PORTLAND RECEIVES THE FIRST CAR OF THE 1900 CROP.

Prospects Favorable for a Record Brenking Season's Business-The Lost Caradoo-Marine Notes.

O. R. & N. freight car No. 4830, loaded to the roof with choice 60-pound bluestem of the 1900 crop, rolled into the Albina yards Sunday morning. July 8, breaking all existing records for early receipts of new-crop wheat at tide water, and also serving notice that the bumper crop of which we have been hearing so much is pretty close at hand. This car was conwhich we have the process of the pro figure with a port that ships more wheat and flour than any other port on the Pacific Coast, but when it comes along a month earlier than usual, and finds over a million bushels of old-crop wheat piled up on the docks, and trainloads still pourly in the certainly is entitled to more than in it certainly is entitled to more than the coast of the coast of

ago, with remarkably heavy shipments for June, and the 1900-01 season is starting still discharging ballast, but as soon as it is all out, they will commence loading

OVERDUE FROM THE ORIENT. Frankistan Is Making a Long Pasange-The Caradoc's Pate.

The British ship Frankistan is out 55 days from Nagasaki for Portland. Longer passages than this have frequently been made by ships coming over from the Oriental ports, but in view of the numerous disasters of the past three years, the Frankistan has been out long enough al-ready to begin causing some uneasiness for the underwriters. Within the past three years, three staunch ships have disappeared while making the run across the Pacific, the Midas and Laurelbank, for Portland, and the Caradoc, for Puget Sound. During the same period, the Dominion, from Honolulu, for Puget Sound, was lost, and the Hilston, from the same port, has probably followed her. The latter vessel was a comparatively new vessel of 1998 tons net register which sailed from Honolulu for Port Townsend, April 18, and has not since been heard from. an inas not since been heard from.

An insufficiency of ballast is given as the reason for these mysterious disappearances and an investigation by the Wreck Inquiry Court of London has just been completed. The findings of the court, which are quite interesting at this time,

rigged as a bark, but with four masts. She had two decks; gross tonnage, 2531 tons. She was built of steel, in 1882, and owned by the Caradoc Ship Company. Mr. Frank Newson, a partner in the firm of Messrs. Brown, Jenkinson & Co., the managing owners, gave evidence. The Caradoc left Hull on December 25, 1897; for Philadelphia, with 12% tons of chalk; and a crew of 33 hands all told. From Philadelphia she took case oil to Hiogo, arriving there in August, 1836. The master was then instructed to proceed to Royal Roads for orders. She took on board 1290 tons of sand ballast.

"The inspector is of opinion that the Caradoc was in good and seaworthy con-

"The inspector is of opinion that the Caradoc was in good and seaworthy condition. The evidence did not enable him to state definitely whether she was properly manned. He is of opinion that there was not a sufficient quantity of ballast on board. With regard to the distribution of the weight there was an absence of definite information, but, accepting the pilot's figures and putting the probable construction upon them, the inspector was of opinion that the ship was II inches by the stern, a trim altegether improper and unsafe. From the quantity of the ballast on for the distribution of the ship was II inches by the stern, a trim altegether improper and unsafe. From the quantity of the ballast and the trim, the vessel was but III-fitted to cope with bad weather. She left the to cope with bad weather. She left the coast of Japan in the hurricane season, and we knew from the declaration of Mr. Richard Edwards, of the ship Montgom-eryshire, that he encountered a typhoon about 270 miles to the southward and eastward of Yokohama, 10 days before the Caradoc sailed; and as the typhoon was traveling to the northeastward, it was by Lo means improbable that it over-took and overwhelmed the Caradoc. It was stated that if the vessel had been afloat now she would have been worth between £19,000 and £20,000. She was insured, as to hull and material, for £18,000, and the freight for £6000."

Liverpool Dock Fire.

INVERPOOL, July 5.—An alarming fire broke out today at the sheds of Elder, Dempster & Co., at the Liverpool docks. Large quantities of petroleum caught fire and blazed flercely. The flames spread to

Marine Notes.

The steamer Columbia arrived in early yesterday morning, but was delayed by a big freight at Astoria, which prevented her getting away until afternoon. Dodwell & Co.'s big liner, Braemar, is due from the Orient next Saturday. She has a large inward cargo, and will return to the Orient, as usual, loaded to her

The Oregon City boats handled big crowds on Sunday. There is no prettier or more interesting short river trip in the country than that to the falls of the Willamette, and it is yearly growing in popularity.

fullest capacity.

