## AS TO GREATER NEW YORK

Wooderful Things About the Second City of the World.

SOME OF ITS BIG ADVANTAGES

of Wealth, and Accommodations for the Commerce of the World. Engineering Wonders.

In its joy over the successful consummation of the Greater New York scheme, the Sun recently gave some details as to the consolidated city's size which will interest most readers, and especially Scrantonians who feel in some degree related to Gotham. The new municipality, according to Brother Dana's passer, will be of the world's urban centers the second city in area, the second city in population, the city with the greatest length of railroads, the city with the greatest number of ferries, the city with the greatest warehouse capacity, the greatest manufacturing city, the city with the greatest mumber of office buildings and offices, the city with the greatest area of public parks, the city with the greatest area of primitive forests, the city with the best summer mean recents.

tures of pre-eminence.

In elaboration of these points our lyminous contemporary says that if all of the surface and elevated roads within the limits of the Grenter New York in the limits of the Greater New York were stretched out in a single line they would reach a long way beyond Chicago, the actual length of track, as taken from Poor's Manual, being no less than 1,100.58 miles. Of elevated roads alone the mileage is sufficient to run a line beyond Albany and almost to the foothills of the Adirondacks, for the distance to Albany is but 143 mile while the length of the elevated tracks is 155.69 miles. Nor is the length of the East River bridge tracks included in this estimate. No exact calculation has been made of the length of time needed to travel over all of these lines of railroad, but since they anclude crosstown horse cars as well as electric and steam roads a speed of six miles an hour is all that could be hoped for on the lines even in suburban regions being lines even in suburban regions being eight miles an hour; so, if the traveler put in ten hours a day on the rail he would require a few hours over eighteen

AS TO TRANSPORTATION.

AS TO TRANSPORTATION.

The expense of such a journey would be comparatively small, and here we come to the almost unique features of the city. The Greater New York has extraordinarily cheap rates of transportation. There are routes in Brooklyn fifteen miles long which may be covered for 5 cents. There are reutes in New York from ten to thirteen miles long at the same price. On the other hand, the Coney Island passengers have to pay by some routes a price that is extremely high, considering the service rendered, but after all this is considered a cent a mile on the railroads will pay the bill. The next interesting feature of this journey of exploration is to be found in the variety of methods of transportation. Railroads are so common that the traveler is not likely to consider the variety found in them—that horses, steam motors, cables and electricity are all used, and that the varieties in the steam and electric motors would alone furnish an interesting course of study lasting several months. furnish an interesting course of study lasting several months.

The moment one leaves the railroads

the expense of the journey increases. A public carriage costs \$1 an hour, perhaps \$5 to a day of ten hours would naps so to a day of ten nours would serve. The ferries are cheap enough at 1 cent to 5 cents a trip, but it costs 10 cents to go to Staten Island and 25 cents for the outside passage to Coney Island, and more yet to Rockaway Beach, while any ordinary traveler would he to put up at least \$25 for a tug which would enable him to explore the mysteries of the Erie basin and the

AS TO POPLATION.

In geographical extent the Greater New York from Mount St. Vincent to Tottenville is not far from thirty-five miles long as the crow files. Its width from the North river at West Fourfrom the North river at West Four-teenth street to the inlet between Far Rockaway beach and Shelter island is a trifle over pineteen miles. Its area is about 360 square miles. When com-pared with other great cities it is found to be the second in size. London has 688, Paris 297, Berlin 242, Chicago 189 and Philadelphia 129 square miles. The resident population of the city by census reports is 2,985,422 souls, but that is by no means a fair fisteement of the is by no means a fair statement of the population from a commercial point of view, for the reason that thousands of people who have their business interests in New York city live in New Jersey or beyond the city limits, while they come to New York every week day to attend to the affairs of life. No accurate estimate of the number of these people can be made, but here are some figures which will give one a general idea of the number; figures general idea of the number; figures that show how many passengers are brought to the city by the railroads on an average business day:

Pennsylvania raliroad
N. Y., S. & W. R. R
Jersey Central raliroad
D. L. & W. R. R
Erie raliroad
West Shore raliroad
N. Y. N. H. & H. R. R
New York Central raliroad
New York and Northern raliroad
Long Island raliroad

Total ..... ..226,000 The proportion of this number who come regularly every day is very great, as any one can see who watches the ferry lines and the Grand Central station in the morning and evening hours; very likely 100,000 will be found to be very likely 100,000 will be found to be moderate estimate of the number of people who, for commercial purposes, are citizens of New York, though legally residents beyond its limits. No one is likely to doubt that the population on an average business day, could every soul within its limits be counted, is 2,900,000.

