MME. YALE
HAIR TONIC
For Children
and Adults

ANTISEPTIC AND HYGIENIC

A Hair Invigorator—Just what its name implies. It supplies nourishment, the elements of growth, which, when absorbed by the hair, strengthens and beautifies it in the same way that sap glorifies the foliage of a tree. Does not the fruitless are seemingly dead, if the scalp is massaged daily with Mme. Yale's Hair Tonic, a vigorous growth will be produced. It has honestly earned the title of "the great hair producer." It stimulates the most starved growth and makes the hair magnificently healthy and beautiful.

Mme. Yale's Hair Tonic is prized equally by men and women, particularly when the hair begins to weaken or fade. Stops dandruff, dryness, splitting of the hair, dandruff and diseases of the hair, scalp and beard. Only application stops hair falling. A nursery requisite; no mother should neglect to use it for her boys and girls when the hair is inclined strong in childhood it remains proof against disease and retains its vigor and youthfulness throughout life.

Mme. Yale's Hair Tonic is a colorless, fragrant, delightful hair dressing; contains no gritty or greasy matter; makes the hair soft, fluffy and glossy. Contains no artificial coloring, would not suit the whitest hair; restores original color by invigorating the scalp and removing dandruff, a germ disease and the contribution of the live growing matter. Beautifies hair, relieves the plainest countenance and anyone can secure it by using Mme. Yale's Hair Tonic. Now in three sizes: Large size for 50c, the size for 75c, the size for $1.00.

Madame Yale's
ASSISTANT
Here All This Week.

Mme. Yale's New York demonstrator will remain here all this week in the Yale Section of our Toilet Goods Department, main floor, where she will explain to the ladies all about the preparations made by Mme. Yale—fifty-five different articles, so that ladies can find among the list just what they need. Ladies may consult with Mme. Yale's assistant without charge, and the young lady will assist you to the proper selection of the remedies needed.

Ask for a free copy of Mme. Yale's 36-page superior book at our Toilet Goods Department, given away free. Also mailed free to those living out of town. Write for a copy.

We are Mme. Yale's St. Louis agents, and have permanently placed her entire line in our Toilet Goods Section, where ladies can at all times obtain any of these well-known preparations. We sell the entire line at special cut prices.

Barr's

Dr. Lyon's
PERFECT
Tooth Powder

Cleanses and beautifies the teeth and purifies the breath.
Used by people of refinement for over a quarter of a century.
Very convenient for tourists.

PREPARED BY
S. H. Lyon, D.D.S.

WOMAN 97 YEARS OLD LIVED YEAR IN STREETS.

Homeless, Friendless New Jersey Outcast, Once Well to Do, Goes to Almshouse.

REPUBLIC SPECIAL.

New York, Dec. 23.—Bowed with the weight of ninety-seven years, trembling in her feebleness and shivering in the cold, Mrs. Linda Trudna, who was a woman of comparative wealth and social position half a century ago, was found penniless in the streets of Bellevue, N. J.

For the first time since she was evicted from her home at Silver Lake a year ago she slept in a bed, being given accommodation in the matrons room in the Bellevue Police Station.

In the afternoon the woman was sent to the almshouse to end her few remainder days. Before she entered the new home she turned to the police matron and, extending her wrinkled hand, thanked her with a gentle courtesy that brought tears to the eyes of the younger woman.

For many years Trudna lived in her own home at Silver Lake. She had grown old there. Her husband, who was supposed to be well to do, died a year ago, and it was found that he left almost no money, while the home was mortgaged.

The holder of the mortgage foreclosed it and the aged widow was put into the street. A sale of her furniture kept her for a time, but this soon was spent, and then she began the wandering existence that ended yesterday, when a policeman found her in Bellevue.

WHISTLE ROUTED CRACKSMEN.

Wrecked Safe and Office and Then Fled in Terror.

REPUBLIC SPECIAL.

Chester, Pa., Dec. 23.—Safe crackers visited the office of the Atlantic Refining Company, near the Baltimore and Ohio railroad, early in the morning and used nitroglycerin to blow open the large safe.

Though they wrecked both the safe and the office, the thieves secured nothing. Cash receipts were in the inner compartment of the strong box—probably several hundred dollars—but Policeman Noxon, who heard the explosion, blew his whistle which evidently frightened the crackmen away before they could open the inner door.

The outer door of the safe was torn and twisted in such a manner as to make it impossible to get at the interior without the use of heavy crowbars.

Finds Horse Human Skull.

Knightstown, Ind., Dec. 23.—Alonzo Lewis, who lives near Sulphur Springs, in this county, has unearthed the skeleton of what is believed to be a primitive man belonging to a race that inhabited the section before history began to be written. The skeleton is over seven feet long, and a feature is that the skull measures ten inches to the back of the head. On the back of the skull just behind the ears, are horns about an inch and a half long, and turning down.

CASTORIA
For Infants and Children.
The Kind You Have Always Bought
Bears the Signature of Chas. H. Fletcher.

VAST AMERICAN INDUSTRIES IN DOMINION OF CANADA

Yankee Mining Monopolies and Lumber Mills — Works at Soo—How the United States Is Harnessing Lake Superior for Canada—An American Steel Plant Which Is Equipping New Railroads—Clergue Syndicate and Its Reorganization — Paternal Government Which Pays Bonuses.

BY FRANK G. CARPENTER.

THE MAIN STREET OF SAULT STE. MARIE A CANADIAN CITY PRACTICALLY OWNED BY AMERICANS

CANADA'S BIGGEST AMERICAN PLANT. SOME OF THE CLERGUE WORKS AT THE SOO.

Special Correspondence of The Sunday Republic.

Sault Sainte Marie, Dec. 22.—American money is flowing into Canada in a golden stream.

The Dominion and provincial governments are giving bounties for the establishment of certain kinds of factories, the towns are ready to furnish lands and bonuses, and the tariff against the United States is such that many of our well-known companies are building branch factories on this side of the lakes to avoid paying the duty.

The General Electric and the Westinghouse companies both have large works in Canada. The International Harvester Trust has a $2,000,000 plant at Hamilton, with about forty acres of buildings.

The American Locomotive Works has constructed great shops near Montreal and is now turning out steam engines for the Canadian Pacific and other railroads, and the Simplex Car Company is also making goods this side of the line.

Canada is now smoking American tobacco made here by the American Tobacco Company, it lights its cigars with matches made by the Eddy Company at Ottawa, a branch of our Diamond Match Trust, and it pays its bills with bank notes printed in Canada by the American Bank Note Company. This last company has a six-story building not far from the great Government offices at the Canadian capital, and is doing an enormous business.

All sorts of other American institutions are establishing Canadian branches.

The Waterman Fountain Pen people do their business from Quebec and Montreal. Lowney's candies are to be made in Canada in a Montreal factory, and Baker's chocolate has already an establishment here. The Parke-Davis Company have put up a plant at Walkerville, opposite the suburb of Windsor, across from Detroit, and the Globe Wernicke Bookcase people of Cincinnati and the L. Prang Burton Company of Boston have established plants at Stratford and Ottawa.

MILLIONS IN LUMBER AND MINES.

Everywhere I have gone through the lumber regions I have heard of American money which is invested in pulp mills, works and saw mills. Among the biggest lumbermen are men from Buffalo Detroit and New York city. They have large saw mills, and one company is now arranging to spend $500,000 in developing its properties.

The exploitation of Canadian mines is based on American gold. The big coal and iron deposits of Nova Scotia were opened up by Henry N. Whitney of Boston. All the nickel in Canada, which constitutes half the supply of the world, is being mined 30 miles from where I am writing. The mines are now owned by the International Nickel Company of the United States. It has spent millions of dollars in putting up its machinery and in getting out the ore, and its property is worth tens of millions.

The United States Steel Company owns big iron deposits north of Lake Superior and the largest trucks in the heart of the Cobalt silver field belong to an American company headed by Herbert H. Vreeland, who is also connected with the millionaires belonging to the Standard Oil Trust.

In addition to this there is a vast amount of American money going into the west. The amount which has come in within the last three or four years is said to be something like a hundred million dollars, furnished in small sums by American farmers, and there are other millions going into elevators, water powers and flour mills.

BIGGEST AMERICAN PLANT.

The biggest manufacturing plant in the Canadian Sault is that of the Sault Sainte Marie Pulp and Paper Mills. It has 1,000 acres of land, and also the water power which lies at the side of the great falls, down which the waters of Lake Superior roll to the level of Lake Huron. The fall is about nineteen feet, and the current is such that it will develop hundreds of thousands of horse power.

It was the horse power which began the investment of many millions of ill-fated American money here at the Sault.

I refer further on to the tragic rise and terrible failure of these factories, which I visited while I was here, and which were built up and financed by the Lake Superior Corporation. They are now going through the fire of reorganization, and most of them will eventually pay, although the money lost by the poor people in the stock operations has gone forever.

Thirty or forty million dollars or more has actually been spent upon the properties, and a great part of this is in a tangible shape. The institutions which promise to be profitable are rapidly being put into operation, and all together a vast industry is rising out of the ashes. The capital that I am told paid last year the first year since its reorganization, paid above its annual working expenses, and its managers tell me that it will yet pay dividends.

BELONGS TO THE UNITED STATES.

These American works are so large that I hardly know where to begin my description of them. I have spent all of to-day tramping through the great stone buildings on the bank of the river. One of them is the largest pulp mill on the North American continent, and under it is the power plant which utilizes the vast force of the St. Mary's River.

Another enterprise, converting, I should say, twenty or thirty acres, contains the largest steel rail plant in Canada, including blast furnaces and a third has one of the biggest sawmills along the Great Lakes. The company has iron works and car shops, factories for making wood alcohol and charcoal, and a veneering plant which, like many of the other institutions, is based on the Canadian tariff.

The company has built up and owns the chief franchises of Sault Ste. Marie, including the waterworks, lights and street cars. It owns the ferry across to the United States, the chief hotel and practically controls everything.

In addition to these things here at the Sault, it has nickel mines at Sudbury, upon which it has spent a million or so, and iron mines in the Michipicoten Range near Lake Superior. It has ore docks and ore steamers and barges for bringing its iron to the blast furnaces here and also to the iron markets on Lake Erie.

In connection with the establishment of the pulp mill it received big grants of timber, but it has gone far beyond compensate for the building of the Algoma Central Railway, which is to extend from here northward to Hudson Bay. Seventy miles of this road has already been built and more is now building. The company gets 7,500 acres for each mile of track, and when the road is completed it will own, I am told, something like 1,500,000 acres.

HARNESSING LAKE SUPERIOR.

It is a big thing to put a harness on Lake Superior. But that is what Americans have done here at the Canadian Soo. They have lassoed the world's biggest body of fresh water and are making it work away with the force of 60,000 horses all pulling at once. Divide that force into two-horse teams, and give each team ten feet on an ordinary roadway, and you would have one great double file of horses sixty miles long hitched to the works of this power plant.

I don't know how many hundred thousand horse-power the falls of St. Mary's River can furnish, but this company has already harnessed a force equal to 60,000, and can deliver that force through its canal and plant here.

The water rushes into the canal at the rate of 50,000 gallons a second. It takes a good-sized barrel to hold fifty gallons. If you will imagine the falling of a thousand of such barrels from the second-story of your house to the ground every time your watch ticks all day and all night, every day and every night the year through, you may appreciate something of the power which Americans own on the Canadian side of the falls.

Of this mighty force 14,000-horse-power is consumed in the plants now in operation here, and 7,000-horse-power has been leased to the Union Carbide Works, so that there is something like 20,000 or 30,000 horse-power left to sell or turn into new uses. The force runs the pulp mill and other factories. It is carried to the steel works and saw mills and it operates the cars and lights of the town. It is developed by turbine wheels, which transform it into electricity, so that it can be sent anywhere by wire.

FACTORIES LIKE CASTLES.

The main buildings of these works are right on the St. Mary's River, not far from where the great steamers pass through the Canadian locks on their way down the lakes. They look like mediæval castles rather than modern factories, and are equal in beauty to any of the ruins of the Rhine or the Danube.

Indeed, they remind me of the mighty forts of Delhi, in North India. They are built of a rich red and white sandstone, with crenelated walls, and, notwithstanding their beauty, are said to have been remarkably cheap. A canal had to be dug for the power plant. Its path was right through the rock, and the work taken out was of a reddish sandstone. The crack was such that the rocks were just fitted for the building. Indeed, the stones could be raised up like bricks from a pile and laid in the walls without redressing.

ALL DONE BY WATER.

It is interesting to go through these factories and see how the power is applied. In the pulp mill, where 100 two-horse wagon loads of spruce pulp board are turned out every day, I saw Lake Superior grinding the logs to dust, mixing the latter with water and changing it into miles of paper for the printing establishments of the world.

The output at present is such that it could paper a pavement as wide as the ordinary sidewalk clear around the world in less than three months.

In the sawmill I saw Lake Superior cutting millions of feet of lumber into boards for the markets of the United States, and in the veneering works I saw it as well as I could, a thousand feet of wood being rolled out into sheets, some as thin as your little fingernail and others as thick as the board cover of an old family Bible.

This veneering is used for the backing of mahogany and quartered oak, which is brought here in thin sheets from Grand Rapids and other places.

By means of the birch they are so turned into furniture that one thinks he is getting solid mahogany or solid oak, whereas he has only the knottiest of pine or other rough wood, on which is placed a strip of birch with a film of mahogany on top.

The thick veneering is also used for chair seats. Most of the opera seats are made from it, and it is largely used in furniture and car making. It seems wonderful to take a log, soak it in boiling water and then unroll it and pare it off, just as you would pare an apple, into these wide thin strips of wood covering perhaps 10 or 20 acres. That is what I saw here.

As I stood by the great boiling tank in which the logs are soaked before going into the cutting machines some of the water splashed upon my hand and scalded me. As I jumped back my guide said: "We have to be very careful in throwing in the logs. It is a dangerous business. The other day one of the men stumbled and fell into that vat and before he could be taken out he was boiled."

"Did it kill him?" I asked.

"You bet it did. I doubt if he ever knew anything after he touched the water."

COMPETES WITH OUR STEEL TRUST.

The steel plant of the Lake Superior Corporation, while not so large as some of those of the United States Steel Company in Pittsburg and elsewhere, is by far the largest in Canada.

It has the very best of machinery and is so equipped that it can make steel rails as cheaply and as well as any plant on the Continent. It is now turning out about 40 tons of steel rails per day, and it has a capacity of from 200 to 1,000 tons. It makes rails of 60, 80 and 100 pounds to the yard.

The iron goes into the blast furnaces and is turned into pigs. The pigs are smelted and go through the rail mill, and they come out steel rails loaded on the cars and ready for shipment. The company has made an order for 8,000 tons of rails for the Canadian Pacific.

It is making the rails for the Temiskaming road, built by the Ontario Government, and it will have all it can do for years to come in furnishing the track for the transcontinental trunk line which the Dominion is building from the Atlantic to the Pacific.

The Canadian Northern and other roads in Canada are also demanding such rails, so that the branch of the work has years of orders in sight. Indeed, its only competitor in making steel rails for Canada is the Dominion Iron Company of Nova Scotia, which has just begun rail making.

HIGH TARIFF AND BONUSES.

The Canadian Government wants its steel rails made at home and by its own people. It believes in a protective tariff as far as certain manufactures are concerned, and it is bound to build up, if it can, an industrial Canada.

The duties on steel rails imported from the United States are $7 a ton. If the Lake Superior corporation can make them as cheaply as the United States Steel Company it can sell at cost in competition with us and still make $7 on every ton.

It is now working at the rate of 150,000 tons a year, and at that rate it has through the tariff the advantage of more than a million dollars over any company making rails in the United States. The materials cost about the same in the two countries. The wages are the same and the Canadian labor is the more easily controlled.

In addition to this the Government is paying a bounty of $1.25 a ton on all pig iron made here from foreign ores and $2.25 a ton if made from native ores. This gives the blast furnaces a big profit. As I saw the molten ore pouring from the furnace, which contained about forty tons the man in charge said to me as he pointed to the golden stream of metal:

"There comes another clear $50 in bounties."

Indeed, I am at a loss to understand where the democratic part of the Canadian Government ends and the paternal begins. This Province of Ontario is now building a railroad out of its treasury. It is giving bonuses to factories and it is guaranteeing the interest on bonds of certain corporations.

No one can tell what it won't do. In case of financial difficulties it may even pay the labor bill of a defunct or dying corporation. It did that very thing right here at the Soo when the Lake Superior Company failed, owing thousands of dollars to its employes. The workmen went wild over their losses.

They stoned the windows of the factory and a riot was imminent. Thereupon the Ontario Government Treasurer came down with his overcoat padded with greenbacks and the men were paid in full.

This was done without any guarantee and solely to relieve the distress of the laborers. The money has since been repaid by the corporation.

