## GIBRALTAR OF CAPE HORN

Importance of Britain's New Naval Station on the Falkland Islands.

Are and How They Look-Fegtures of the Thriftiest Community in the World.

(Copyright, 1898, by Frank G. Carpenter.) 2, 1898 .- (Special Correspondence of The centers of the world in the near future. Great Britain will probably establish a naval and coafing station at Port Stanley. The necessary surveys have been made and within a few years at the farthest John Bull's gunboats will command the passage around Cape Horn and the entrance to the Cape Virgins, the last point we saw of the South American continent, and the Falklands in 300 miles, or less than a day's steam for one of England's fast war vessels. The Falklands lie even nearer the track of the sailing ships, about Cape Horn, so that these great trade routes, over which hundreds of millions of dollars' worth of freight goes every year, will practically be at the mercy of England. Outside Punta Arenas, which is midway through the Magellans, there is no chance for coaling stations within a thousand miles of Port Stanley. Montevideo is a thousand miles north, and the Cape of \$80,000. Good Hope 4,250 miles away to the northeast. Punta Arenas belongs to Chili, and by the neutrality laws it could not furnish coal except in peace, and even then it will charge exorbitant prices, as it did in the case of the Oregon. The establishment of a naval station here will bring a protest from the Argentine Republic. It has for about among the sheep. His life is spent years claimed the Falklands as a part of its upon horseback, each shepherd being supterritory, so that altogether the prospect for trouble, diplomatic and otherwise, is refreshing.

An Interesting Locality.

I find the Falklands interesting. They are among the little known islands of the Atlantic. Travelers seldom visit them. Their only connection with the outside world is by a German steamship line, which is under a subsidy from the English government to call once every three weeks to carry the mails. These ships come here on their way to and from Hamburg and the west coast of South America, so that the Falklander has a chance every six weeks to go to Europe via Montevideo, and on alternate six weeks to the Pacific via the straits. Now and then a whaler or seal hunter comes to the islands and occasionally of late the English gunboats have been visiting them in the summer.

It was in one of the Kosmos steamers that tend from east to west about 200 miles. do not even make a dot on the map. Some of the smaller islands are inhabited only by penguins, there being so many of these

penguins. The islands altogether have about twothirds as much land as the state of Massachusetts, and East and West Falkland, the two larger islands, are about five times as big as Rhode Island. All of the larger islands are covered with sheep farms, of these work in one way nearly all Scotchmen and the islands are a little slice of Scotland in the South Atlantic.

Sheep Farms. The pasturage of the islands comprises

Outside of sheep raising there are no in the whole territory, and although the the family sleeps. If there is an overflow o in the Falklands. Not enough wheat is bedroom. The cooking is done in a curious. raised to make a Maryland biscuit, and the oven-like pot, which is shelved under a only sign of agriculture is the little garden grate set in the stone wall of a chimney of cabbages, potatoes and turnips which or fireplace. The fuel is peat and the ho Port Stanley, and at the other small gettlements scattered here and there.

The Falklands are a very cave of Acolus. and today there are not enough bushes here to furnish the switches for a country school. The pasture, however, grows luxuriantly

of thousands are killed and thrown into the sea every year, their skins only being saved. There is a curious grass here which acts as a tonic as well as a food for the animals eating it. It is to sheep and cattle a sort of vegetable cocktail. It is called tussock grass. It has a stalk from four to six feet The plants grow in bunches close together, as many as 250 roots springing from one plant. Animals eat the roots as known as the traveling schoolmaster. He is well as the leaves, and, feeding upon them. paid by the government, receiving about \$400 eaten by men and it is said that two Americans once lived for fourteen months upon them on one of the smaller islands. The three families can bring their children toroots decay in the old plants and raise the gether they thus get six weeks of school. grass upward, so that it grows upon a The schoolmaster lives two weeks with each cushion of manure, as it were. Some of family and at the end of the time, having these cushions are six feet high and five laid out a course of home study for the feet in diameter, so that the grass springing children, is sent on horseback by the shepfrom them makes them look in the distance | herd to the next family, which may be li like a grove of low palm trees. This tussock ing twenty miles away. In the course of grass grows along the coast even down to time he gets back to his old pupils, examines high water mark. It is fast disappearing, them in what they have gone over with their however, as the sheep are so fond of it that parents and sisters, and then takes them as they eat it far down into the roots.

