ENGLISH LANDSCAPE.

Their Roads and Bridges are Substantial, Enduring and Picturesque.

In Comparison With American Rural Improvements They Convey The Idea That We Think But Little Of Posterity.

There is an old story which will bear telling again as it illustrates so well the disadvantages to be overcome in a new country. It is of an American traveling in England who, when out walking one day stopped in front of an old English mansion to admire it and its surroundings. What particularly impressed him was the magnificent sweep of velvet lawn which extended without a flaw or blemish from the hedge along the roadway up to the very steps of the house. An old gardener was at work on the place and at that particular time was pushing a lawn mower across the sward. The American hailed him and with the usual freedom and inquisitiveness of his nationality asked many questions as to the conduct of affairs in such an establishment as the gardener was connected with.

"Tell me," he said to the gardener, "how do you make a lawn like this. I have a place in America and I am trying to make a lawn around the house, but it doesn't seem to do well." The old gardener scratched his head and, looking doubtfully at the American, he said: "You must have a good subsoil, and a good surface soil and the sod must be well laid. Then you must roll it, and cut it and water it, and keep on doing this until it's right."

A CENTURY TO MAKE A LAWN.

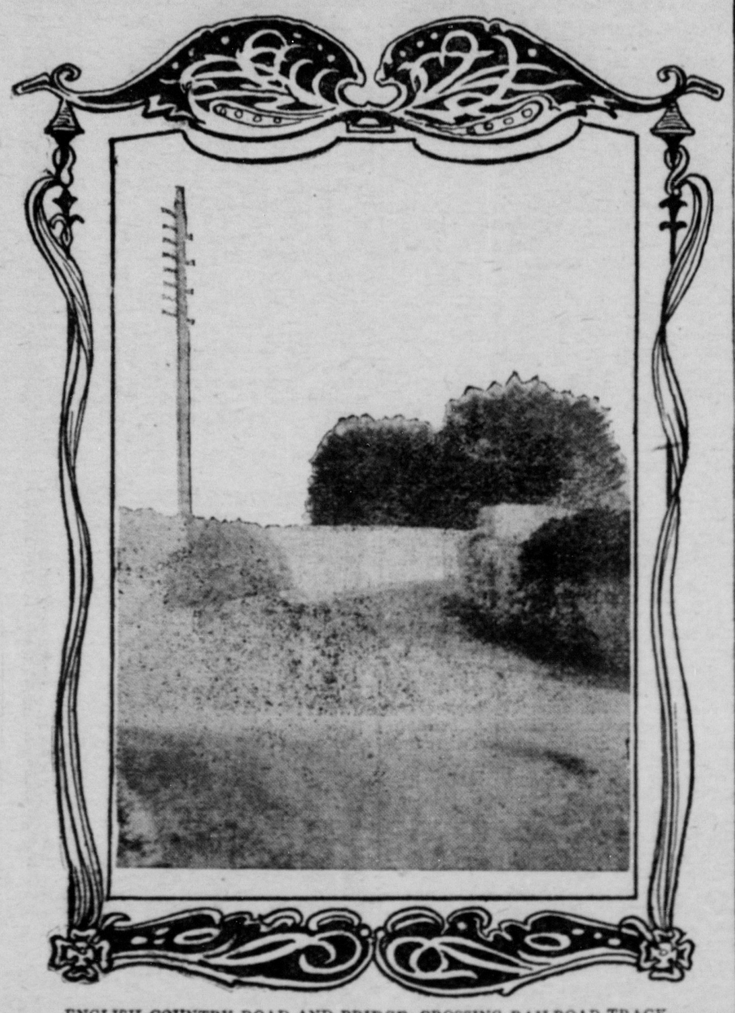
The American agreed with him that the process was simple, and then asked, "How long will I have to do this before the lawn is like that one?" The old gardener again spoke doubtfully, but finally gave it as his opinion that if his directions were followed for anywhere from fifty to a hundred years the results would be all that could be desired.

This same idea might also apply to the roads and bridges throughout England, for much of their excellence is due to the fact that their foundations were laid scores of years ago and generation after generation of workers has been tinkering at them ever since. In fact, the roads built by the Romans now serve as the foundations for some of the best known English highways, and to the south of London, east and west through the beautiful county of Surrey there is a road now greatly patronized by the owners of motor cars which in its beginning was the highway beaten hard by the sandaled feet of the early Britons as they toiled to the east coast from Wales with their back-breaking burdens of tin. This same road was afterwards improved in its texture and grades because of its being the highway for the pilgrims of western England en route to Canterbury. It is still shaded in places by the yew trees planted perhaps a thousand years ago to furnish bows for the sturdy British archers.

ENGLISH ROADS VERY NARROW.

