Seven Great Wonders of Science Perfected in the Year of 1907

Great Britain Produces the Largest and else, and in the building and launching plete population of the steamship is manlifting kites. He was shown the fac being \$520,000,000, and on freight traffic nickel plated, so that a fine finish may be about 3,000 souls.

The partly built ship and asked to help st.650,000,000. With the other sources of the partly built ship and asked to help st.650,000,000. With the other sources of the partly built ship and asked to help st.650,000,000. With the other sources of the partly built ship and asked to help st.650,000,000. With the other sources of the partly built ship and asked to help st.650,000,000. With the other sources of the partly built ship and asked to help st.650,000,000. With the other sources of the partly built ship and asked to help st.650,000,000. With the other sources of the partly built ship and asked to help st.650,000,000. With the other sources of the partly built ship and asked to help st.650,000,000. With the other sources of the partly built ship and asked to help st.650,000,000. With the other sources of the partly built ship and asked to help st.650,000,000. With the other sources of the partly built ship and asked to help st.650,000,000. With the other sources of the partly built ship and asked to help st.650,000,000. With the other sources of the partly built ship and asked to help st.650,000,000. With the other sources of the partly built ship and asked to help st.650,000,000. With the other sources of the partly built ship and asked to help st.650,000,000. With the other sources of the partly built ship and asked to help st.650,000,000. With the other sources of the partly built ship and asked to help st.650,000,000. With the other sources of the partly built ship and asked to help st.650,000,000. With the other sources of the partly built ship and asked to help st.650,000,000. With the other sources of the partly built ship and asked to help st.650,000,000. With the other sources of the partly built ship and asked to help st.650,000,000. With t Fastest Steamships--- The Singer Building other boats that traverse the ocean markable speed 1,000 tons of coal are the Government, designed the engine in New York Tallest in the World—The England, at 10:25 one Sunday morn- the size of the ship, the number of the shafts. The entire power-pro-Dirigible Airship a Success-Edison's Concrete House-Electricity To Move trip, so she was not driven to her full Trains---Picture Telegraph.

Tribune.)

ment and successfully maneuvered by the soldiers of those nations.

Southern Pacific having hitched motors to trains carrying freight over the mountains of California.

dispatches.

Thomas A. Edison's concrete house made practical, placing a substantial nome within reach of the laboring

Transmission of checks, signatures, and photographs by telegraphy, making fraud impossible and furnishing newspapers and magazines with illus-

The fort-eight story Singer building In New York, 612 feet high, with 91/2 eres of floor space, and housing 6,000

The Lusitania, the world's greatest passenger steamship burning 1,000 Thus say the engineers and architons of coal a day and carrying 3,000 people across the Atlantic in about four days.

The seven wonders of science for the year 1907, are New York's forty-eight story Singer buildings, England's 30,-900-ton steamship Lusitania, the transatlantic wireless telegraph now operating, the war airship under trial by several nations, the electric locomotive, Edison's concrete house, that can be built in a few hours, and the camera photograph.

The Singer building marks a new era in world architecture, the era of picture. the skypiercer. The skypiercer is twice as high as the skyscrapers and ment, which rises above the Potomac ment of 1907. For all your typical the cabins in any other ship. There stocks for some six years, and it is 5,000 miles in the year. On these roads tachable parts. There are separate plates ceives a dispatch written and signed by River 555 feet. The top of the cupola Briton's reputation for conservatism, is room for 540 and small molds that can be screwed to the other man himself. This dispatch, of River 555 feet. The top of the cupola Briton's reputation for conservatism, is room for 540 and the conservatism, is room for 540 and the conservatism, is room for 540 and the conservation for conservatism, is room for 540 and the conservation and small molds that can be screwed to the other man himself. This dispatch, of the Singer building is 612 feet from when he does break from precedents 460 second-class and 1,200 to the gerbar and 1,500,000,000 tons of freight, the gerbar casely to form one mold for an eourse, needs no further confirmation, and

(By Ada May Krecker in Chicago France's famous Eiffel tower. The knot faster than the highest average building is in two parts, the fourteen of the Kaiser Wilhelm and the story skyscraper, and on top of it a Deutschland, Germany's two magni-The dirigible airship recognized by tower sixty-five feet square, with ficent ocean greyhounds. England, Germany and France as a twenty-seven additional stories. The In the last fifty years of transatlan-