At the time of the reorganization of the Lake Superior Company it had poor credit and it needed money to get upon its feet. The Government then stepped in and guaranteed its bonds to the amount of $2,000,000, taking a mortgage on the Algoma Central Railway as security.

GREAT CLERGUE FAILURE.

But let me give you a word about the origin of this great American property, which is now operating here on Canadian territory.

It began with a New England man named Clergue, and was built up by him with Philadelphia capital. The town of Sault Sainte Marie, Canada, had started to build a canal to use the power of the St. Mary's River for its waterworks, lights and street cars. It had expended about $200,000, when it got into financial difficulties.

Then came Mr. F. H. Clergue, an American promoter and investor, who was building up waterworks and other possible speculations. He offered to assume the debt, giving the town bonds for what it had spent, and in return he was to have exclusive rights to the waterpower and the other concessions. The proposition was agreed to.

He finished the canal, and started one enterprise after another. He interested American capital in his propositions and gradually increased his capitalization, as he added the various plants, until at last the capitalization was over $50,000,000. The most of this stock was sold in the United States.

In the meantime Clergue had secured concessions for the railroad, and had begun to build it. He had built his pulp mill and got a great concession of timber lands for that. He had bought some of the best nickel properties about Sudbury. He started a great smelter there, intending to reduce the matte by electricity generated by the power plant here putting up enormous machinery for that purpose. This was a failure. At least it has been so up to this time.

Mr. Clergue went on be found it difficult to make ends meet. He paid dividends, so it is said, out of the capital stock, and borrowed millions outside.

When his notes came due he had no funds to meet them. The company went into the hands of a receiver, and the assets were bought in for something like one-tenth of the amount of the stocks and bonds issued. Since then the company has been taken out of the hands of the receiver. It has been reorganized, and it still operated and owned by the Lake Superior Corporation.

Mr. Clergue is still on the Board of Directors, but he has no active connection with the management of the works.

The real manager now is Mr. Sawyer, a Cleveland man, who was for years connected with the Carnegie Steel Company, and who seems to thoroughly understand the various enterprises here going on. He tells me that the object of the present company is not to exploit or promote, but to stand pat and develop the business in sight.

"We shall," he said, "take up such branches of our work as pay best, taking care of the irons we have in the fire and avoiding everything that looks like stock jobbing.

"We have now had charge of the property a little over a year, and we feel safe in saying that it will eventually be a valuable one."

FRANK G. CARPENTER.

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SUPERIORITY in CLOTHES

For Gentlemen

The great difference between Schloss Clothes and the common kind is not in the cloth nor in the price—it's in the TAILORING.

Now and then you notice a man who's really better dressed than the average—his clothes fit better and have that peculiar smartness of shape and finish that you call "STYLE." You can put it down for a fact that he's either found a mighty good tailor or a dealer who sells the clothes made by SCHLOSS BROS. & CO., the great clothes makers of Baltimore and New York.

And you can be sure that the difference is mostly in the tailoring—the cutting, making and finishing. Schloss Clothes are better tailored throughout than any other ready-to-wear clothes, and that accounts for their splendid style, accurate fit and long wearing qualities. Try them, and you will find out what careful, honest inside tailoring means to a suit of clothes—and to their wearer.

You can always tell Schloss Clothes by this label—look for it—it is a sure guarantee of goodness.

Schloss Bros. & Co. Wholesale Drapers

You Will Find Them on Sale
ONLY AT THE BEST CLOTHING STORES.

DOGS TOW DROWNING HUNTSMAN TO SHORE.

Save Life of Master When Boat Capsizes in Bay Far From Land.

REPUBLIC SPECIAL.

Vallejo, Cal., Dec. 23.—To the strength, intelligence, courage and faithful love of his two hunting dogs Hospital Steward Paxton, of the Naval Hospital at Mare Island, owes his life. While duck hunting on the bay, Paxton's boat was capsized, and he would have been drowned had he not been towed ashore by his dogs.

Paxton left Mare Island on Wednesday. He did not return that night nor Thursday night, and it was feared he had been drowned, until he appeared to-night with a tale of as thrilling an adventure as a novelist ever penned.

