

HAD MADE CLOTHES
FOR KING GEORGE IV.Fulham's Sprightly Centenarian
Tells Interesting Tales
of Old Times.

London, Aug. 23.—Fulham is proud in the possession of a centenarian who can read his paper every morning without glasses.

Mr. Josiah Suckling, of Wandsworth, Bridge road, celebrated his hundredth birthday recently, and the residents of the district took the guns booming out that day rather as a few de Jole in honor of their prize inhabitant than of Coronation Day.

The case of Josiah Suckling is a distinct refutation of many pet theories as to longevity being necessarily an appanage of the outdoor life. His occupation has been that of tailoring, and he made clothes for, among other, the ex-queen, George IV., who so ill deserved the title flatters bestowed on him of "the first gentleman of Europe." The centenarian's recollections of the monarch, however, are most kindly.

"He was a fine old fellow," says the aged Josiah, "and he was in the theatre in state with a band in front. He was a good customer for tailors, too. He was a dandy sort of chap. Before he came to the throne he was to be worn loose, but he wanted to know what was the use of the loose cloth about the waist, and ever since coats have been cut across the waist. I used to work at St. James's, and of St. James, and that is how I made clothes for royalty."

The old rule that threatened men the longest proved very strikingly in Mr. Suckling's case. He was a very delicate child," he says. "I came into the world in a hurry, and the nurse said she could have put me into a pint pot. I was booked for a dead 'un before I was fourteen, but after I had reached that age little seemed to all me."

The interviewer found the centenarian comfortably before a half-emptied glass of stout, and judging by his expression he was enjoying it immensely.

"My father brewed his own beer," he explained, "and beer was poured down my throat when I was two years old, and I have liked and drank it ever since. If you had come after dinner or supper you would also have found me enjoying my pipe as well."

He came across the room with surprising vigor. A slight deafness was his only sign of senility. His daughter of 67, who has him in her care, said that he was accustomed to take a constitutional by himself every morning, and that he read his paper every morning with unassisted eyes.

"I use to wear spectacles twenty years ago," chimed in the old man, "but I can read better without them now. I've a good appetite and can sleep well."

"I was born in August, 1809," he said, "at Bocking, near Braintree, in Essex. My father was a plumber, glazier, painter, and dealer in lead, with a large business—in fact, he was the biggest man there. I am the only one left out of five girls and five boys."

"The only two of the family who ever came anywhere near his record," interjected Miss Suckling, "were two sisters, who died at 90 and 83 years, respectively."

Mr. Suckling was a patron of the first omnibus, "Shillaber," that ran from Fiddington to the city for a shilling. "I remember coming from Bocking by coach to the Three Tuns, Aldgate, for 8s. 6d.," the old man exclaimed.

INTO THE LIONS' MOUTH

Detectives Asked To Help Lift the
Haul of Some Burglars.

London, Aug. 22.—Three detectives of the H division, with the lark at 6 in the morning, made a fortunate catch while strolling through Brick Lane. The detectives, of course, looked anything but what they were. Two men, dressed in the style of pushing barrows, on each of which were three sacks. As they got near, one barrow tipped up, and the sacks on it were shot into the road. The men innocently turned to the detectives, and asked them to lend a hand at reloading the barrows. Having handed the sacks, the curiosity of the officers was aroused, and the men were asked to go to the station.

There the sacks were found to be full of shop goods, and the men said the "stuff" was put in sacks to keep it clean, and that they were on the way from Selater street to their workshop in Commercial road.

On searching the men a glazier's diamond was found on one named Isaac Milnick, and a quantity of bronze coin, and on the other, named Marks Kaspali, a skeleton key and some bronze coin.

The men were detained for inquiries, and an hour or so later information was brought to the station that Messrs. Rosenbergs, Manchester and Bradford warehouse at 96 and 98 Hanbury street, Spitalfields, had been broken into during the night, and \$500 worth of goods taken.

The things in the sacks were identified as the warehousemen's lost property, and Kaspali's skeleton key was found to fit premises adjoining the warehouse. The manager and a lady clerk, who identified the goods, said that when they came to the warehouse in the morning things generally had been turned upside down, and a safe, kept under the counter, had been moved some distance away, the bottom forced out, and about \$10 in coppers abstracted.

The old street magistrate remanded the two captives.

PLAGUE AT AMOY.