The practical application of trans- order to resist the hurricanes that boat. Her time was seven days, twen- building. The German army has the installed electric rower for a distance of Edward, the King of Italy and the Long atlantic communication by wireless swep over Manhattan. It was decided ty-two hours, and three minutes. It Zeppelin, the largest airship ever 34 miles. Six moths later the New Haven don Times. President Roosevelt dispatch telegraphy and the sending of press do consider the tower as built up of took eleven years to bring the record built; the Gross and the Parseval, system put into operation an electric system of the same summer time was not ripe for regular transmissions.

This was the feat while England has finished and suc- tem for 22 miles. And the same summer time was not ripe for regular transmissions. tral tower consisting of the elevator of the Alaska.

6,000 people, a city in itself.

up the weight, also to resist the wind might have been still longer. lem of the building is solved. This is why these massive towers rising over If the Lusitania were placed along- miles an hour:

the nearer office buildings is so pro- the springing of the dome.

The Lusitania, Great Britain's fourhigher than the Washington monu- day boat, is another unique achieve- liner has 50 per cent more space than The Nulli Secundus has been in the under of eration is 220.633, an increase of The mold for each house is made in dethe base, two-thirds of the height of he goes a little further than anyone Since the crew number 800, the

two minutes. This was her maiden to be extended until she has demonstrated her maximum transatlantic speed. Her average speed of twentyfour knots an hour is about half a

necessary adjunct in military equip- floor space of the whole has an area tic travel there has been a steady inof nine and one-half acres, and when crease in speed. In 1856 the Persia's fully occupied will accommodate about record was nine days, one hour, and forty-five minutes. The first eight The electrification of railroads, the BUILDING REALLY FIVE TOWERS. day boat was the Scotia, which in 1866 From the engineers' viewpoint, the made the voyage in eight days, two hours and forty-eight minutes. The most interesting feature of the sky- next year the City of Brussels had the piercer is the way it has been built in honor of being the first seven-day

600 feet heavenward are as safe as if side the Capitol at Washington it The largest dirigible balloon in the Pac'fic system be ween Central California they were only a hundred feet high. would exceed the main building in world was built by Count Zeppelin and and the east. Besides this, in a distance The view from the 500-foot level feet. If the keel of the ship were length. It carries two engines of 80- the characteristic sharp grades of the is the inventor, Thomas A. Edison, with is superbly beautiful and rich with resting at the ground level of the Cap- horsepower, each driving twin propel- western mountain summit division, and his marvelous concrete house that builds varied interest. Lower New York, itol several of its upper decks would lers. Despite its own great weight the includes over 31 miles of tunnels and in a few hours. Ten times as much con- Korn's invention several other inventors flanked by the East and Hudson Riv- project above the top of the balustrade Zeppelin is claimed to be able to carry snow shed: ers, is blocked out as clearly and regu- of the main building. The top of the fully three tons of dead burden. The larly as a map. The foreshortening of smokestacks would reach nearly to Zeppelin has remained in the air con-

look insignificantly small from the York and set up in Broadway and one 30 miles an hour. point 300 feet above their own roof side placed against the face of the line. Beyond, the many thickly nest- buildings on one side of the thoroughed suburbs of New York are traced fare, the other side of the ship would The average cubin of this 1907 ocean 20 miles an hour.

Modern Giants Accident can hardly account for th burned with the passion of the mystic WHAT A TURBINE REALLY IS,

light. Again and again we note the symptoms of disease, the fits of fever and despair, the flagging strength, the fluttering pulse, and now and then falling across the page the black shadow of death itself. And again and upon the minds of these who have fol- burned daily by the Lusitania to ob-

