

A circular saw trust is the latest. That's an ugly article to monkey with.

Many seem to think that if the nation by itself digs out the Nicaragua Canal it will be a big scoop.

Out in a Western city there is a preacher named Bowerfield. He ought to be a good partner in a stiff game of euchre.

The broom corner is expected to clean out the small manufacturers, and perhaps the assertion that it will do so is not too sweeping.

Getting acquitted of lese majeste on the ground of intoxication is not likely to prove a striking temperance argument in the land of the Kaiser.

Every robber who holds a man up is described afterward as being a "very tall man." And the man held up usually finds himself very short.

A Yale divinity student is said to have stolen 5,000 books. Probably they are of a theological character, and it was just his way of getting religion.

A Western judge has decided that poker is not a game of chance. Probably that judge never gives a man a chance when engaged in a little game.

A female burglar was found under a bed in New York. In the coming equality of the sexes must man acquire the female habit of looking under the bed?

It appears that the tri-colored ribbon with which the seals are attached to the great treaty of peace signed at Paris was torn off a bonbon box. How sweet!

Keely's motor has been an egregious failure as a motor, but proceedings at the latest meeting of the Keely company prove that it is still unrivaled as a spellbinder.

It doesn't say Germany is not intensely interested in prohibiting American sausage that no newspaper there has so far referred to it as an instance of the government's links-eyed watchfulness.

Miss Helen Gould's role in life is that of a beneficent fairy princess. Probably it has its compensations, but one shudders to think of the anxious inquirers with their multitudinous eyes fixed upon the wand.

In all his bitter complaints against this country Senator Rios has not uttered a word which could be construed as a reproach to Miss Jessie Schley for the failure to carry out her side of the peace agreement. This is genuine gallantry.

Not satisfied with trying to knock Santa Claus off his pedestal, some very learned persons want to banish Mother Goose's stories, claiming they are falsehoods. After having accomplished this highly commendable job it would not be a bad idea if they tackle the malicious rumor that the moon is made of green cheese.

"New occasions teach new duties," and it may well be that the new duties of peace will prove harder to learn and more difficult to fulfill than those of war. In time of war it is comparatively easy to rally all men to the support of the fatherland, and the one thing to do is to win the victory. But in peace counsels are divided, and there is a call not for the heroic virtues of the warrior, but for the tact and wisdom, and above all, the justice and truth, of the statesman. Our country has not been lacking in either, and it will not do for it to be lacking in either now.

Mr. Stead reports in the London Daily Chronicle that wherever he goes in Europe he finds the governing classes understanding, and to some extent using, the English language. At the court of St. Petersburg it is the household tongue; the Czar, the Czarina and their children habitually use it in conversation with each other. There is an old saying that the tongues of earth are many, but of heaven only one. Then the growth of one language toward universal use—and the English language is making it—may well be reckoned a growth toward the divine ideal.

If the French navy has really secured a practicable submarine torpedo-boat the craft will give France a distinct advantage over other naval powers. But it will require more than harbor experiments to demonstrate the value of the destroyer. Inventors have been working on submarine boats for fifty years, and while some of them—notably Holland—have apparently solved the problem theoretically, the fact remains that no navy yet possesses a vessel of the submarine type which has proved its adaptability to the conditions of actual warfare. It is one thing to make trial trips in landlocked harbors, under favorable conditions. It is quite another to face the perils of the open sea and a vigilant foe. If the French have a boat capable of facing those conditions they have the whip hand even of Great Britain. It will, however, take actual war to demonstrate the fact.

The Pall Mall Gazette remarks: "It takes a bold man to get up and say that it is possible to have too much technical education, but Dr. Creighton goes right along saying it." The remarks to which the Gazette refers were made by the bishop of London in his recent address to the college of that city, in which he remarked upon his bewilderment at finding how many subjects of knowledge there are in the world. Specialism in knowledge has come to take the place of the free to enjoy the results of his labor. She certainly seems to be a dog of a practical turn of mind.

A boy learns just so much in skating, and then stops. Boys do nothing on the ice now that boys did not do thirty years ago.

THE MAKING OF IMPROVEMENTS IN THE INVENTIVE GENIUS HAS MADE TREMENDOUS ADVANCES. It is a far cry from the fifty years ago, sitting on a bench pecking away at the floor for his neighbor, which was the way of the shoemaker of old, bending over his task and patiently boring and stitching, now and then stopping to wax over his thread. But far different is it now. Machines, with the most astonishing accomplishments, pound and hammer and which lend themselves to this work in the former time. And yet it seems to one watching the processes, as if human hands were somewhere concealed in these cases of iron, so deft and wonderful are the parts. Fancy a machine which can cut and sew 3,500 button holes a day and then revolve in your mind the long and weary toiling of the tired fingers which might have the same amount of work to do. In some cases a pair of shoes goes through 139 distinct processes in the course of its manufacture. A pair of shoes has been turned out in twenty-eight minutes, but that is exceptional, and the manufacturer like better to take time for the goods to rest a bit after some of the processes. A trip by a Free Press was made through one of Detroit's big factories the other day, and some interesting things were noted. The factory has a capacity of 4,000 pairs a day, although this limit has never been reached, and 3,000 a day, or six pairs a minute, is keeping the hands pretty busy.

