY. The first dose relieved her and in two or three days she was entirely well."

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The Epworth League meets at Denver, Colo., July 5 to 9, and special through trains have been arranged for delegates and their friends. An excellent opportunity to make a tour of Colorado and the Far West with congenial company and at a minimum of expense. Special trains run through without change, arriving at Denver before the opening of the convention. Special low rates for this occasion issued upon application to any ticket agent of the Chicago & North-Western R'y. Send for itineraries and full information. June 30

Are you going to paint your building this season? If so see Lamey & Co. for material. Prices and quality will suit you.

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Note a few of the many superior points of the
Wheeler & Wilson No. 9 Sewing Machine
The Rotary Hook displaces the old out-of-date, unmechanical and troublesome shuttle.

The Frictionless ball bearings and perfect mechanical construction enable it to be operated with one third less exertion than is required by ordinary machines. It sews three yards of goods while a shuttle machine sews two.

With our superior attachments the greatest variety of work is possible. Do not make the mistake of buying a sewing machine until you have given the Wheeler & Wilson No. 9 a trial.

Wheeler & Wilson Mfg. Co., Chicago, Ill.

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For the same Edridge has stood for the BEST in the Sewing Machine Market for over 25 years. It is superior to all other machines in its class. It is simple, strong, and durable. It is the only machine that will sew on all kinds of material, from the finest muslin to the heaviest denim. It is the only machine that will sew on all kinds of material, from the finest muslin to the heaviest denim. It is the only machine that will sew on all kinds of material, from the finest muslin to the heaviest denim.

Ask your dealer for the Improved Edridge and do not buy any machine until you have seen it.

National Sewing Machine Co., ELVEDGE, ILLINOIS.

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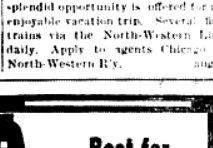
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The Chicago & North-Western Railway has issued a valuable and interesting compendium of railway history in the Northwest from the time when the Indians called the United States the last territory east of the Mississippi to the present day. Over a hundred pages of historic matter concerning the various roads forming what is known as The North-Western Line, well printed in strong paper covers, postpaid for ten cents. W. B. Kusner, P. T. M., Chicago, July 3

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