Amoy, Aug. 22.—One hundred and ten persons died of bubonic plague in Amoy during the fortnight ending last Saturday, according to an official announcement made today. During the same period there were thirty-three cholera deaths.

TO REVEAL SECRET
OF FRENCH EMPIREMemoirs of Gen. De Galliffet Are
Expected to Cause Some
Sensation.

Paris, Aug. 23.—Something like a sensation is expected to be caused in France shortly by the publication of some racy memoirs which were supposed to have been safely burned. They are those of the famous Gen. de Galliffet, who died recently. Almost a decade ago the general sanctioned the publication of a few extracts from the reminiscences which he had begun to write, but he was said to have been so enraged by the chilling reception of these autobiographical fragments that he threw the remaining manuscripts into the fire.

That such was his fate, however, is now denied vigorously by M. Jules Claretie, who affirms in the Temps that the extracts referred to were merely discursive memoranda to which the general attached no importance. Later Galliffet set to work seriously on his reminiscences, which he told his friends would be published only after his death. Several years ago he wrote to M. Claretie, "I have begun my fifth volume."

"Galliffet's memoirs of Paris, the court, the army, and of life in general—what a mine of information these pages will be," says M. Claretie. "A world which has disappeared will live again; it will be a procession of phantoms, another 'revue nocturne.' I have heard him describe death—the self-destruction—of Mme. Bazaine, the story the empress wished had not been told; private recollections of Prince Jerome Napoleon and conversations with Gambetta. All these were living and astonishing passages of history. It would be regrettable indeed were these reminiscences not to see the light."

MADE MIDNIGHT WILL

Policeman Called From His Beat and
Made Trustee.

London, Aug. 22.—Many as are the queer adventures that befall policemen, it is doubtful if any officer ever has had a more odd experience than that through which a Grimspy constable has just passed.

At midnight on Friday the officer was passing the house of a septuagenarian named Francis Jeffrey, when he heard the old man hail him from the bedroom window. The policeman entered the house, and Jeffrey, feeling that he felt he was dying, seeing that the old man was genuinely ill the constable sent for a nurse and a doctor.

But insisting that his death was near at hand, the patient bade the constable sit down, and after giving him the address of relatives, he dictated his will, finishing by creating the policeman trustee of the estate, and impressing upon him the duty of carrying out the testator's wishes.

Having completed his task, the old man died, despite the efforts of the police surgeon who attended him.

Death was undoubtedly due to the effects of grief on an enfeebled constitution, for a few days ago he awoke early in the morning to find his aged wife dead in bed, and since then he had been inconsolable.

MRS. DAVIDSON DEAD.

Toronto, Aug. 23.—Mrs. Susannah Ferrar Davidson, widow of the late Rev. Canon Davidson, of Cobourg, and mother of Rev. Canon Davidson, Peterborough, died in Toronto today. She was 80 years of age.

She was a member of the Diocesan Board of Women's Auxiliary and active in all church work. She was over 70 years of age.

LIQUOR VIOLATIONS.

Windsor, Aug. 23.—License Inspector Paul made the rounds yesterday morning and afternoon, and as a result several hotelkeepers, it is alleged, will be called upon to appear in court to answer to the charge of liquor violations.

A MIDNIGHT BLAZE.

Vankleek Hill, Aug. 23.—A fire broke out at midnight and destroyed the stores and residences of P. H. T. Soucier, jeweler, A. Mott, tailor, Cheo Foo, laundry, and J. Farmer, harness-maker.

The sheds of the Dominion Hotel were also burned. All the buildings were frame and burned like tinder. Loss is estimated at about \$5,000, and is mostly covered by insurance.

KILLED BY BINDER.

Ninette, Man, Aug. 24.—A fatal accident occurred Saturday on the farm of Donald Graham, a prosperous farmer living about four miles south of the town. The men returned to the barn with a binder from the harvest fields about dusk.

Mrs. Graham went out to the barnyard with a lantern for the men. The light frightened the horses, and they ran away. In their mad career, Mrs. Graham was knocked to the ground. The knives of the binder caught her in the breast, slashing the flesh into ribbons, and completely severing one arm at the shoulder.

NAVY VOLUNTEERS.

London, Aug. 23.—The bill to amend the colonial navy defence act gives power to the proper legislative authority of the colony to provide that volunteers raised in the colony shall form part of the royal naval volunteer reserve, and that seamen and others raised and maintained by the colony shall be bound to general service in an emergency.

