The Telephone-Register.

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McMINNVILLE, OREGON, THURSDAY, NOVEMBER 2, 1893.

VOL. V. NO. 40

Executor's Private Sale.

Notice is hereby given that the undersigned as executor of the estate of G. W. Goucher, late of Yamhill county, state of Oregon, deceased, by virtue of an order of the county court of said county, made and dated on the third day of October, 1893, empowering and licensing him so to do, will, at his office in McMinnville, in said county, from and after the 10th day of November, A. D., 1893, proceed to sell for cash, at private sale, the following described real property, belonging to said estate, to wit:

The north half (½) of lot four (4) of block 4 of town of Amity, Yamhill county, state of Oregon, and also the following described portion of block three (3) of said town of Amity, Yamhill county, State of Oregon, to-wit: Beginning at the northeast corner of said block three (3) of said town of Amity, Yamhill county, and running thence south 120 feet to post, thence west 60 feet to a post; thence north 120 feet to a post, and thence east 60 feet to the place of beginning.

Dated October 6th, 1893.

E. E. GOUCHER, Executor.

Ramsey & Fenton, Attys for Said Estate. 40

A STEAM TURBINE.

ANOTHER ADVANCE IN THE USE OF STEAM.

The Wonderful Power Developed by a Wheel Six Inches in Diameter. Twenty and Thirty Thousand Revolutions in a Minute. What Will Come Next?

Steam has been found to be the medium best adapted for converting heat into mechanical work; its low price, the ease with which it it reduced to a liquid state and the comparatively small dimensions of the appliances needed, have caused its decided preference to other gases. During several generations work has been progressing in all civilized countries for the development of the steam engine; and yet development in this field is far from having reached perfection. Each year the consumption of steam per horse power is reduced by a fraction; each new number of the technical journals bring information of new and improved construction of steam engines. Every constructor of engines knows that here is a vast field for the persevering work of man. To this the results of the last decade bear testtmony, says the *Scientific American*.

Concerning the theoretical conditions for a favorable conversion of heat into mechanical work, viz. high initial temperature and high pressure, the possibilities of their being accomplished in the steam engine are very limited. The strength of the boilers is even now put to severe tests by the high pressure, and the sensitive parts of the engine cannot endure the high temperatures which might be desirable. The sides of the cylinder, being alternately heated and cooled, communicate to the steam an average temperature which is lower than that of the live steam, and the consequence is a rapid condensation and consequent loss of energy during the period of admission of steam. Efforts have been made to overcome this difficulty by surrounding the cylinder with a steam jacket, or by dividing the expansion into several cylinders, in order to reduce the variations of temperature and the consequent total to a minimum. Thus compound triple and quadruple expansions have been evolved, necessitating more movable parts of machinery and increasing the passive resistance. It has long been the aim of inventors to effect the expansion of steam necessary for economy of fuel by means of less complicated machinery and to avoid the oscillating movement. For the results attained through the investigations of one of them we will give an account below.

De Laval's steam turbine is in principle exactly similar to the well known axial jet turbine for water, being so arranged that the steam has acquired the same pressure as the surrounding atmosphere before reaching the turbine wheel, thus converting its entire capacity for work into momentum.

The steam passes between the blades of the turbine at a constant relative velocity and in a clear jet, without any disposition to further change its pressure or specific gravity. The consequence is that the movement of steam in the turbine is according to the same laws as for water, and the blades of the turbine can, therefore, be constructed in the same manner as if designed for water.

Some idea of the size of a steam turbine may be obtained when it is known that a full size drawing of a twenty horse power wheel can be reproduced on one-half page of the *Scientific American*. This wheel is journaled in a steam-tight casing, in which are located the nozzles supplying the steam to the turbine. The blades against which the steam strikes are made thin at the edge to reduce the resistance to the flow of steam. In this turbine steam is expanded to the pressure of the surrounding medium before arriving at the blades. This expansion takes place in the nozzle, and is caused by making the sides of the nozzle divergent. As the steam passes through the nozzle its volume is increased in greater proportion than the cross section of the jet, thus causing an increase of the velocity. With an initial pressure of seventy-five pounds, and an expansion to the pressure of one atmosphere, the final velocity of the steam is about two thousand six hundred and twenty-five feet per second. If the expansion is continued to the pressure of one-tenth of an atmosphere, the resulting velocity will be about four thousand six hundred feet per second. It will thus be seen that expansion is carried much farther in this steam turbine than in the ordinary steam engines.

The wheel is made of steel, the blades being cut out of the solid material by means of a milling machine. A steel ring is shrunk on the periphery of the wheel to prevent the steam from passing over the ends of the blades. It also serves to oppose the tendency of the turbine to act as a fan.

With the greatest possible care, it has been found difficult to perfectly balance the wheel. To meet this difficulty the inventor has placed the wheel upon a flexible shaft, so that the turbine when running at a high rate of speed adjusts itself and revolves on its true center of gravity, the center line of the shaft meanwhile describing a surface of revolution. If the shaft were rigid, the vibrations of the turbine wheel would be communicated to its bearings, which would heat and be liable to cutting.

The turbine wheel shaft extends into the gearing box and carries a pinion. This pinion, which is double, engages a double cog wheel in the box, the pinion on the turbine shaft being one-tenth the diameter of the driven wheel, so that the speed of the latter is one-tenth of that of the turbine wheel, or two thousand revolutions per minute.

In the gearing box of a larger turbine the speed is reduced from 30,000 revolutions to 3,000 by means of a driver on the turbine shafts which set in motion a cog wheel of ten times its own diameter. These gearings are provided with spiral cogs carefully cut and placed at an angle of about 45°. On account of the high velocity, all tensions caused by the transmission of power are very slight; consequently, the cogs can be quite small, which is one of the conditions for even running of the gearing. The shaft of the larger cog wheel, running at a speed of 3,000 revolutions, is provided at its outer end with a pulley for the further transmission of power.

The turbine box of the large machine contains eight nozzles, of which four can be opened or closed by means of independent valves, according to the power required. The more exact regulation is effected by the governor. The turbine therefore, can be made to work at the same pressure and degree of expansion even if the effect is varied as 2:1. The nozzles are easily accessible for removal and exchange, if required. The journals and gearing are lubricated from oil cups on top of the gearing box. This machine is intended to work with condensation. A vacuum is obtained by means of an ordinary condenser. The nozzles are strongly divergent toward the opening, and the entire turbine box made perfectly tight.

The speed of the turbine is controlled by a very sensitive governor on the shaft of the larger gear wheels.

The segment weights or wings are movable on knife edges with the least possible friction. When the governor revolves, the weights diverge their inner ends, push a pin forward, this pin in turn causing the cutting off of the steam through the movement of a balanced valve in the steam supply pipe at the top of the turbine. A spiral spring inclosed in the governor keeps the weight in a state of equilibrium at a speed of 3,000 revolutions. It consequently corresponds to the weight of the collar on pendelum governors. The exhaust steam is taken from the center of the turbine box.

This turbine is applied to all uses to which ordinary reciprocating engines are applied, but in the running of dynamos, and in other uses requiring uniform speed it has proved itself superior to reciprocating engines.

HATER OF ALL HUMBUG.

Labouchere Poses as a Cynic, Though a Pleasant Companion.

Henry Labouchere is described by a writer as a short built, pudgy-looking man, with markedly arched eyebrows and a pointed black beard streaked with gray, and in manner is genially incisive. He is rising 62 years; was educated at Eton, spent ten very pleasant years at his country's expense in the diplomatic service.

In 1887 he started the *Truth*, which now brings him in something like $50,000 a year, and which everybody reads for the sole purpose of ascertaining his views on things in general, for he writes as racily as he speaks. He has the keenest possible insight into affectation and bombast, and as an unmasker of political and social humbug he is unsurpassed, but to take him seriously is to apply to him a use for which he was never intended. This is a characteristic which tells against him at times—when he wants to be cabinet minister, for instance—but it makes him a very entertaining member of society.

He poses as a confirmed cynic, and endeavors to make the worst of everything, including himself. Yet withal he is a charming companion, and has a rare stock of first-hand stories, which he tells inimitably. Latterly, however, he has become a personage of importance, and almost of seriousness. Politically, as is well known, he is an advanced radical, and among British workmen "the gospel according to Labouchere" is preached with much popularity. He lives in Pope's villa at Twickenham, and is married to an actress and smokes immoderately. He is a peer's nephew and a bishop's brother-in-law, but does not look it.—*Lippincott's.*

ITCHING FOR A FIGHT.

France is Dangerous to the Long Continued Peace of Europe.

French newspapers publish long comments upon the sympathy expressed by Russians at the death of Marshal McMahon, and seem greatly pleased at it. The czar's message of thanks to President Carnot for courtesies extended the Russian sailors at Toulon and Paris has also greatly pleased the newspapers of the cities of France. It may be said that France and Frenchmen feel more confidence today in the stability of the republic and in the strength of their army and navy than they have for the past 20 years. The visit of the Russians to France has a decidedly bracing effect upon the French; but it is an open question whether this will not precipitate the long expected European war. France is now herself again. Hot tempered, ultra sensitive, chivalrous to a very high degree, proud of her armies and navy, strong in her likes and dislikes, quick to resent injury, whether real or fancied, France is more dangerous to the peace of Europe than she was a week ago. After all simmered down to the bottom facts, the wild extravagant enthusiasm shown by French people toward Russian guests means but one thing—the extreme delight that France feels emenates from the idea that Russia is ready to fight with her, and not satisfaction at the prospects of peace in the future. The fighting enthusiasm display at Toulon and at Paris is as the enthusiasm of 1870, when "A Berlin" rang from the Mediterranean to the British channel, and from the Atlantic to the Prussian frontier. Those people who went wild cheering "Vive la Russe" were in their hearts crying "Vive la Revanche," so that in spite of the czar's warning, in spite of Carnot's orders a spirit of war is stirring up the enthusiastic millions of France and urging them on to battle in spite of their leaders. Behind those toasts to peace and prosperity was a thinly concealed toast to the brotherhood in arms expected to exist between Russia and France when the war trumpet calls all Europe to arms. These toasts were the toasts of war, not the toasts of peace, and nobody knows this better than the calculating, wakeful minds of Germany, Italy, Austria and England. Some peaceable demonstrations are more dangerous than warlike outbursts. It shows with what wild enthusiasm France at a moment's warning would go to war with Russia by her side. It shows the real feeling at the bottom of French hearts, and the European ship of state will need very careful handling in this cyclonic weather in order to avert a clash and terrible shipwrecks.

A LESSON IN GOOD ROADS.

The Value of Real Estate Enhanced and Taxation Reduced.

The telford and macadam roads of Union county, N. J., says C.C.McBride in *Good Roads*, are properly called famous, for not in the history of American roadmaking have forty miles of public road been more widely advertised than these, nor has any other object lesson in road building had more interested observers from the standpoint of commercial convenience and advantages or from financial economy and success.

The design of the present article is to answer questions which seem to be in many minds: "How have the roads in Union county paid?" "How much are the taxes increased?" "Are the farmers overburdened?" "What has been the effect upon property valuations?" "Would the people of Union county spend so much money in such costly roads if they had it to do over again?"

In accordance with the provisions of the road act passed in 1889 the board of chosen freeholders issued bonds for $300,000 and levied a direct tax of $25,000 for two successive years. The bonds were sold in a lump at a slight premium and bear interest at 4 per cent.

And now, after the roads have been built two years—some of them nearly three years—what have been the results? What have they done for Union county?

In 1887, two years before the roads were built, the county tax rate, not including school, township or any other tax, was .60, in 1892, three years after the expenditure of $350,000 for roads, it was .59.

The total valuation of property on the assessor's books increased from $27,946,000 in 1889, the year the roads were commenced, to $31,669,470 in 1892, two years after they were finished, an increase of nearly $4,000,000.

Was this increase all due to the county roads?

It would be folly to make such a claim, but the rate of increase before the roads were built and the rate after they were built show they had something to do with it.

The fact of the matter is simply this: The rural property in Union county was not, prior to 1888, on the market at all. It was held of course at nominal value, but there were no purchasers. The roads before being improved were so bad at times that grand juries brought presentments and found indictments against the road authorities on the very thoroughfares that are now so famous, and the property along them was simply inaccessible at certain seasons of the year. The moment the roads were completed every foot of this property came into market and prices went up marvelously.

Another feature has been entirely the result of good roads. It is a fact that few if any counties the size of Union and having so many large cities had formerly so few carriages and so few road horses. They were practically useless because the roads were too often impassible. Owners of horses and carriages had to take their drives when they could and not when they would.

Now the roads are thronged with with carriages, and not only with those owned in Union county, but those owned elsewhere, and thus every foot of land comes under the eye of possible purchasers who find these charming drives a constant invitation to locate on them. The new taxable wealth of this country, which is represented by the horses and carriages acquired since the roads were built, would go far toward equaling the whole cost of the roads. Some estimate that they already exceed this cost.