Another curious plant grows in the bogs. This looks like a stone. It forms in bunches as hard as a rock and from three to eight paid by the government, make a tour of the feet tall. It is so hard that you cannot cut island once or twice a year to examine the it with a charp knife. On hot days a pale children of each family, not only on their yellow gum comes out on its surface and a catechism, but on their secular studies. Durrich arematic odor fills the surrounding air.

It is known here as the balsam bog. air is moist and the espect of nature is dreary in the extreme. Imagine a dull, leaden sky hanging low over reddish brown moors, out of which here and there jut the ragged teeth of white rock masses, and you have a general idea of the Falkland island landscape. The islands are gently rolling, with here and there a ragged bill; the land is as black as your hat, full of peat, and here and there streaked with little streams and spotted with treacherous bogs in which horses and men are sometimes lost. The ground is so soggy, in stranger dare not go from one sheep farm out, and the value of the land is now so

Before sheep were introduced the Islands where to find work. fairly swarmed with wild cattle and wild RIGHT ON THE TRACK OF COMMERCE horses. About forty years ago it is estiby the regular steamers. That on which I tories. came is now loading in the harbor. It will take on 1,200 bales of 650 pounds each, which, at 10 cents a pound, the price it will bring in London, will make the cargo worth

Among the Shepherds.

It does not take many shepherds to care for these large flocks of sheep. The farms are divided up into fields of several thousand acres each and fenced with wire fences, so that all the shepherd has to do is to ride plied with six horses. The shepherd watches the flock, he takes the sheep out of the bogs when they fall in and turns them over if they fall down. The sheep nere, as in Patagonia, are large and fat, some of the wethers weighing from 80 to 100 pounds. When such sheep roll upon their backs they cannot get up. If left alone in this condition they would lie and kick until they died, were it not that they are killed long before by the birds. The buzzards here hover over the sheep. They watch them day and night, and the moment a sheep is on its back they swoop down upon it and pick out its eyes They keep picking at it until it dies in agony. An hour or so later they have ripped its skin open and torn the flesh from its bones. The shepherds tell me it is inconceivable how the buzzards find the sheep al most the moment they fall, and that they attack them even in the night. The sheep also fall into holes, of which there are man all over the islands. It is the shepherd's I came from the Strait of Magellan to Port business to get them out. They have to be Stanley. We sailed one whole night along clipped to keep off the scab, and at shearing the north coast of the islands, for they ex- time, which lasts for two months, they are driven to the wool shed and shorn. They There are 200 of them, consisting of two are not washed, as are our sheep, before large islands, and many so small that they shearing. The wool is carefully cut off, put into bales of 600 to 800 pounds, covered with bagging hooped with iron, and shipped thus to London for sale. Most of the sheep are curious birds that the governor of the Falk- of the cheviot and Australian breeds. They lands has been called the king of the give heavy fleeces, the average being from eight to ten pounds, and running from that up to twenty-one pounds, which was the actual weight of a fleece cut off this sea-SOD.

A Lonely Life.

