

AMONG THE RAILWAYS

Fifty-five Thousand Finns Are Coming to Work on Tracks.

Wanted in the West—Railroads Aim to Get More Laborers at Lower Wages—Tramps Sell Tickets to Scalpers.

It is announced by railway representatives that 55,000 Finns will come during next spring and summer to work on the railroads of the Northwestern states and Western British America.

One of the greatest continental tourist and emigrant agencies, located at Liverpool, England, is said to have closed contracts with trans-Atlantic steamship companies and certain railroads of this country and Canada for the transportation of the Finlanders.

The reason given by railroad officials for the emigration of the Finlanders is that they are being persecuted by the Russian government but it is assumed that he offers steady and profitable employment on railroads in this country and Canada which helped the Finns to reach the conclusion that it would be better for them to leave their native land.

To admit that employment on railroads in this country and Canada has been guaranteed the Finns would involve railroad officials in all kinds of trouble, said a representative of one of the Western lines. "To begin with, such an arrangement would be in violation of the foreign-contract labor law. If they knew such an arrangement had been made, the labor leaders would immediately take steps to prevent the Finns from ever setting foot on American soil. Nevertheless, the managers of American railroads, particularly those of the Northwest, feel that they must do something which will insure cheap labor necessary to carry out the extensions of track which have been planned. It was impossible to get enough track laborers last summer and fall in certain sections of the country to do the work which the railroads were very anxious to complete.

"During the 'hard times' ten times as many men wanted work as there was work for, but in the past two years carpenters and other mechanics could secure plenty of work at their own trades, and earn much higher wages than the railroads could afford to pay for ordinary labor. The result was that common laborers, willing to work on track construction, demanded higher wages, an average increase of perhaps 25 per cent. The Finns are a strong, hardy, industrious race, better for railroad construction work than Italians or Greeks. Natives of warm climates either cannot or will not—it makes no difference which—to employers—work as hard as persons coming from more northern latitudes.

"The importation of the Finns will be good, also, for the owners of the great farms in the West and Northwest. Last year it was almost impossible to get enough hands when most needed to harvest the crops. The railroads helped the farmers out as much as possible by offering very low rates of fare to persons willing to do farm work during the harvest season, but the supply of laborers was much less than the demand. Of the 55,000 Finns for whom transportation has been arranged about 15,000 will go to Minnesota and the remainder will go to Upper Michigan, Northwestern Wisconsin, the Northwestern states, and Canada. They will be offered inducements to acquire farm lands of their own in the Northwest, and assured of enough work on railroads to defray their living expenses until they have sufficient income from their farms."

Attention of the Western roads has been called to a scheme to defraud them which is now being tried on an extensive scale and which in a number of cases has proved successful. Parties representing themselves to be in distress have applied to the authorities or charity organizations of towns and cities for transportation to enable them to reach their alleged homes. When this has been furnished them, in some cases, to elude detection, they have actually got on the trains and paid their way to first stopping place, where they have left the train and returned to the city. They have then either sold the transportation to the brokers or claimed its redemption from the issuing road. In a number of cases redemption has been claimed for already used but uncollected transportation the limits of which have expired. The roads are warned to be on the look-out for all such devices to defraud them.

THE WRONG BUTTONS.

When the Dakota volunteers scrambled off the train at the Northern Pacific depot at Spokane they were besieged by a crowd of high school girls, who demanded buttons from the blue uniforms as souvenirs. The soldiers for the most part submitted cheerfully. Soon their blouses were denuded of every fastening. Suddenly a tall blond girl rushed through the depot to the platform. She was late. The buttons were all gone, and her friends proudly exhibited their trophies. But the blond girl had come for buttons, and buttons she would have. Down at the end of the platform she espied a colored man standing near the train. He was resplendent in complete uniform of blue and every button was in place. "Just because he was a negro," thought he has been overlooked," thought the high school blondest. "Well, I don't care for color—I want buttons."

realized that she had struck the porter of a Pullman car. Then she threw the buttons on the platform, and, with crimson cheeks, darted through the depot, while the porter gazed ruefully at the wreck of his once immaculate blouse.—Spokane Statesman-Review.

HIS MEMORY NEEDED TO BE TRAINED.