The figures are so stupendous that can scarcely realize the number, but if the people were to form in line, grasping hands, and allowing comfortshoulder room, they would extend just 1,000 miles across the country. They would form a double rank in marching order from the Grand Central station the New York Central railroad

clear to Buffalo.

Of the cosmopolitan character of the population little need be said; but be-cause one hears occasionally ill-natured emarks about some of the "foreign remarks about some of the "foreign" characteristics of the metropolis, it is perhaps worth while recalling the fact that if from this population all for-eigners were eliminated, there would to outnumber any other American citizens ban population with its foreigners count-ed in. Moreover it still remain enough American citizens ed in. Moreover, it was not in the metropolis that the Anarchists dyna-

wharfage of any in the world, Liverpool was second. Liverpool, counting both sides of the Mersey, has thirty-live miles of wharfage. Old New York alone had fifty-five miles. To this must now be added all that great extent of piers and wharves beginning at Long Island City and extending down to South Brooklyn, not to mention the Staten Island wharfage. After considering the facts a man familiar with the commercial facilities of the Greater New York said that the space actually ready for ships was not less than seventy-five miles long. And that is to say that no fewer than 1,000 ships of more than average ocean-going size might find berth room at the completed piers and wharves of the Greater New York. Having a safe harbor, with a moderate rise and fall of the tide, the wharfage facilities of the Greater New York may be expanded indefinitely with the demands of commerce—it is only a question of demand when the new city will have 550 miles of wharfage where the old one had but 55.

As to the growth of the business

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As to the growth of the business iransacted on shore within the metropolis, one who has known the city for say ten years has only to recall facts within his own memory to gain a fair idea of what has occurred. For instance, there was the erection of the office building by the late George Jones facing the City Hall park. It was counted a most lofty structure, but the American Tract society building, recently completed, is so much higher that were a man to leap from its roof to that of the lower building he would as inevitably have the life crushed out of him as if he fell clear through the twenty-three stories of height to the street. A good many years ago, when the erection of an eight-story building was counted a great piece of work. the city with the greatest area of primitive forests, the city with the best summer resorts, the city with the greatest length of cobble-stone pavements, the city with the greatest length of dirt roads, the city with the finest fishing grounds, the city with the greatest variety of wild animals and birds living in their natural state, and the city with the finest and greatest extent of oyster bads—not to mention many other features of bre-eminence.

In elaboration of these points our that of the lower building he would as inevitably have the life crushed out of him as if he fell clear through the twenty-three stories of height to the street. A good many years ago, when the erection of an eight-story building was counted a great piece of work, Harper's Weekly had a cartoon on the last page, one week, showing buildings that towered above Trinity church steeple. Underneath the picture was a legend to the effect that if the erection of teller buildings went on, then somelegend to the effect that if the erection of taller buildings went on, then something like the cartoon would be seen. People laughed at the idea as a joke, but the buildings that are loftler than Trinity steeple are here, and they are full of tenants who pay profitable rates. And more of the lofty structures are going up, and loftler ones still are in contemplation.

Within a month or so the plot of round at 41 and 43 Wall street sold for \$230 a square foot. It was purchased seven years ago for about half that. It is occupied by a little ten-story building. What will it bring when, ten years from now, some one wants to erect a building of thirty stories there? Elsewhere real estate that was worth

erect a building of thirty stories there?
Elsewhere real estate that was worth
but \$200 for a vacant lot ten years ago
is now selling for \$1,000, and even more.
One has only to go into the outer districts of the new city to hear such
strange, true stories of growth of values
as must astonish even the boomers of
the plains of the southwest. The
growth in rapid transit facilities
throughout the city has worked such
wonders in this respect as to almost
surpass the belief of the uninformed.