This life of the shepherds must be a lonely one. They are, you know, all Scotchmen such immense size that twenty-seven men, who have been brought out here from Scotit is said, own the whole country. The total population is about 2,000, and over 1,900 of married and have large families. Their houses work in one way or another for these twenty-seven men. The inhabitants are afteen to twenty miles apart. They are usually built near a little inlet, where the company's boat can bring their supplies and near a peat bed. The proprietor pays each shepherd from \$25 to \$35 a month and 2.235,000 acres. Upon them more than furnishes his meat and fuel. The meat is three-quarters of a million of the finest mutton, which he can take from the flock, sheep in the world are feeding, and from and the fuel is peat, which he must dig out them a half million dollars' worth of wool himself. In addition to this he has a garden is exported every year. One company alone patch and with mutton and vegetables he has 240,000 sheep and the man who owns does very well. His flour and other things less than 25,000 sheep is considered a very he must buy. His flour and other things that farmer indeed. corrugated iron. One room serves as a other industries. There are only fifty pigs kitchen and living room and in the other grass is good for cattle, there are but few a guest the loft or attle is also used as a you see back of each of the houses of the ashes fall down upon the pot and around it shepherds on the moors, at the capital. The pot is tightly closed at the top and it serves for boiling, baking and stewing. The shepherd has mutton as a steady diet. He has mutton chops for breakfast, roast muttor The cold winds blow almost all day and for dinner and a slice of cold mutton for every day. They sometimes blow, it is supper or lunch. The shepherds seldom said, the vegetables out of the ground, leave their farms and the women almost They blow so hard that not a tree can live, never. I heard of one woman who has not been to town for eighteen years. Her last visit was when she came to Port Stanley to be married. Think of living away out on and the sheep keep fat if the land is not the dreariest moorland, under the dreariest overstocked. They breed so fast that tens sky, in a two-roomed cottage, with no neighbor within fifteen miles and of coming into town once in eighteen years.

Traveling Schoolmasters You would think the children brought up uneducated. They are not. They are as intelligent and well-mannered children as you would find in any country community. They have a peculiar institution in the Falklands allotted to each family is a fortnight, and if much further on the road to learning as his two weeks' stay will permit. The bishop and parson of Port Stanley, who are also ing a recent tour of the islands the governor Sir Grey-Wilson, did the same. He tells me he was much surprised at the advance-It is always cloudy in the Falklands. The ment shown by these little Scotch children away down here on the lonely moors of the Falklands. These children are, however, from the best stock of the highlands of Scotland. Their ancestors are among the thriftiest people of the world. Indeed, many

Falkland islands. Still, the chances for the poor man her are not great. All of the good lands are now taken up and nothing is for sale or rent. Many of the lands are held under fact, that wagons cannot be used. There is twenty-one-year leases from the English not a four-wheeled vehicle in the whole government. The lands are leased in blocks Carts can be used only in Port of 6,000 acres at the rate of \$100 a year. It | All travel is on horseback, and a will be years before such leases will run to another without a guide. Such hauling well known that the renewal of the leases as is done by the shepherds is on sledges will be at such prices as to leave little

of the shepherds save money and not a few

have there become sheep farmers them-

selves. There is today not a beggar in the

have taken their savings to Patagonia and

by horses. All herding of sheep is done ited labor market in the Faiklands. Those upon horses and with shepherd dogs, which who are employed get good pay, but the are raised and trained for the purpose. coming in of a hundred new hands would Notwithstanding all this, the islands are necessarily result in the discharge of that excellent for cattle and sheep. The lati- many men who now have work. The sheptude here is about that of Holland, and herds themselves have large families and the animals feed out all the year round. some of their children will have to go else-

