the South was not making the most of and a better disposition of the comits possibilities in cotton culture, and forts of life. so proceeded to make a thorough It would be ungracious to say that study of "the most valuable plant the all this is due to the influence of men earth has ever produced," as he puts from the North, and it would be un-IL. nevertheless a fact that the ideas which dominated in the old days

To Double the Cotton Crop.

His effort has been to find a hybrid plant, between the long staple which is raised successfully only on the const and the less valuable upland ideas had to surrender to new and coston, which can be profitably produced in Middle Georgia. By patient emporimentation, in co-operation with ing could be possible. One of the the Department of Agriculture, he has strongest forces in the new movement made great progress in this direction and is gradually evolving a cotton plant which promises to bring a much higher average return than the farmer has realized in the past. This is because it cannot be said with too the sort of work which few men have much emphasis, that Georgia knows the patience to do, but which confers its benefits upon all when once ac-complished. It is a wonderful thing

to lift an entire industry, and thus erly taken into consideration by North-to elevate the standard of living for ern people who are looking for homes. tens of thousands of families-more wonderful, far, than building a railmoad or a cotton mill, as I have said. tion, I am tempted to make a final

What he has done with live stock quotation from Mr. Hunt, because it and cotton, Mr. Hunt has also done has an important bearing upon the social life of the region and is diswith fruit culture. He has taken the lead in planting orchards, and in demtinctly in line with my own observaonstrating what warleties of peaches, tion. apples and pears are best suited to the sofl and climate and to the markets open to the Georgia farmers. He has North or South, be he Catholic, Protdone the same with grapes and berestant or Quaker. In the North, this ries, and thus again achieved results which have benefited other growers based on the possession of wealth and as much as himself. In the course culture. South, the caste instinct finds so much greater differences in inherent civilization, in the white of his studies he has visited the most famous fruit-growing and wine-pro-ducing districts of the world, includrace, against inherent barbarism in ing those in California and in France, the black race, that the caste sentiand has necessarily become a man of ment justifies itself in dividing the science. In this way he has made the acquaintance of the foremost scien- exists fuller democracy among all tists of the world and on the occasion white people in the South than elseof Herbert Spencer's visit to the Unit- where. Here, minor social differences ed States he was the only man outare annulled by the one great caste side the ranks of professional sciendistinction. This condition gives freer tists invited to meet the world's play to altruistic social usage among greatest thinker. Incidentally, it may be mentioned that he is an enthustparts of our country." astic collector of Indian antiquities, and that his search for rare specimens has carried him all over the United States and Mexico, and even to distant islands of the Pacific.

No Antagonism to Northern Men.

as "Isben," belonging to a well known member of Washington society, escaped from captivity the other day Although it goes without saying and the efforts of a number of intrepid Scene in one of Mr. Hunt's Full Bearing Peach Orchards.

GOTHAM'S STREET CARS.

THE GREAT SUB-WAY OF NEW YORK ALWAYS CROWDED FOR STANDING ROOM.

true as well as ungracious; but it is

were not adapted to the best use of

ideas had to surrender to new and

better plans and methods before the

South which is now rapidly develop-

is the stream of Northern blood and

capital which has flowed into the beautiful Southern land since the

days of reconstruction. And I repeat,

this, appreciates it, and wants more of

These are facts which may be prop-

They are quite as important as soil.

limate and markets. In this connec-

"The caste instinct is always resi-

dent in the brain of the white man,

finds expression in social distinction

the white people here than in other

"Isben" Loved Liberty.

An accomplished poll-parrot, known

Forty Million Dollar System Proves Entirely inadequate to Transport Crowds, Need for an Additional System.

New York's underground street railway, the "Sub-way," has been in full op-eration just about a year and a half. The relief which this \$40,000,000 system was expected to give the elevated roads and surface lines has proved inadequate to meet the needs of the increasing traffic. Within a month from the day the first subway train carrying paying passengers made the trip from paying passengers made the trip from City Hall to Harlem, the crush on the elevated and surface cars during the

rush hours was as great as ever. Owing to the peculiar elongated form of the city, the bulk of the traffic trav-As for the nineteen new

north and south daily rush by 43,000, before they can be put into-operation,

ger of accident. Already 600 cars are run on Broadway between 5 and 5 o'clock in the evening, and block-ups occur every few minutes. To provide greater accommodations

for people crossing from Brooklyn and other Long Island cities and towns, two new bridges are under way-the Manhaitan, to be finished next year, and the Blackwell's Island bridge, to be finished in 1908. The East River Tunnel to connect the New York subway with Brooklyn may be completed in 1916 The experts say that these two bridges and the tunnel will ac-commodate 175,000 per hour. The pres-ent traffic by bridges and ferries be-tween Long Island and Manhattan Island approximates 100,000, the rate of increase last year being about 50 per cent. There is no reason to expect a simaller increase in any one of the ten years before the East River Tunnel will be opened. It would seem, therefore,

that the Long Island side of the prob-As for the nineteen new subways els north and south. It was estimated with which it is planned to honeycomb

A Woman's Prophecy.