In the first place the English road is generally narrow, so narrow, in fact, that it is only in certain places that one team can pass another without considerable manoeuvering. If all the labor expended upon an American country road were to be concentrated upon a narrow track only wide enough for a farmer's wagon, great improvement in results would be noted, for it is of course much cheaper to lay the foundations, build up the body, and surface a road fourteen feet wide than to put into shape a highway which, at its narrowest point the ambitious Americans have extended to forty feet. This, in itself, is a point which if intelligently adopted would in many places solve the question of a practicable roadway upon which in all kinds of weather and at all times of the year a single team of horses could haul a profitable load to market.

The English farmer uses a cart upon which a single horse draws anywhere from one to two tons of dead weight. The tires of the wheels are from four to eight inches in breadth, thereby cutting no ruts and each passing vehicle adds to the solidity and smoothness of the road in that its wheels serve as effective rollers.



ENGLISH COUNTRY ROAD AND BRIDGE, CROSSING RAILROAD TRACK.

It is not due to any peculiar advantage of soil, and certainly not to any advantages of climate that English roads are better than American roads, for if one leaves the highway in the English country, the lanes will be found, by a traveling American, to have a most homelike appearance in their rutted condition, and a very great contrast in the matter of holes, bogs and boulders to the highway left behind. No climate could be more threatening to the solidity of a roadway than the moist and changeable weather of the British Isles.

STURDY APPEARANCE OF THE BRIDGES.

In the matter of bridges, solidity seems to be the purpose in view. The arches and retaining walls are built of stone, approaches are gradual, and when once the finishing touch is put upon one of these structures, it will with little supervision and care outlast even to many generations the men whose handiwork it is. The solid masonry arch, the heavy stone-capped wall, and the gradual rise of the roadway to the centre of the bridge are entirely utilitarian in the minds of the builders, but they possess a certain sturdy character of their own which is a form of beauty welcomed by the eye. Time softens the colors, ivy creeps over the stones and in a short space, even if newly built, one of these English country road bridges takes a permanent place in the landscape giving the impression of always having been there and of intending always to remain.

THEIR VALUE TO THE TEAMSTER.

Aside from the beauty, strength and durability of these macadam roads and stone bridges, they possess an economic value which plays a large part in the conduct of an English farm where the margins of profit are small, and there is no reason to believe but that the American farmer, especially in regions where the cultivation of the land is more or less intensive, we would find similar roads and bridges of enormous value through an appreciable increase in his ability to reach his market in the shortest time at the minimum expense and with the least motive power.

BAD FOR COUNTERFEITERS.

Secret Service is Hard Pushing this Dangerous Class of Criminals.

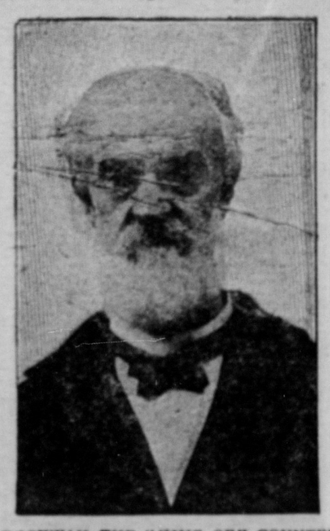
Detectives Kept on Alert to Cope With Clever and Brainy Schemes for Passing Illegal Money—The King of Counterfeiters.

This has been a bad year for criminals. This statement is based on data brought out at the convention of the Police Chiefs Association of New York State, an address delivered by the president of the International Association of Police Chiefs and by the operations of the various police bureaus of the United States government. The secret service division of the Treasury alone caused the arrest of 532 persons charged with serious crimes. Of those taken into custody forty-one were arrested for counterfeiting the currency, fifty-two for making alterations in the currency, 344 for counterfeiting coin and the remainder for various violations of the United States statutes. Of the 532 alleged offenders, 392 were native Americans, forty-two were Italians (some of whom were naturalized) and thirteen were Austrians. The largest number of arrests were made in Pennsylvania where those apprehended numbered ninety-four. New York followed with seventy-seven arrests, Ohio with thirty-five, California with twenty-nine, Missouri with twenty-three and in the remaining instances every state and territory with the exception of Alaska was represented.

As compared with last year there was a decrease in the amount of counterfeit currency seized by government officers and an increase in the amount of counterfeit coin confiscated. The total face value of the notes seized was $36,834, against $44,350 the preceding year, and of the spurious coin, $24,110 as against $16,419 the year before. The number of plates for printing counterfeit bills captured by the government was 165 and the number of dies and molds for casting and stamping counterfeit coins was 454. Nearly all this stuff was seized by the Government before it had been placed in circulation. Nine classes of counterfeit notes were placed in circulation and of these, in the opinion of the Treasury officers only four were cleverly enough executed to be called dangerous.

RAISING SMALL BILLS.

The feature of the work of makers of false money this year was in raising the denomination of bills. There was rather a remarkable increase in this illicit industry and the raisers were particularly busy in circulating these altered obligations in Ohio, Indiana, Illinois and other states of the middle west. It is believed by the officers of the secret service that the leading offenders in this division of criminal work were captured, though there is no doubt that many altered bills are still passing from hand to hand in the channels of trade. Counterfeiters in the United States do not restrict their operations to the manufacture of American money, and one of the skillful pieces of work done by the secret service men was the apprehension of three groups of counterfeiters who were issuing fraudulent obligations of the Austro-Hungarian government.