The Capital of the Falklands. But let us take a look at Port Stanley, the mated that there were 800,000 wild cattle capital of these islands. It has only 700 on the island. Now these have all disap-citizens, including the governor and all his Where the Islands Are, What They peared and almost that many sheep have officials, but it has more thrift and business taken their places. The wild cattle were than many towns of five times its size. It the first cause of the settlement of the is perhaps the richest capital of the world islands. A rich cattle and hides dealer of for every one of its inhabitants has all he Montevideo named Lafone bought the right can eat, and to spare. Port Stanley is sitto the southern part of East Falkland and uated on Stanley harbor just beyond Cape all of the wild cattle on the islands in 1844 Pembroke, at the eastern end of East Falk-PORT STANLEY, Falkland Islands, Oct. for \$50,000 down and the promise to pay land. Its harbor is a safe land-locked bay, \$100,000 additional in ten years from 1852, about a half mile wide and five miles long, Bee.)—I have come to the Falkland islands. In this deal he got over 600,000 acres of with an entrance so narrow that a large because they promise to be one of the news land and the skins of the wild cattle, ship could hardly turn about in it. Upon In 1852 he sold out his property to the the south side of the harbor, running up a Their governor tells me that it is true that Falkland Islands company for \$150,000 and gently sloping hill are a hundred or so neat since then this company has been the lead- one and two-story cottages. They are made ing power in the Falklands. It has bought of wood or stone with ridge roofs of cormore land, and it now probably has more rugated fron. This is Port Stanley. As you than a million acres. It has about 200,000 look at it from the steamer it makes you sheep and it has a sailing vessel which goes think of a German village, and as you come to London once a year to carry its wool closer to it you find that every little house Straits of Magellan. The distance between and bring back the canned goods, clothes, has its front yard and garden, and that the sheep farming implements and other things front doors of even the poorest of the cot-required by the islands. It has a line of tages have vestibules. This is to shield the boats which periodically make the round visitors and the families from the cold wind. of the islands, carrying the farmers such in nearly every window you see potted goods as they order and bringing their wool plants and flowers. Such things will not to Stanley for shipment to Europe. The grow out of doors, and I venture that there wool is put up in bales just as we bale is not a town of this size in the world which cotton. Much of it goes to the markets has so many green houses and conserva-

AMERICANS RAIDING BRITAIN Hundreds of backney cabs, scores of omni-

Yankee Push and Products Overleap All Barriers.

THE CAMPAIGN IS CONDUCTED

Commercial, Industrial and Professional Success Achieved Over Home Competition and Prejudice.

LONDON, Nov. 3.-England is being invaded by the United States. It is a commercial campaign and this country is just now enjoying a number of new and notable illustrations of the increasing power of America to cause such an upheaval among the ancient trade traditions of Great Britain as the average Englishman has never dreamed possible. From ignoring the United States in the commercial and financial field, the United Kingdom has unhappily come to realize, in some respects, the steadily increasing successes of American competitors, who at nearly every turn are showing what down-to-date methods and western ingenuity can do when squarely pitted against the antiquated fashions so \$100,000,000 in good English gold goes annually to America to the loss of Great Britain. So severe have been the inroads £20,000 for a system of experiments with upon home made goods in many departments of trade by the rapidly rising American and Beside each house is a pile of what looks other foreign competition that English manlike cubes of well-rotted manure. This is ufacturers in some lines are displaying large

QUEEN YICTORIA STREET HEW LLECTRIS SUBWAY SHIKS BUILT LANGUTEROM AMERICAN MATERIALS

A SLICE OF LONDON, SHOWING THE NEW ELECTRICAL SUBWAY WHICH IS BEING BUILT LARGELY BY AMERICAN ENTERPRISE.

April.

of the people to support home industries.

Nor is this loss of prestige alone felt in

the regular run of trade. The most talked

close neck riding won him nearly every race

in the entire English circuit and spread con-

sternation all over the British turf. When

don't know; I never look back." The most

popular music played by the orchestras and

whistled about the streets at present is that

given in "The Belle of New York," which

is the theatrical success of the year, and

has been staged to standing room in Londo

by American players continuously since last

Big Contracts for Steel.

"The obstinacy of the British manu-

facturer against taking up with new meth-

ods and the present system of English

trades unions threaten most serious los

to English industry, if a radical change is

not soon brought about," said S. T. Well-

man of Cleveland, O., after a recent trip

into the steel manufacturing districts of

Wales. Mr. Wellman is widely known as

one of the heaviest steel operators in the

United States and his remarks gained wide

attention from the English press, numbers

of which have long seen the impending

danger and have urged that an entirely

new system of commercial training be put

into effect by business concerns through-

In the meantime western wares are

steadily gaining. The Carnegie steel prod-

ucts, from Pittsburg, are commanding some

of the heaviest contracts in this country

and even castiron from America is ahead

in this market. Recently the city of Glas-

gow opened competitive bids on a large

order for water pipe and the lowest figures

were those of a Pennsylvania iron firm, but

so great was the opposition to letting the

order go out of the country that all of the

bids were thrown out on an alleged tech-

nicality. Quotations were again advertised

for, and once more Pennsylvania was the

lowest bidder. It remains to be seen if the

Americans will be allowed to fill the order,

but it is now agreed that our iron mills

can cut below all competition in this field

Some time ago the English and Egyp-

tian governments asked for specifications

for a light pattern of railway locomotive.