Domestic and Foreign Ports. ASTORIA, July 2.—Arrived—At 8 A. M. and left up at 12:20 P. M., steamer Co-

lumbia, from San Francisco, Arrived-Steamer W. H. Harrison, from Tilia-mook. Condition of the bar at 5 P. M., smooth; wind north; weather clear.
San Francisco, July 2.—Arrived—Steamer Homer, Dutch Harbor; steamer Empire, Coos Bay; steamer Washtenaw, Ta-

Nome-Arrived June 26, steamers Ohio and Senta Ann for Quarantine. Seattle—Arrived July & steamer Centen-nial and steamer Charles Nelson, from Dutch Harbor; steamer Rosalle, from Skagway, Salled-Steamer Aberdeen, steamer Senator, for Nome; steamer Humboldt, for Skagway.

Dutch Harbor-Salled July 1, steamer Lakme, for Seattle. Honolulu-Salled June 21, ship Standard, for Port Townsend. Arrived, June 26, barkentine Katle Flickinger, from Taco-

Melbourne-Arrived July 6, bark Fresno, from Port Gambie.
Gibraltar, July 3.—Arrived—Aller, New

Auckland, July 9.-Sailed-Alameda, Sar Cherbourg-Sailed July 8, Friederich der Grosse, New York.

Naples-Sailed July 8, Ems. New York. New York, July 8.—Arrived—Laurentlan, Glasgow; Mesaba, London. Glasgow, July 9.—Arrived—Steamers Livonia, from Philadelphia: Norwegian, from Boston; Pomerain, from Montreal. Laverpool, July 2 .- Arrived-Tunisian,

from Montreal Bremen, July 3.—Arrived—Grosser Kur-furst, from New York, via Cherbourg. uthampton, July 3 .- Arrived-Kaiser Wilhelm der Grosse, from New York, for

Gibraltar, July 2.—Salled—Ems, from Jenoa, for New York.

Yokohama, July 2. Salled Empress of tear

NEW WHEAT ATTIDE WATER India, from Hong Kong and Shanghal, for Vancouver, B. C.

GROWTH OF LAND VALUES. Bearing on Social Reform and the General Election.

Thomas Burke in the July Forum. The growth of land values is one of the nost wonderful phenomena of the age. Every inch of land between King William's statue and Trinity Square, London cost £30 10s., or at the rate of £191,000,00 per acre-beyond all doubt the highest price ever paid in England for land. The Southeastern Railway Company was asked at the rate of \$5,000,000 per acre for a piece of ground in Bermondsey, which had a depth of 16 feet only. The demand was so exorbitant that even a railway company had to pause, finally declining to purchase. In the year 1880 land in Cannon street was sold for \$30 a square foot, and

obssing mention.

The 1898-1900 season ended about 10 days ago, with remarkably heavy shipments for June, and the 1800-01 season is starting at a rate that promises to eclipse all former seasons in the volume of business. for June, and the 1890-on season is starting in at a rate that promises to eclipse all former seasons in the volume of business, handled. The first ship of the fleet has already sailed and three others, the Lizzle its full annual value than could have been its full annual value than stready salled and three others, the Land stream of a state and the Rickmer Rickmers are of \$250 per square yard; and one could go of \$250 per square yard; and one could go on giving instances of such increased val-ues that the recital would read more like a tale from the Arabian Nights than a conservative statement of undeniable facts. The development of our large towns has naturally increased the site value; and as this increased value is brought about solely by the development of the cities, their industries, etc., and as not one farthing is paid by the owners toward local expenses, the strength of the movement to tax this uncarned increment lies chiefly in the large towns, though it is rapidly spreading in the

smaller ones. In a well-known portion of Liverpox the Earl of Section is the ground landlord On one estate rates were paid on an as-sessment of \$300 only. Twenty years ago he sold the estate for \$50.00, and he still receives an annual income of \$50.00) from the same in the shape of ground rents. This princely income is due to no effort of the noble owner, and he does not contrib-ute one penny to the local exchequer. The development of trade with the United States has given more than a king's ran-som to the Earl of Derby for what was a few years ago a hure sand hear. To accommodate the new steamers which the shipbuilders were turning out to cross the Atlantic in 16 days, a period since short-ened considerably, the Mersoy docks and harbor board bought the rand heap for a huge sum. In order to construct the new ber 5 188, and neither ship nor crew had been heard of since. The Caradoc was rigged as a bark, but with four masts. She had two decks; gross tonnage. 2001 sums paid for possession for building pur-poses, but an annual income, said by competent authorities to exceed \$50,000 per annum, together with the sums received for renewing leases, when he feels in-clined to do so, or the value of the bul d-ings erected on the land, which in England fall to the owner of the ground on the expiration of a lease. It is a curious circumstance that the present Mayor of the town is the first single-tax Mayor elected in the United Kingdom.

