the South was not making the most of its possibilities in cotton culture, and so proceeded to make a thorough study of "the most valuable plant the earth has ever produced," as he puts it.

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 coast and the less valuable upland cotton, which can be profitably produced in Middle Georgia. By patient experimentation, in co-operation with the Department of Agriculture, he has 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 the sort of work which few men have the patience to do, but which confers its benefits upon all when once accomplished. It is a wonderful thing to lift an entire industry, and thus to elevate the standard of living for tens of thousands of families—more wonderful, far, than building a railroad or a cotton mill, as I have said.

What he has done with live stock and cotton, Mr. Hunt has also done with fruit culture. He has taken the lead in planting orchards, and in demonstrating what varieties of peaches, apples and pears are best suited to the soil and climate and to the markets open to the Georgia farmers. He has done the same with grapes and berries, and thus again achieved results which have benefited other growers as much as himself. In the course of his studies he has visited the most famous fruit-growing and wine-producing districts of the world, including those in California and in France, and has necessarily become a man of science. In this way he has made the acquaintance of the foremost scientists of the world and on the occasion of Herbert Spencer's visit to the United States he was the only man outside the ranks of professional scientists invited to meet the world's greatest thinker. Incidentally, it may be mentioned that he is an enthusiastic 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.

Although it goes without saying that the North has not sent many men down South who have accomplished as much in raising the economic standard as Benjamin W. Hunt has done, it is none the less true that Southern cities and towns, and particularly Atlanta, are full of Northern men who are injecting a new spirit into the life of the region. And it is vastly creditable to the native stock that they welcome enterprising men from north of Mason and Dixon's Line and glory in their achievements. If they are less proud of the newcomer than of the old-timer they certainly conceal the fact. The truth 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 hotels, 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, —at least twice as rapidly as the population of the United States. But its business, as evidenced by bank clearings and postal receipts, is growing much faster than its population. This business is largely in the form of manufacturing, although the wholesale trade is also expanding to enormous proportions. The growth of railway, telegraph and telephone systems naturally keeps pace with trade, manufacture and population. All this requires constant activity in building 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 introduced in recent years. Beginning with the farmer and going on through the line of industrial factors men are working in the light of science instead of depending on chance. What Mr. Hunt has done in connection with live stock, cotton culture and fruit growing, everybody is doing to some extent. They are getting the aid of State and National Governments, and thus asserting their control over the forces of nature in a way which approaches ever nearer to perfection. This means less waste, more efficiency and a better disposition of the comforts of life.

It would be ungracious to say that all this is due to the influence of men from the North, and it would be untrue as well as ungracious; but it is nevertheless a fact that the ideas which dominated in the old days were not adapted to the best use of Southern resources and opportunities for development, and that these old ideas had to surrender to new and better plans and methods before the South which is now rapidly developing could be possible. One of the strongest forces in the new movement is the stream of Northern blood and capital which has flowed into the beautiful Southern land since the days of reconstruction. And I repeat, because it cannot be said with too much emphasis, that Georgia knows this, appreciates it, and wants more of it.

These are facts which may be properly taken into consideration by Northern people who are looking for homes. They are quite as important as soil, climate and markets. In this connection, I am tempted to make a final quotation from Mr. Hunt, because it has an important bearing upon the social life of the region and is distinctly in line with my own observation.

"The caste instinct is always resident in the brain of the white man, North or South, be he Catholic, Protestant or Quaker. In the North, this finds expression in social distinction based on the possession of wealth and culture. South, the caste instinct finds so much greater differences in inherent civilization, in the white race, against inherent barbarism in the black race, that the caste sentiment justifies itself in dividing the white from the black. Hence, there exists fuller democracy among all white people in the South than elsewhere. Here, minor social differences are annulled by the one great caste distinction. This condition gives freer play to altruistic social usage among the white people here than in other parts of our country."

Scene in one of Mr. Hunt's Full Bearing Peach Orchards.

A Family of the "Hunt Jerseys"—Magnificent Milkers and Breeders.

"Isben" Loved Liberty.

An accomplished poll-parrot, known as "Isben," belonging to a well known member of Washington society, escaped from captivity the other day, and the efforts of a number of intrepid climbers to secure the pet bird afforded much amusement and consideable excitement to a crowd of hundreds of on-lookers. The fact that the mistress of the bird had offered a large reward for his safe return spurred over a score of men of all conditions of life to capture the feathered truant.

Polly, escaping from his cage, made a bee-line for one of the trees near the Treasury Department building, and sat there looking around, a gorgeous bit of green and red. The fun commenced when a rather corpulent individual essayed to climb the tree and secure the bird. "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 his neck through the rotteness of a 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 high, such, for instance, as chickens, but he was not used to the flying kind, and just as he "reached" for "Isben" the bird flew up to the top of a tall telegraph pole. At this point there sallied forth Walter Perry, who claims to be the best coon hunter in Alabama, and scrambled up the pole in record time. Then with a stout wire, crooked at the end, he hooked Poll's leg, and a vast fluttering ensued, with a yell of triumph from Walter. The crowd cheered, but "Isben" had apparently 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 or four colored men, a jack-tar from the Navy Yard, and a college athlete climbed trees and poles to secure the reward. The parrot kept up a more or less continuous conversation with his would-be captors, but it was noticed that his remarks were of a quite proper nature, "hot air" being the most objectionable.

After flying around sightseeing for an hour or so, "Isben" flew into a tree near a police station.

