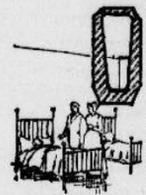


WORKS FOR OTHERS

The Happiest Man in the Crescent City—A Humble Philanthropist.



ONE of the most unique charities in the South, although not very widely known, is the Convalescent home at New Orleans, La. Its founder and superintendent is Capt. Robert Parker, a veteran Christian worker with an interesting history. From the age of thirteen years, for nearly a quarter of a century, he "followed the sea," advancing step by step, from cabin boy to owner and commander of a vessel. Before coming to New Orleans he founded an institution in Swansea, South Wales, called "the British Workman," the first place of the kind established there. Having lost a valuable ship by shipwreck, he arrived in that place with £30 in money. With this sum he leased a piece of ground, put up a building and opened a plant where a cup of coffee and a cold lunch could be had for cost. He conducted this for three years, when, owing to failing health, he turned it over to others, to be conducted for the benefit of the poor. From Wales he went to South America. He was on the west



CAPT. PARKER.

coast of Africa among the natives for twelve months, and then embarked from Cape Verde to Panama, and thence to New Orleans, where he was led to work on the same charitable lines. He thus relates his own story: "After quitting the sea I gave my life to religious work in the city of New Orleans. One feature of it was to visit the Charity hospital every day, for over ten years, praying with and comforting the sick, and holding religious services every Sabbath. The Charity hospital opens its doors to all comers who are sick, no matter from what quarter, and it is often overtaxed. As soon as its patients are well they must give way to the sick who are ever crowding the doors for treatment. As a consequence many have to leave the hospital who have no place to eat or sleep, have no money and are too weak to work. The result is that many would return to the hospital, relapsing through exposure and starvation, would die, and be carried to the Potter's Field, unless some kindly souls intervened in their behalf. The first suggestion came to me through these circumstances: One morning, several years ago, I received a letter from the station master of a railroad running from New Orleans to Cairo, Ill., stating that he had found a dead man in a freight car, and that a Testament was found in his pocket with my name in it. I remembered him as a young man twenty-two years of age, who a little while ago had been discharged from the Charity hospital. I felt sorry for him. He was weak, had no money and no friends, and he sought to reach his mother in Kansas. Knowing the engineer on the train, he started out. He got in the freight car, and died before he reached Cairo. That incident set my mind at work, and the idea of a home for convalescents took possession of me—a place where people could go after they left the hospital, weak, friendless and poor, and find a home until their strength should return, and where they could find sympathy and welcome."

PORT SAID.

Brief Survey of the "Wickedest Place on Earth."

In Port Said itself there is little whatever to see, except diverse forms of vice and wickedness. It is probably the most thoroughly immoral and vicious place on the face of the earth, says the Favorite Magazine. But passengers are more or less bound to go ashore, for it is here that the steamers take in coal. The ship is soon black with fine coal dust, and, as every porthole and door is closed below, the place is decidedly dirty and hot and generally uncomfortable. The only amusement on land is donkey riding. There is an old Arab in Port Said who looks as though he were steeped in oil and soot, but who proudly informs you: "My name, sir? I am John Ferr-guson of Glasgow—of Glasgow, mind ye." He owns six donkeys, of which he is extremely proud. He is a cute individual and very smart at detecting at a glance the particular nationality of any person he sees approaching. He sees a Frenchman coming along. "Oui, oui, monsieur, tres bon, tres bon, master want a donkey ride? My donkey tres bon donkey, go velly fast. Which donkey

master like best? This one name Napoleon, this one Victor Hugo and this one Coloneel Enterprise." He persuades the Frenchman to try the powers of Colonial Enterprise, which, by the way, are remarkably feeble, and then turns to meet a German, saying: "All my donkeys name after Germany Very gut country, Germany. Not same as dirty Frenchman. Master want a ride? This donkey Bismarck, and that one the Emperor William." If the traveler is an Italian he has Garibaldi and if by dress and speech he recognizes the traveler to be an Englishman he bows profoundly and requests that for a shilling an hour you will be pleased to make Mr. Gladstone, Queen Victoria or Mrs. Langtry trot round the square.