ouses are under construction, and will be impleted in time to store the grain. The hay crop is also good. In many instances, it is claimed that wheat will go for above, 30 bushels to the acre, and hav more than two tons to the acre. The town of Grass Valley has a popu-

lation of about 250, and has gone through all the proliminaries of incorporation There are two general stores in the town, one drug store, two saloons, one news-paper, three blacksmith shops, two lumper yards, two large warehouses, under onstruction, one meat market, one barber shop, one lawyer, two physicians, three hotels, one restaurant, two livery stables one hardware and implement ea tablishment, one implement dealer, two confectionery establishment, one bowling alley, one photograph gatlery, woodwork shops, one millinery establish ment, an architect and contractor and the company's steamers Benulia, Bonny and Oron, which, however, were towed to places of safety and the flames on board of them were extinguished.

builder, telegraph, telephone and extown has a good hall. The Middle Oreboard of them were extinguished. There is also a good public school, employing two , schers. A large gristmil is planned, and will be constructed at an early day. The fire protection is a hand engine, purchased by private subscription. and the water supply is from large wells dug at convenient points in the town.

Colonel Watterson's Attitude.

SANDY, Or., July 6 .- (To the Editor.) From Mr. Watterson's comments on the Republican convention and his lamentation on account of the gloomy prospects for the Democratic party, it is plain that he is but a Democrat for the sake of his party; i. e., he places party fidelity above patriotism. In 1896 he de-clined to support the Chicago platform because it was plain to him that no President could be elected on such platform; to support it would be treachers to his party. He says that all who left the Democratic party are rogues; and that instead of these rogues, who all joined the Republican party, his party took in all the fools of the former, so that the Republican party is now made up of regues, and the Democratic party of fools and of a very few wise loyalists. Mr. Watterson, apparently, not perceive (or is non-concerned in) what a terrible calamity there would come over our country should the National Government be intrusted at this time to the Democratic party. He is not bewalling his party's unworthiness, but its impossibility to be intrusted with the Government. Despairingly he perceives that the country has become too prosperous and too rogulah to be persuaded to try a Bryan-Democratic change. If his object is to uphold the Jeffersonian state-supremacy doctrine, his success in keeping alive the Democratic party is not T. H. ANDERSON.

An Old Industry in India

Chicago Chronicle.

Paper-making is a very old industry in India. In the year 1873 the attention of the English Government was called to the remarkable quality of the paper made in the State of Nepaul. The fiber of this paper was so tough that a sheet doubled on itself could scarcely be torn with the fingers. The paper was so pliable and durable that it did not wear at the folds during 20 years, whereas English paper, especially when 8 or 10 sheets were folded up in one packet, could not stand keeping in this state uninjured more than four the packet, and a sangarity work. or five years. A copy of a Sanskrit work, though 150 years old, was in perfect pres-ervation, having all that time withstood the ravages of insepts and the wear and

BROKE ELEVEN RECORDS

REMARKABLE RIDING BY JOHN NELSON AT CHARLES RIVER.

Terrific Pace in a Two Hours' Race -National League Scores-Other Sporting News.

BOSTON, July 9.-Eleven world's records were broken by John Nelson, of Chicago, at Charles River Park tonight. Chicago, at Charles River Park tonight.
Nelson covered 66 miles and 30 feet during the two hours' riding. Four men
started, the other three being Charles
R. Miller, of Chicago; Burns W. Pierce,
of Nova Scotia, and W. C. Stinson, of
Cambridge, Bobble Walthour, of Atlanta, was also entered for the race, but
was unable to ride. Nelson's pace was
terrific throughout the entire two hours,
and he was over a mile ahead of Stinson

26 miles . 0.48.29 2-541 miles . . 1.10.38 3-5 27 miles . 0.46.25 3-542 miles . . 1.10.38 3-5 29 miles . 0.47.27 4-543 miles . . 1.14.16 4-5 30 miles . 0.50.23 3-544 miles . . 1.16.08 2-3 21 miles . 0.52.38 2-545 miles . . . 1.17.09 3-5 40 miles . 1.08.46 3-5 one, Himself third; time, 1:01 2-5.

The men were well bunched at the Mile and an eighth—Rare Perfume won.

Limerick second, The Bobby third; time,

Rnoes at St. Louis ST. LOUIS, July 3.-Results: Pive furlongs-Obia won, Golden Har-vest second; Money Muss third; time,

Mile and an eighth, selling-Muskalonge (barred) won, Libby second, Bridgeton third, Iron Chancellor fourth; time,

1.55%.
Seiling, six furlongs Graves won, Mound
City second, Diggs third; time, 1:15%.
Seiling, mile and a sixteenth—Cross Molina won, Bir Rolla second, Forget Not third; time, 1:48% Handicap, six furlongs—Dave Waldo won, High Kollar second, Winter third; time, 1:14. Six and a half furiouss-Theory won, Dollie Weithoff second, Tom Gilmore third; time, 1:215.