MUNICIPAL ADVANTAGES. Of the future growth in the business center of the metropolis one can scarce-ly hazard a guess, for the reason that the piling up of office buildings has even now created a congestion in the even now created a congestion in the lower streets that at certain hours is becoming unendurable. The available transportation facilities for passengers are loaded to the last gasp already. The transportation of freight through down-town streets is already greatly hampered. How much longer this hampering may be endured is a question not easily answered. For time out of mind, the citizens of old New York have been watching the growth of population upon the island. There are plenty of men living who remember when Lafayette place and Bleecker street were centers of aristocratic residences—when the city hall was somewhere near the center of the city. With the building of the elevated roads and the annexing of the Twenty-third and Twenty-fourth wards the center of the city leaped away north, until One Huncity leaped away north, until One Hundred and Twenty-fifth street was very near the geographical center. A more remarkable effect has been produced by the last when of the municipalities. by the last union of the municipalities of the metropolitan center, for now the geographical center of the metropolis is at the head of the cycle path and Boulevard, one block south of Prospect

A rough estimate of the cash value of the new city may be had by reference to the tax rolls. New York city real estate is assessed at \$1,646,028,655 on a basis of 50 per cent, of its cash value. Brooklyn real estate is assessed at \$540,-808,346 on a basis of 70 per cent. of its cash value. New York is assessed \$370,-919,007 on personal estate and Brooklyn much personal property escapes the assessor it is not a very extravagant statement to say that the actual value of the Greater New York real estate is \$5,000,000,000, while the personal prop-erty should double this sum.

In view of the wealth and intelligence of this metropolitan center, it is an nteresting fact that we have in Brookcobble stone payement that for rugged simplicity and destructive tendencie not to be matched outside the gorges of the mountains of the interior. Of asphalt pavements in the two larger municipalities there are but 96.07 miles. However, there are some hundreds of miles of dirt roads that make very good bicycle trails in the summer after a rain has laid the dust.

has laid the dust.

If the system of street paving is not a matter of pride there are a number of bridges within the metropolis well worth the study of the engineer and the attention of the lover of the picturesque. No city in the world has such exhibits as those afforded by the East river suspension bridge and the table arches of the Roulevard bridge. steel arches of the Boulevard bridge over the Harlem. Nor are the stone arches of High bridge over the Harlem, Macomb's Dam bridge, and the ther small bridges across the Harlem to be omitted in a mention of engineering works. Moreover, these are but the be ginning of a vast system which within a couple of decades will be found here. One of the chief arguments of the advocates of union was that "consolida tion means more bridges-more facilities for travel."

THE WATER SUPPLY.

And then there are the sytems by And then there are the sytems by which this vast urban population is suppled with potable water. The huge tunnel which was needed to bring the Croton water to the city is one of the engineering wonders of the world, while the curious system of driven wells by which Brooklyn has hitherto drawn at least one-third of her water supply from the earth is at least a novelty, and a remarkable one at that. That a city could be supplied by driv. That a city could be suppleid by driv-ing tubes less than three inches in di-ameter into the earth at intervals of a few feet and connecting them with pumps is not infrequently supposed to be an impossibility by the uninformed when the matter is mentioned. One of the improvements in administration which is certain to be effected by the which is certain to be effected by the consolidation is putting an end to the waste of water in Brooklyn. The supply runs up to eighty gallons for each head of population there, but because of waste there are often complaints of a famine.

The report of the factory inspectors for 1894 contains a most interesting

for 1894 contains a most interesting table for the citizen of the Greater New metropolis that the Anarchists dynamited the police, nor here that the citizens lynched the members of the Mafia.

AS TO BUSINESS.

Turning the population to business one will find the most striking feature in the extraordinary capacity for commercial transactions. The capacity of the harbor has been often mentioned in print, but perhaps not a few readers are unaware of the real extent of wharfage to be found here. For the sake of comparison't should be said that while old flow Tork was already the post with the greatest length of that New York was once a great ship-

building center. It would be now but for the fact that strikes inaugurated fifty years ago or so drove the industry away, while the fear of them keeps it away. No place, not even the Delaware river, is naturally better suited for ship building, while the natural commerce that demands the ships and the repairing of ships is here. That a great American liner had to go to the Delaware not long ago for an overhauling is a matter that ought not to be overlooked. The fact should be mentioned that enormous dry docks are to be found in the Erie basin.

Naturally every citizen is proud of the metropolis as a center of literature and art. Frenchmen do not come here yet to complete their education as artists. New Yorkers do go to Paris or Rome. But no New Yorker despairs of the future of the city in this respect. The growth of knowledge among the whole people in this matter must be apparent to every one familiar with the facts. Some people of the west have occasionally derided the metropolis for a lack of what they call public spirit. It may be admitted that New Yorkers do not lie awake at night to devise new schemes for advertising and booming the town. Nor do they arrogantly ostracize one who criticises features of the city and its life. But they rejected the Heine monument.

