The Telephone-Register.

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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

AS OTHERS SEE US.

THE ENGLISH VIEW OF UNITED STATES WARSHIPS.

A Comparison of the Largest and Fleetest Ships of the Two Countries is Plainly in Favor of the United States---Our Expenditure for Defense Free from Corruption.

An interesting article is given in a recent number of the *Engineer*, London, from which we make abstracts as follows.

After the close of the American war a long period might be expected to elapse before money would be voted freely for any purpose of war. Hence it followed that for about a quarter of a century the United States very properly rested, to an extent that would have been dangerous to any other nation, except, perhaps, Russia. At last came the time of awakening, which resulted in the masterly steps that have been taken during the last few years, both in the matter of ships and ordnance.

To begin with ships. Accepting the conclusions that have been arrived at by those powers who have been forced to push on continually, the United States authorities at once adopted types possessing the general features of such vessels as were most approved; for example, our Royal Sovereign class—that is, the 1889 design. Profiting by drawings giving all the necessary details, and even employing men who had been engaged in England in working out the designs, it was found feasible to spring, without a single false step or disappointment, to the very front, and to work forward so as to rival those who had offices and dock yards full of all that hardly-bought experience had furnished. We say it was feasible, but we do not say it was by any means easy to command success in the striking way in which it has been achieved. The United States authorities, are, then, to be congratulated—first, on the judgment that chose the line to be taken; and next on the constructive ability and energy that was displayed exactly in the most profitable way. It naturally follows from what we have said, that anyone would search in vain in the American fleet for such types as were developed in the twenty years following the close of the war in 1865. No mastless Thunderer or Dreadnought, no Inflexible or Italia, no masted Monarch or Duperre is to be found in the United States navy. In one tremendous stride the United States constructors pass with hardly an intermediate step from the small coast defense Manhattan, with her 2100 tons displacement and 19 ton smooth bore guns, to the modern ship with quick-fire armament and steel armor.

Anyone taking up, say "Brassey's Annual" or "Lloyd's Register" will be struck, perhaps even considerably perplexed, by the fact that for a given displacement, America appears to have secured startling advantages compared with European navies.

We will give a comparison between two cruisers. The English Blake of 9000 tons was launched in 1890 and may be compared with the United States New York of 8150 tons, launched in 1891, apparently to the great disadvantage of the former. The Blake has no side armor, being only "protected;" the New York has a 4 inch steel belt and 10 inches of armor on her turrets. The Blake carries two 22-ton 9.2 and ten 5 ton 6 inch guns. The New York six 8 inch guns. The Blake has sixteen three pounder quick-fire guns, as compared with twelve 4 inch, eight 6 pounder and four 1 pounder quick fire guns as the secondary armament of the New York. Here, then, the superiority in the primary armament of the Blake is more than overbalanced by the New York's tremendous power quick-fire as compared with the 3 pounder quick-fire guns of the Blake. Then the Blake's speed is only given as 19.12 knots, while that of the New York is 20 knots. The Blake, it is true, is shown as having greater coal capacity enabling her to steam at 10 knots for 15,000 miles, against the 13,500 shown for the York. Nevertheless, to all appearances the American ship beats the English one all hollow.

The character of the American warships may be briefly described as follows: They have been based on the best and most advanced models, they have been skillfully adapted to possess enormous powers of both attack and defense.

To the subjects of armor and guns we find the same principles applied and with the same ability. The policy recommended by the board of officers who visited Europe in order to arrive at the system best suited to the conditions of the United States has been consistently carried out. That is to say, the manufacture of all war *material* has been taken in hand in the states on those European patterns and methods that appeared to be best. Solid steel armor was copied from Schneider and in the case in which most notable success has been achieved, it has been made on his plan of hammering in preference to rolling. Gun steel was made in hollow cylinders on Whitworth's system of fluid compression, but while the aid of the European establishments referred to was invoked and fully acknowledged in starting, such progress has been made that it may be seriously questioned if Schneider could successfully compete with Bethlehem at the present moment. Certainly we know of no plate that has resisted successfully an attack equal to that defeated by the Bethlehem-Harveyed plate exhibited at Chicago, although Krupp exhibits a plate that has defeated a single blow of greater severity than those which fell on the Bethlehem plate. In our own country, Messrs. Vickers have, no doubt, produced plates which appear to be of the same excellence as those of Bethlehem. This, however, in no way invalidates our statement as to the lead taken by Bethlehem, for the remarkable success referred to was first achieved with the Harvey process at Bethlehem and Europe has followed suit. To Schneider belongs the credit of introducing nickel into steel, but so well has this been carried out in the United States that at the present time it may be questioned if their examples of successful nickel-steel plates do not fully rival those of Europe. The most advanced and powerful plant for manufacture of steel forgings and armor, including the heaviest hammer existing, is to be found at Bethlehem, while rolling mills, and still more extensive, though in some respect less powerful, means of manufacture exist at Carnegie's works near Pittsburg. The ability to which we refer has not been limited to success in processes of manufacture; it is seen in the system of control established by the government. It was decided from the first that private firms should be encouraged to develop resources on which the country could depend for the supply of elements or component parts of guns, while the government establishments should confine themselves strictly to the work of a gun factory—that is to finishing and building up the elements supplied into finished guns. This has been successfully done so far as we are aware. We have heard of no accidents, no disappointments.

The 11 inch gun shown as estimated for in the "Annual" of 1887, has a muzzle velocity of 2100 feet per second, and an energy of 35,984 foot tons. The actual 12 inch gun given in the "Annual" for 1893 has the same, except that incidentally one foot ton more energy is shown. For armor a system of examination and testing has been organized, which we believe to be more thorough than any carried out elsewhere. As yet, probably all nations stand in somewhat the same position. Supplies of thin plates have been well tested, while thicker ones have been found more difficult to deal with. In the United States the delivery of plates of 17 inches is only commencing, but it is commencing under a very searching and complete system of examination and tests. There may, doubtless, be faults and weak points in connection with the supply of guns and armor, but we have not discovered them. There certainly is much to commend; nor is it to be wondered at. The conditions are singularly favorable. The United States is a great power with unlimited resources. She is free from the pressure of the haste which is engendered by the danger of delay. She has men of notable inventive powers coupled with the discernment to seize and apply anything good that already exists, with access to the results of experience acquired by other nations and she has as much money as may be wished for. It is difficult to conceive circumstances more promising. Surely, if success does not follow, it could only be owing to gross corruption, or flagrant neglect, or perversity. Corruption has, we know, been often found in America, as elsewhere; but we think our readers will bear us out in the statement that the history of the United States national expenditure for defense has been remarkably free from records of its influence.

IN THE WORLD OF SCIENCE.

Plants' Queerly Introduced into Australia. Electricity as a Sanitary Agent.

Among the especially interesting exhibits at the World's fair was that of electric forging, as shown by the plant of the Electric Forging company, of Boston, and to which an award has been granted. The experiments are not confined to iron and steel, but extended to brass and copper, and are made to include not only welding and forging, but also brazing, hardening and tempering. The metal is heated uniformly and simultaneously throughout its mass. It has been ascertained that electricity heated bars retain their heat considerably longer than when the customary forging is used. This is a valuable advantage, as it largely dispenses with the reheating while working the metal into the desired shape.

Electric forging is economical, not only because the current is applied just as long as needed, but also because its energy is expended wholly on the piece of metal, or concentrated on the part of the bar which may be in process of operation. Other economical considerations in favor of the electric process are as follows: No gases are introduced into the metal while heating; the temperature can be regulated to any desired degree from that of the room up to fusion, and can be held at any desired point; many processes can be carried out at one heating, which in ordinary forging would require three or four heats; the temperature of the workshop is not affected by the electrical operations; the current employed is of low pressure, so that all danger from shock is avoided.

According to Dr. V. C. Vaughn, before the American association of physicians, at Washington, a certain city of about ten thousand inhabitants took, for awhile, its public water supply from a shallow lake, the bottom of which was covered with decomposing organic matter of vegetable origin. This water gave off unpleasant odors, but none of the bacteria in it grew at 100 degrees F. On the other hand many of the inhabitants took their drinking water from shallow wells, the water of which was clear and palatable. The well water, however, contained germs which grew abundantly at 100 degrees F. The use of the lake water in preference to that supplied by the wells was recommended early in the spring. Some followed the advice, others did not. During the late summer and early fall there were more than two hundred cases of typhoid fever in the city, and every physician agreed that there had not been a case of typhoid fever among those who had used the lake water exclusively.