Races at Brighton.

NEW YORK, July 2-Results Brighton: One mile-Water Cure woh, Commander Miller second, Harry McCoun third; time, 1:41%

Five and a half furlongs Maister won, lanice second, The Rhymer third; time, Mile and a sixteenth-Brigadier won, Plucky second, Queen of Song third; time, 1:46 3-5. Five furongs-Albula won, Scurry Himself third: time, 1:00

GALLERY OF OREGON NEWSPAPER MEN -- NO. 6



R. H. MITCHELL, OF THE ST. HELENS NEWS.

ST. HELENS, Or., July 8.-R. H. Mitchell was born in Marshall County, Illinois, in 1854, and lived in the central part of that state until be became of age. He received a comschool education, and after five years' apprentice at the iron moulders' trade taught school. He took up the printer's trade at Great Bend, Kan., taught school and ran country newspa-pers in Kaneas until 1879, when a cyclope swept away the Dighton (Kan.) Engle. He was

ing two laps on the latter. After Nelson had everything his own way, pll-ing up lap after lap until in the 25th his time was 41:45 3-5, while Stinson, the next man, had ridden 24 miles and 1 lap, Pierce 25 miles and 2 laps, and Miller 25. In the first hour Neison did 25 miles and 25 yards. Stinson was practically out of it after the 25th mile. Nelson and Pierce leading and Miller plodding away in third place. Stinson, who had nearly dropped from fatigue, picked up toward the of the two hours and was just holding his own when the gong sounded.

THE NATIONAL LEAGUE. Cincinnati Bent Philadelphia in a

Long-Drawn-Out Game. CINCINNATI, O., July 8.—Crawford's ingle and McBride's triple put an end to today's game in the lith inning. It was a long-drawn-out affair, in which much time was spent wrangling with the um-

pire. Attendance, 1500. Score: RHE HHE HHE Cincinnati 5 7 2 Philadelphia ... 4 8 2 Batteries-Newton and Peltz; Frazer and McFarland.

St. Louis Bent Boston. ST. LOUIS, July 8.-Willis was batted at will today. Lewis taking his place in the fifth. Boston's errors did not figure much in the run-getting. Attendance, Score:

St. Louis ... 10 13 1 Boston Batteries-Powell and Criger; Lewis, Willie and Clarke Umpire-Emslie.

Chiengo Bent New York

CHICAGO, July 3.—With men on bases, Morreer was both effective and lucky to-day, Il hits producing only three runs, the locals hiting into four fast double plays. An error, a gift, a sacrifice and a single gave New York their two runs. Attendance, 2006. Score:

RHE Batteries-Taylor and Donahue: Mercer Umpire-O'Day.

The American League. At Detroit-Detroit 3, Kansas City 0. At Cleveland-Cleveland 2. Milwaukee 4 An Indianapolis-Indianapolis 5, Minne

National	League Standing.		
and the second second	W	on Lost.	Per
Brooklyn			1
Philadelphia			- 3
Chicago			
Boston	**********	25 23	3
St. Louis			
Cincinnati			- 13
New 19th non	***********		
/ I			

THE DAY'S RACES.

Yesterday's Winners at Washington Park and Other Tracks.

CHICAGO, July 2.-Results at Washingon Park today were: One mile—Florizar won, Livadia second, Anthracite third; time, 1:41. Five furlongs—Vittelius won, Elia Dern-ham second, Shut-Up third; time, 1:37%, Six furlongs—Headwater won, Modrine second, John Terkes third; time, 1:18%. One mile—Wax won, E Norford third; time, 1:41%. Erwin second, One mile, selling-Castake won, Lime-light second, Patroon third; time 1:41%.

Mile and a quarter - Russell R. won,

Jeffries Will Not Fight Ruhlin-Latter May Meet Fitz.

NEW YORK, July 9.-James J. Jeffries will not fight Gus Ruhlin. This decision was reached today at a meeting at which the managers were present. No satisfac-tory agreement could be made. Ruhlin is anxious to fight. Madden and Ruhlin turned their attention to making a match with the next best man, Bob Fitzsim-mons. Fitzsimmons wanted a fight and would rather meet Ruhlin than anybody else. He was ready to talk business at once, and tomorrow the men will meet and arrange the details of the fight. The club offering the biggest purse or the greatest percentage of the gate receipts will get the Ruhlin-Fitzzimmons fight.

