

FIFTY YEARS OF GREAT INVENTION

Some of the Marvels Wrought During the Last Half Century.

EFFECT ON PEOPLE'S DAILY LIFE

The Most Remarkable Period of Activity and Development in the History of the World—Comforts of Living Which Owe Their Existence to the Fertile Resources of Brains and Energy—Contrast with the Conditions of the "Good Old Days."

From the Washington Post.

Politics and statesmanship must yield the palm to inventions as the conservator of human progress and civilization. It is indeed pleasing to turn from the chaotic conditions of the present to the blunders of the past, and to the achievements of those who have contemporaneously carried the world forward at a greater pace than did statesmen in its most progressive days. A life of telling about the progress of a lifetime has been assumed by the editor of the Scientific American, who in the fiftieth anniversary number of that publication, reviews with a mastery pen the effect of inventions during the last fifty years.

The material world has advanced so rapidly during the last half century, and with a pace so accelerated, that mankind has almost lost one of its most important faculties, and one essential to happiness—that of surprise. The nil admirari faculty is attaining a wide spread. The most marvelous developments are taken as a matter of course—the condition of things fifty years ago is seldom pictured to the mind—and all the material blessings which we now enjoy are used as conveniences of daily life, and no more. Formerly there was an idea prevalent that surprise and astonishment were emotions of the ignorant. Today they are rather emotions of the scientist. The educated engineer cannot without some emotions contemplate the intricate and efficient mechanism of a trolley car carrying silently hundreds of horse power to points all along the line—he cannot without these feelings contemplate the electric motor, drawing power in proportion to the work they have to do, all regulated by the automatic government of counter-electromotive force—he cannot see the unstable though gigantic ocean liner filled with every refinement of electrical and mechanical art, all working perfectly on their never quiet, never level platforms—he cannot follow the construction of a cantilever bridge with the ensuing change from compression to tension, stress and the reverse, as the span is completed—these things all excite in him such emotions that he cannot observe them and know them without a feeling of true astonishment at the achievements of mankind.

THE SMALLER THINGS FIRST.

The temptation is to consider the greater things, to contemplate the 600-plate steamer crossing the Atlantic through storm and shifting ice, the health furnace with its tons of steel fluid as water and resembling molten silver—the immense steam engine and great hydraulic power plant. But we may usefully leave for the moment the monumental works of the last half century and see what changes have been effected in our daily life by the movement of progress.

The steam engine has been greatly improved, and in the articles on naval progress and the locomotive much will be found on its development. The Corliss valve motion and the compounding of cylinders, leading to more perfect expansion and a working at higher temperature limits, have brought about great economy so that one-tenth the fuel will do the same work as compared with many engines of the middle of the century. In details, such as the supply of water to the boilers by injectors and the pump, doing away with the feed pump, the machine stoker for supplying fuel, and the feeding of oil drop by drop to the cylinder, the drops passing through a glass tube so as to give sight feed lubrication, the steam power plant has had many and great developments.

The machine shop has not been neglected, and America can boast of the finest machine tools, for wood and metal, such as automatic lathes, milling machines and shapers, that the world can show. The development of abrasives, emery, and carborundum, has made the emery grinder a necessary tool in every machine shop. The miller even shares in the advance, special machinery for extraction of ore for undercutting and drilling being invented, while modern explosives of graduated power and quickness make the work of placing shots much safer. Compressed air has been used in some classes of underground work, but electricity is making its presence felt there also, and electric machinery for tunneling the mining is in extensive use.

THE NEW METAL.

The work of St. Clair Deville in the days of the last Napoleon have borne fruit, and now aluminum has a recognized place among commercial metals. In its reduction the electric furnace and the electrolysis of fused salts have been tried, and the cheaper production of sodium has had its effect on the cost of production.

The lightness of the metal led to hopes that it might lead to the construction of a flying machine. The development of the laws of aerodynamics have given a better basis perhaps in this direction than any preceding work, and the theory of the internal energy of the atmosphere gives a possibility of the solution of the problem of soaring

flight. Yet very little has been really accomplished, although more has been done during the last five years to raise the rational hopes for true mechanical flight than during the fifty years that preceded.

Food for the family is now procurable in endless variety, independent of the season of the year. The enormous development of the canned goods industry, the tables of the fish and the development of cold storage, and of cheap transportation make the salm of Oregon, the delicate fruits of California, and the vegetables of the west familiar to the residents of the most distant cities. The winter kitchen can have every summer vegetable, and the feasts of the Romans in supplying the tables of its emperors are daily surpassed, only it is now done for the benefit of the poor. