the South was not making the most of and a better disposition of the comits possibilities in cotton culture, and forts of life. proceeded to make a thorough

To Double the Cotton Crop.

His effort has been to find a hybrid plant, between the long staple which Its benefits upon all when once ac- it. tens of thousands of families-more wonderful, far, than building a railsoad or a cotton mill, as I have said.

What he has done with live stock and cotton, Mr. Hunt has also done with fruit culture. He has taken the lead in planting orchards, and in demonstrating what warieties of peaches, apples and pears are best suited to the soil and climate and to the markets done the same with grapes and berries, and thus again achieved results as much as himself. In the course of his studies he has visited the most famous fruit-growing and wine-producing districts of the world, including those in California and in France, and has necessarily become a man of science. In this way he has made the acquaintance of the foremost scientists of the world and on the occasion of Herbert Spencer's visit to the United States he was the only man outside the ranks of professional scienbe mentioned that he is an enthusi- parts of our country." astic collector of Indian antiquities and that his search for rare speci mens has carried him all over the United States and Mexico, and even to distant islands of the Pacific.

No Antagonism to Northern Men. Although it goes without saying and the efforts of a number of intrepid

It would be ungracious to say that

study of "the most valuable plant the all this is due to the influence of men eart" has ever produced," as he puts from the North, and it would be untrue as well as ungracious; but it is nevertheless a fact that the ideas which dominated in the old days were not adapted to the best use of Southern resources and opportunities is raised successfully only on the for development, and that these old coast and the less valuable upland ideas had to surrender to new and coston, which can be profitably pro- better plans and methods before the duced in Middle Georgia. By patient South which is now rapidly developexperimentation, in co-operation with ing could be possible. One of the the Department of Agriculture, he has strongest forces in the new movement made great progress in this direction is the stream of Northern blood and and is gradually evolving a cotton capital which has flowed into the plant which promises to bring a much beautiful Southern land since the higher average return than the far- days of reconstruction. And I repeat, mer has realized in the past. This is because it cannot be said with too the sort of work which few men have much emphasis, that Georgia knows the patience to do, but which confers this, appreciates it, and wants more of

complished. It is a wonderful thing to lift an entire industry, and thus to elevate the standard of living for ern people who are looking for homes. They are quite as important as soil climate and markets. In this connection, I am tempted to make a final quotation from Mr. Hunt, because n has an important bearing upon the social life of the region and is dis tinctly in line with my own observa

"The caste instinct is always resident in the brain of the white man, open to the Georgia farmers. He has North or South, be he Catholic, Protestant or Quaker. In the North, this finds expression in social distinction which have benefited other growers based on the possession of wealth and culture. South, the caste instinct finds so much greater differences in inherent civilization, in the white race, against inherent barbarism in the black race, that the caste sentiment justifies itself in dividing the white from the black. Hence, there exists fuller democracy among all white people in the South than elsewhere. Here, minor social differences are annulled by the one great caste distinction. This condition gives freer tists invited to meet the world's play to altruistic social usage among greatest thinker. Incidentally, it may the white people here than in other

> "Isben" Loved Liberty. An accomplished poll-parrot, known as "Isben." belonging to a well known member of Washington society, escaped from captivity the other day,

Scene in one of Mr. Hunt's Full Bearing Peach Orchards. A Family of the "Hunt Jerseys" -- Magnificent Milkers and Breeders.

that the North has not sent many climbers to secure the pet bird afforded down South who have accom plished as much in raising the economic standard as Benjamin W. Hunt on-lookers. The fact that the mistress has done, it is none the less true that of the bird had offered a large reward Southern cities and towns, and par- for his safe return spurred over a score ticularly Atlanta, are full of Northern of men of all conditions of life to capmen who are injecting a new spirit ture the feathered truant. into the life of the region. And it Polly, escaping from his cage, made is vastly creditable to the native stock a bee-line for one of the trees near the If they are less proud of the newcomer than of the old-timer they cer-tainly conceal the fact. The truth seems to be that the whole community is permeated by the spirit of enterbrought, and it seems to be reflected tels, and in the faces and bearing of the people themselves.

The population of Atlanta and its immediate suburbs is now probably about 150,000 and is rapidly growing, -at least twice as rapidly as the population of the United States. But its business, as evidenced by bank clearings and postal receipts, is growing much faster than its population. This business is largely in the form of manufacturing, although the wholesale trade is also expanding to enormous proportions. The growth of railway, telegraph and telephone systems naturally keeps pace with trade, manufacture and population. All this requires constant activity in building sale trade is also expanding to enorrequires constant activity in building operations and the employment of an increasing army of labor. In other words, Atlanta, and the great State of Georgia of which it is the metropis, are enjoying an era of extraor-Cinary prosperity.

Selence Supplants Chance.

This prosperity is due in large part to the extent and value of natural resources, but it is also largely due to troduced in recent years. Beginning nature, with the farmer and going on through jectionable. working in the light of science instead of depending on chance. What Mr. Hunt has done in connection with light stock, cotton military attack, cotton military attack, cotton military attack. live stock, cotton culture and fruit growing, everybody is doing to some extent. They are getting the aid of State and National Governments, and thus asserting their control over the forces of nature in a way which approaches ever nearer to perfection.

This means loss waste, more efficiency ob my color over superficiency ob my color over the parrot or whatsoever, can see a man ob my color over the parrot or whatsoever, can see a man ob my color over the parrot or whatsoever, can see a man ob my color over the parrot or whatsoever, can see a man ob my color over the parrot or whatsoever, can see a man ob my color over the parrot or whatsoever, can see a man ob my color over the parrot or whatsoever, can see a man ob my color over the parrot or whatsoever, can see a man ob my color over the parrot or whatsoever.

much amusement and consideable excitement to a crowd of hundreds of

that they welcome enterprising men Treasury Department building, and sat from north of Mason and Dixon's there looking around, a gorgeous bit line and glory in their achievements. of green and red. The fun commenced when a rather corpulent individual essayed to climb the tree and secure the bird. "Isben" is an accomplished talker, and as he flew to the next tree he called out very distinctly "nay! prise which these Northern men have nay!" A colored youth climbed tree number two, and, after nearly breaking dling back and forth across the Hudhis neck through the rotteness of a son and East rivers; every car and in the buildings, the stores, the ho- his neck through the rotteness of a limb, succeded in getting within about two feet of "Isben.

"Put salt on his tail," said a wag in the crowd. The youth showed his aptitude for going after birds that roosted high, such, for instance, as chickens, but he was not used to the flying kind, and just as he "reached" for "Isben" the bird flew up to the top of a tall telegraph pole. At this point there sal-lied forth Walter Perry, who claims to be the best coon hunter in Alabama and scrambled up the pole in record been lariated before, for he quickly dis engaged himself and with a cheerful hee-haw! flew away about a block and alighted in a large cottonwood tree.

"Send for Santos Dumont and his 270,000. air-ship," piped up one of the crowd; then a telegraph messenger boy, three or four colored men, a jack-tar from the Navy Yard, and a college athlete climbed trees and poles to secure the only the business people from Manreward. The parrot kept up a more or less continuous conversation with his would-be captors, but it was noticed the new methods which have been in that his remarks were of a quite proper "hot air" being the most ob-

GOTHAM'S STREET CARS.

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

Forty Million Dollar System Proves

relief which this \$40,000,000 system was quate to meet the needs of the increaspaying passengers made the trip from City Hall to Harlem, the crush on the elevated and surface cars during the rush hours was as great as ever.

Owing to the peculiar elongated form

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

Excavation for Tunnel on. New Jersey Side.

but the morning and evening crowd and in the meantime the population is

but the morning and evening crawal and in the meantime the population is that makes the lively hours on the elevated and surface roads had increasing to astounding numbers. Its elevated and surface roads had increasing to astounding numbers. Its traveling portion is also increasing. In the creased by 50 per cent., or from 67,000 to over 100,000, before the subway had been in operation nine months.