English Rifle Shoot.

LONDON, July 8.—The prospects for the annual meeting of the National Rifle Association, at Bisley, which opened this morning with fine weather, are not of the brightest. The absence in South Africa of many of the keenest shots and the vexatious rules forced on the com-petitors by the council of the National Rifle Association combined to cause a diminution in the number of entries, amounting to nearly 30 per cent. Canada is the only British dependency rep-

Cricket in England. LONDON, July 9 .- In the cricket match between elevens representing Maribor-ough College and Haverford College, the former in their first innings scored 222 runs. At the close of play, today the Haverford cricketers in their first innings had scored 140 runs for three wick-

Regatta at the Harlem NEW YORK, July 2.-At a meeting of the Harlem River Rowing Club tonight, arrangements were completed for the regatta of the National Association of en to be held at Harlem July 13,

STEAMER FROM NOME.

Brunswick Reports the Santa Ana Released From Quarantine.

SEATTLE, July 2.—The steamer Bruns wick arrived from Nome tonight and re-ports the steamer Santa Ana released from the smallpox quarantine and un-loading at Nome June 28. The Stand-ard Theater Company has abandoned the idea of constructing a theater and will show in a tent.

The following vessels were noted in Nome Harbor as the Brunswick sailed; Ohio, Garonne, Charles D. Lane, Farallon, Santa Ana, Mercury, Skookum Thurston, Spokane, Gasco and Theobald At Dutch Harbor July 2: Signal, Rich ard Holyoke, St. Paul, Albaiross, Rush and McCulloch. The St. Paul sailed on that date for San Francisco. The steamers Ohio, Lane and Garonne had about finished

Nome. Daily Treasury Statement. WASHINGTON, July 9,-Today's state ment of the Treasury balances in the general fund, exclusive of \$150 000,000 gold reserve in the Division of Redemption,

pading when the Brunswick sailed from

United States notes 21,764,296

ELECTRICITY AT PARIS

BECENT PROGRESS RECORDED WY THE EXPOSITION.

American Exhibits and Service to the World-Yankees Have No Occasion for Shame.

Paris Correspondent N. Y. Tribune.

Within six weeks from the official open-ing of the exposition of 1900 from % to 38 per cent of the exhibits are in place The situation is rather more backward in the building devoted to electricity than in any other perhaps, but another fortnight will doubtless show everything in place in this important department. The American who has been taught—and correctly, too—that the United States leads the world in electrical science today experiences a little disappointment when he first carefully inspects his countries. when he first carefully inspects his country's representation here. On the main floor, which is devoted almost exclusively to the generation of current, alternating and direct, and where from 25,000 to 49,000 horse-power is, or will be, develped, the visitor discovers a score dynamos, each of which has a capacity of from 1000 to 2500 horsepower. But the uster generators, like the engines that drive them, all bear foreign names. One is English, three are German, one is Italian, one is Austrian, one is Hungarian, three are Belgian and eight are

Whatever be the true explanation of this fact, it is certainly not due to the in-ability of the United States to make an even better show than one sees here. For instance, America originated the trolley system II years ago. Since then she has taught the world a new method of progression. She has practically displaced the horse from street-car service at home, and is now busily engaged in supplying foreign cities, notably London, with equipment for electric roads like her own. In what happens for the moment to the biggest and latest station for the generation of electricity for trac-tion purposes—that of the Metropolitan Street Rallway Company in New York— there are half a dozen engines and dyna-mos, each having a capacity of 650 horse-power, and only half the plant is yet installed. And it may be noted that before the furnaces of that power-house one sees no piles of coal as he does in front of the boilers of the exposition. Automatic stoking has made that im-

But right here at the exposition the United States makes a far better showing than one might imagine. In the first place, there is an electric road, two miles long, which encircles the huge quadran-gle that lies between the chief centers of interest, the Esplanade des Invalides and the Champ de Mars. This road is op-erated by Americans and with American machinery. A substation takes from some source of power out in the city, a mile away, nearly or quite 2000 horse-power, in the form of an alternating current, and converts it into a direct current. Westinghouse apparatus is used for this purpose, and Westinghouse mo-tors are used on the cars. Incidentally, it may be remarked that the third rail system is employed. There are three cars to a train, one being equipped with a motor, and the other two being "trailers." The cars are provided with air-brakes of the latest American design. Some of the grades on the line remind one of a Coney Island roller toboggan, but no accidents have happened. And the way that the trains travel up hill and down is a marvel to those who pat-

onize the road for the first time.