tellect miraculously bright." But neither in their tears nor their "Suspiria," builded "upon the bosom laughter has the essence of their and almost 200 feet longer than the trimmers are required to stoke the 192 darkness, where there shall be weeping Like De Quincey, whose writings he of darkness, out of the fantastic imag- genius been displayed; rather in their mystical trances. For them our tow- years ago, but these mammoth vessels and steel tubes on the boilers and coners and gorgeous palaces, our solemn attain a far greater speed than their densers are 141 miles in length and temples, and the great globe itself smaller rivals. have been the insubstantial pageant, When, in 1900, the Hamburg-Amer- The adoption of the turbine means tortures upon those of their lieges whom ed stepmother; his wealth, like De Quincey, who at the bedside of his while the realities have lain where ican liner Deutschland, a vessel 660 not only increased speed to the same they had reason to believe were given to foot of flesh shall never tread and feet in length, whose gross tonnage is boiler power, but also less cost of the sin of hoarding, and the cruelties mortal eye shall never pierce. In this 16,500, earned for itself the distinc- maintenance, a smaller engine-room which they perpetrated upon their victims, Blake in the other; and the parallel ever heard. It was a wind that might they show their kinship with the tion of being the fastest steamship in staff, and a diminished bill for fubprophets and mystics of all races and the world by maintaining a speed of ricants. Furthermore, there is none climes, and, above all, with the He- 23 1/2 knots per hour—which is equal of that vibrating which is so irritat- been hidden away. And even to this day, of Jerusalem coming down from above was the last word in quick sea trav- the ordinary way, while the smaller are still subject to native rule, the sus-

one great audible symbol of eternity." brew seers who beheld the holy city to 27 miles on land—someone said it ing to passengers on vessels driven in those countries of Asia and Africa that the river of water of life clear as eling. But, as everyone knows, the engine-room insures more commodi- picion of possessing secret hoards is concrystal, and the Ancient of Days, with Lusitania, the mammoth Cunader, ous quarters and promenade space. raiment white as snow and throne of which is almost twice as heavy and Mr. Parsons first demonstrated the for the barbarous measures adopted by fiery flames. James Thomson in his 125 feet longer than the Deutschland, suitability of the turbine for the pro-

woods. With forms that no man can discover.

James Thomson is perhaps less known, but no one who has read "The City of Dreadful Night" can deny his membership in the brotherhood:

As I came through the desert thus it As I came through the desert: Eyes

Glared at me throbbing with a starved desire:

Was hot upon me from deep jaws of

Sharp claws, swift talons, fleshless fingers cold Plucked at me from the bushes, tried to hold:

Francis Thompson's lines are often Coleridge's "Ancient such flashes as this vision of the

That to the sleeping woods all night I dimly guess what Time in mists the door. His congregation, men, women confounds:

From the hid battlements of Eternity: more notable name, that of the Amer- Those shaken mists a space unsettle,

> But not ere him who summoneth I first have seen, enwound. With glooming robes purpureal, cypress-crowned;

The Lusitania left Daunt's Rock, is not unusually large in proportion to carrying the power from the engine to

used a day. This stupendous amount bed, the supports and the devices for ing and arrived in New York at 1:17 passengers carried, and the reduction ducing part of the ship was his de-Friday morning, making the voyage by half a day of the time of passage. sign, and a great deal of it was made in four days, nineteen hours and fifty- WAR BALLOONS COME TO STAY, at the forge, lathe and bench with his It was natural that the French, the aeroplanes, or wings, by which the ship

capacity. Little by little the speed is nation of engineers who developed the is steered. automobile and the motor boat, should have been the first to turn their attention to the air and give official re- been kept ignorant of the fact that a cognition to the motor-driven bal- British military airship was building. loon. The wise men say that the same | The United States has built no aermulticylinder gasoline engine which ial war vessels, but an aeronautical made possible the present perfection department has been added to the war of the automobile also is responsible department in appreciation of the fact for the evolution of the balloon from that aerial militarism is an accoma huge gas-filled sphere, helplessly plished fact. driven by the wind, to a shapely, wellbraced machine, able to make 30 miles an hour in still air. Three governments have recognized this develop- in the history of electricity, because of equare. ment and some posibilities it involves, the electrification of the service on three