When Paxton was thrown into the cold water by the capsizing of his boat, incumbered with his heavy shooting clothes and weighted by his cartridges, he was at a dangerous disadvantage in the struggle he made for his life. There was no other boat in sight, nor persons on the lonely shores, and Paxton's cries for help fell on no human ears. They reached the ears of his dogs, however, who were paddling ahead of him for the shore, and they turned, as if by common consent, and seemed at once to perceive the danger of their master.

Swimming to him as he continued to call, they at first tried to seize his clothing with their teeth. Paxton, however, spoke to them, and they placed their intelligence at his command, even as they put their strength at his service. He turned their heads toward shore, and placing his hands on their flanks, urged them onward. Half supporting himself, half swimming, he managed to reach the shore.

He reached the navy yard in an exhausted condition, and says he would certainly have been drowned had it not been for his dogs.

DIVORCED FOURTEEN YEARS. THEY MEET AND REMARRY.

REPUBLIC SPECIAL.

Salem, Mass., Dec. 23.—The course of true love does not always run smooth, and the truth of this saying was further manifested when Alexander C. Stewart was married to Annie Inglis. Stewart and Miss Inglis came from Nova Scotia a little over twenty years ago. They met on the boat which brought them to this country, and their acquaintance continued for a year, when they were married. The parents of the bride objected to the match, and Stewart left Salem and went to Minnesota to make a home for himself and his wife.

When he had secured a fitting home he sent for his wife, but her parents prevented her going. This was fourteen years ago, and in the course of his visit to renew old acquaintances he met Miss Stewart. He then learned for the first time that his wife had secured a divorce from him, and in speaking of past events he told her he was led to believe she had died. The old flame of love was rekindled and they obtained a marriage license, and despite the objections of the relatives of the woman, they were married. The Rev. Henry F. Clark performed the ceremony.

TWO MILES OFF SHORE IN A BLAZING LAUNCH.

REPUBLIC SPECIAL.

Baltimore, Dec. 23.—The most thrilling experience reported from the Susquehanna ducking flats in many seasons was that of William Wheeler and Littleton Crew, two Kent County gunners, a few days ago.

The men were returning to Betterton from a day's gunning in the Susquehanna ducking country in a gasoline launch. When out in the bay, nearly two miles from shore, the speed of the boat was noticed to have lessened materially, and as darkness had set in a match was thoughtlessly lighted to ascertain the cause.

In an instant there was a burst of flame that completely enveloped the boatmen, and the next minute the craft was a mass of fire. With wonderful presence of mind the men jumped overboard, extinguishing their burning clothing, and at the same time virtually filled the launch with water. This put out the fire and enabled them to pump the water from the launch and renew their trip to Betterton. The engine was badly wrecked, however, and their only propelling power was the oars.

I WILL GIVE $1000
IF I FAIL TO CURE ANY CANCER OR TUMOR
I cannot believe it Pulmonary Bronchial or Alimentary in Nature.
NO KNIFE OR PAIN, NO PAY UNTIL CURED.
NO STAY IN OTHER WORDS.
A Pacific Island shrub or plant makes the cures—the most wonderful discovery on earth to-day. 3000 CANCERS cured on people you can see and talk with. ANY TUMOR, LUMP OR SORE on the lip, face or anywhere six months is, nearly always, Cancer.
Four cured free if cancer is very small on face.
ANY LUMP IN WOMAN'S BREAST IS CANCER
Nearly always painless. It does not pain until almost past cure, and if neglected it ALWAYS gets into the deep glands in the armpit, then it is often too late and still no pain. Deep in the breast death is certain. In 30 years I have cured more cancers than any other doctor living. INVESTIGATE MY ABSOLUTE GUARANTEE. BE SURE TO GET MY 120-PAGE BOOK, sent free, with symptoms, addresses and testimonials of thousands cured, and write to them.
DR. & MRS. CHAMLEE & CO., ["Strictly Reliable."]
201 AND 203 N. TWELFTH STREET, ST. LOUIS, MO.
KINDLY SEND THIS TO SOME ONE WITH CANCER.

WAR AUTOMOBILE STANDS GERMAN TEST

Car Designed for Kaiser's Troops Believed to Be a Success—Attains Speed of Twenty-Five Miles an Hour Over Rough Country.

Berlin, Dec. 23.—Many attempts have been made in recent years to adapt the automobile to military uses, mainly for scouting or in the commissary or transportation departments, and even in some few instances for actual use on the "firing line." But in each case the car thus designed has been converted from an ordinary vehicle and would have been useless at the front under real service conditions.