Parallel with the electric road, but run-Parallel with the electric road, but running in the opposite direction, is the moving sidewalk. This is twofold, one part moving two and a half miles an hour and the other half five miles an hour. This institution is also American It was seen at Chicago seven years ago on a small scale. Each sidewalk is composed of an endless chain of light cartrucks planked over en top and running on a regular railway underneath. These on a regular railway underneath. These walks are kept in operation by electric motors, over 250 in number, and mounted ot on the moving trucks, but on the frame work that supports the whole af-fair. The motrs are American, and the

management Then there is the Chateau d'Eau, or water palace, which, while not represent ing any advance in electrical science, is likely to prove the most striking feature of the exposition in a purely spectacular sense, when, as will probably be the case by the middle of June, it is in operation. As one stands near the Elifel tower, with his back to the Seine, and faces down the Champ de Mars, he sees on his right the line of magnificent buildings consecrated to liberal arts, transportation and chemical industry. On his left are those devoted to mines and metallurgy, textile fabrics and machinery. Across the gap between the two, at the further end of the park, stretches the electricity building. With its back to the latter. and fronting the observer, is a pulpit-like structure that reminds one of the stage and proscenium of a theater. From a lofty source in this edifice will issue a flood of water, falling in widening cas-cades. A series of low dams, concentric with the footlights, affords nearly a doz-en changes of level before the principal basin is reached. These basins represent a fall of about 100 feet. The larger and lowermost basins are provided with scores of water jets, the majority of them vertical, but not a few horizontal. When the preliminary arrangements are com-plete, these fountains will be illuminated from below and from the sides with pow-erful electric lights, various and ever changing in color.

Here again is an American idea. It was tried at the World's Fair, in 1822. And since that time Brooklyn and one or two other American cities have had similar fountains. After all, the United States is helping her sister republic this year in no shabby fashion.

It is in other directions, however, that one must look for indications of electrical

progress during the last few years. Take telegraphy, to begin with, and observe, if you please, that the land of Henry and tuplex," which will probably be seen here better carbons are made today than 16 rations, and stock in over 100.

in the near future, and which was described in the Tribune a year ago, is a rather costly device, but its practicabillike the development of Poliak's and Virag's photographic strip, and it is more rapid than Edison's "quad," which must be manipulated by hand. Crehore and Squier, two other Americans, have also been identified with a system of teleg-raphy within the last five years, but thus far only in an experimental way. One naturally looks here for Marconi's apparatus. As yet it is not visible, but there is a chance of its appearing in some of the vacant space reserved for England in the electricity building. The Pollak-Virag system will be shown in the Aus-

trian section. A number of countries show teleph apparatus. The Western Electric Com-pany, of the United States, is preparing to equip a small exchange, and have the usual pretty girl to answer calls. Improvements in telephony of late years have been mostly confined to the switchboard. The transmitter and receiver are practically perfect. The form of trans-mitter seen here in Paris is of Swedish design. It is hidden away in a box un-der a thin slice of white wood, so that when one uses the instrument for the first time he is puzzled to direct his voice properly. In principle, however, it is like the transmitters seen and used in America. It has carbon contacts. Tele-phone booths for practical uses are scat-tered all over the exposition grounds. One of the most remarkable industrial developments of the last 10 years is the wholesale conversion of the energy of

waterfalls into electricity, and the trans-mission of the later over lines ranging from two to 100 miles in length, for lighting, the operation of railways and other forms of service. The Niagara plant was a pioneer in this department of human enterprise. There are dozens of others, however, in the United States, the majority of them on the Pacific Coast. In Italy, Sweden and along the Rhone, in France, this practice has been followed. successfully. But in no country on this side of the Atlantic, apparently, has so much been accomplished as in Switzer-land. One of the most striking exhibits at the exposition is a chart of the Alps, showing the position and extent of the different electric transmission lines in that region. Fifteen of these reveal a conspicuous ramification and mileage. and there are at least 60 more on the map. Switzerland abounds in majestic scenery picturesque costumes and splendid dairies she has taught the world something about liberty and watchmaking; but she is now becoming famous for the utilization of electricity and the production of electri-cal machinery and appliances.