the Lebaudy II., La Patrie, Repub- United States. Early in the year the New England. Dispatches were sent by cessfully tried the Nulli Secundus, saw the Eric Railroad making an import- sion. During the first four years the inwell. From base to summit the five In 1882 the Alaska made the trip in The Lebaudy II. seems to have been a ant change from steam to electric trac- unrelenting efforts to the perfecting of his towers are literally tied together with 6 days, 18 hours and 37 minutes. Seven success almost from the start. The tion, steel beams at the various floors. | years later, in 1889, the City of Paris, military authorities were so impress- | The Pennsylvania system will have elec-It is not how much ground you have the first of the twin screw liners, re- ed by its ten to thirty mile voyages trie service in the tunne's under the Hudbut how you build that determines the duced the time to 5 days, 19 hours and that it was bought for the aeronauti- son River. But by far the most ambitious of 1907 the system was declared open for safe construction of skyscrapers or 18 minutes. The four-day boat took cal corps of the army. It was subject-scheme in electrification anywhere in the the sending of press dispatches. skypiercers. If the framework is eighteen more years to evolve, and ed to a long series of experiments, world is that recently announced by the 10,000 words were sent and received the strong and tenacious enough to hold without the Percent strong and tenacious enough to hold without the Percent strong and tenacious enough to hold without the Percent strong and tenacious enough to hold without the Percent strong and tenacious enough to hold without the Percent strong and tenacious enough to hold without the Percent strong and tenacious enough to hold without the Percent strong and tenacious enough to hold without the Percent strong and tenacious enough to hold without the Percent strong and tenacious enough to hold without the Percent strong and tenacions and tenacions are strong and tenacions and tenacions are strong and tenacious enough to hold without the Parsons steam turbine it which furnished the data on which three other dirigibles were built. The which may blow against it, the prob- SHIP COMPARED TO BUILDINGS. Patrie has done some excellent work

length by 34 feet, and in height by 30 sold to the German Government. It of thir cen miles the line rises nearly 7,000 is 40 feet in diameter by 420 feet in feet, and the road is single track, full of tinuously for seven hours and made a nounced that even the 300 foot piles If the Lusitania were taken to New flight of 220 miles at a speed of over

During the last month or two the with surprising detail in this peerless extend 28 feet into the buildings on acronautical corps of the British try has achieved its most marked and in- ple, and costs from a sixth to a fourth of half-tone pictures intended for reproducextend 28 feet into the buildings on aeronautical corps of the striken try has achieved its most marked and the pie, and the roof of the army has made some successful tests dividual success is considered by many what the average mechanic new pays for tion on a large scale in newspapers, magadividual success is considered by many what the average mechanic new pays for tion on a large scale in newspapers, magadividual success is considered by many what the average mechanic new pays for tion on a large scale in newspapers, magadividual success is considered by many what the average mechanic new pays for tion on a large scale in newspapers, magadividual success is considered by many what the average mechanic new pays for tion on a large scale in newspapers, magadividual success is considered by many what the average mechanic new pays for tion on a large scale in newspapers, magadividual success is considered by many what the average mechanic new pays for the newspapers and the like. It is also valuable cabins on the topmost deck would be of its first practical airship, the Null of the experts to be our wonderful system his home. The house is molded from a zines and the like. about even with a six-story building. Secundus, whose speed is slightly over of railroads.

om- American, Col. S. F. Cody, inventor of corresponding carnings on passenger traf- entire house. The inside surfaces are is its own proof against fraud or error.

AND HOW IT WORKS.

sibilities for Even Greater Speed

knots (nearly 29 miles) an hour.

The speed attained by the Lusitania

against the sloping blades, which caus Of the Ocean

distance of 136 miles in California.

four turbine motors in her engine room, and the combined push of all the blades amounts to the 63,000horsepower .. ich is necesary to drive the ship at 25 knots. The rotating mass in the ergine-room weighs 600 on Transoceanic Travel-Future Pos. lutions a minute. Everything depends upon the proper "set" and inclination of the two sets of blades which, if correctly placed, use up to the last ounce

which has doubtless impressed itself. Altogether 1,000 tons of coal are in his parable concerning the talents comlowed the extraordinary development tain her 25-knot speed, and the quan- intrusted to them for the purposes of and thoroughly Oriental manner. Whenstimulant in phrases of almost super- of Atlantic liners during the last ten tity of coal consumed on a trip to commerce, but denounced the man who or twenty years. Not only are we New York would keep the fires of had hidden his talent in the earth as an building floating leviathans today 3,000 workingmen's houses going for a "unprofitable servant," and as unworthy which are nearly three times as heavy year. No fewer than 250 firemen and of confidence, consigning him to "outer biggest Atlantic liner of ten or twelve furnaces in the ship, while the brass and gnashing of teeth."