suitable for running across the Egyptian

deserts. The British locomotive concerns

said the road must take their regular make

of machines; the Americans said they would

supply whatever was wanted and the order

number of railway locomotives were to be

purchased. The English makers said they

could furnish them in two years and not

before: the Americans promised them in a

quarter of the time, and had the engines

Electrical Supplies.

The era of electricity in city transporta-

been brought about largely by the activity

distinction of passing under the busiest spot

on the ground in exactly six months.

went to the United States. In Jayan a

out the United Kingdom.

and still have a profit.

are learning his ways, Sloan replied:

asked if the English upright-riding jockeys

peat. Peat forms the fuel of the town, and advertisements, appealing to the patriotism it comes from the bog on the top of the hill, at the foot of which Port Stanley lies. Every one here can get his own fuel for the digging, and nearly every householder in Port Stanley goes to the moor and chops out has been "Tod" Sloan, the sensationally his own peat blocks for the winter.

Some of the houses are quite pretentious. The manager of the Falklands company has of two rooms and a lean-to, roofed with a house containing a dozen rooms, and the cottages of the governor cover perhaps onequarter of an acre of ground, all of his rooms eing on the ground floor. There are three churches, one of which is called the cathedral. This is presided over by the bishop of the Falklands. Another church is Roman Catholic and a third is a Baptist. There are two hotels or public houses where you can get a bed or a drink. If you want the latter you may have good Scotch whisky for 6 cents a glass and Bass' ale for 4 cents. There is a butcher shop which sells delicious mutton at 4 cents a pound and fairly good beef for 8 cents a pound, so you see the necessities of life are cheap.

Port Stanley has a postoffice at which the monthly newspaper mail averages five pounds per family. It has a postal savings pank, in which the deposits now amount to \$180,000. There are only 2,000 people in the Falklands and the depositors in the postal savings bank number 350. The town has a governor appointed by the queen of England, who gets a salary of \$6,000 a year. It has other officials whose salaries foot up \$50,000 annually. It has an American consul, a Kentuckian named Miller, who seems under such conditions would be wild and to be hand and glove with the governor and who is trying hard to earn his salary on these far away islands, where there is no American trade and where there are not a dozen vessels in a century. The consulate is a little cottage of three rooms and a lean-to, such as could be built for \$100 in speedily become fat. The roots are even a year, to go from one shepherd family to the United States. It is one of the most another and teach the children. The time useless consulates in our service and there is no earthly reason for its existence except to give some politician a place. By the time this letter is published the presentappointee will probably be back home, as an Iowa man has been chosen to succeed him. FRANK G. CARPENTER.

THE OLD-TIMERS.

Nancy Barger of Bellefonte, Pa., has just died at the age of 106. Frau Charlotte Embden, the only surviving sister of the poet Heine, has just celebrated her 98th birthday.

Russell Sage ascribes his present health and activity to keeping early and regular hours and abstaining from tobacco during the entire 82 years of his life. America's oldest lighthouse keeper is Cap

tain Elisworth, who has had charge of the Ipswich light since 1861. He is 85 years of age, yet attends to all his difficult duties. Mrs. Mabala Bentley of Bloomington, Ill., whose mother was with Boone at the siege of Boonesboro, and whose aunt was the first white child born in Kentucky, has just entered upon the second century of her life and is unusually active.