"I'm looking for a book on memory training," remarked a red-eyed man with a reminiscent breath as he approached one of the salesmen in a Ninth street second-hand book shop recently. "You see, it's just this way, he continued, without giving the salesman a chance to answer. "I met some old friends of mine last evening and we started out to make a night of it. We whooped things up at a pretty lively clip, and when I started for home, about 3 o'clock, I knew there would be trouble ahead for me when I got there. You see, my wife hasn't any sporting blood. Well, I was carrying my load pretty well when I passed an all-night oyster saloon, and I was seized with a brilliant idea. I'll just take a couple of deviled crabs as a peace offering. I say to myself. You know, my wife thinks there's nothing like a deviled crab."

"It took about a quarter of an hour to get the stuff ready, and I was chuckling to myself when I got home. The keyhole was there all right, and I crept upstairs as softly as possible, because I didn't want to take any chances if she was asleep. She usually keeps the light burning in our bedroom until I get home, but it was as dark as pitch. I stumbled over a chair trying to light the gas, but there was never a sound from the bed. I finally got a light and discovered that the bed was empty and hadn't been disturbed. I didn't know what to make of it at first, but it gradually dawned on me that my wife had been down in Jersey visiting her mother for three days, and I had forgotten about it. That's the reason I want to get a treatise on memory training."—Philadelphia Record.

HELP TO DECREASED MORTALITY.

Some suggestive statements are presented in his late report by Dr. Abbott, secretary of the Massachusetts board of health, showing that diseases are becoming less dangerous in human life. It appears that the hygienic condition of the people in that commonwealth was better last year than at any previous time for half a century, and there were fewer deaths by nearly 1,300 from infectious diseases than during the previous year, notwithstanding a decided increase of population. The number of deaths from diphtheria decreased one-half, from scarlet fever more than one-half; deaths from consumption were about 5 per cent. lower, and there were only some half as many deaths from measles as in the former year. The actual death rate is given as eighteen per 1,000, whereas it has been about nineteen for half a century. There was a slight increase in the number of deaths from typhoid fever, whooping cough, and cholera infantum. Dr. Abbott attributes the general decrease in the death rate to various causes, such as improved sanitary conditions, stricter quarantine regulations, and improvements in medical treatment.

PECULIAR AND PERTINENT.

Great Britain's volunteer force of 240,000 is maintained at a cost of under 800,000 pounds a year—less than 4 pounds a head.

The Liverpool city council has decided to convert or lay down during 1900 56 miles of electric tramways at a cost of 350,000 pounds.

The average age of the British soldier now at the front is nearly two years higher than that of the soldier who fought at Waterloo.

I look for power in the man; he affirms the dignity of the law; but the woman rules, and will continue to rule, through grace alone.—Schiller.

GREATEST BANQUET IN HISTORY.

The greatest banquet in history took place August 18, 1889, when the 40,000 mayors of France sat at a table in the Palais de l'Industrie, in Paris. There were three relays of about 13,000 guests—each. To prepare the feast required seventy-five chief cooks, and 13,000 waiters, 10,000 plates, 52,000 glasses, knives, forks, and spoons in a proportion of 40,000 rolls, and fish and meat, and fowl by the ton. The banquet was part of the centenary celebration of the events of 1789.

VERY NEARLY BOTTLED.

The naturalist's wife had gone out for a few minutes and left the baby in charge of her absent-minded husband. When she returned she was not a little disturbed to discover the baby crying dismally and its father, with a collection of his largest bottles of alcohol before him, evidently at his wits' end.

"Why, David, David!" cried the good woman, snatching up the child, "what ever is the matter?"

"Well, my dear," responded the great naturalist, simply, still gazing at the baby. "It's very strange, but I can't find a bottle large enough to hold him anywhere."—London Tit-Bits.

COULD NOT UNDERSTAND IT.

"Did you know that Miss B Jones was going to marry young Smith?"

"I knew it; but I can't understand how a girl as intelligent as she is can consent to marry a man stupid enough to want to marry her."—Harlem Life.

CANNOT FIGURE IT OUT.

Biffers—I'm a pretty good hand at figures, but there's one thing I can't understand about Christmas.

Whiffers—What's that?