BOY RUNS AMUCK.

New York, Aug. 23.—The captain, the mate and a shipyard gang of fifty men at work on the steamer Harry Luckenbach were helpless for half an hour today against Salva Parina, a Portuguese youth of ten years, who ran amuck with a sheath knife. John Dalton, the captain's steward, was seriously cut across the abdomen, and he will probably die, and his brother, Joseph, the captain's mate, was seriously wounded.

Wonders of
the Human BodyWhy Many People Never Need a
Doctor.

You have a natural laxative in your body. Why, then, should you use a false purgative to move the bowels? Bile is nature's laxative. It is bile—and bile alone—which moves the bowels as they should be moved. The liver is the storehouse for the bile. The liver pours forth the bile into the bowels, which stimulates them to move, and thus causes the waste matter to pass from the body.

Constipation is a disease. Of the bowels, but CAUSED by the liver. When the bowels do not move regularly and naturally, it is because the liver is not giving up enough bile. And the only possible way to cure Constipation, is to cure the liver.

Calomel, cascara, salts, senna, common pills and sweet lozengers and all the other purgatives do not act on the liver at all. They merely irritate and inflame the bowels.

"Fruit-a-tives" cure Constipation because they act on the liver. The fruit principles stimulate the liver to secrete and give up enough bile to move the bowels, while the tonics and antispasmodics tone up the bowels and muscles. "Fruit-a-tives" are the only medicine ever discovered that will cure Constipation, Biliousness and all other troubles connected with the liver. Disordered Liver. 50c a box, 6 for \$2.50, or trial box 25c. At dealers or from Fruit-a-tives, Limited, Ottawa.

AN AUDIENCE FALLS
INTO A DEEP VAULTThe Floor of New Social Hall
Collapses in Milan—40
in Hospital.

Milan, Aug. 24.—During a missionary magic lantern lecture at Villa San Bartolomeo, near Alessandria, the floor of a newly-built social hall collapsed, burying 350 people in a vault fifteen feet below.

The disaster occurred about 11 o'clock at night, owing to a side wall giving way, but it was 2:30 in the morning before efficient help arrived and rescue work was begun in earnest. Meanwhile a priest named Bianchi, who had been working the lantern, and who was unharmed, preached patience and courage to the unfortunate sufferers buried or pinned beneath the wreckage. Among these were the lecturer, Pawre Constanzo Albasini, a Franciscan friar from China, who was severely injured in the arms and legs; most of the local nobility and a number of the summer visitors, chiefly ladies.

Over 40 people were removed to a hospital with dangerous injuries, and nearly everybody present sustained cuts and bruises or broken bones.

The electric light was extinguished at the moment of the crash, and luckily, the flooring at the far end of the hall resisted, otherwise the gas meter would probably have exploded, and ignited a tank of acetylene, burning the hapless victims to death.

TEACH GIRLS HOW
TO EARN LIVINGAustrian Ministry of Public Works Es-
tablishing Technical Schools in
Vienna.

Vienna, Aug. 23.—As a measure for increasing the skill and capacity of girls and women who have to earn their own living, the Austrian ministry of public works is establishing a female trade or technical school. It will cover all kinds of feminine handicrafts, such as needlework and embroidery of all kinds, dressmaking, millinery, making artificial flowers and feathers, designing work in gold, silver and pearl embroidery, laundry work, clothes cleaning and many other branches of women's work. The project includes a general technical school, ateliers, special course of instruction and evening classes.

The technical school will be open to girls of 14 and upward, who have passed through the ordinary elementary schools. It will be divided into special departments for each kind of occupation, and will aim at giving a good foundation knowledge of each kind of work, while at the same time, general education will be continued, combined with instruction in household management.

Pupils who wish to have a more highly specialized training in their future work can enter special ateliers where advanced teaching will be given by experts.

For girls and women already working, special courses and evening classes will be arranged in order that their work may not be interrupted.

The new technical schools will be under the management of a commission of educationalists and employers representing each kind of trade included in the school course.

LOST A LEG.

Midland, Aug. 23.—Engineer Reid, of Lindsay, met with a serious accident here on Saturday by which he lost his leg. In backing his engine up to couple on to a freight train, he lost his balance and fell, the train passing over his leg above the knee. He was taken to the hospital, and although still weak, is doing favorably.