So, too, people are proud of the schools from Columbia college down to the lowest grade of the primary school, but this does not prevent their seeing that he schools are inadequate in number, space and facilities. And then there are the private schools and colleges.

that he schools are inadequate in number, space and facilities. And then there are the private schools and colleges. The people of Spanish America send their sons to New York, and especially to the schools of theology, medicine and law. It is reasonably certain also that as a school in politics the Greater New York under Professors Platt and Croker can give points to any other school of the kind on earth.

PLEASURE RESORTS.

for an outing, curiously enough, the second city of the globe surpasses all other cities of any size whatever. Other other cities of any size whatever. Other cities have bathing beaches within easy reach, of course. New York has Coney Island and Rockaway Beach within its borders. Nor should the resorts elsewhere-Bowery Bay on the Sound and South Beach on Staten Island—be ignored. To these places the people reserve he tens of the search by tens of the search by the sort by tens of thousands every day in 000 people go to them on a hot day in August, while the quiet nooks and gardens throughout the wide suburban belt that extends from Spuyten Duyvil around to the east and south and west and across Gravesend Bay to Staten Island furnish rest and recreation and beer to tens—perhaps to hundreds of thousands more.

One laughs at the Englishmen who

One laughs at the Englishmen who have now and again landed in New York with rifies loaded ready for buffalo, deer and grizzlies. But the cockneys were mistaken only in the choice of weapons. A good Birmingham shotgun was the weapon they needed. It is a curious fact that out of 800 and odd birds found within the limits of the whole nation nearly a half are set whole nation nearly a half are set down as residents or migrants within the limits of this where the papulation in the world—a city where the popula-tion averages 8.298 plus to the square mile. In the lagoons back of Rocka-way Beach may be found in the season ducks in great variety-sometimes in great numbers—even redheads and can-vasbacks. More interesting still, the vasbacks. More interesting still, the Canada goose honks low above those meadows, and the brant comes to the lecoys. There are shore birds that lest among the frozen deserts of the fit north and pass their winters south of the torrid zone that call by the way to give sport to the hunter who lies in wait within the limits of the Greater New York. There are qualle to and New York. There are qualls, too, and English snipe and woodcock—a whir-ring host for the upland shooter who konws where and how to look for them. There are owls in the common varieties -the screech and the barn and the short-horned owls, of course, but more interesting still is the great hoot or great horned owl, who, with his silent flight, comes when the shadows of night More remarkable still, the great snowy owl-he who lives ordinarily beyond th than snatching speckled trout through a hole in the ice over an Adirondack stream—he has been known to come within the limits of the American metopolis.
There are hawks, too—the sparrov

hawk and the coopers, and the sharp-skined and the duck hawk-flercewinged robbers, that grow fat on met-ropolitan birds of weaker mould, and even the hald eagle is sometimes That the fish-hawk comes is a matter

And then there are the wild beasts. The buffalo, the elk, the deer, and the antelope are, of course, seen only in the menagerie, but of small mammals there are not a few. An observer of long experience has seen four kinds of bats, two kinds of moles, and the red, the gray, the black, and the striped squirrels running wild. The kangaroo mouse may be found; so can the woodchuck so can the skunk and the muskrat. The fox has not yet been exterminated, nor has the weasel. More remarkable the sly mink still peers with his black bead eyes from the haunts along the streams as he searches for metropolitan wild fowl and fish, while the hair seal has been seen rearing his head from metropolitan brine within recent years. For fishing let the angler try waters back of Rockaway Beach, when eepshead run or the bluefish are coming in, or he can cast his hook over the grass into the lagoons when the bass are biting, or he may go for the bass to Heligate or to other resorts in the head of the Sound. He can try for blackfish in a variety of places in the bay—try with success, and there are men of experience who will recommend personal friends to try a day at Prince's Bay. In spite of market fishing there is no end to the sport that may be had with hook and line within the limits of New York. But one who knows the trout of the Adirondacks cannot recommend the fat and lazy, if beautiful, speckled fellows that inhabit the too warm streams of the second city of the world.

OTHER POINTS.