Biffers—How it is that everybody gives more than he gets and yet nobody gets as much as he gives? I can't see what becomes of the surplus.—New York Weekly.

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THE WHITE MAN'S BURDEN

The United States Finds Itself Burdened with Over-Sea Responsibilities in the Shape of Peace and Good Government in Cuba, Puerto Rico and the Philippines.

John Bull's island home being rigidly limited, his expensive nature was forced to expand over the sea, in far off lands, wherever his bold adventurers could gain a foothold. And so, bit by bit, his huge Indian and Colonial Empire was built up, until it now covers nearly a fourth of the earth's surface, and includes, probably, a fourth of its entire population. The actual figures are: Area, 12,000,000 square miles; population, 400,000,000. These figures are absolutely without parallel in the history of the world.

John Bull's commands, then, are, more or less, willingly obeyed by a vast host of no fewer than 350,000,000 subject people, and this host includes nations and tribes of almost every known race on the globe.

Let us take India as the most conspicuous example. A small 52 ft British army of 75,000 men, aided by a native force under British officers of about twice that number, keeps in admirable order a teeming population of 300,000,000, a population equal to that of all Europe, exclusive of our own 40,000,000. India is, in fact, a continent in itself. It contains many distinct nations and races. The census returns divide the people on the basis of language into no less than 118 groups, and even then there were some hundreds of people speaking an "unrecognizable" language. Out of the 300,000,000 English is the customary language of barely 250,000, and the British-born population of India is less than half that number. There are about 50,000,000 speaking Hindi; 50,000,000, Bengali; 25,000,000, Telugu; 20,000,000, Marathi; 18,000,000, Punjabi; and 10,000,000, Tamil. On the basis of religion considerably over 200,000,000 are Hindus, 60,000,000 Mohammedans; 7,000,000 or 8,000,000 Buddhists, and only 2,500,000 or 3,000,000 Christians, and as such more favorably disposed toward their Christian rulers than the rest.

In the Straits Settlements a few Britons keep their eye on 250,000 Malays, the same number of Chinese and some 55,000 East Indians. In Hong Kong and Kowloon over 250,000 Chinese are British subjects. The "spicy breezes" of Ceylon are inhaled in settled peace and comfort by Mr. Thomas Atkins—the 2,000,000 Cingalese, 1,000,000 Tamils, 250,000 Moors, and some 10,000 Malays never disturb his serenity. In Borneo the Dyaks and other warlike Malays have been and may be troublesome, but the unrivalled tact and calm courage of British Colonial administration may be trusted to smooth down any and every disturbance of the peace.

The famous bay of the south side of the Gulf of Pechili, responsible for the feeblest and most widely spread diplomacy of modern times—Wei-hai-wei—is to be garrisoned by a British officered Chinese regiment, who can, at any rate, be trusted to keep their fellow patriots in order.

The African command of John Bull is a particularly heavy burden, and has cost him millions in money and thousands in men. Besides 1,500,000 blacks in Cape Colony and its dependencies, there are nearly 750,000 Zulu Kaffirs in Natal; 250,000 Basutos, about 500,000 Matabeles and Mashonas, with perhaps 200,000 Bechuanas, in Southern Rhodesia; 650,000 Barotses and other Bantus in Northern Rhodesia, besides the 850,000 negroes of the Nyassaland or British Central Africa Protectorate. Between the Zambesi and Tanganyika less than 300 British, about the same number of Sikh soldiers and a small native force under British officers "administer" the homeland of 1,500,000 blacks. South of the Zambesi, and including the Boers of the Transvaal and Free State, the entire white population is very small in comparison with the number of blacks. Further north, on the east coast, in British East Africa and Uganda, John has to keep the peace among 2,500,000 truculent tribes; and on the other side of the continent his Niger Coast Protectorate and territories on either side of the great river put upon his broad shoulders the immensely heavier burden of controlling some 30,000,000 negroes, mostly warlike Mohammedans, trained fighters, with a military organization of his efficiency.

British governments—not long lived in those "white men's graves"—have also the care of 1,500,000 negroes on the Gold Coast, 3,000,000 in Lagos, some 50,000 on the Gambia, and 75,000 in Sierra Leone.