weigh 600 tons.

from beneath to meet him at his by showing herself quite capable of Turbina, a vessel of the dimensions fiscated, nevertheless is brought again into coming. Francis Thompson in his maintaining her contract speed of 25 of a torpedo boat, which in 1897 achieved the then unprecedented speed Even that, however, is not the Lusi- of 32% knots (nearly 38 miles) on a tania's limit; but it is quite sufficient measured mile. A still more remarkfor the admiralty, who have subsi- able performance was that of the dized her building, as well as that of torpedo-boat destroyer, the Viper, her sister ship, Mauretania, both of which, with turbine engines of about which will be available as armed 10,000-horsepower, reached a speed of

> but also a huge success for C. A. horsepower. It is said that this inven-Parsons, the famous engineer, who has tion will revolutionize turbine prodeveloped the steam turbine to that pulsion, and that a speed hitherto undegree of efficiency which has en- known will be possible, although only der on the exact lines of the ordinary he says, the speed and power greater, steam engine. In the turbine we have while there is no part of the engine a cylinder, but instead of the steam that could not be made in a small

and of net \$790,000,000. There is an increase

11 per cent OCEAN CONQUERED BY MAR-CONI.

Another monument to 1907 is the installation of the transatlantic wireless telegraph, the consummation of Mr. Marconi's six years' struggle to achieve the seemingly impossible. London and made successful maneu-

Marconi's experimental work in transat

vers before gaping crowds who had lantic communication dates from the no able day in December, 1901, when he received in Newfoundland the letter "S." the appointed signal, from Cornwall, England. Encouraged by this success, Marcont commenced the erection of a powerful station at Glace Bay, Nova Scotia, where four huge braced towers were built at the corners of a square, and an elaborate system of aerial wires strung from them and led down to the sending and receiving The year 1907 must always be memorable station below them in the center of the

A year later actual wireless telegraphy The French army has four dirigibles of the leading railroad systems of the was established between this station and lic, and one other which is at present York Central and Hudson River Railroad Governor-General of Canada to King the like by telegraphy. The film contain-

both sides of the Atlantic has been vastly Southern Pacific Railroad Company for a first day. There is now a general belief that at last the young Anglo-Italian has on a sensitive photographic film mounted This scheme is doubly ambitious because triumphed and that his life work is sucthese 136 miles of road lie over a mountain cessfully completed with wonders that and has made an official speed of '0 division, over which is carried the entire wizards and conjurers in fairy tales and tion. In this way, as the light at the freight and passenger traffic of the Union folklore never essayed.

Another scientific wizard, one of whose

wonders came to successful issue in 1907. maritime nation, and the special sphere are planning concrete houses.

The total number of miles of ratiroad are made corresponding with the designs, checks, etc.

earnings for the last year of \$2,347,000,000, crete into every nook and cranny. The pumping process requires but a few hours. over 1905 of over \$234,000,000, or more than After four days at the most the parts of the mold are unscrewed and taken off.

and a solid concrete house remains The inventor says that under ordinary circumstances the concrete villas will not cost more than from \$500 to \$600 apiece. "When my plan is actually put to practical use," he declares, "mechanics earning \$2 50 a day can live as well, so far as the quality and convenience of their omes is concerned, as men now earning \$10 a day. It costs now about \$2,000 to build a frame villa of the size and with the conveniences of the concrete houses. It costs now about \$3,000 to put up a brick house of the same description. Neither a frame nor a brick house is anything near as durable as the concrete houses. To reproduce one of them in

stone would cost \$25,000." PICTURE TELEGRAPH IN USE.

The seventh wonder of the current world graph, which entered the field of practical application in the year 1907. Professor Korn, of Munich, was the first to transmit handwriting, drawings, photographs and ing the portrait is mounted on the cylinder in the transmitting apparatsu. A focused through the film on to a prism within the cylinder and refracted to a selenium plate below. The cylinder is slowly revolved. The light plays on the selenium plate below, and varies with the

line of the portrait on the film. responding fluctuations in a current going through the plate, and thence off to the receiving station, where it is focused on a cylinder which revolves at the same speed as the one at the transmitting statransmitting station passes through sensitive points on the transmitting film, they are faithfully reproduced at the ra-

GOOD WAY TO SAVE MONEY.