No traveler in the metropolis should fail to examine the farms. One reads of the products of the farms of the irrigated west; reads with pleasure, too; but the farmers of southern California and of Arizona and of Idaho ought to see the farms of the metropolis if they wish to learn how to get the greatest product from the smallest area of land. California may excel us in the matter of oranges and grapes, Arizona in the matter of prunes, and Idaho in wheat. matter of prunes, and Idaho in wheat, oats, and alfalfa, but when it comes to garden truck, one must search far and wide to find any one who can begin hoeing earlier or gather a crop later and get more money for the crop when it is in market than the farmer living in Greater New York. And lest this seem to be vain glorious let the fact be cited that these farmers, have lond that these farmers have land worth \$1,000 an acre, but are nevertheworth \$1,000 an acre, but are nevertheless able to pay taxes, earn interest, live well, and lend money on western mortgages all out of their garden truck.

More interesting still is the farm land under water. Here the farmers plant oysters bought in Connecticut and brought to their farms in tiny sloops and schooners. One hundred dollars an acre is a fair sanual yield of these uncered. acre is a fair annual yield of these un-der-water farms, and the owners do not have to work too hard to get it, either. have to work too hard to get it, either.
From the year 1613 to the year 1896 is a far cry. The site of the Greater New York was in 1613 first settled by the thrifty Dutch. It was a wilderness that echoed only to the howl of the wild beast and the shout of the aborigines, but, as Henry Hudson said, it was "the handsomest and most pleasant country that man can behold." In the 283 years that have passed, the quaint little homes that the Dutch erected with brick and tiles brough from the old country have been replaced with struc\$40,624,012

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in air, and are built of steel dug from the hills of the new country. The queer old ships with but two or three sails to the mast and a cargo capacity of a hundred tons or so, ships that required months for a passage across the western ocean, have been replaced with steamers that could carry Hudson's ship on deck and 5,000 tons of cargo besides—ships that can cross the ocean in days where the old ships sometimes required months. The handful of Dutch traders, in fear of their lives from assaults of ill-used wild men have ncreased to a city of 3,000,000 souls living in security under the flag of free-dom in "a mart of nations. \* \* \* the crowning city, whose merchants are princes, whose traffickers are the honorinces, whose traffic orable of the earth."

THE SLOW KILLING. Sentences of Death Are Too Long De ferred in This Country. Munsey for April.

Civilized society has always been more or less puzzled to know what to do with its deadliest criminals. It fears o let the convicted murderer live; yet it hesitates to take his life. A killing even under the warrant of law, is a re volting thing. Even the strongest sup-porters of capital punishment in theory cknowledge it to be shocking and

wful in practice.
Stoning, crucifixion, and burning were the methods of bygone ages; and hid-eous is the chapter they make in the dark history of man's inhumanity to man. Modern penology, far less less, has sought to make the crimi ending as free from torture as possible. Yet every new form of capital punishment is made more horrible, at least for a time, by its very novelty. So it was with the terrible "little lady" of the French Revolution, though it was as a merciful improvement on the gallows that Dr. Guillotine suggested the machine which has made his name immor tal. So it was a few years ago with the electric chair, when first introduced in-to New York state. A failure to kill the first victim instantly was loudly taken up by the press; yet it is safe to say that had the gallows been a new thing, and had the first hanging been marked by such horrible incidents as have occurred again and again at hangingssuch an occurrence in February at an execution in St. Louis, where the rope broke and the agonized victim had to wait nearly an hour for another-the public outery would undoubtedly have peen a thousand times more emphatic If it had not gained acceptance fro its long use, hanging would be regarded as about as brutal and disgusting a form of capital punishment as could be devised. The Ohio legislature is now considering various substitutes of it. None of them is pleasant, yet it is probable that any one of them is more civil-

one that is too common in this country —the torture of delay, of hope. One of the most exquisite devices of the medieval jailer was to leave his victim's door unlocked, his cell apparently unguard-ed. The thought of escape owuld flash through the wretch's mind. With infinite pains he would creep noiselessly along the dark corridor—into his keep-er's arms! And that is the torture we inflict upon criminals whose cases are dragged from court to court, prolonged by appeals, stays and every form of legal delay—to end in death when legal ingenuity can no longer defer the exe-cution of the awful sentence.