With regard to most introduced plants, there is much difficulty in discovering the method of introduction, says Mr. A. G. Hamilton, writing on "The New Flora and the Old, in Australia." Many were introduced in straw packing cases. A common English weed was introduced into an Antarctic island by the use of a spade which had some mold attached to the blade, and the plant has now spread all over the island. Darwin gives instances of seeds being found in balls of clay attached to the feet of birds, and even in the elytra of beetles. Still, the introduction of many foreign weeds, must, in the nature of things, always remain more or less of a mystery. Many aliens have arrived in the colony attached to the wool of sheep or hair of other animals—a species of vegetable stowaway.

When Prof. Tyndall was experimenting with the atmospheric dust in his classical researches on the origin of the lower forms of life, he found that an electric discharge passed through a dusty atmospere purified it by causing the minute particles to settle. And long before these researches it was commonly said and believed that a thunder storm purified the air. Thus a scientific foundation is found for the popular belief, and the lightning flash takes its place as an accredited sanitary agent.

All machinery in which cog-wheels are employed must necessarily be rather noisy, and great ingenuity has been expended in reducing the noise as much as possible. A new departure has been made by an Austrian firm by the introduction of toothed wheels made of pressed rawhides, which are designed to work in conjunction with wheels of cast-iron, steel or other metals. The new wheels are said to be strong enough for the purpose, to require no lubricating and to reduce vibration materially.

A novel kind of cab has lately appeared in Berlin. It is not unlike a large bath chair with two seats, and is propelled by a petroleum-naphtha motor. It has three wheels, and carries only two persons, including the driver. The motor is of nearly two horse power, and produces on good roads a speed of about eleven miles an hour.

Dr. Bottomley, before the Glasgow Philosophical society, showed some photographs of bullets in motion. One represented a bullet passing through a plate of glass, showing how the splinters are first splashed back when the bullet enters the glass. After it has passed through it sucks them through the hole, carrying them with it and gradually depositing them.

Moisture in the atmosphere renders the blue of the sky pale, and when the air is very dry the sky is extremely blue. The higher one ascends the darker blue the sky appears.

BATTLE BETWEEN BENGALS.

Man-Eating Tigers Fight in the Menagerie in Providence.

Prince, the finest specimen of the tiger family in captivity, was captured three years ago, after he had mangled three hunters in the foothills of the Himalaya Mountains. Prince was known throughout the United States and Europe as the most ferocious animal ever taken alive.

Prince was always a demon, a beast with a bad heart, and in consequence an iron club was required to rule him, as well as a keeper with an iron mind. Prince had been in the circuses of Barnum & Bailey and Forepaugh, and he had been admired in all the great towns. After he was purchased by the Roger Williams Park commission for the menagerie they were warned that he must be kept in a strong cage and alone. He had thus been imprisoned for a good while, but as Prince and Princess, which occupied the adjoining cage, appeared to get along well together, the day finally came when the showman's advice about Prince was not heeded.

Prince felt ugly Thursday morning and tried to fight Princess several times. Finally she got mad. The fight opened with a sound like a distant thunder storm. The the fur flew and the royal Bengal blood from both monsters covered the cage and the greensward round about.

Wild pandemonium followed in the menagerie. Lions whipped their tails and roared with a fury that never before was witnessed by the attendants at the park. About every animal in the place was joining in the general din, and still the Bengal fight went on. Princess fought harder and faster than Prince, and it was soon to be seen that he was not going to maintain his wide reputation as a fighter and a conquerer of all other beasts of his kind.

Princess buried her long teeth in Prince's cheeks and held to the lower part of the throat, chewing, cutting and dragging the hair, skin and flesh to pieces. Once in a while Prince got a hold on Princess, but it was only momentary. The fight went on unchecked for fully twenty minutes, both monsters covered with blood and all their beauty gone.