What a task the destruction of the daring dervishes of the Sudan was! With less skill or valor Omdurman might have been another Adowa. In Egypt itself Englishmen have done wonders, and, above all, have made men of timorous serfs. Besides the Soudanese, our officers have also to keep the Aden district Arabs, as well as the Bahrain islanders in the Persian Gulf.

According to a recent official report there are over one hundred thousand Indians in Canada, but they have been and are so well treated by the Dominion government that they are particularly friendly, and cause little or no trouble, even in the wilds of the Northwest. In Jamaica a third of the population are negroes, as also are the bulk of the inhabitants in the Leeward and Windward Islands and Trinidad. The Bahama people are nearly all whites, but in British Guiana there are 100,000 negroes, 15,000 East Indian coolies and 4,000 Chinese. In British Honduras 250 white people live among 35,000 blacks.

In Fiji there are 3,500 whites to 200,000 Fijians, and in our other Polynesian islands the white population is very small indeed. In British Guinea a handful (250) of Europeans from the "law and the Bobby" to over 350,000 frowny headed Papuans. The native inhabitants of Tasmania are as extinct as the dodo, but New South Wales contains some 5,000 full blacks. Queensland probably 12,000. South Australia 3,000. West Australia 2,000 and Victoria only about 500. In the Northern Territory of South Australia are 5,000 Chinese coolies, and Queensland, has imported some 10,000 Polynesian laborers. New Zealand has now only about 40,000 Maoris, little more than a twentieth of the population of that prosperous colony.

Frenchmen are proverbially a stay at home people and only about 500,000 French folk live out of France. But France has, nevertheless, a splendid colonial empire of some 3,250,000 square miles, with a population almost entirely colored, of over 53,000,000; 22,000,000 of these are in Asia, 30,000,000 in Africa and some 80,000 in Oceania.

In Farther India the French are regarded as masters by 6,000,000 Annamese, 1,500,000 Cambodians, 2,000,000 Cochinese and 12,000,000 Tonkinese, and it would not be at all an easy matter to control these obstinate and defiant peoples but that the French officials govern them mainly through their own native rulers and officers.

In addition to 6,000,000 Arabs and Kabyles in Algeria and Tunis, the French have to keep an ever watchful eye on some 2,500,000 marauders in the Saharan wilds, while their west coast authorities must exercise a strong control over the 7,000,000 Fulahs and the Western Soudan, 2,000,000 on other negroes in the Senegal colony, the ivory coast and in Dahomey, 9,000,000 in the Gabon and French Congo and a few thousand on the other side of the continent, besides 3,500,000 Malagasy.

Germany's burden in the way of dependent colored races is a light one compared to John Bull's, her entire colonial population being considerably under 11,000,000. On the West African coast German marines maintain a severe authority over 2,500,000 negroes in Togoland and 3,500,000 in the Cameroons. German East Africa has a native population of some 4,000,000. Swahili Arabs along the coast and negroes in the interior. The Danamars and Namapias of German Southwest Africa do not exceed 250,000 in number.

In China, from her foothold of Kiaochow, the Kaiser's "mailed fist" may menace whom he wills.

In the Pacific German New Guinea includes some 110,000 unkept Papuans, the Bismarck Archipelago contains 188,000 and the Solomon Islands 90,000 specimens of the same treacherous and intractable race; 13,000 Polynesians in the Marshall Islands complete the subject race burden of Germany.

Holland is a very small country, but still it is the "heart" of a big dominion over sea. The Dutch colonial empire in the Indies, East and West, has an area of 783,000 square miles and a total population of 35,000,000, of whom 25,000,000 are in Java, 3,000,000 in Sumatra, 2,000,000 in Celebes and 1,000,000 in Bali and Lombok. Dutch New Guinea, though the largest section of the island, does not contain more than 500,000 people. In her Dutch East Indian possessions Holland finds 460,000 Chinese, 24,000 Arabs and 27,000 other Orientals; the rest, 32,000,000 in number, are natives of the Malay race. The Dutch West India Islands only contain 50,000 people, and Dutch Guinea 65,000.

In spite of the Monroe and other doctrines to the contrary, the United States now finds itself burdened with over sea responsibilities, in the shape of peace and good government in Cuba, with a population of 1,500,000 blacks, thirty-five per cent.; Porto Rico, with 700,000 blacks and 5,000,000, most of them still to be "pacified."