For all hours of the day between in the morning and 5 in the afternoon, the city's rapid transit system is more than adequate, though the average daily traffic amounts to about 2,000,000 north and south, and about 400,000 east and west. The trouble comes between 7:30 a. m. and 9:00 a. m., when thousands from all directions within a radius of 35 miles of the borough of Manhattan are rushing toward the downtown section of the city (below Twenty-third street), and again be-Twenty-third street), and again be- isfactory manner. In the future large tween 5:00 p. m. and 6:00 p. m., when terminals will be abandoned, and no tween 5:00 p. m. and 6:00 p. m., when the same thousands are struggling back one line of travel will cross another. To

By far the greater portion of New York's business is transacted below Twenty-third street, on an area having the future in the effort to transport a maximum length of three miles and a maximum width of two miles. Where there is so little ground to build upon, naturally real estate and skyscrapers rise together, the former to millions of dollars, the latter to tens of stories. On that triangle having Twenty-third street for its base and the Battery for its very pointed apex, there are hundreds of buildings housing over 5,000 people each during the working hours.

Standing on the roof of one of these towers of industry, one rising twenty-nine stories, for instance, with the aid of a glass, a man may count four elevated roads running from the upper sections of New York City down to the triangle; surface line after surface line running under or paralleling the "L" roads, but converging and becoming consolidated at Twenty-third street into only six roads, there being room for no more below that thoroughfare; crosstown surface lines still served by about 400 horse cars; the innumerable new ones. Every street of a certain little glass and iron entrance and exit width is entitled to a row of trees on structures that dot the route of the either side, while every street of a subway from the Bronx to City Hall; certain greater width has a double the twenty or more tireless ferries pad. row. boat crowded to the last inch of standing room, all unloading into that roar ing triangle. The problem is to carry into and distribute through this tr angle, within a given time, a constantw increasing horde of workers.

Forty-five Hundred a Minute.

The traffic returns for the year ending June 30, 1904, shew that during a single rush hour, the elevated and surface lines running north and south carried 67,000; the ferries crossing from Brooklyn, other Long Island points and Staten Island, 31,000; cars over the Brooklyn Bridge, 33,000; the New Jersey and Hudson river ferries. New Jersey and Hudson river ferries, 22,000; crosstown lines, 12,000, a total of 175,000 landed and distributed between Twenty-third street and the Bat-tery in 60 minutes. By June 30, 1905, the rush hour crowd had increased to

The strain of carrying the increase which have to take care of not the business people from Manhattan and the Bronx, but the sands of Hudson river commuters landed by the New York Central at Forw second street, and on the Brook-lyn Bridge. The new Williamsburg bridge is unpopular because only one Brooklyn elevated line connects with it, and also because its New York terminal is a mile and a half from City

A Host of New Subways. To relieve the elevated roads, surface lines and subway of New York City itself, nineteen new subways have been proposed. Greater speed or a larger number of trains on the "Le" and subway is impossible without dan-To relieve the elevated roads,

ger of accident. Already 600 cars are

To provide greater accommodations for people crossing from Brooklyn and other Long Island cities and towns. two new bridges are under way-the Manhattan, to be finished next year, and the Blackwell's Island bridge, to Entirely inadequate to Transport be finished in 1908. The East River Crowds.—Need for an Additional Transport to Connect the New York sub-Tunnel to connect the New York sub-New York's underground street railway, the "Sub-way," has been in full operation just about a year and ahalf. The relief which this \$40,000,000 eveter. ent traffic by bridges and ferries beexpected to give the elevated roads ent traffic by bridges and ferries beand surface lines has proved inadeland approximates 100,000, the rate of ing traffic. Within a month from the increase last year being about 50 per day the first subway train carrying cent. There is no reason to expect a smaller increase in any one of the ten years before the East River Tunnel will be opened. It would seem, therefore, that the Long Island side of the problem is by no means solved.

run on Broadway between 5 and 6 o'clock in the evening, and block-ups

occur every few minutes.

of the city, the bulk of the traffic travels north and south. It was estimated with which it is planned to honeycomb that the subway would relieve the Manhattan, it will be years and years north and south daily rush by 43,000, before they can be put into operation,

4 Woman's Prophecy.

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

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

Great quantities of salt is still taken from the Dead Sea. It is a very ancient industry.

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