Nothing can stop this country but our own folly. Within ten months the Baldwin Locomotive Works has received two orders from China, the second being for sixteen engines. When we think how vast are the possibilities of railroad building in China and how difficult it has been to make a start there these evidences of present activity are most gratifying. The first road constructed in the empire ran from Shanghai to Woosung, a distance of only twelve miles. It was built without the sanction of the government, and was purchased by the authorities and taken up after it had been in operation about a year. This was as late as 1876-77, or only about twenty years ago. The experiment was not encouraging to the glorious fellowship of promoters. But out of a small railway, whose first section was a short coal carrier, a line of considerable length has been developed, which now runs from Tien-Tsin, a short distance south of Peking, down to and along the coast of the Gulf of Pechili. It was in 1880 that the Emperor ordered the construction of a line from the capital to Hankow, on the Yang-Tze River, and confided the task in part to Li Hung Chang. Since then the country has been alive with would-be concessionaires, but their major work has been in the way of wire-pulling rather than in that of rail-laying, and Li Hung Chang's imperial road has been one of the best examples imaginable of compliance with the maxim "Make haste slowly." But it is the beginnings that are most trying in combating oriental methods and oriental prejudices, and those six or eight Baldwin locomotives may be regarded as effective pioneers of civilization. It will not be long before railways are considered to be indispensable in China, as they are elsewhere, and the great empire should become the paradise of builders and of manufacturers of rail and rolling stock. The United States must get the chief benefits from this progression, as we can now successfully compete against the world. In every avenue of human activity Uncle Sam leads the procession. "Nothing can stop us."

THE MAKING OF PATTERNS. It seems as if the theoretical side of the manufacture of a pair of shoes should begin with the making of the patterns, at which one to five men are kept constantly working. These are cut out of stiff pasteboard, and are smoothly edged with tin. Each part of the shoe must have its pattern. Some of these seem to have very little resemblance to anything an ordinary observer might see in a pair of shoes. For instance, the pattern for the upper looks like a large horse-shoe magnet in shape. With these patterns in hand, the real manufacturer of the shoe is

about to begin. From skins of the proper kind and patterns of the proper shape the cutters start the work. Laying the patterns down on the skins they quickly cut the skins the shape of the outlines of the patterns, their knives being razor-edged. The cutters, as well as all the other workers throughout the factory, are guided in their labors by a system of cards issued from the office. When an order comes into the house one of these cards is made out for each kind of shoe wanted, showing the number, kind, the size, the last, the finish, and so on, giving every detail about the shoe which is to be turned out. This card follows that lot of shoes wherever it goes in its wanderings through the factory. So that the cutter knows just what patterns they are to use. When all the necessary parts of the upper portion of the shoe have been cut, including the linings and the fancy tips and flairs, the lot is sent on to the bottoming department. Here are cut the heels, in-soles and out-soles and various other strange operations are gone through with. The heels and soles are cut by hand with dies. Before each worker is an immense section of a tree trunk, on the top of which the hide is laid. The sharp edged die is placed on the hide and the worker with a fell swoop of his hammer throws out what is to be the sole or the heel of a shoe. The process is exactly like that which mother used in making cookies, with the addition of the extra strength necessary. In an ordinary heel there are six pieces instead of the one which is apparent to the person who examines a finished pair of shoes. These pieces are put together in a machine, nail holes are bored and enough nails are put in to hold the heel together, all with a single motion of the machine. Another machine cuts the rough piece which has been hewn out of the sole into the exact shape and size needed for the shoe desired. This is done by a pattern of the sole in question governing the cutter of the machine. Another machine which is known as a "channel" in the top of the in-sole and around the edge and it is this channel to which the upper is to be sewed. Other machines cut out the pieces of

the sole between the heel and the ball of the foot.

Wonderful Machines. In the next department most of the lighter sewing is done, as well as the pasting together of the linings and the uppers. Scores of girls are busy at the sewing machines, fastening the different parts of the upper together. Here, too, are the button-hole machines which do their work with lightning rapidity. Another sort of machine, with a din and hubbub, cuts the holes for the eyelets and the hooks of laced shoes, and stamps them in securely with marvelous quickness, and the sound of a Gatling gun. Still another sort sews on the buttons, fastening the buttons on as many as 1,000 pairs a day. Beside these is the newest invention, a machine for riveting the buttons on. Seventy-five pairs an hour can be finished on this machine.

Thus, far, the uppers and the heels and soles have been making their way separately through the processes, but they are soon to come together. And now the "last" is to come into play. This is put inside the upper, with the in-sole; the edges of the upper are turned over the edges and tacked down on the sole. Then the out-sole is tacked on by machinery with a few nails, the noise resembling the report of musketry in the distance. Each of the nails in this machine as well as in all the others is made from wire as it is needed, the nails being made and driven at the same instant. But there are still more wonderful machines to be seen. Here, for instance, is one which sews the in-sole onto the upper. This is the welt machine and does 400 pairs a day, whereas a man's work was formerly twelve pairs. Not less wonderful is the stitching machine which punctures the heavy out-soles and sews them at the same time to the upper and in-sole, tying a knot in the most human fashion at every stitch. 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