Mme. de Thebes, who predicted the Paris charity bazaar fire and President Carnot's assassination, has fixed up a bunch of trouble for 1906. Madame, pleasantly, even gaily, states that 1906 will be a wild year, full of strange, extravagant, incomprehensible and astonishing madnesses. She predicts that Germany will be threatened with general smash early in the year; that South America is to be torn with upheavals, that an unconquerable epidemic is to sweep this country; that Belgium will play a curious part in the transformation of Europe; that the attention of the world will be centered on Turkey and the near East; and that there will be serious losses in the art world.

How refreshing it would be if some of these people who read the future like an open book would see something pleasant sometimes and tell about it.

Great quantities of salt is still taken from the Dead Sea. It is a very ancient industry. that the subway would relieve the Manhattan, it will be years and years

THEY ALL WANT IT!

Senator Depew has the longest blog-raphy in the Congressional Directory. Tim Sullivan of New York has the abortest.

In the states of the Middle West there is still a large trade in the pelts of muskrats, skulks, raccons, persums, foxes, minks and weasels

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NO ROOM LEFT FOR DOUBT.



Excavation for Tunnel on New Jersey

Side.

been in operation nine months. daily traffic amounts to about 2,000,000 Manhattan are rushing toward the downtown section of the city (below Twenty-third street), and again be-tween 5:00 p. m. and 6:00 p. m., when

but the morning and evening crowd and in the meantime the population is that makes the lively hours on the increasing to astounding numbers. Its elevated and surface roads had in-creased by 50 per cent, or from 67,000 the fiscal year of 1904 the elevated to over 100,000, before the subway had roads alone carried 286,634,195 passengers, while in the fiscal year of 1995 For all hours of the day between 9 the 'Ls' and subway combined carried in the morning and 5 in the afternoon, 339,104,820, an increase of over 52,000. the city's rapid transit system is more 600. The greatest number carried by than adequate, though the average "Le," surface lines and subway in one hour was 142,500, all three systems benorth and south, and about 400,000 ing taxed to the limit of their capacity. east and west. The trouble comes be- Transportation experts estimate that Transportation experts estimate that tween 7:30 a. m. and 9:00 a. m. when it will take an expenditure of at least thousands from all directions within a \$500,000,000 to so increase the traffic radius of 35 miles of the borough of facilities of New York City as to meet





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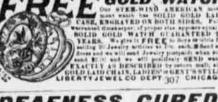
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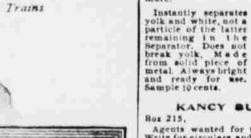
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New York Sub-way Trains



The Pennsylvania

R. R. Hudson River

Twnnel which will

carry Passengers un-

der the River to the





that the North has not sent many climbers to secure the pet bird afforded men down South who have accomplished as much in raising the eco- citement to a crowd of hundreds of nomic standard as Benjamin W. Hunt has done, it is none the less true that Southern cities and towns, and par-for his safe return spurred over a score ticularly Atlanta, are full of Northern of men of all conditions of life to capmen who are injecting a new spirit ture the feathered truant. into the life of the region. And it Polly, escaping from his cage, made is vastly creditable to the native stock a bee-line for one of the trees near the that they welcome enterprising men Treasury Department building, and sat from north of Mason and Dixon's Line and glory in their achievements. of green and red. The fun commenced comer than of the old timer they cer- sayed to climb the tree and secure the crosstown surface lines still served by tainly conceal the fact. The truth bird. seems to be that the whole community is permeated by the spirit of enterprise which these Northern men have brought, and it seems to be reflected in the buildings, the stores, the ho- his neck through the rotteness of a tels, and in the faces and bearing of the people themselves.

The population of Atlanta and its immediate suburbs is now probably about 150,000 and is rapidly growing, tems naturally keeps pace with trade, manufacture and population. All this operations and the employment of an increasing army of labor. In other words, Atlanta, and the great State of Georgia of which it is the metropolis, are enjoying an era of extraordinary prosperity.

Science Supplants Chance.