Finally Princess gave Prince a fatal gash and in five minutes he was dead. He was mangled and torn to shreds about the throat.

"Will you"—his voice was very low and tender—"will you let me protect you through life?"

The heiress turned her eyes full upon him.

"Tell me one thing," she said, "are you sure you love me?"

"Of course I am. Why should you ask such a question?"

"Because I was a little bit afraid that this might be a case of protection for revenue only.—*Tammany Times.*

FOUR GREAT FIRES.

THE BURNING OF ROME, LONDON, MOSCOW AND CHICAGO.

The Latter Fire Recognized as the Greatest in the History of the Earth. Nero Fiddled While the City on the Tiber Passed into Ashes. The Chicagoese Sawed Wood.

The four great fires of history were those of the city of Rome in tenth year of the Emperor Nero, or about 65 years A. D., London in 1666, Moscow in 1812 and Chicago in 1871. Of these the latter was by far the greatest and most disastrous, though statistical details are not obtainable so closely for either of the three preceding it. Those for Rome are especially meager, the historian Tacitus neglecting to state how many houses and insulæ were destroyed, and he notes but briefly the famous fanes and monuments which were swept away. The first fire lasted for six days, and just as the wretched people were beginning to take breath and visit the ruins of their former homes a second fire broke out which lasted three days. In that respect the conflagration partially paralleled that of Chicago, as the fire which began there Sunday night was preceded by an extensive one Saturday evening. Of the fourteen regions of Rome three were entirely destroyed, seven others were injured more or less severely and only four escaped unhurt. Whether or not it be true that the emperor played on his fiddle while the city was burning, there is no reason to doubt that the people were so thoroughly exasperated with him that he judged it necessary to divert their suspicions that he had deliberately set the city on fire in order to rebuild it to his own glory. So he "saved himself at last by sacrificing the little band of alien sectaries, already objects of their hatred and revilings, to whom the vulgar gave the name of Christians."

The great fire of London lasted four days and nights, reducing to ashes five-sixths of the whole city within the walls, the population of which was estimated to be about 200,000. It had been much reduced by the plague of 1665. The area burned over was 436 acres, being about one-third of that laid waste by the fire in Rome. London was rebuilt within the next four years on a much improved plan. The destruction in Moscow appears to have been complete except the Kremlin, the city having been set fire to by its own inhabitants the night of September 14, after which they abandoned it to the French soldiers, who looted it and probably took little thought of the 11,000 wounded men that were left behind when the Russian army evacuated the place. A few years earlier Moscow had contained about 9,000 houses, of which one-sixth were stone, 314 manufactories and workshops, and nearly as many churches.

The Chicago fire devastated an area of 2,100 acres, or nearly three and a third square miles, destroyed 17,450 buildings and rendered homeless 98,500 persons. The number of killed was estimated at about 200. The value of the property was ascertained to have been about $192,000,000 the day preceding the fire, and the deduction from this for salvage was variously estimated at from $4,000,000 to $10,000 000. The loss was not far from one-third of the whole value of the property in the city, and only $44,000,000 was recovered in insurance, much of the property having been insured in home companies, the assets of which were reduced to zero by the calamity. In a year after the fire a large part of the burned district had been rebuilt, and the volume of business was much larger than before the event, which drew out practical expressions of sympathy in the shape of material aid from all over the rest of the United States and from many places in Europe. The whole amount contributed in money, provisions and clothing was estimated at not much less than $7,000,000, and the magnitude of this contribution alone attests that the great fire in Chicago was regarded generally as the most calamitous that had ever been experienced.

HERE'S A NEW DEVICE.

By it Ships can Easily Transfer Coal or Cargo in Mid-Ocean.

A satisfactory test of a practical method of coaling ships on the high seas or in open roadsteads, and for transferring goods and cargoes from one vessel to another or from a wharf to a vessel in open port, was held off Sandy Hook Thursday afternoon.

The navies of the world have been trying for years to find some method by which coal or stores can be transferred from one vessel to another or from the shore where it is impossible to make a landing. In this country and in England the experiment of lashing the vessels together has been unsuccessfully tried. That scheme and many others worked well enough in clear weather, but in rough, heavy seas the vessels pounded so that the danger of damaging one or both rendered the practice impossible.