Since the announcement of Professor crete was used in 1965 as was used two have come forward with like systems. years before. The age of steel is passing. Special interest has attached to a phonoand the age of concrete is dawning, graph-like apparatus invented by Mr. H. The railroad system of the United States Dridges, viaducts, beds for engines and Carbonelle, a Belgian engineer. With his ou ranks in mileage and business all the dynamos, building foundations are all apparatus photographs and drawings can other railroads of the world in much the made of concrete. It is prophesied that in be transmitted in short order, and dissame way as the shipping industry of a few years telegraph posts and railroad patches and illustrations can be engraved Great Britain over ors that of every other ties will be made of concrete. Architects directly on copper and other hard metal. The Carbonelle process is especially imof industrial activity in which this coun- Mr Edison's house is for working peo- portant for long distance transmission of single casting of concrete. Metallic molds, for the telegraphic transmission of orders,

The Evils of Hoarding Money

The Lusitaria, being propelled by EGYPT A GREAT SINNER-MUCH lness of their appearance that they had ED FOR COMMERCE IS BURIED ever since BY NATIVES - INDIA ALSO A SINNEP IN THIS RESPECT-SU-

PERSTITION AND DISTRUST.

quent withdrawal from circulation has the energy of the steam in its passage been regarded as an evil and as a menace to the state. The founder of Christianity the throne of Mehemet Ali, in what are

TORTURE WAS PUNISHMENT.

In the middle ages of Europe monarchs were wont to inflict all sorts of painful to restore to circulation money that had sidered by the people as ample warrant der of the treasure, which, even if con-

Civilized governments in these modern times have no such means at their disposal, a fact which has been brought home recently with particular force to the English in their administration of Egypt. Thus, according to the recent annual report of the Egyptian Estates Companies, cruisers or scouts if required by the 351/2 knots, or nearly 41 miles an hour. Limited (a semi-official concern), close Even more remarkable, however, is upon \$150,000,000 goes into the pockets of the power claimed for a turbine engine the Egyptian people in payment of the and the 31 miles accomplished the invented by a Glasgow engineer, which, cotton crop each year, and of this vast other day by the Mauretania, are not although little more than a foot in sum the greater part disappears from cironly a triumph for the Cunard line, diameter, is capable of developing 40- culation, being hoarded by the native

The figures were subsequently confirmed by Lord Cromer in the speech which he delivered last month at the Guildhall on the occasion of the presentation to him of That Binds," knows the history of its abled these floating cities to travel two blades are used as against the the freedom of the city of London. He through the water at such a speed. many housands in each of the new added that most of the money brought It was written by the Rev. John Faw- Until the advent of the turbine, the Cunac rs. Another engineer, living in into Egypt to finance the native cotton shaft of a liner's propeller was always Liverpool, has also invented an en- crop, all of which is exported, is in gold, rotated by driving a piston backwards gine which he claims is better than and that in his estimate probably \$80,000,and forwards through a steam cyllin- the turbine. The cost would be less, 000 or \$100,000,000 in gold vanishes each year from circulation in Egypt. Some of it is converted into jewelry. But the bulk of it remains hoarded by the natives, and

Lord Cromer cited the story of an Egyptian acquaintance of his who on dving a call to a London church. His farewell rotates the shaft of the propeller, it amount of packing and oil, and, left a fortune of \$500,000, the entire sum acts in a more direct manner upon a astounding as it may seem, in its in- being found in gold coin in his cellar. SACKS OF GOLD.

Lord Cromer also mentioned the case of

village sheik, who, having purchased

property to the extent of \$125,000, appeared a couple of hours after the contract had been sealed, with a train of donkeys, dating from the middle of the eighteenth century, and indicating from the fresh-

OF THE WORLD'S GOLD NEED been withdrawn from circulation not long after being minted, and had been hoarded

PERSISTENT HOARDER

In fact, the most extraordinary incidents could be fold in this connection; and the consequence is that no matter how the cotton crop, nor how great the flood of gold that pours into the land of the From time immemorial the hearding of Nile each year from abroad, the financial gold and other currency, and their conse- stringency there remains so great as to seriously handicap the progress of the country.