The grand duke of Mecklinburg-Strelltz has just celebrated his 79th birthday. He is thus only five months younger than Qu Victoria. The king of Denmark, however older than ether, having passed his 80th year, while the grand duke of Luxembourg, the oldest of the rulers of Europe, is over \$1. Mr. and Mrs. Jean Roy of St. Joseph, Beame, Quebec, celebrated last week the fittleth anniversary of their marriage and the event presented some extraordinary features. The bridesmaid, the best man and the fiddler of fifty years ago were present, But a still more extraordinary incident was the presence also of Mr. Roy's mother, now aged 98 years, who was twice married, and now numbers 297 descendants.

Millions of bottles of Cook's Imperial Champagne, extra dry, have been drank, aldragged over the wet but snowless ground profit to the outsider. There is a very lim- , ways leaving a taste for more.

buses, a maze of trucks, all keep up a humming, drubbing roll and all sorts of trades and traffic occupy the ground surface, while above the trains of the Dover rallway gov crashing over their viaduct almost every minute. A cross section of the under earth

States.

tion was with American equipment and a large part of the electrical installation was performed by experts from the United

A much longer line is that now being pushed by day and night to completion from the Royal Exchange to Oxford street under the heart of London. It will be nine miles in length when its laterals are complete and cost about £3,000,000 for the work now under way. There was danger that the American electricians would capture all the equipment contracts by the superiority of their materials and by making lower bids than the English could reach; but a compromise was finally agreed upon, by which the contracts are now so divided that English companies will get about half of the work. Were it not that English firms are constantly favored America would eventually drive out a great deal of the home business. The conservative old underground companies long prevailing here. It is estimated that are beginning to realize that they must equip their lines with electricity or lose their trade, and so they have appropriated both English and American equipments. So far the London county council has not consented to surface trolley lines, even in the suburbs, but permission has finally been secured to allow a trial of electrical traction on the street grade outside the city centers, all of which promises new and profitable fields for American industry.

Invasion by American Cattle. So many American cattle come to the slands that they must be discriminated against by law for the protection of the English stock raisers. It is provided that they shall be slaughtered at the port of entry within ten days from arrival. American eattle thus have not sufficient time to recover from their long sea trip and the rundown condition engendered by confinement on ship. Yet the number of beeves arriving is steadily increasing in spite of these handcaps. Detford, near London, Liverpool and Glasgow are the points of cattle entry. where rigid government inspectors are stationed. George Gould of New York contemplates putting a new line of cattle ships beween New Orleans and Southampton delivering southern and western cattle into the English markets by a practically all-water route to lessen the present shipping expenses. Large weekly consignments of refrigerated, smoked, salted and tinned meats are made to England by the Armour and Swift packing companies of Chicago and so cheaply are the shipments made that they indersell home grown meats. Many butchers substitute at a large profit American for English meats with their customers, who rarely know the difference. The cheaper grade of American side meat costs but 3 sence a pound, while Irish and other choice ome grown bacons command a shilling Many hog raisers in the northern provinces sell their fatted stock for cash and then buy the cheaper American pork for their own

Even American coal is looking to Engand, the land of carbon, for a new outlet. Henry S. Fleming of New York, secretary of the anthracite coal combination of Penncountry. So frequent have been the strikes nconvenience from this and other causes, for foreign coal. Anthracite is unknown here, but those familiar with the English the climatic viciositudes and muscular trade say it will rapidly grow in popularity strain of the campaign and battle, and

The English people are habitually preju ficed against foreign goods, until they have proved them, when they take the best, whatever its source, and American productions are especially welcomed. A present trouble with American foods is that such shippers of American in England for several weeks as the California fruit dealers usually send the second grade of canned goods to the successful jockey, whose new-world style of foreign market, and the general trade is severely injured. There is a large opening for green fruits, as California oranges sell for threepence, and other fruits are high in proportion. Even the New England dough nut has invaded old England, accompanied by fancy cakes and sweets sold in a number of American stores. Candles of fine grades

> London is the supply center for the tremendous purchases of American agricultural ness manager of the machinery being made in Russia, Germany and other states of Europe. England has never been much of a market for the im-

from the United States are steadily gaining

the patronage of the rich.