STABBED IN THE BACK.

Ottawa, Aug. 23.—A row in a Rideau street hotel Saturday afternoon resulted in Robert H. Polson being stabbed with a knife in the back. Eight stitches were put in and the man is now in the hospital. John Newton has been arrested, charged with the stabbing.

HOT FIGHT OVER ICE.

Montreal, Aug. 23.—A fight is on now between ice dealers for the control of the ice space in the river near the city. One of the best fields was leased some time since by J. E. Ewart from the Provincial Government. Now the City Ice Company and Donnelly & Co., rival ice dealers, through J. T. Finnie, the local member, are seeking to get the lease cancelled.

DIRIGIBLE BALLOON
FALLS INTO SEINEAviators Rescued From Their
Perilous Predicament—
Other Experiments.

Paris, Aug. 23.—The Bayard-Clement dirigible balloon, after making a flight here today, fell into the Seine. The aviators on board the airship were saved.

The Bayard-Clement dirigible balloon was built in Paris last fall. It is about 120 feet long and has a capacity of 3,500 cubic metres. The car is built of steel tubes. The airship is fitted with a steel-covered engine house and a shelter for the pilot and passengers. The motor is attached to the frame by strings, so as to prevent the vibration from being transmitted to the frame-work. The balloon is driven by a wooden propeller about fifteen feet in diameter, which has a speed of 350 revolutions a minute. The ship made a successful trial trip several months ago from Sartroville to Saint Germain and Maisons-Laffitte.

Going to France.
New York, Aug. 23.—Charles Foster Willard, who has been giving exhibitions with his flying machine on the Hennepin plains near Minnesota, L. I., since Glenn H. Curtiss left to take part in the aerial contests near Rheims, France, is busy packing up his aeroplane, and is preparing to leave this afternoon for Toronto, Ont. He said today that his engagements to give exhibitions in Toronto precluded his staying longer in Minnesota, where it was his intention originally to make a second attempt for the long distance record.

Ideal Conditions at Rheims.
Rheims, Aug. 23.—Blue skies and glorious weather, with only a trace of wind, made ideal conditions for this second day of aviation week here, and the people in this city awoke to the improved prospects of good sport with keen relish.

Attracted by the sensational performance of yesterday, when no less than six aeroplanes were seen at the same time winging their flight in huge circles over the plain of Betheny, and when the dirigible balloon, Col. Renard, appeared on the field at 10 o'clock, having come from Murex, the tribunes and fences lining the field already were black with people. The dirigible balloon, the first of the dirigible balloons to arrive, carried out a series of impressive evolutions above the plain.

To Represent France.
Hubert Latham has been chosen as the chief contestant to represent France in the contest for the international cup, the big event of the week, which will be run off next Saturday. The others are Messrs. Bleriot and Lebedev, who are also contestants. Latham, a Frenchman, who is a pilot, and who has been successful in the elimination contests held yesterday. Latham, a Frenchman, who is a pilot, and who has been successful in the elimination contests held yesterday.

Cortland F. Bishop, representing the Aero Club of America, today received the chief contestant to represent France in the contest for the international cup, the big event of the week, which will be run off next Saturday. The others are Messrs. Bleriot and Lebedev, who are also contestants. Latham, a Frenchman, who is a pilot, and who has been successful in the elimination contests held yesterday.

HOW MR. HARRIMAN
SAVED THE ERIE R. R.When on the Verge of Bankruptcy—
Secret of His Influence on the New
York Stock Market.

New York, Aug. 24.—The importance of one man to a whole country's prosperity has often been scouted, say J. S. Bache & Co., but the fact remains that if the United States were deprived of the great ability of J. P. Morgan, an ability the effects of which in its quick upbuilding are evident on every hand—the deprivation would be a serious one not for a long time to be resupplied. It may be affirmed with confidence that when J. P. Morgan, a year or more ago saved the Erie Railroad, then on the verge of bankruptcy, from disruption, with his own money and single-handed, he averted from the United States a period of three years of hard times, inaugurating instead an era of quick recovery to prosperity. There were other important roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means—a country strewn with the wrecks of great roads in Erie's plight, and its downfall would have been the signal—the first of the row of bricks—for one after another to drop into bankruptcy. Those who experienced the times of 1903-1906 know what this means