Khedive Ismail and his predecessors on sometimes described as the "unregenerate days" of Egypt, were accustomed to deal ever people were believed to be engaged in the hoarding of gold, they would at once be made the subject of the most crue

persecution. INDIA GATHERS STEADILY.

During the last forty years the imports ports by over \$1,000,000,000 - that is to say, 1.000 millions of dollars. These are not only most conservative figures, but necessarily extremely incomplete, and it is pos sible that the real sum is double or trebis that amount. No trace of the money is to be found in the financial institutions of India. As pointed out by Thomas Jefferson Hurley, of the American Institute of Mining Engineers, in his pamphlet on the gold production of the world, published some ten years ago: "There is a yellow stream lowing into India year by year. ways flowing. The money does not reanper in the Indian banks. The soil of India absorbs the golden floor, just as the sands of the desert swallow the overflow of the great rivers."

When it is remembered that this work of absorption has been going on with little interruption for ten centuries, and still continues-already in 1699 the French en ment, dated from Delhi, wrote that "tha gold of the world, after circulating for some time, finally flows into India as into an abyss, from which there is no return" -it is possible to form some faint idea of the colossal amount of treasure that is comprised in the hidden hoards of that

ALL CLASSES ALIKE.

country.

All classes in India, and, in fact through out the Orient, are afflicted with the time honored habit of hoarding gold, which the influence exercised during centuries by the Mohammedans, as well as the insecurity of life and property, has in course of time extended to the Hindu and other Asiatic races. In fact, the hoarding goes on all over Asia and Africa.

Experts, such as the director of the United States mint at Washington and other authorities of equal standing, have no difficulty in forming an approximate estimate of the world's output of gold in the last two hundred years. But the most remarkable feature thereof is to be found in the fact that although since the diacovery of gold mines in Australia, South Africa, California and the Yukon, there has been an enormous increase in the production of the yellow metal, yet there has been no corresponding growth, but, on the contrary, an alarming decrease in the monetary circulation thereof.

and central regions of Africa are responsible for the disappearance of the greatest amount of gold from circulation, the people of Europe and of America are far the hoarding of money and its resultant disappearance from circulation are mainly

While undoubtedly Asia and the northern

(Continued on Page Twenty.)

Poets Addicted To Drugs or Liquors

BE DESCRIBED AS POETS OF QUINCEY, POE, JAMES THOMSON DELIRIUM - COLERIDGE, DE THEIR PECULIAR QUALITY.

event noticed briefly in these columns gates of heaven and hell. To Blake has attracted much attention in his native England, where his following, though small, seems to have been larger than here. A poet "of celestial vision" is the epithet by which Wilfrid Mevnell describes him in the London "Christabel" and "Kubla Khan," and human vividness and grace, "and in-

with bodily ailments: took into his blood, Thompson had a ery of the brain, cities and temples nervous illness in Manchester; like beyond the art of Phidias and Praxi-De Quincey, he went to London, and teles, and beyond the splendor of knew Oxford street for a stony-heart-Quincey's once, lay in two volumes, dead sister heard a solemn wind befor he carried Aeschylus in one pocket gin to blow, "the saddest that ear might have further extension, were it

That is, like De Quincey, he "doctored himself disastrously with laudanum." These physical and intellectual poet, James Thomson, who died in of 1882, wrecked by drink. James Thomson, too, had taken both De Quincey "To Our Ladies of Death." was directly inspired by the sisterhood of Our Ladies of Sorrow in De Quincey's "Suspiria de Profundis," and Thomson's lines on Blake in London are

a cry from his own solitary soul: Te came to the desert of London town Gray miles long; He wandered upon and he wandered

Singing a quiet song.

He came to the desert of London town Mirk miles broad: He wandered up and he

Ever alone with God. There thousands and thousands human kind In this desert of brick and stone;

But some were deaf and some were And he was there alone. The last line of the first stanza is a obscure, but that obscurity is broken, clear echo from the brook in the as in "The Hound of Heaven," by opium-eater

Mariner"-the brook Singeth a quiet tune.