PORTRAIT OF R. NEWTON CRANE, THE FAMOUS AMERICAN-ENGLISH BAR-

RISTER. proved implements of husbandry, as they cost more than the clumsy domestic articles and the lower price is what wins with the average agriculturist. A perceptible improvement is showing in English farming machinery and many of the American implements are being copied, although imperfectly. An American steel planing manufacturer found twenty models of his machines made in Berlin, but the large concern which had stolen the design told him that they would buy direct in the future, because they could not match either the price or quality of the originals.

American Furniture. There is a good opportunity here for American house and office furniture, so as western factories will learn that light colored furnishings are not suited to the smut of London and that the English for the present will have only the dark finish. tion is just arriving in London and it has They are growing partial to the original and graceful transatiantic house fittings of American manufactures. First among and promptly buy whatever is offered, if it

the roads to adopt it is the new line lately suits their requirements. completed, running underground from the The Prince of Wales, duke of Cambridge lord mayor's mansion to Waterloo station, and other notables witnessed the tests of and its heavy passenger traffic is showing non-inflammable wood from American facto the other underground roads the great tories, as made here lately, and the Navy advantage this route has over the stuffy, department is further investigating, with a smoky tunnels through which the steam view to using this wood in all the new locomotives now run. This line has the

Next year will likely see the same kind on earth, expressively known in London as of a slump in English bicycle prices as oc-"Slaughter Corner," being the convergence curred last year in America. The United Crane, railroad attorneys, of St. Louis, Mo. | the surprising advance being made of everyof Queen Victoria street, New Bridge street. States is sending thousands of wheels here and the approach to Blackfriar's bridge, to sell for £8 upward, while the high grade die Temple, and wears the wigs and robes

COLONEL COIT

## would reveal a strange confusion. One railway above and two below are only items in the activities of this crowded spot. In the building of the new lowermost electric road, which is seventy-seven feet below street level, more than half of the construction was with American equipment and a

Endorses Pe-ru-na, the Great Narve and Ca'arrh Remety.



Commander A. B. Coit, Colonel of the 4th Regiment (Infantry) Ohio Volunteers, has been a prominent figure in military circles for a number of years in the State of Ohio His regiment is considered one of the finest regiments ever mustered into the United States service. In the recent victorious engagement at Guayama, Porto Rico sylvania, is in England looking over the this regiment stood the brunt of the enemy's attack. The Spaniards were routed field with a view to putting on a line of coal with considerable loss and the city captured. In a recent letter from camp to Dr. Hartcarrying steamers between America and this man, the Colonel says: "Thanks for the case of your most excellent Pe-ru-na. It has been found invaluable as a tonic in this climate and in the various sickness attending of English coal operatives, and so great the a radical change in drinking water." In a prior fetter this brave commander states: inconvenience from this and other causes, "Pe-ru-ra as a catarrh remedy has made several remarkable cures to my knowledge. that it is thought there is a good opening I desire to give the remedy my hearty endorsement."

Not only is Pe-ru-na a remedy suited to | Another busy man is Mr. W. T. Powell, systemic tonic for the farmer, mechaniand laborer, but it is

tonic to the over-

worked professional

of Eureka Springs,

Ark., says: "I can

testify to the merits

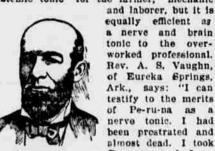
of Pe-ru-na as

nerve tonic. I had

been prostrated and

almost dead. I took

Pe-ru-na and I am

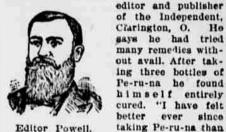


A. Vaughn, D. D.

now enjoying my usual health. To all who suffer from debility of any kind I recommend Pe-ru-na.'

Col. Peter Sells, of Columbus, Ohio, busigreat Sells and Forepaugh Consolidated Show, is one of the hardest worked men inAmerica. He says: "I find Pe-ru-na an Bummaule remedy for overwork. would not be without Pe-ru-na in my

travels. With an occasional use of Colonel Peter Sells. this remedy I find myself always in g.od health and spirits."