The method tried Thursday is the invention of Capt. Philip B. Low, an ex-naval officer who served during the war. The test was made on the men-of-war San Francisco and Kearsarge and demonstrated thoroughly that while going at a rate of four or five knots an hour it is possible by Captain Low's method to transfer coal from one vessel to another at the rate of fifteen tons an hour. The work is all done while one vessel is towing another and is accomplished by raising the cargo thirty or forty feet from the deck and allowing it to slide down a taut transmission wire to the vessel in advance.

Upon the vessel bearing the cargo, which was the Kearsarge, two poles fifty feet long were rigged forward of the foremast and lashed to the yard. From near the top of these an inch wire cable was run to a derrick on the stern of the San Francisco and cleated down taut when the tow line was well stretched. The derrick on the San Francisco, or in actual use the receiver of supplies, was about 12 feet above the deck, allowing a fall of from twenty to thirty feet.

This transmission is kept taut by a counterpoise having a play up and down the upright poles sufficient to permit both vessels to roll and pitch in a heavy sea, yet always maintaining a grade on the transmission wire sufficient to carry the bags of coal over it by gravity. The weight of this counterpoise is susceptible of being adjusted to maintaining the ordinary 200-pound coal bags of the navy at a distance of from 250 to 500 feet, and cover the distance tried, 250 feet, in twelve seconds.

THE ORIGIN OF YACHTING.

King Charles Was a Designer of Yachts and an Enthusiastic Yachtsman.

Yachting at its origin was a royal sport. The first English yachtsman in the modern sense of the term was probably King Charles II., the "Merry Monarch." "I sailed this morning with his majesty in one of his yachts or pleasure boats, vessels not known among us till the Dutch East India company presented that curious piece to the king," wrote Evelyn in his diary of October 1, 1691. The present to the king from the Dutch trading company was a small sloop-rigged vessel. But the "king was not only a yachtsman; he was also a designer, and drew the lines of the Jamie, a 25-tonner built at Lambeth, and raced her against the Bezan, a small Dutch-built vessel belonging to the Duke of York. The course was from Greenwich to Gravesend and back, the prize £100, which was won by the Bezan. As the ships were designed and constructed in different countries, the race may fairly claim to have possessed an international character, while from the fact that the royal owners steered their own boats it was clearly an amateur match.

With the death of the "Merry Monarch" came a lull in the interest attaching to the sport, and many years elapsed before it was revived as a more democratic and popular form of amusement by the Cork Harbor Water Club, in 1720. This club still exists, having become the Royal Cork Yacht Club. In the year 1739 sailing on the River Thames is recorded as a popular sport, and in 1801 the existence of a society of gentlemen is mentioned who gave a silver cup to be sailed for annually in the vicinity of London.

Cowes had become a favorite yachting resort toward the close of the eighteenth century; but yachting received its greatest impetus by the organization in 1812 of the Yacht Club. With the founding of this club, afterward known as the Royal Yacht Club, and now the world renowned Royal Yacht Squadron, yachting was fairly established as a national sport. The vessels of the club were small, their number not exceeding fifty all told. This little fleet has grown since 1812 into the enormous roll of over 6,000 in 1893, of which about one-fourth are steam vessels. Estimating the total tonnage at 300,000, and the initial cost at $225 per ton, the magnificent sum of $67,500,000 must have been expended alone for the building of this fleet of pleasure craft. The annual expenditure including the maintainence of the vessels, is estimated at nearly $15,000,000; and while it is scarcely possible to calculate the number of men engaged on shore in connection with the yacht building industry, those employed with the management of the fleet at sea number not less than 12,000 men.

At the present time there is scarcely a place in the United States or Great Britain where yachting is possible that does not boast of its own yacht club, and in many cases handsome club houses. The American Register shows upward of 1,300 yachts, steam and sail, and the number of clubs exceed seventy. The love of this sport has spread to every land. Each of the maritime nations of Europe, from Sweden to Italy, has one or more yacht clubs of the first magnitude.