It has remained for the Germans to design and build a real war car—one well able to take care of itself at the front and sufficiently armored to protect its operator and crew from rifle and rapid-fire bullets.

The car has a conning tower and carries a rapid-fire gun and is roomy enough to accommodate its crew of two gunners and a driver, whose seat may be lowered when the car goes into action. Light-pressed steel is used as a covering for the motor hood and the same material is used to shield the gears and the driver's seat. Needless to say, the conning tower is also covered in the same way. The steel is scarcely one-half inch thick and the whole conveyance weighs little more than the heavier types of touring cars.

The driver is seated in a compartment separate from the tower part, but may enter it through a connecting door. Two small openings in the front give him an opportunity to see the road before him and to guide the car. A smaller opening between his compartment and the tower permits the gunner to direct him. An outside door, fastened on the interior, permits him to leave the car if he so desires. Ammunition is stored away in compact compartments.

The top of the tower, through which the gun is pointed, can be rotated so that the fire can be directed to any quarter. The gun by its machinery can be projected or withdrawn from the opening as desired. The wheels are sheathed with half-inch steel.

All four wheels are direct driven, there being two differentials and two transverse springs. By this arrangement the vehicle can be started and run over any kind of road, and experiments which have already been made showed that it can easily climb a 60 per cent grade, can go down into a ditch and come out again without any difficulty, while crossing a rough field was quite within its possibilities.

In the tests recently made this automobile fort easily made twenty-five miles an our, cutting across fields from one road to another and demonstrating its ability to fight in a broken country. While in the experimental maneuvers the roads were used where possible, the machine was purposely driven across country to make the test as severe as possible, but the car surmounted every obstacle with ease.

The forty-horse-power motor is specially built, somewhat heavier in all its parts than a motor of similar power designed for a touring car, and came through the long and exhaustive trial without heating or any of its parts getting out of order.

Laughlin's Cafe.

Seventh and Locust sts. A popular restaurant for Christmas shoppers.

Dislocates Shoulder With Shawl.

REPUBLIC SPECIAL.

San Francisco, Dec. 23.—Guadalupe Davie, a girl of 11 years, living at No. 236 Utah street, while throwing a shawl about herself in some manner put her right shoulder out of place. The dislocation was reduced at the Central Emergency Hospital.

MADE FROM NATIVE ROOTS.

SAFE AND RELIABLE.

That the roots of many native plants growing wild in our American forests, possess remarkable properties for the cure of human maladies is well proven. Even the untutored Indian had learned the curative value of some of these and taught the early settlers their uses. The Indian never liked work so he wanted his squaw to get well as soon as possible that she might do the work and let him hunt. Therefore, he dug "papoose root" for her, for that was their great remedy for female weaknesses. Dr. Pierce uses the same root—called Blue Cohosh—in his "Favorite Prescription," skillfully combined with other agents that make it more effective than any other medicine in curing all the various weaknesses and painful derangements peculiar to women.

Many afflicted women have been saved from the operating table and the surgeon's knife by the timely use of Doctor Pierce's Favorite Prescription. Tenderness over the lower pelvic region, with backache, spells of dizziness, faintness, bearing down pains or distress should not go unheeded. A course of "Favorite Prescription" will work marvelous benefit in all such cases, and generally effect a permanent cure if persisted in for a reasonable length of time. The "Favorite Prescription" is a harmless agent, being wholly prepared from native medicinal roots, without a drop of alcohol in its make up, whereas all other medicines put up for sale through druggists for woman's peculiar ailments, contain large quantities of spirituous liquors, which are very harmful, especially to delicate women. "Favorite Prescription" contains neither alcohol nor harmful habit-forming drugs. All its ingredients are printed on each bottle wrapper. It is a powerful invigorating tonic, imparting health and strength in particular to the organs distinctly feminine. For weak and sickly women, who are "worn-out," or debilitated, especially for women who work in store, office, or school-room, who sit at the typewriter or sewing machine, or bear heavy household burdens, and for nursing mothers, Dr. Pierce's Favorite Prescription will prove a priceless benefit because of its health-restoring and strength-giving power.

For constipation, the true, scientific cure is Dr. Pierce's Pleasant Pellets. Mild, harmless, yet sure.