Robinson Crusoe's Island.

Juan Ferdinandez, or Mas a-tierra a rock-bound, sea- girt islet in the Pacific ocean, is the real Robinson Crusoe's island. For here did that hardy buccaneer, Alexander Selkirk of Scotland, spend more than four dreary years. Other spots lay claim to Robinson Crusoe, too. Tobago, in the West Indies, is held to be the true Crusoe's island, and during the last Colonial Exhibition in London there was sent an exhibit from Tobago, a skull purporting to be that of Robinson Crusoe's goat.

Juan Fernandez is an interesting place. Amid the island's forest of tree ferns Selkirk lived, built him a habitation and cultivated the soil. From its mountain caps his weary eyes sought a sail through years of waiting. Selkirk's Lookout is a ragged mountain draped in foliage, thinning toward the last rounded peak; and in 1868 a tablet was placed upon the mountain side at a point judged to be sacred to solitude. Scratched and cut about it are to be read the names of innumerable nonenities who have since visited the spot.

AN INHERITANCE TAX.

IT HAS BEEN FOUND TO WORK VERY WELL.

Arguments That Have Been Advanced are Arguments Against the Defects of the System, Not Against the System Itself--Several States are Considering it.

The inheritance tax occupies a unique position in the science of finance. It is to be considered not only as a fiscal imposition, but also as a modification of the law of inheritance and bequest. The theory of the subject is therefore complex and many sided. Inheritance and bequest may be restricted in two directions — according to relationship and according to amount; the circle of relatives between whom inheritance operates may be narrowed, or a limitation may be put upon the amount which one person may receive from the estate of another. Corresponding to these two methods of limitation there are two arguments for the inheritance tax, (1) that which looks to the limitation of collateral or the extension of escheat, and (2) that which concerns itself with the effect on the diffusion of wealth. Regarding the tax as a fiscal imposition, it may be considered either as a fee or as a tax. As a payment in return for benefits received, or as a public contribution, according to the ability of the tax-payer. Each of these two conceptions again may be supported by either of three different arguments. The payment may be regarded as (3) a return for government services in general, or (4) for special services connected with the system of inheritance and bequest, according to the value of the service to the individual, or (5) as a means of defraying the cost of probate courts; and accordingly we have what may be called the partnership, the value of service and the cost of service arguments. Leaving the matter of individual benefit out of consideration altogether, the inheritance tax may be explained as (6) a payment of back taxes evaded during life, (7) a property tax paid in a lump sum once in a lifetime, or (8) a tax on a particular form of accidental income.

The amount of property acquired by inheritance and bequest cannot be said to be a perfect criterion of faculty, and hence the inheritance tax would not be defensible as the sole mode of taxation but there is no one perfect criterion of faculty, and the inheritance tax is useful as one mode of getting at the ability of taxpayers. On the whole the accidental-income theory is perhaps the most satisfactory explanation of inheritance taxes as they actually exist. It remains to consider what is commonly known as the theory of state coheirship. Bluntschli, in proposing heavy inheritance taxes graduated according to relationship and the abolition of inheritance and bequest between persons not descended from the same great grandparents, conceived the state and local political units as co-heirs with individuals. The expression has been adopted by many German writers, and by Prof. Ely in America. The courts have frequently attempted to define the nature of inheritance taxes, but their deliverances on the subject do not agree. The United States supreme court decided that a tax which Louisiana formerly levied on foreign heirs was an exercise of the state's power of regulating inheritance and bequest.

At the present time the most important practical problem connected with the inheritance tax is the question of progression. The introduction of progressive rates has been considered within a few months by the legislatures of at least four or five commonwealths, and there is good reason to think that the progressive principle may soon be introduced in America. The experience of other countries shows that progressive inheritance taxes are eminently practicable: they are also defensible in theory. The arguments for progressive taxation in general apply with full force, sometimes with added force, to the inheritance tax. Equity requires that the exempt amount should be deducted from the value of inheritances which are taxed, and the tax levied on the excess only; and that where the rates are progressive, the higher rates should not apply to the whole amount, but only to the excess over the next lower class in each case. Otherwise the tax will result in great inequalities, its effect, in some cases, being to make a larger inheritance actually less than a smaller one. It is contrary to all justice to exempt an inheritance of $9950, for example, and to levy a tax of $100 on one fifty dollars larger, as is done in New York; or to take a tax of one per cent, or $99.50, in the first case, and one of two per cent on the whole amount, or $200, in the second case. Some of the strongest arguments which were advanced against particular inheritance tax laws in the discussions of last winter and spring were in reality arguments only against this very defect.

It has frequently been proposed to set aside the proceeds of the inheritance tax for benevolent or educational purposes. Such proposals probably result from regarding the tax as a social rather than a purely fiscal measure. The objection of double taxation, which is sometimes urged against the inheritance tax, also rests upon the assumption that it is of the same nature as the property tax. Even granting the premise, the objection is little more than a play upon words. Double taxation, in the proper sense of the term, implies inequality of taxation; and it is not unequal or double taxation to tax property both at regular intervals and also whenever its owner dies, unless one or the other of these forms of taxation is unequal of itself. The absurdity of the cry that this is "a tax on widows and orpans" is easily perceived. It is sometimes objected that the inheritance tax will drive away capital and discourage industry and thrift. The deterrent effect of a tax to be paid only after death is not to be compared with that of a tax which must be paid every year.

There is no valid objection to the inheritance tax as a part of the fiscal system. In practice it has been found to work well, being difficult to evade and yielding large amounts of revenue without injurious results. The inheritance tax is found in nearly all the highly civilized countries of the world, but the laws vary greatly in their provisions. Progressive rates are found only in the United Kingdom, Australasia, a few cantons of Switzerland and two provinces of Canada. In all these places the rates are also high, and the tax forms an important source of revenue. These facts seem to indicate that democratic countries are the principal homes of highly developed inheritance taxes, though the United States has thus far been an exception to the rule. Here this form of taxation dates from 1826, when it was first introduced in Pennsylvania. It is now found in Maine, Massachusetts, Connecticut, New York, Pennsylvania, New Jersey, Delaware, Maryland, West Virginia, Tennessee, Ohio, Michigan and California. Of the thirteen commonwealths in which it now exists, four adoped it at the legislative sessions of 1873. It is evidently that the popularity of the inheritance tax is on the increase, and it seems not improbable that before many years this mode of taxation may be well nigh universal.—*Max West, in Political Science Quarterly Journal for September.*

High Atmosphere.

Beyond 29,000 reet above the sea level the height reached by Glaisher, in 1862, man has never been able to navigate the air. Various problems concerning the region further away—such as the temperature, the pressure, the quantity of moisture, the composition of the air, etc.—have attracted the attention of physicists, and have at last led to the experiments of M. Hermite, who, during the last few months has been sending up pilot balloons, carrying registering apparatus. These balloons are very light, with a capacity of about 100 to 200 cubic feet. Falling at distances from Paris ranging up to 200 miles, the balloons have nearly all been returned by their finders, as requested on a card attached to each, and one has brought down records from a height of 30,000 feet. The instruments used are very light and simple. With larger balloons and systematic exploration, it is hoped that the secrets of the air up to at least 40,000 feet may be made as familiar to us as those of the deepest and darkest of the sea are gradually becoming.—*Scientific American.*

From Animal to Plant.

The most curious of all objects in New Zealand is that which the Maoris call "aweta." One is uncertain whether to call it an animal or a plant. In the first stages of its existence it is simply a caterpillar, about three or four inches in length, and always found in connection with the rata tree, a kind of flowering myrtle. It appears that when it reaches full growth it buries itself two or three inches under ground, where instead of undergoing the ordinary chrysalis process, it becomes gradually transformed into a plant, which exactly fills the body and shoots up at the neck to a height of eight or ten inches. This plant resembles in appearance a diminutive bulrush, and the two, animal and plant, are always found inseperable.—*Chambers Journal.*

A Long Headed Drummer.

A newspaper man recently walked into a certain business house in his rounds to know who desired anything in the way of advertisements and noticed a drummer stood by the counter with his sample valise ready to open. "Anything you want to say in the paper this week?" said the printer to the busines man behind the counter. "No, I don't believe in advertising," said the business man. The drummer waited until he was half way to the door, then slowly taking up his sample valise, remarked: "Well, that lets me out. I do not care to sell on time to any man who, at this day and age, does not believe in advertising. I prefer to deal with live men. When I want to strike up a trade with a dead man I'll go to the graveyard and swap business."

The Whaling Industry.

The whaling industry has fallen off so much as to play but a small part in the world's commerce. The latest figures obtainable show the production to average between 15,000 and 20,000 tuns 252 gallons each per year. There are two kinds of whale oil. The sperm, taken from the head of the cachelot or sperm whale, and the train oil, which is derived from the common whale, or, as it is more commonly known, the right whale. Sperm oil is worth from $450 to $500 per tun, and the ordinary train oil about $200.—*Chicago Herald.*

Quarantines Consumption.

The state of Michigan has taken an important step in the treatment of consumption by deciding to quarantine the disease. The idea is that everything should be done in the way of providing for those affected with the disease and endeavoring to lessen their sufferings, special care should be taken to isolate them and thus diminish the danger of their propagating the disease among those who are healthful. Michigan will establish, therefore, separate hospitals for consumptives. The physicians of that state declare further that a quarantine against consumption will give the best opportunity for prosecuting the study of this malady.—*New Orleans Times-Democrat.*

COMPULSORY PAPER MONEY.

The Rhode Island Law of 1776 Made it Impossible to Refuse Bills.

The proposal to the old plan of paper money brings to mind the paper money scheme of Rhode island.

In the year 1776 Rhode Island tried that experiment to her heart's content. The historian (McMaster's History of the People of the United States) tells us that "in the course of the debate which preceded the passage of the paper bill in the legislature, it was noticed that the speakers on the affirmative were invariably from the country districts, and the debaters on the negative as invariably from the rich seaboard towns. Newport, Providence, Bristol, Westerly, each sent up men trained in the great school of commerce and trade, familiar with all questions of finance and trade. But no argument which they could advance could turn the votes of the men who had come up for the express purpose of abolishing taxes, suspending the excise, and emitting a currency which was, in their belief, to flow into their pockets much faster than it could flow out."

A call was made for a forcing act, which the legislature quickly passed. Everyone who should, according to this act, refuse to take bills in payment for gold, or should in any way discourage their circulation, was to be fined £100 and lose the rights of a freeman."

"The effect of the law was to make worse the matter it was designed to mend. The merchants denounced it as iniquitous, and the merchants declared they would pack up their goods and set off for another state before they would submit to so wicked an act. Indeed, they refused, almost to a man, to make any sales. The traders followed their example and closed their shops or disposed of their stock by barter. For a time business was at an end, and money almost ceased to circulate except among the supporters of the bank. Rent was paid in grain; nor was it by any means, in some towns, a rare thing to see cobblers exchanging their shoes for meat and shopkeepers taking cords of wood for yards of linen."

Postal Notes to be Retired.

There is a bill pending in congress, providing for the issue of postal fractional currency in denominations of 5, 10, 25 and 50 cents. This is intended to furnish the public with a convenient form of money fortransmission through the mails. It is to displace the postal notes, which are to be withdrawn from sale on Jan. 1, 1894. This fractional postal currency would be furnished at its face value and without the formality now necessary to get a postal note. There are branches of business involving small transactions which would be sensibly aided by such a currency for enclosure in a letter.—*Philadelphia Ledger.*

Manure Producer.

Metallurgy is tending to become one of the most efficient producers of manure in the world. Twenty years ago, says the *Annales Industriales*, 20,000 tons of phosphoric acid were as poison to the 2,000,000 tons of cast-iron which England produced, while English ships were ransacking the most distant regions of the globe for phosphoric acid for agriculture. The basic process has been the anomaly. Apparatus attached to the furnaces in Scotland for the recovery of the ammonia out of the furnace gases have furnished a new and important source of sulphate of ammonia for agriculture.—*Popular Science Monthly.*

The great steamships plying between Australia and England are provided with freezing machinery by which mutton, frozen, is preserved and delivered in London in fine condition. Australian flowers in ice are also carried to London. Recently at a special meeting of the committee of the National Chrysanthemum Society, held in London, some frozen blooms of chrysanthemums sent from Sydney, New South Wales, were exhibeted. Four large incurved and other Japanese blooms; inclosed in great blocks of ice, 18 inches square and 8 inches deep, had been sent by Mr. R. Forsyth, of Sydney, a well known grower, and were a portion of the group with which he gained the silver cup of the Sydney Horticultural society in April last.

Most of the fruit men of south Douglas county will shut down their fruit evaporators for the prune season this week, after a long and successful run. All the storage rooms of the driers are filled to overflowing with the very best dried prunes of the Italian, silver and petite varieties. No points were spared in grading and drying, and they will, no doubt, command the highest market price. The evaporators will start upon apples in a few days.