Editor Powell.

The medical profession also endorse Pe-ru-na. Dr. D. P. Neihart, of Nebraska City, Neb., is a physician of 58 years constant practice. He says: "I find daily use for Peru-na in my practice. I have been disappointed in results with this remedy. I use hun-



dreds of bottles of D. P. Neihart, M. D.

East and West, praise Pe-ru-na. Everybody should have a copy of Dr. Hartman's latest book. Sent free by The Pe-ru-na Drug Manufacturing Company, Columbus, Ohio.

Prominent men of all professions, trades

and occupations, from the North, South,

Ask any druggist for a free Pe-ru-na

domestic machines are still offered at £20. of his office with all the calm dignity of Factories for cheap wheels are also springrepairs made for them by the incompetent English shopmen.

Typewriters and Shoes.

ers of the standard makes are being sold, each year in the British Isles and no line of imported goods has a larger demand. The leading writing machine people keep regular traveling salesmen on the road and have to the standards ruling in the United States. agencies in all important places. One of the greatest drawbacks to the typewriter trade is the prejudice against the female typewriter in public offices, but increasing numbers of English girls are taking up the | 000 untly, while the Times, as a representa-

Recently several large shoe factories of New England have pooled forces for English trade and have established three stores in London and at other inland points under the name of the American Boot company. Heretofore it has been difficult to get a good fit from the store stocks of heavy jously threaten the prosperity of the old-time and often uncomfortable English boots, but the buying public is slowly learning that a ready made American shoe may mean the cently and the London companies are but same comfort for which they have been obliged to pay three times its price for made-to-order footwear here.

American Professional Men. cessful professional men are steadily increasing, dentiets being in the lead, numbering among the English aristocracy, and Dr. gaining new premium payers every day. Davenport is one of three brothers practicing in Paris and elsewhere in Europe. The late Dr. Evans, the Philadelphia dentist, who his great fortune is due to his American piled up a fortune of \$28,000,000 in Paris, methods, having received his early training was often the guest of the prints of Wales at Mowbray house when in London. There are a dozen Americaa attorneys here, the most successful being ft. Newton Crane. esq., formerly of the firm of Pattison & Mr. Crane is a rising barrister in the Mid- where by the new world.

genuine Frglishman. There are two Amering up by the score and wheels of service | lean physicians having a fair practice. The will soon be as low in price as in the United | advent of American practitioners has States. The greatest present drawback for aroused considerable professional jealousy American wheels is the difficulty of getting on the part of English medical and dental men, who have frequen'ly employed detectives in hopes of discovering some violation of the unfair English laws by their dan-Something like 20,000 American typewrit- gerourly successful foreign competitors. Half a dozen American journalists hold

responsible positions on the leading magazines and daily papers in London, and are slowly bringing up the metropolican press Illustration is slowly creeping into the daily papers, and the Daily Mail, which most largely employs this and other modern means, leads the circulation lists with £00,tive of the old newspaper school, has a circulation of only 40,000.

## American Life Insurance.

During the last few years the leading American life insurance companies have gained such a hold in this country as to seri-English assurance corporations. Soliciting agents were unknown in England up to rebeginning to meet the brisk competition being given them by the stirring representatives of the foreign agencies, which have large office quarters in the best frontage on It is estimated that 1,600 Americans are Trafalgar square and other choice locations. in business in London, and among these suc- | The average Englishman is gradually coming to forgive the Insinuating American life insurance agent for the impertinence of about fifty. Of these Dr. J. J. Wedgwood talking to him in his office about a policy and Dr. Davenport are the leading practi- on his life and the enterprise and liberality tioners, the former having a rine clientele of the progressive New York companies is

Sir Thomas Lipton is the most successful English business man of the day and he says in the slaughter houses of Chicago and Omaha. It is encouraging to note that many of the young men in this country are following his example in learning how to do business along the most progressive lines of

EDWARD PAGE GASTON.