The Nickel Plate Road runs along the shore of Lake Erie and through Erie, Cleveland, Fostoria and Fort

## Business Brevities.

AN ADVANCE LIKELY.—It is not unlikely that anthracite coal prices will be advanced almost immediately twenty-five cents a ton at tide, and further advances may be expected in the more or less near future. The anthracite coal combination is apparently in excellent working order, and promises to give a good account of itself. All in excellent working order, and promi-ises to give a good account of itself. All parties now recognize that in union is strength, and the more union the more strength. Every ton of coal produced and sold below a reasonable price is a waste to the producer, who not only loses on the sale of the ton, but by reason of the depreciation of the value of his mine. The Reading company has already issued notice of a 25-cent ad-

SILVER COINAGE.—The issue of standard silver dollars from the mints and treasury offices for the week endcorresponding period last year was \$344,700. The shipment of fractional silver coin from April 1 to 25 aggregated \$612,898.60.

LESS PASSENGER TRAVEL.-During 1895 the Pennsylvania Railroad company carried 90.177,980 passengers between New York city, Chicago and St. Louis. This is a falling off, as compared with previous years, of nearly 6,-000,000, which decrease is accounted for by the severe competition of the trolley lines. The trolley system parallels the Pennsylvania lines in many places, and the drain was so great upon the local travel of the company, that early in the year reductions were made in fares to number of the suburban points. The universal, as all the trunk lines have suffered in the same manner. The Philadelphia and Reading railread also suffered from the trolley competition, although when its travel began to fall off, it made a big cut in the passenger rates to local points, which brought considerable of its local trade back to it. In 1895, this company carried to and from the Terminal station, Philathe previous year it carried 19,041,293. In 1893, when the business was divided up between Ninth street and the Reading Terminal, 20,715,111 passengers were

BRITISH LIQUOR TRADE.-The British Medical Journal gives some in-teresting figures, showing a steady increase in the revenue the British government derives from the liquor trade In 1893 the amount of beer on which excise duties were collected was 30,-594,350 gallons; in 1894, 31,745,462 gallons and in 1895, 32,225,743 gallons, equivalent to 489,281 gallons more than in 1894. Of spirits consumed there were in 1894, 37,535,615 gallons, and in 1895, 39,082,783 gallons, equivalent to an increase over 1893 of 1,547,168. Of wine there were in 1894, 13,846,299 gallons, while in 1895 the amount rose to 14,635,568 gallons, showing an increase over 1894 of 789,269 gal The entire revenue from this source in 1894 was £31,323,000, which inrensed in 1895 to £32,214,000, an advance of £891,000. Thus there has been an allaround and large increase in the con-sumption of intoxicating liquors.

FACTS ABOUT GOLD.—The average annual gold exports from this county for the ten years from 1886 to 1895 inclusive, were \$60,175,156, and the average imports \$31,781,431, or an average annual net loss of \$28,394,725. In two of the years-1886 and 1887—the imports exceeded the exports by \$35,770.832. The net loss to this country for the ten cedar has never been found available to any great degree.

Let come as \$283,947,250. The amount of gold produced in the United States in the ten years was \$358,450,000, giving us an increase in gold stock of \$74,502,750.

The largest production for any one year fired, at the most, 60 times. The gun to the company the company of the capacity of the company of the capacity of the company of the capacity of t

production of \$180,626,000 in 1894 shows Australasia at the head with \$41,761,000 ollowed by Africa with \$40,271,000, the Juited States with \$39,500,000, Russia with \$24,133,400, and South America with 11,164,800, no other country contributing as much as \$10,000,000. The approximate stock of gold money in the in 1895 was \$4,086,800,000, of which France held the largest amount (\$850,000,000), Germany \$625,000,000, the United States \$618,100,000, the United Kingdom \$500,-000,000, Russia \$450,000,000, and Austria-Hungary \$140,000,000. On April 9, 1896, the bank of England held about \$234,-000,000 gold, the bank of France \$389,-600,000, and the bank of Germany \$219,n 1895 was \$4,086,800,000, of which France 920,000, and the bank of Germany \$219,-920,000, aggregating about \$3,000,000 greater than on April 11, 1895. Russia has been steadily accumulating gold of late. On March 16, 1896, the bank of Russia held \$426,080,000, an increase of nearly \$115,000,000 over the amount in its vaults one year before. The great banks of these four European nations hold the prodigious amount of \$1,279,-600,000 gold, or nearly 15 per cent, of the total production of the world since 1792. The total gold production of the world since the discovery of America is cal-culated at about 425,000,000 ounces, val-

MINOR GLEANINGS: London employs 500,000 clerks. Japan boasts 1,000 newspapers, New Zealand has fifty-three daily a-

ued at about \$8,700,000,000.

last year.