Among the brilliant events of this year's season it is scarcely necessary to say that the interest in the international yachting rivalry between this country and Great Britain is world-wide. The sport has become thoroughly popularized, and includes among its enthusiasts and admirers all classes, from the youngster in his cat-rigged yawl to the millionaire in his palatial steam cruiser. That yachting has not lost its character of a royal sport is shown by the racing at Cowes this summer of the Prince of Wales' Britannia and the German kaiser's Meteor.—*Philadelphia Record.*

Deer have become so numerous in northwestern Maine that the farmers' crops on the edge of the great forests are no longer safe, and the question of the landowners' rights, in spite of the game laws, must soon be passed on by the courts.

According to the last census there are over 3,000,000 bachelors in the United States—that is, 3,000,000 men over years of age who have never been married.

GOOD COUUTRY ROADS.

The Farmers Should Take More Interest in Bettering Them.

There is no subject in the world in which farmers should take a greater interest than in that of bettering the condition of the common highways. But the farmers, as we have pointed before, do not take a lively interest in the matter for they will have to pay entirely for the improvements in which not they alone are benefitted. They adhere to this view notwithstanding the fact that it has been repeatedly pointed out to them that in the course of a few years the country roads in the United States could be relocated, drained and paved—that is, macadamized—and kept in thorough repair, with no greater expenditure than that now incurred by the lack of an intelligent system—a lack which results in the roads being bad all the year round, and almost impassable for three or four months in the late winter and early spring.

Those who have studied the history of roadmaking in the civilized countries of the world are well aware of the fact that no good, comprehensive system of roads has ever been built by the purely local efforts of one neighborhood and another. Indeed, such efforts have always proved futile. When great good has been accomplished, it has been through the efforts of a strong state taking hold for awhile, at least, of the administration of the common roads. This was the case in England and in France in modern times, and that of imperial Rome in the days of the Cæsars. Such a reform came near being inaugurated in the state of New York, but that wise plan which contemplated the building of state highways was put aside in favor of Gov. Flower's suggestion that each county should do its own road making. Under this Flower read law practically nothing has been done, even though the farmer and taxpayers of agricultural communities have been shown that the roads could be improved without adding to the burden of the taxes. Meantime, despite defective laws, it is gratifying to know that the campaign of education is kept up, and that the farmers are hearing at all of their fairs how they can improve their roads and why this should be done. But it is a pity that there should be laws on the subject that are merely permissive instead of mandatory.—*Harpers' Weekly.*

Honoring the Dead.

There was a moment of deep interest at the Madeline during the funeral of Marshal MacMahon when "Count Muenster, German ambassador, his head uncoverd, stepped out. An officer of the Red Hussars, with a silver eagle on his glittering helmet, followed, and behind him came two giant officers of the White Cuirassiers. There was an uneasy shifting of the crowd, and a low murmur ran along the lines nearest the church. Muenster made a sign and a landau carrying Emperor William's wreath, was driven to the curb. The wreath was of natural violets, tea roses and carnations, among which hung a large silver W. The dropping of a pin could have been heard in the Place de la Madeline as the Germans mounted the steps and walked into the church, saluting as they passed the coffin."

"Mister," said the granger to the hotel clerk, "do you mind partin' with that sign ye put in my room?"

"Which one?"

"The one that says, 'when through using turn out the gas.' I'll pay ye whatever ye say is reasonable fur it."

"Why, I'll make you a present of it. But wha on earth do you want it for?"

"Well, I don't s'pose I kin do much in this crisis, but I wanter feel thet I hev done my dooty an' lifted my warnin' voice as best I could. I wanter take thet sign and hang it up on the door of the senate."

"What do you want?" asked the housewife.

"Suthin' ter eat."

"I haven't anything in the house except some bread and corned beef. Do you want some of that?"

"No," he said sadly. "I guess I'll move on. It 'ud be a pity to waste such a fine appetite on such poor victuals."

It was the first she had ever baked and she said proudly:

"Don't you think I could go into the bread business?"

"My dear," answered her husband, gently, "if they sold bread by weight you would make your fortune."—*Exchange.*

The shortest line that can be drawn upon the earth's surface, one end being at the mouth of the Mississippi river and the other at Pekin, China, will cross the Behring strait. If you doubt this assertion take a large globe and a piece of thread or string and make the measurement for yourself.