Mention of power transmission naturally recalls Mr. Tesla. Francis E. Drake, the commissioner who is looking after American electrical interests, says that Mr. Tesla has talked about exhibiting his apparatus here, and up to the close of the year Mr. Drake expected that he would. Subsequently, however, the inventor decided that it would betray his line of experiment, and interfere with his work too far, if he carried out his original purpose. He is not directly rep-resented, therefore, at the exposition. It is interesting to observe, however, that Mr. Tesla's "induction" motor, which is driven by an alternating current and is one of his most valuable inventions, is rendering service in the station which furnishes power to the moving sidewalk and electric road mentioned in this let-The relation between copper and ele-

tricity is peculiarly close. The former is the best available conductor for the latter, and the tremendous development of trolley, lighting and other electrical industries of late years has created a corresponding demand for metal for transmission purposes and for constructing certain parts of dynamics and moing certain parts of dynamics and mo-tors. On the other hand, electricity has been able to facilitate in a wonderful manner the production of copper. At the present time America produces much more than half of the world's supply of copper, and probably two-thirds of the output of the United States, the contributions of Arizona and Montana, are sep-arated from the associated impurities by electrolysis. This process has greatly current comes from the same substation which operates the electric road. Both sidewalks and railroad are under one management.

metallurgy building here.

The same general means are employed the world over in the production of alumnum. The Pittsburg Reduction pany, which has a monopoly of the bustness in the United States, has specimens on exhibition here. The accidental dis-covery in America of a cheap way to make calcium carbide, and hence acetylene, created a profound sensation about five years ago. The chemical combination of the constituents lime and coke, is effected by means of an electrical furnace, in which a particularly high temperature can be obtained. At the present time the industry is carried on at only a few places, but the output is rapidly increasing. A number of huge cylinders of carbide-all, apparently, of European production-may be seen at the ex-

Still another distinctively American in vention, belonging to the last decade, is Mr. Edison's cinematograph. It has been imitated by his fellow-countrymen and by foreigners, and figures before the world under a number of aliases. Its chief use at present is for popular entertainments, although it has also been employed in schools of surgery to illustrate difficult operations. A large part of Mr. Edison's space here is devoted to the latest form of his cinematograph and to his phonograph. The West Orange genius has hoped that it might be practicable with these two devices to reproduce in country towns the perform ances of grand opera in New York. Whether or not that dream is ever realized, the phonograph has certainly has proved steadily in its ability to repro-duce the characteristic qualities of or-chestral sounds. Mutoscopes and phonographs abound in Paris on the outskirts of the exposition.

of the exposition.

In electric lighting little progress can be reported. The idea of putting an arc inside of a double globe, to check combustion and prolong the life of the carmankind. Professor Rowland's "oc-made in that form of light, although 46. Mr. Hobart held bonds in 28 corpo-

years ago. The filaments of the incan descent lamp are also far superior to those of a few years ago. The applica-tion of the incandescent principle to a words each a minute over a single wire, and printing them in a form that is suited to immediate use in the editorial room. It calls for no chemical process, like the development of Pollak's and Virag's photographic. doubt about their doing so in the near future. It is reported that they will oc-cupy an especially honorable position in the German section. Deutschland makes a magnificent showing in the department of electricity here. She is America's chief ompetitor just now. For several years Mr. Tesla, McFarlane

Moore and other inventors have sought to produce a light that should waste no energy in the form of heat. As yet this system has not been put on a co cial basts. But in the Palace of Optics here there is a remarkable collection of Geissler and vacuum tubes, to illustrate cold electric light. They are not kept in a state of excitation for any consider-able period of time, but it is doubtful if so many of these tubes were ever together before.

together before.

Several types of storage battery are exhibited. Practically all are of European manufacture. The "chloride cell," well known in America, is among them, however. In light and power stations, where there are great fluctuations in the demand for current during the 24 hours, accumulators have of late been extensively employed to equalize the "load" on the dynamos and to maintain a uniform supply. So long as they remain stationary, as they do when performing such work, accumulators afford highly satisfactors, results. But for operating vehicles they are not so well adapted. A lighter and more durable cell is made today, for the same charge, than could be had a few years ago, but the device is still liable to injury when it is joited about. It is no longer used for street-car traction, therefore. The development of the automobile cross because mobile craze, however, opens a new field of usefulness to the accumulator, and thus far it has met the requirements of the service fairly well.

Lamps, switches, telephones, insulars, induction coils and an endless variety of other small objects are shown in the gallery of the electricity building. Here, for instance, one sees the X-ray apparatus, which is no less useful to the surgeon because Roentgen's discovery was an accident than if it had been the fruit of deliberate investigation. A case containing a number of Lord Kelvin's measuring instruments is an object of much interest to those who are familiar with his contributions to electric science.

The General Electric and the Thor Houston Companies are among the few American exhibitors who have secured space on the main floor. The other notable features of the show downstains are colossal electric cranes, one shapes like the lower half of a capital "H," and the other like a "T." These are capable of picking up trifles of 25 tons and mov-ing them about at the rate of 50 feet a

minute. The first of the two comes from Germany, and bears the name of Carl Flohr: the other is French, and is exhibited by Jules is Blanc.