Among a multitude of other burdens, voluntarily or necessarily borne by the white man, none, perhaps, is more enthusiastically borne than the burden of missionary enterprise. Simply and solely to extend their own particular beliefs or creeds, Caucasian peoples freely spend millions every year, and send forth an ever increasing army of educated and well trained men and women who for the most show a persistent energy and determination, in the face of apparently insuperable obstacles, that form, at any rate, an admirable object lesson to the savage or barbarous peoples among whom they spend the greater part of their effective lifetime.

This missionary enthusiasm is not confined to the Anglo-Saxon race, only, but the Latin and Slav races are as incessant in their beliefs to their subject races. France, Spain, Italy, and particularly Germany, and Scandinavia, maintain important mission stations in all parts of the heathen, Mohammedan and Buddhist world.

The heavy burden of excessive armaments is not placed on the white man's shoulder so much by the "black terror" or the "yellow danger" as by the mutual distrust of otherwise civilized nations, and an ineradicable suspicion of each other, which are as strongly marked now as they were a hundred years ago. Huge armies and powerful navies are maintained at a frightful cost, ready at a moment's notice to fly at each other, to destroy, to kill, to harry, to waste.

The cost of actual war, as in the present desperate conflict for supremacy in South Africa though enormous, is, however, often enough less burdensome than the losses caused by rumors of war.

The cost of war—a really great war such as is now waging in South Africa—is enormous, but unless some terrible political convulsion throws the great Powers of Europe and America into collision, none of the wars of the early twentieth century is likely to cost anything like the colossal struggle in which England and her allies on the

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Continent were involved a hundred years ago. The twenty-seven years' war against the arrogant French Republic, and then against Napoleon, cost England, in actual hard cash, nearly nine hundred millions sterling. Add to this the destruction of property, the waste of life, the loss of labor, stagnation of trade, and the burden—which we still to an enormous extent bear—laid open the century by that war alone, is almost incalculable. The present war is estimated to cost nearly a million a day.

The direct loss in this case falls, of course, upon individual holders of securities, which drop in value and plunge hundreds of wealthy people into bankruptcy. The present war is responsible for many such cases; the aggregate loss, even under the most favorable circumstances, consequent on a war rumor must be counted by millions.

For instance, on the mere threat of war with Russia in 1885 consols shrunk in value some twenty-five millions sterling.—J. W. Williams, in Pearson's Weekly.

ENGINEERING NOTES.

All the Russian railroad companies have been ordered to adopt the Westinghouse air brake before the beginning of the year 1903.

The approach of the St. Paul to the English coast was reported by Marconi, one of the passengers, while the vessel was sixty miles out.

Careful investigation of 100 power plants in the city of New York shows that a medium-sized isolated plant can be operated more economically than the large central stations.

A new element, called victorium, has been discovered. Until now it has been confounded with yttrium. The new element is of a brown color, which discolors easily in acids.

A German has invented a method by which iron and steel wire may be coated with glass. This does away with the use of platinum in the construction of electric-light bulbs.

The emperor has granted the Polytechnic college of Berlin the right to bestow the title of doctor of engineers. Heretofore the title of doctor has been given to theologians, philosophers and lawyers. This action was recently announced at the centennial anniversary of the college.

With the aid of a fine new camera-telescope, recently installed at the Royal Observatory at the Cape of Good Hope, evidences of the presence of oxygen have been discovered in several stars. This has hitherto been sought in vain, and it is also one of the elements which has not yet been discovered in the sun.

The Viper, the new English torpedo-boat, is the fastest craft afloat. She is propelled by a Parsons steam turbine and makes forty-four and one-third miles an hour. Mr. Parsons says that she will be able to further lower this record, and he expects to see the boat make forty-five miles an hour after her engines get running smoothly.

While alcohol burned under a Welsbach mantle produces a good light, it is not an economical one, and M. Denavrouze, the French scientist, has discovered that by charging the alcohol with hydrocarbons in solution adds greatly to the illumination without any increase in the consumption of the alcohol. Lamps of this type have been exhibited before some learned societies and gave a brilliant light.