To this group, we may add one ican disciple of Coleridge, Poe. Blake who was perhaps half-insane, needed neither alcohol nor drug to open his eyes to the world of strange shapes and terrors; but all the others-Coleridge, De Quincey, Poe, James Thomson and Francis Thompson-may have owed in part either to stimulant or His name I know,

mystery of the night that encom-

passes our common daylight life. AND FRANCIS THOMPSON - by themselves. We might call them infirmity that has made them slaves poets of delirium or of phantasma- of a stimulant; and this stimulant goria, but that these words carry too has in turn heightened for a time strong a connotation of brutishness or their powers of expression and clad The Latter-Day Engine and Its Effect tons, and revolves at about 200 revosheer irrationality. They are poets the phantoms of their imagination The death of Francis Thompson, an rather of the dream that unlocks the with richer colors and more dazzling

The Land of Dreams is better far.

author of 'The Ancient Mariner." to De Quincey, with those prose passages from the "Confessions" and the Babylon and Hekatompylos"; to De have swept the fields of mortality for a thousands centuries. . .

And Poe belongs among them, too, with his somber imaginings of "The affinities were shared by still another Raven" and of "Dreamland," a limbo

Bottomless vales and boundless floods. and Blake into his blood. Thomson's And chasms and caves and Titan

are such stuff as dreams are made

The hoarse and heavy and carnivorou

But I strode on austere; No hope could have no fear.

and children, were in an agony of tears.

Round the half-glimpsed turrets slowly wash again;

one striking trait that runs through all these writings, nor can we say that A REMARKABLE GROUP WHO MAY narcotic their clairvoyant powers, their here is merely a product of poppy or penetrate insight into the infinite vine. Far more likely is it that in their original bent these poets have In this peculiar quality they stand and the seer-coupled with physical Above the light of the Morning Star. And so it must have been to the again we detect the working of the

ecstasy saw on Jacob's Ladder To and fro In ascension and demission

The star-flecked feet of Paradise. But with visions as far asunder as hell and heaven, all these poets have English Government." clung to the one certainty that we

of.-New York Post. "BLEST BE THE TIE."

Not one in a thousand of those who sing that good old hymn, "Blest Be the Tie homely origin.

teenth century, was the pastor of a poor little church in Lockshire, England. His family and responsibilities were large, his salary was less than \$4 a week. In 1772 he felt himself obliged to accept driving the piston rod, which in turn engine shop. It needs the smallest sermon had been preached, six wagons

loaded with furniture and books stood by

Mr. Fawcett and his wife sat down on which it revolves, are in the case of packing case and cried with the others. Looking up, Mrs. Fawcett said:
"Oh, John, John, I cannot bear this! low-faced blades or vanes, the longest being 22 inches and 11/2 inches wide. "Nor I, either," said he. "Nor will we go. Unload the wagons and put every-thing back in its old place." His letter of acceptance to the London church was recalled, and he wrote this hymn to commemorate the episode.—

inilliers of microscopic atoms of steam, which fly like so many bullets

own hands. He also designed all the

The Nulli Secundus was driven to

our turbine screws, has, of course,

There is one very striking fact through the turbine.

rapture of despair saw the pit moved has proved that it was a bad prophecy pulsion of steamships by building the

outside of this drum, and affixed to nor bolt. the inner surface of the cylinder in Of all lunacy 24 per cent is from the Lusitania, 1,500,000 projecting hol- hereditary causes.

huge drum fixed to the shaft. On the ternal construction it has neither nut

The chief of the Ghent police, who bearing the money in eacks of gold, the The fixed blades on the cylinder are is organizing a brigade of police wo- appearance of which showed that they slanted slightly in an opposite direc- men, proposes to take on none except had been buried in his gardens. I myself tion to those which revolve with the women of from 49 to 50. At that age great Egyptian dignitary involving a sum drum. Between these two sets of he thinks the sex has reached years of about \$2,500, which he paid me, not by blades the steam is sent with terrific force. The fixed blades, acting as a of discretion and has sufficient experisort of guide to the steam, pass it to ence of life and human nature.