French railroads employ 25,000 Value of the world's diamonds, \$1,000. Argentine received 58,000 immigrants

The south has 197,146,420 acres of

timber land. timber land.

The New York state canals will be open to traffic about May 4.

At least \$720,000,000 worth of British property is always on the sea.

In Great Britain the yearly loss in wages through ill-health is fil,000,000.

Six hundred ages is a good worth of Time of Six hundred eggs is a good record for a hen during an average lifetime. More fowls fall below than exceed this figure. It is now seventy years since the first railway in the world was finished, and now some 400,000 miles are in existence. A newspaper published in Madrid in orinted on linen, which may be washed and used afterward as a handkerchief. It is said that out of 25,000 Hebrews in the city of Amsterdam, 19,000 are occupied in the trade of diamond deal-

The dromedary parcel post service in the German territories of southwestern Africa has given better results than ere expected. The longest artificial water course in the world is the Bengal canal, in India, 900 miles; the next is Erie, 363, Each cost nearly \$10,000,000.

The Canadian parliament has passed resolution granting a subsidy of \$50,-00 for a fortnightly steamship service between Canada and France.

The quantity of tallow produced in New South Wales during 1894 was 1,o69,100 hundredweight, of which 847,236 hundredweight were exported, Cuba furnishes practically all the timber for making cigar boxes. It is a very fine grain of cedar, which retains the aroma of the cigars. American cedar has boxes been found.

fifteen mile projectiles weigh 2,600 pounds.

At the present time there are owned and controlled by the railroads and private car companies of America nearly 1,250,000 freight cars, or, in other words, enough cars to make two continuous

trains reaching from Boston to San Francisco, with an engine for every forty-five cars.

The number of vessels built in the United States during the first quarter of this year is given at 124 yessels at 18,170 tons, as compared with 128 ves-sels of 29,336 tons built in the previous quarter. Fifty-nine of the new vessels were steam and 65 sail. The steel were steam and 65 sail. The steel steamers built were nine of 12,349 tons, of which two, of 7004 tons, were built on

PENSIONERS IN THE SOUTH. Colonies of Voterans Settling in a Milder Climate.

The time may not be distant when a third, and perhaps half, of the pension money paid out by the government will be distributed in the south. The movement of members of the Grand Army of the Republic, particularly of thos who receive pensions, to the southern states is now so large as to attract general attention, and it is steadily growing in volume. The reason of this is that the old soldiers of the north suffer from the effects of wounds received or diseases contracted in the war, and are anxious to pass their declining years in a milder climate. The long and severe northern winters are thinning their ranks rapidly. They believe they would live longer and would have better many of them are settling in North Carolina, South Carolina, Georgia, Alabama, Florida, Mississippi, Louisiana and Texas. In a dispatch published last Thurs-

day, giving an account of the move-ment of immigrants from the west to Alabama, it was stated that at present about \$7,500,000 of federal pension is paid out in the south annually, and that it is estimated that \$15,000,000 be paid out next year. If this estimate should not prove erroneous it affords good ground for saying that the time is not distant when half the money will be paid to northern veterans living in

CROWS HUNT A FOX.

And Reynard Had a Very Uncomfortable Time of It with Lively Enemies.

Ira Stone, of Taylorsville, Va., recently witnessed a most curious combat, While crossing a field he saw a number of crows fighting furiously with some-thing. As he neared the scene of the conflict he saw that the object of attack was a large gray fox. The fox would rush open mouthed upon his antagonists, but they would dodge and peck viciously at his back. Once when the fox sought escape by running, the birds formed a solid wall before him.

Revnard immediately charged his Reynard immediately changed his tactics. He threw himself on the ground and began to roll quickly over in the direction of his focs. This ruse in the direction of his foes. This ruse proved effective, for the crows simply widened the circle they had drawn around him, and as he came tumbling toward them attacked him with redoubled energy. The fox would in all probability have been vanquished had not the sight of Mr. Stone put all the combatants to flight. Evidently from combatants to flight. Evidently from the many tufts of fur found on the ground, the fox suffered considerably,

When Baby was sick, we gave her Castoria. When she was a Child, she cried for Casteria. When she became Miss, she clung to Castoria When she had Children, she gave them Car