The journey through the Suez canal is monotonous in the extreme, for the ship moves very slowly and on either side is a wide expanse of sandy desert; whose fearful glare is trying to the eyes. The canal widens out at the Bitter lakes, across whose northern end the Israelish children made their miraculous passage. It then narrows again and preserves its uninteresting appearance right on to the end. The steamers stop in the gulf of Suez for a few hours and take in mails and sometimes a few passengers, but no one goes ashore here, as the town of Suez is several miles distant. The general character of the climate and of the morality of the countries lying east of this place have been well summed up in one of Kipling's songs, where he puts into the mouth of Tommy Atkins the words:

"Ship me somewhere east of Suez,
Where the best is like the worst,
Where there ain't no ten commandments,
And a man can raise a thirst."

Out of the gulf of Suez and we reach the Red sea. At certain seasons of the year the Red sea is almost unbearable. The water taken from seventy to eighty feet below the surface of the sea at 6 o'clock in the morning will often register a temperature as high as 90 degrees. If, in addition, a sand-storm thinks fit to blow, the whole air is full of a mist made of innumerable particles of fine hot sand, which blinds and suffocates at the same time.

Workmen's Compensation.

Following the example of Great Britain, France and Italy have enacted workmen's compensation laws. That of France, which was signed by the president April 9, 1898, applies to workmen in all dangerous callings, such as building trades, factory work, mining, etc. The law applies only to employes who receive less than 2,400 francs (\$480) a year. Employers are bound to pay expenses of medical treatment, and in case of death the funeral expenses (to \$20) of all who are injured in their employ. In addition the employer is required to provide compensation proportioned to the injury sustained, up to two-thirds of the annual wages, in case of permanent disablement, and in case of death pensions for the widow married before the accident at the rate of 20 per cent of the annual wages; to the widow married later a compensation corresponding to three years' pension for total disablement; for children and "dependents" at the rate of 15 or 20 per cent of the annual wages, up to the age of 16, but in no cases more in all than 60 per cent of the dead man's wages. If "inexcusable" negligence be shown by the employer the compensation may be increased. The Italian measure provides for the insurance against accident or death of every workman engaged in dangerous trades, and the employer must effect the insurance. The employer must pay medical expenses. Compensation is paid only to those earning not more than 2,000 lire (\$400) a year, but in no case less than 3,000 lire (\$600).

BLIND HYMN-WRITER.

A woman of 70, a gentle, sightless soul, who is the most popular song writer the English language has known, lives in Brooklyn. She is Fanny Crosby, the blind poetess, who has written over 4,000 songs and hymns, among them the most success-



FANNY CROSBY.

ful of the Moody and Sankey songs. Three generations have sung Miss Crosby's hymns, which are heard daily in church or chapel. The most familiar of them are "Pass me not, O gentle Saviour, Jesus is calling," "Rescue the perishing," "Blessed Assurance," "Saved by grace," "All the way my Saviour leads me," and "Safe in the arms of Jesus," the last-named being Miss Crosby's own favorite.

NOTES OF THE WHEEL.

MATTERS OF INTEREST TO DEVOTEES OF THE BICYCLE.

Some Recent Inventions for the Improvement of the Bicycle—A Calcite Gas Lamp—The Latest Saddle—Novel Sprocket Repair.

Wheels and Carriages.

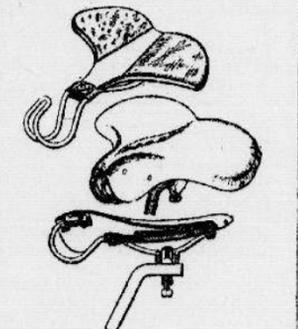
WHEN show promoters maintain that there is a necessity for cycle shows because the public must have a new opportunity to compare good with bad construction and find out that the cycle business is not dead, it seems odd that the same promoters consider it expedient to divert the public's attention from the cycles by means of motor carriages, which, by the way, they will find it difficult to get together. In regard to construction and finish the question also naturally arises whether the public are better at discerning or the manufacturers at concealing possible shortcomings. If the public can see more deeply into construction than the manufacturer wants them to see, then the public does not seem in much need of a show. And if the contrary is true—that the manufacturer is best at his own game—then all manufacturers and dealers whose wares are really good would be losers by a show.

Novel Sprocket Repair.

A quite frequent repair on old machines is the replacement of the front sprocket, the work being made necessary by the wearing out of the original sprocket. Sometimes the work is very difficult on account of the sprocket fastening. Many old sprockets are brazed to the axle or otherwise secured so that the task of taking off the old and putting on a new one is laborious enough to take all the profit off the job. A repairer has this season replaced many such sprockets in a manner that not only affords ready accomplishment of the work, but enables the shopman to better please the patron than would be possible by the mere duplicating of the old sprocket wheel. The method also makes it possible to put on a larger sprocket than can be commonly secured of the old pattern, and avoids all machining of stock sprockets in order to make them fit the axle. The old sprocket is not taken from the axle, but the arms are sawed off about an inch above the hub. A sprocket of the popular type is purchased and holes drilled in the ends of the old sprocket arm stubs. The sprocket is then placed on the inner side of the old hub and rivets put through the holes. Careful and solid riveting will securely fasten the new sprockets to the hub. The rivets should be as large as the holes through which they pass in order to prevent the sprocket working loose in use. The dished side of the sprocket being turned outward will bring it in approximately the same chain line as the former wheel. The job in each instance where it has been executed has given satisfaction as it gives the owner of the machine a new sprocket which is of a late popular style and lends the bicycle something of an up-to-date appearance. A slight advance in charge may be made for supplying the new sprocket over that which could be expected for putting on one of the old style, and as the job is easier to do than the average job of sprocket replacement after the old plan, it becomes a more profitable repair for the shopman.

The Latest in Saddles.

The claims allowed for this patent six in number. Claim 1 reads as follows: "In a bicycle saddle, the combination of the broad wooden frame, the spring mounted on said frame and attached at its front and rear ends thereto, said spring having the yield-



ing forwardly-extending portion and the curved portion near the rear end thereof, and the leather supported on said frame and spring." Claim 6 is more specific, as follows: "In a bicycle saddle, the combination of a solid wooden frame shaped into concavo-convex form having the curved back and laterally-extending side portions and the reduced forwardly-extending neck, the back of said frame rising above the reduced forward portion thereof and having an inward curve at the center of the rear, the leather shaped to conform to the contour of said frame having at its back a central inward curve which coincides with the curve of said frame and having the central longitudinal depression leading from said rear inward curve and extending forward to a point adjacent to the pommel, the pads interposed between the leather and the frame

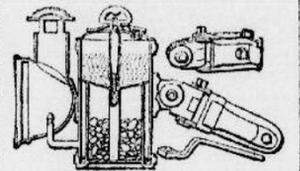
separated to form an open space between them, the central depressed portion of the leather depending between said pads, the spring attached to said frame at the front and rear, its forward end projecting beyond said frame and attached to the pommel of the saddle leather."

Trade Marks for Bicycles.

A decision was recently handed down by Patent Commissioner Duell, by which registration was refused for a word denoting a color as a trademark for bicycles. The grounds first given by the examiner for refusing to register the mark were that the word is the salient feature of applicant's name and is an ordinary surname. To this the commissioner adds: "It is well settled that color alone does not constitute a trademark. If a manufacturer were allowed to monopolize by trademark, the color of the package in which his goods might be wrapped or the color of the paint or enamel applied to them, then legitimate competition would be seriously interfered with. A manufacturer of bicycles may paint or enamel his bicycles any color which he may select; but such selection will not take that color from out of the public domain, and any other manufacturer will have an equal right to use the same color. This right being a common one, no manufacturer can exclusively hold the right to any color as against others, and if one paints or enamels his bicycles white, yellow, blue, green or olive, he has a right to designate them by the color employed."

Calcite Gas Lamp.

An acetylene gas lamp of very simple construction consists of a cylindrical casing containing an upper water chamber and a lower generating chamber. In the water chamber is a needle valve which carries the regulator for governing the feed of water, and in the lower chamber fits the carbide holder or carrier having the central porous distributing column, which is directly under the feed opening in the division wall. By this construction



the manufacturers feel confident of having accomplished a regular feed and distribution of the water, a steady light of any desired brilliancy within the limitation of the lamp; and avoidance of all danger of explosion, as no pressure can ever be exerted in the generating chamber.

Miller Makes Prophecies.

C. W. Miller, of Chicago, is home again, after his three months' trip abroad. His only victory across the water was the winning of the 72-hour race in Paris, but he believes he would have had a good chance at first money in the Berlin 24-hour race if it had not been for the breaking of his wind shields and ten of the chains on his three petroleum motor tandems during the first nine hours, and a bad fall in the tenth hour. Hurst won the race and now Miller wants to meet him in a match race in Paris next year. Frederic, the Swiss rider, who ran second to him in the 72-hour race, and rode continuously for 42 hours without a dismount, he looks upon as a dangerous competitor, and prophesies that he will finish among the first three in the coming New York six-day race. If Miller wins this race he says he will go for the 24-hour record in Paris, and feels confident that paced by motor tandems fitted with wind shields, he can cover 700 miles.

League Officers Sued.

Albert Mott, Isaac B. Potter and Henry Sturmy have just had a suit for \$25,000 for damages for libel brought against them by the American Cycle Racing Association for the warning issued in a racing board bulletin to foreign riders against participation in the coming unsanctioned six-day race, with the added advice to get payment in advance for any remuneration that may be offered them. Sturmy's complicity in the alleged libel is rather foggy, as it does not clearly appear that he printed the warning. Mott announces he sent to him for promulgation by the International Cyclists' Association. In any event, he can probably shift the responsibility onto the L. A. W. officials.

Island of Monte Cristo.

Lovers of Dumas' immortal romance will note with interest the statement by the London Morning Post's Rome correspondent that the island of Monte Cristo, rendered so famous by Dumas' immortal romance, is about to be organized as a hunting ground for the Prince of Naples. The Italian newspapers add that the lease of the Marquis Ginori, who previously hired the shooting in the island, has run out, and that the state is arranging to reserve the island—which is thickly wooded and completely uninhabited—as a special shooting ground for the crown prince.

Municipal Electric Lighting in England.

Statistics compiled by Robert Hammond show that local authorities in England have new works in course of construction amounting to \$5,000,000, against \$2,000,000 in the case of companies. Manchester had a net profit of £16,812 last year; Liverpool's profit was £17,990; Hampstead, £3,300, and St. Pancras, £6,850.

SCIENTIFIC TOPICS.

Current Notes of Interesting and Instructive Discoveries and Inventions.

Skates of Glass.

Cinderella's glass slipper bids fair to become something more than a myth, though the modern Cinderella will need no fairy godmother to furnish her with a coach in which to answer the purpose. The modern Cinderella's glass slipper is a skate, of which the upper part resembles a slipper, open behind, with a split "lace-up" heel-cap. The Age of Steel describes this new skate as a skate of glass, hardened by a recent process to the consistency of steel. Every part of the skate is of glass, from the slipper-like upper to the glittering blade. It is asserted that the glass blades are much more slippery than steel ones, and that they will run almost as well over rough, snow-covered ice, as on a smooth ice-sheet, and will also go easily over inequalities, twigs and other obstructions. They are made very sharp, and are so extremely hard that it is almost impossible to blunt them. They are unlike steel skates in that they never want grinding, and never rust. The new skates are as pretty as they are efficient. They are very nearly transparent, and in some cases the glass, while in the liquid state, is variously colored. Several notable skaters are said to have tested them, in every case with most satisfactory results. So the pretty skates, with their sharp blades, will, in all probability, soon be seen skimming over lakes and streams, and youths and maidens who long ago relegated the Cinderella story to the region of their childhood, will take a renewed interest in glass slippers.

A New Anesthetic.

Two German investigators, MM. Einhorn and Heintz, have lately discovered a new anesthetic which they call orthoform. It belongs to the group of aromatic amide ethers, and is a light crystalline white powder, tasteless, odorless and of weak solubility. With acids it forms soluble salts, which are also anesthetic, but too irritating to be employed locally on mucous membranes. Applied in powder or ointment to a wound or raw surface, orthoform renders them insensible—a fact confirmed by repeated clinical observation. In extensive burns, especially, orthoform allays the severest pains in a few minutes, and the relief endures for hours. Being non-poisonous, there is no danger in reapplying it as often as may be required after the first effect has ceased. Thus, in a case of ulcerated cancer of the face, where constant and excruciating pain rendered sleep impossible orthoform to the amount altogether of fifty grams, was dusted over the sore for a whole week. Pain ceased, and no ill effect followed. The remedy is equally safe and effectual when administered internally as an anodyne in cancer of the stomach. Moreover, it is a powerful antiseptic, and consequently promotes healing. Orthoform has no effect on the unbroken skin, but owing to its decided action upon mucous membranes, may prove valuable as a local anesthetic previous to operations on that region—a question which is now being experimentally determined at Munich.—Paris Revue Scientifique.

Singing for the Phonograph.

If you have listened to the songs churned out by the phonographs, and



enjoyed them, you will be interested in learning that the picture here given illustrates the manner in which the songs are obtained. The young lady is singing "Don't Let Mother Loose Till Papa's Gone," or some equally popular ballad, into three big metal cones, through which the sound is carried to the vibrators, which record the song on three wax cylinders. These cylinders are the "records" which give out the song again when a nickel is dropped in the phonograph slot.

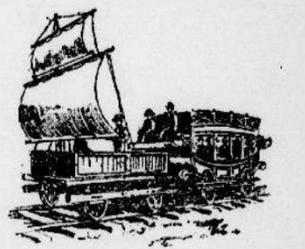
Prehistoric Mammoths.

The bones of prehistoric mammoths are constantly found in Yukon and Alaska, but the miners have no time, opportunity or desire to pick the huge specimens out. A. Stafford, of Lethbridge, N. W. T., however, realizing their value, has brought several specimens of defunct monarchs of the Arctic zone to the coast and is communicating with the Smithsonian Institute regarding the specimens found on his own claim, including a pair of tusks

ten feet long, seven inches in diameter, together with a hip bone. The socket, empty for centuries, was as big as a soup bowl, and over eight inches across the top. Close by the skull was found, three times the size of that of a buffalo with two horns, distance between horns being over two feet. Gold was thick all round the deep-buried remains. In fact small nuggets were found imbedded in the bones.

Sails Used on a Railroad.

The South Carolina & Georgia railroad is the oldest in the United States and, excepting a few short lines built in England in the early '20s, the oldest in the world. The South Carolina company was organized May 21, 1828, and during 1829 six miles of the road were constructed. At the start horsepower only was used. Then a premium of \$500 was awarded to the inventor of the endless chain process, which was calculated to move passenger cars at the rate of twelve miles an hour. In 1829 and 1830 sails were substituted for the horse power. This



experiment proved highly satisfactory, as it carried, when the wind was right, thirteen passengers and three tons of iron at the rate of ten miles an hour. This means of locomotion, however, came to an abrupt end one day, when the wind suddenly changed and took the sail, mast, masts and all overboard in a rale which drove the cars at fifteen miles an hour. In March, 1830, a contract was awarded to the West Point foundry of New York to construct an engine guaranteed to make ten miles an hour and haul three times its weight. This was the first locomotive built in America and it was called Best Friend. It was four-wheel concern, all the wheels being drivers. These wheels had iron hubs, with wooden spokes and felloes.

Water and Heat.

From the Philadelphia Record: Water is the hardest of all substances to heat, with the single exception of hydrogen gas. The easiest two are mercury and lead, which stand in this respect on nearly the same footing. The same quantity of heat which will raise an ounce of water from the freezing to the boiling point will raise the temperature of about 30 ounces of mercury or lead, 9 ounces of iron, 11 ounces of copper, 15 ounces of silver through the same number of degrees, and the heat which is put into these substances to raise them to this or to any other temperature will be thrown off by them as they cool.

Protection for Old Documents.

Collectors of old documents, rare engravings, stamps or other valuable papers that ought to be protected from the noxious influences of the air and from moisture can easily preserve them in their original condition by covering them with a 3 per cent solution of collodion. This solution can be applied with a soft brush without the slightest danger to the objects thus treated. This proceeding is mainly applicable where delicate colors that are soluble in water are to be preserved in their pristine freshness and beauty. The collodion covering is, therefore, most excellent for preserving water-color paintings and pastels.

Getting Rid of Ashes at Sea.

Formerly the ashes on steamships were gathered into great cans, hoisted to the decks with more or less difficulty and thrown overboard. Among the new devices for labor saving in this direction is a chute into which a very strong air current is forced. The ashes are placed in the chute as they accumulate and are almost instantly blown through this conductor into the sea. The amount of labor saved by this means can scarcely be appreciated by those who have not watched the wearisome dragging of the enormous quantity of refuse from the furnaces in steamships and large plants of this description.

Electricity in Shipbuilding.

The use of electricity in shipbuilding, as well as for the ship's machinery, is making rapid progress. The portable electric drills used in shipyards have resulted in a marked economy, working as they do as readily in the most inaccessible places or awkward positions as in the open. Another invention of note in this line is an electric riveter, so that now the holes may be drilled and the rivets driven from the same power circuit. This machine will deal with rivets up to one-eighth-inch diameter at the rate of 120 per hour, requiring for this work only one and a half horse-power.

Don't kick an infuriated dog when you have slippers on.