The details of the great road to the top of Mont Blanc have all been arranged, and the projectors say that by July, 1902, tourists will be carried at least four-fifths of the way to the summit. The total cost has been estimated at \$4,000,000. The road will consist of a shaft through the very heart of the mountain, and the length of the subterranean road will be a little over six miles. The terminal will be 1150 feet below the summit of the mountain.

THE PLAGUE.—Gov. T. T. Geer recently addressed a letter to Dr. J. A. Fulton, of Astoria, the state health officer of that port, calling attention to the prevalence of the bubonic plague in Honolulu, and advising a most strict enforcement of the quarantine regulations in cases of all vessels arriving from foreign ports. Yesterday the governor received a letter from Dr. Fulton, stating that the state health officer and the federal quarantine officials are co-operating in the matter; that every vessel entering the harbor of Astoria from a foreign port is boarded and thoroughly inspected, and, if it is considered necessary, is disinfected. Dr. Fulton says that everything possible is done for the protection of the public by the health officers, and he has no fears from importation of the plague.

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HIGH WATER MARK

THE WILLAMETTE ATTAINED A STAGE OF 21 FEET.

O. R. & N. Company's Steamer Ruth Collides with Bridge at Albany—Considerable Damage.

(From Daily, Jan. 16th.)

At noon yesterday the Willamette river at this point attained the high water mark of the season, the gauge at the O. R. & N. Company's dock registering a depth of 21 feet above low water mark. The usually placid stream, which had been transformed into a raging body of water, remained at a standstill until about 5 o'clock yesterday afternoon, when it began to subside and the waters began to slowly recede. Reports from up-river points, indicated that the river was falling, confirming the theory that the highest stage had been reached for the present freshet.

The O. R. & N. Company's steamer Ruth arrived in the city about 11 o'clock yesterday morning from Corvallis having been quite extensively damaged, the result of a collision with the joint Linn and Benton county bridge, which spans the river at Albany. The Ruth was captained by J. P. Conroy, while Pilot Miles Bell was directing the course of the craft when the collision took place. As a result of the collision the Ruth's smokestack was badly damaged while her Texas also suffered some damage. The principal damage was sustained by the bridge, two piers of which were more or less demolished, while the super-structure was badly strained. The Ruth was not so badly damaged but she was able to continue on down the river, reaching Salem as above stated. After unloading a quantity of lumber here for use in the Kurtz box factory, she returned up the river to Boonville for a cargo of wheat. When the river recedes sufficiently to enable her to pass beneath the big steel bridge at this point, the Ruth will go to Portland for repairs.

A telephone message was received, by local steamboat agents yesterday, informing them that the Oregon City locks had been closed to travel but the message was not necessary for it is known that 18 feet renders it impossible for boats to pass through the canal. Steamer Pomona passed down the river yesterday morning and will transfer freight and passengers to the Altam at Oregon City, until the locks are again opened. She returned upon the river last night tying up to her Salem dock at 7:30 o'clock, and a little later proceeded on her way to Independence. No particular damage was sustained locally, along the river front, as a result of the freshet. The C. & E. Company's dock, which is not being used this season, is the only one of the three Salem docks and warehouses the floors of which were not covered with water from one to eight feet deep. Agnes G. M. Power, of the O. R. & N. Company, and M. P. Baldwin, of the O. C. T. Company, congratulate themselves that their offices are still high and dry. The long approach to the C. & E. Company's dock was torn loose by the raging current and would have taken free transportation to Portland had it not been securely anchored to the main dock and warehouse by means of a strong rope.

ODD VIRGINIA NAMES.

The compiler of odd names ought to make it visit to the Virginias. From recent papers from these states it is learned that Mrs. Wynkoop Litten of Minnesota is visiting his brother in Martinsburg; that Miss Daisy Bell is a saleswoman in a millinery store in Culpepper; that Miss Janie Stringfellow has announced her engagement to a Roanoke preacher; that William Hot died near Brink the other day, and that there is a large family by the name of Lee in the neighborhood of Barrackville and Plum Run.

The steam turbine takes up about three-fifths of the space required by the present type of engine.

Cordova Wax Candles advertisement with image of a candle and descriptive text.