This prosperity is due in large part to the extent and value of natural resources, but it is also largely due to the new methods which have been in- that his remarks were of a quite proper troduced in recent years. Beginning nature, "hot air" being the most obwith the farmer and going on through jectionable. the line of industrial factors men are working in the light of science in-an hour or so, "Isben" flew into a tree working in the light of schee. What stead of depending on chance. What stead of depending in connection with "Isben," when last seen, was roost-

forces of nature in a way which ap- 'case I argues dat no bird, whether he

much amusement and consideable ex-

A Family

there looking around, a gorgeous bit "Isben" is an accomplished talker, and as he flew to the next tree he called out very distinctly "nay! nay!" A colored youth climbed tree number two, and, after nearly breaking limb, succeded in getting within about two feet of "Isben."

"Put salt on his tail," said a wag in the crowd. The youth showed his aptitude for going after birds that roosted about 150,000 and is rapidly as the pop-mation of the United States. But its business, as evidenced by bank clear-ings and postal receipts, is growing function of the united states is growing the bird flew up to the top of a tall telegraph pole. At this point there salmuch faster than its population. This business is largely in the form of manufacturing, although the whole-sale trade is also expanding to enor-time. Then with a stout wire crocked sale trade is also expanding the growth of mous proportions. The growth of railway, telegraph and telephone sys-railway, telegraph and telephone sys-railway telegraph and telephone systriumph from Walter. The crowd cheered, but "Isben" had apparently requires constant activity in building been lariated before, for he quickly disengaged himself and with a cheerful hee-haw! flew away about a block and alighted in a large cottonwod tree. "Send for Santos Dumont and his

air-ship," piped up one of the crowd; then a telegraph messenger boy, three fails most heavily on the elevated or four colored men, a jack-tar from roads, the surface lines and the subthe Navy Yard, and a college athlete way, which have to take care of not climbed trees and poles to secure the only the business people from Manreward. The parrot kept up a more or less continuous conversation with his would be captors, but it was noticed

live stock, cotton culture and fruit ing in the branches of a big elm tree, growing, everybody is doing to some extent. They are getting the aid of State and National Governments, and thus asserting their control over the black darkey remarked, confidentially, to a companion, "Lijah, when it gits real dark, I sure will ketch dat bird, City itself, nineteen new subways have proaches ever nearer to perfection. parrot or whatsoever, can see a man This means less waste, more efficiency ob my color on a sure dark night."

the same thousands are struggling back to their homes.

By far the greater portion of New York's business is transacted below Twenty-third street, on an area having a maximum length of three miles and a maximum width of two miles. Where there is so little ground to build upon.

saturally real estate and skyscrapers rise together, the former to millions of dellars, the latter to tens of stories. On that triangle having Twenty-third sweet for its base and the Battery for Ms very pointed apex, there are hundreds of buildings housing over 5,000 people each during the working hours. Standing on the roof of one of these towers of industry, one rising twentynine stories, for instance, with the aid of a glass, a man may count four elevated roads running from the upper sections of New York City down to the triangle; surface line after surface line running under or paralleling the "L' roads, but converging and becoming consolidated at Twenty-third street into only six roads, there being room for no more below that thoroughfare: little glass and iron entrance and exit structures that dot the route of the subway from the Bronx to City Hall; the twenty or more tireless ferries pad-TOW. dling back and forth across the Hud-son and East rivers; every car and boat crowded to the last inch of standing room, all unloading into that roaring triangle. The problem is to carry into and distribute through this tri

angle, within a given time, a constantly increasing horde of workers.

Forty-five Hundred a Minute.

The traffic returns for the year ending June 30, 1904, show that during a single rush hour, the elevated and surface lines running north and south carried 67,000; the ferries crossing from Brooklyn, other Long Island points and Staten Island, 31,000; cars over the Brooklyn Bridge, 33,000; the New Jersey and Hudson river ferries, \$2,000; crosstown lines, 12,000, a total of 175,000 landed and distributed between Twenty-third street and the Battery in 60 minutes. By June 30, 1905. the rush hour crowd had increased to 270.000.

The strain of carrying the increase hattan and the Bronx, but the thousands of Hudson river commuters landed by the New York Central at Forw-second street, and on the Brook-lyn Bridge. The new Williamsburg bridge is unpopular because only one Brooklyn elevated line connects with it, and also because its New York terminal is a mile and a half from City Hall.

been proposed. Greater speed or a larger number of trains on the "Le" and subway is impossible without dan-

one line of travel will cross another. To divide traffic and run each line as an independent artery are the purposes for which money will be expended in the future in the effort to transport millions of people from their homes to their business in the morning and back sgain at night.



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