BROCKWAY THE "KING OF" COUNTERFEITERS.

Because of the comparative isolation of Hawaii, its large foreign population and the amount of silver in circulation, it seems that the coining industry has been active there. Chief Wilkie of the Secret Service has announced that arrangements have been made for the establishment of a branch of the service at Honolulu, "where indications have pointed to the development of coining enterprises and it is hoped that the contemplated measures of suppression may be effective."

Another reason why the past year has been a difficult one with criminals is that there has been an increase of co-operation between the police department of the various cities, and general improvement in criminal identification and police work. As Richard Sylvester, major and superintendent of the police department of Washington, D. C., and president of the International Association of Police Chiefs recently said: "If the police forces of the country today adhered to the methods and practices of ten years ago they would not be prepared to contend with the criminal and disorderly classes. It should not be forgotten that in this period those agents of the people who are chosen to combat crime must more than ever before have a higher intelligence, more accurate training, greater courage, both moral and physical, in order to cope with educated, clever, unsuspected professionals who have succeeded the goldbrick man of days gone by. In time the bank burglar with his can of powder and drill has given way to the yeggman who uses nitro-glycerine; the faker who delighted the citizens with cheap gold rings has given place to the "gentleman" who sells cheap gold mines and three-card monte has gone over the divide and "bucket-shops" and "sure-things" prevail. The charms of rapid life have produced embezzlers, check-raisers and forgers."

It is a fact worth noting that the King of Counterfeiters is at large, but is under surveillance of secret service men. This old and skillful operator is Wm. E. Brockway, and he lives in N. Y. He has done penance for his offences against the statutes of the United States, but though now old, yet so great is he as a maker of counterfeit money that the secret service men never lose sight of him. Brockway can make money which any banker in the country would accept as genuine.

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ERUPTION OF KRAKATOA.

(Continued from preceding page.)

hausted. The waves were then, strange to say, reflected back from their point of convergence to retrace their steps to Krakatoa. Starting from Central America, they again described a series of enlarging circles, until they embraced the whole earth. Then, advancing into the opposite hemisphere, they gradually contracted until they had regained the Straits of Sunda, from which they had set forth about thirty-six hours previously. Here was, indeed, a unique experience. The air waves had twice gone from end to end of the globe. Even then the atmosphere did not subside until, after some more oscillations of gradually fading intensity, at last they became evanescent.

But, besides these phenomenal undulations, this mighty incident at Krakatoa has taught us other lessons on the constitution of our atmosphere. We previously knew little, or I might almost say nothing, as to the conditions prevailing above the height of ten miles overhead. We were almost altogether ignorant of what the wind might be at an altitude of, say, twenty miles. Krakatoa drove into those winds prodigious quantities of dust. Hundreds of cubic miles of air were thus deprived of that invisibility which they had hitherto maintained.

With eyes full of astonishment, men watched those vast volumes of Krakatoa dust start on a tremendous journey. Westward the dust of Krakatoa took its way. Before the occurrence of that eruption no one had the slightest suspicion that far up aloft, twenty miles over our heads, a mighty tempest is incessantly hurrying with a speed much greater than that of the awful hurricane which once laid so large a part of Calcutta on the ground and slew so many of its inhabitants. Fortunately for humanity, this new "trade-wind" does not come within less than twenty miles of the earth's surface. We are thus preserved from the fearful destruction that its unintermittent blasts would produce—blasts against which no tree could stand and which would, in ten minutes, do as much damage to a city as would the most violent earthquake. When this great wind had become charged with the dust of Krakatoa, then, for the first and, I may add, for the only time, it stood revealed to human vision. Then it was seen that this wind circled round the earth in the vicinity of the equator and completed its circuit in about thirteen days.

In some violin experiments in a menagerie the influence of the instrument was greatest on the puma, which became much excited when lively music was played, but was soothed by slower melodies. Wolves showed an appreciative interest, lions and hyenas were terrified, leopards were unconcerned, while monkeys stared in wonder at the performer.

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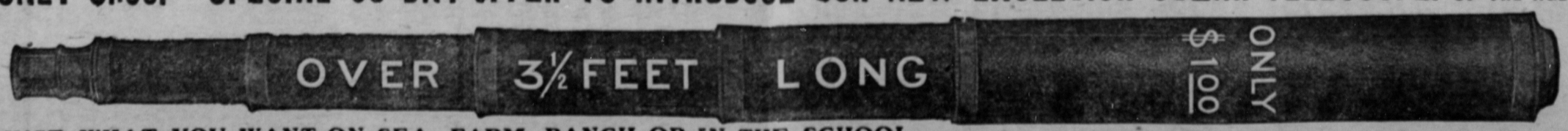

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