"Isben," when last seen, was roosting in the branches of a big elm tree, apparently asleep. One old and very black darkey remarked, confidentially, to a companion, "'Lijah, when it gits real dark, I sure will ketch dat bird, 'case I argues dat no bird, whether he parrot or whatsoever, can see a man ob my color on a sure dark night."

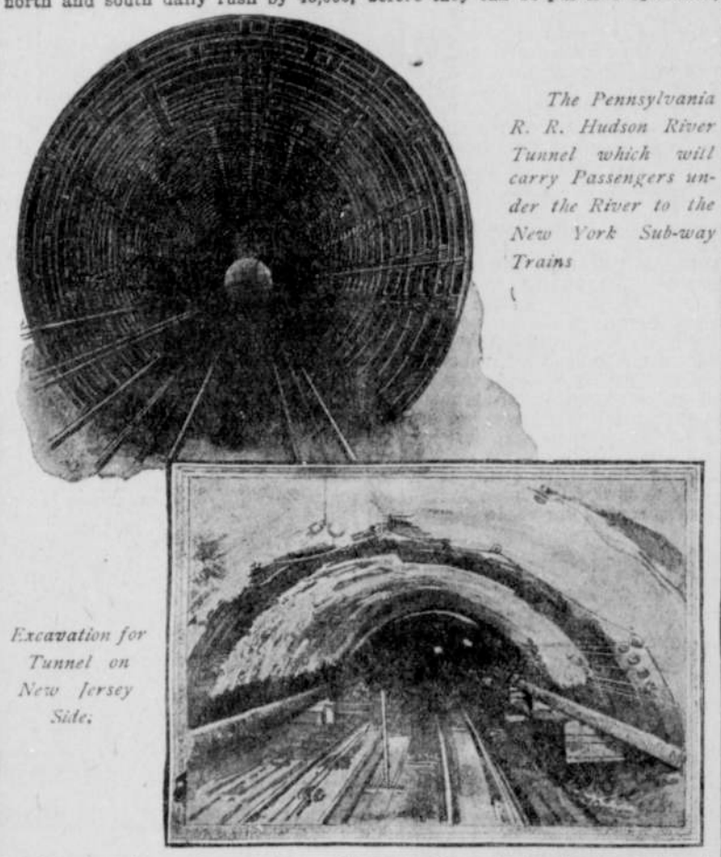
GOTHAM'S STREET CARS.

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

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 operation 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 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 travels north and south. It was estimated that the subway would relieve the north and south daily rush by 43,000, but the morning and evening crowd that makes the lively hours on the elevated and surface roads had increased by 50 per cent., or from 67,000 to over 100,000, before the subway had been in operation nine months.



The Pennsylvania R. R. Hudson River Tunnel which will carry Passengers under the River to the New York Sub-way Trains

Excavation for Tunnel on New Jersey Side.

For all hours of the day between 9 in the morning and 5 in the afternoon, the city's rapid transit system is more than adequate, though the average daily traffic amounts to about 2,000,000 north and south, and about 400,000 east and west. The trouble comes between 7:30 a. m. and 9:00 a. m., when thousands from all directions within a radius of 35 miles of the borough of Manhattan are rushing toward the downtown section of the city (below Twenty-third street), and again between 5:00 p. m. and 6:00 p. m., when 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, naturally real estate and skyscrapers rise together, the former to millions of dollars, the latter to tens of stories. On that triangle having Twenty-third street for its base and the Battery for its 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 twenty-nine 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; crosstown surface lines still served by about 400 horse cars; the innumerable 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 paddling back and forth across the Hudson 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 triangle, 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, 32,000; 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 falls most heavily on the elevated roads, the surface lines and the subway, which have to take care of not only the business people from Manhattan and the Bronx, but the thousands of Hudson river commuters landed by the New York Central at Forty-second street, and on the Brooklyn 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.

A Host of New Subways.

To relieve the elevated roads, surface lines and subway of New York City itself, nineteen new subways have been proposed. Greater speed or a larger number of trains on the "Ls" and subway is impossible without danger of accident. Already 600 cars are run on Broadway between 5 and 6 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 Manhattan, 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 accommodate 175,000 per hour. The present traffic by bridges and ferries between 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 smaller 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 problem is by no means solved.

As for the nineteen new subways with which it is planned to honeycomb Manhattan, it will be years and years before they can be put into operation, and in the meantime the population is increasing to astounding numbers. Its traveling portion is also increasing. In the fiscal year of 1904 the elevated roads alone carried 286,634,195 passengers, while in the fiscal year of 1905 the "Ls" and subway combined carried 339,104,820, an increase of over 52,000,000. The greatest number carried by "Ls," surface lines and subway in one hour was 142,500, all three systems being taxed to the limit of their capacity.

Transportation experts estimate that it will take an expenditure of at least $500,000,000 to so increase the traffic facilities of New York City as to meet present necessities, and the normal growth of the next few years, in a satisfactory manner. In the future large terminals will be abandoned, and no 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 again at night.

From Life.

A FLANK MOVEMENT.

Paris spends $100,000 a year to keep her trees in order, and to plant new ones. Every street of a certain width is entitled to a row of trees on either side, while every street of a certain greater width has a double row.

Express trains in Russia seldom attain a greater speed than twenty-two miles an hour.

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.

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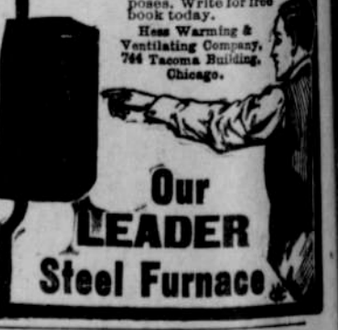

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