About half of the current which it is possible for the big generators to develop that they are all a region will be event. when they are all a-going will be expend-ed in furnishing light. But most of the rest will run a large number of printing presses, inclined-plane elevators, looms, machine tools and other mechanical de-vices which the exhibitors want to show in motion. At present only a small amount of machinery is being driven, but eventually this will be greatly increased. The dynamos then will be able to supply the requisite power. They are not ready to do so now. Each machine that is to be operated by electricity has its own little motor, and wires come in conduits under the floor to the right spot from the distant generators. The machinery which will enjoy this service is scat-tered through a number of buildings, and represents a variety of industries.

During the last year or two a good deal has been heard about a device invented by Szezepanik, an Austrian or Bohemian, which was to serve the eye as the tele-phone does the ear. It was called the telectroscope, or the fernseher, and was said to present to the vision a perfect picture of a distant scene, even though the latter included moving objects and a variety of color. It was announced that this article would prove one of the sen-sations of the exposition. Diligent search has failed to discover the telectroscope on the Champs de Mars up to the present time.

The Deadly Tornado.

Ainsiee's Magazine, Cyclones or general storms may be 1000 niles in diameter. Hurricanes operate on path averaging 600 to 800 miles wide Tornadoes are very much smaller. They may be only a mile wide at the top, and but a few feet at the bottom, but they are much more dangerous than either a evelone or a hurricane. They form in all parts of the temperate sone at sea they are water spouts, and on the desert they are sand storms. Sometimes a whole family of tornadoes will be bern at once from the same cloud. As many as fifteen tubes have been observed at one time. In Winter months they occur only in our Gulf states, but in Summer they occurr in the North, in Nebraska, South Dakota, Iowa and Minnesota. The

Developed by Cultivation. Cincinnati Enquirer.

average is 35 a year.

All our garden vegetables are merely types improved by long cultivation of wild species. The wild cabbage is com-mon enough in places by the sas, but is of no use for food in its wild state. Indeed, it will take a botanist to tell that it was a cabbage at all. Scotland owes the cabbage to Cromwell's soldiers. The cauliflower is but a cultivated im-provement on the cabbage. It was brought to perfection in Cyprus, and was very little known until about a century ago. The parsnip is another native of this country. You may find it along alnost any hedgerow, but it is small and intensely bitter in its wild state,

Garret A. Hobart's Estate

NEW YORK, July 3.-The inventory of the personal estate of the late Garret A. Hobart was filed with the Supreme Court at Paterson, N. J., today. It shows

The majority of persons upon reaching middle age and past find their blood becomes weak and thin, and diseases that were



easily controlled in earlier life begin to affect the constitution.

Those predisposed to Scrofula, Cancer, Rheumatism, Gout and other hereditary troubles may escape till then, but as they age the blood, so long tainted and weakened by accumulated waste matters, is no longer able to properly nourish the blody, and it becomes an easy mark for disease. At this critical period of life the blood must be re-enforced before it can perform its legitimate functions and rid the system of these poisons, and nothing so surely and effectually does this as S. S. S.

S. S. S. strengthens and enriches the blood, improves the appetite, and builds up the general constitu-tion. It is not only the best blood purifier, but the best tonic for old people. It warms the blood, tones up

the nerves, removes all taint from the blood, and prevents the development of disease.

S. S. S. is the only purely vegetable blood medicine known. Not one particle of mercury, potash or other mineral poison can be found in it, and it may be taken for any length of time without harm. S. S. S. is the only remedy that reaches deep-scated blood troubles like Scrofula, Cancer, Rheumana, Tetter, etc. It purifies and restores the blood to a healthy, normal condition, and makes it impossible for our waste materials to accumulate.

If you have an old running sore or an obstinate ulcer that refuses to heal, or are troubled with holls and carbuncles, try S. S. It never fails to make a quick and permanent cure of these pests. If your system is run down and you feel the need of a tonic, S. S. S. will strengthen and help you as it has many others to a happy, healthy old age.

S. S. S. cured Mr. R. Borden of Saumsville, Va., of a case of Eczems of thirty-five years' standing after the best physicians in the surrounding country had failed. This was seven years ago, and there has been no return of the disease.

Mrs. D. R. Johnson, of Blacksbrar, Ga. was for years afflicted with a severe type of ricenmatism, and had used every remedy known and recommended as a cure without receiving any ago, and there has been no return of the disease.

If you are in doubt about your disease, and will send us a statement of your case, our physician will give you any information or advice wanted, for which we make no charge.

Book on Blood and Skin Diseases sent to any desiring it. Address Swift Specific Co., Atlanta, Ga.

S. S. S. IS THE IDEAL TONIC AND BLOOD PURIFIER FOR OLD PEOPLE.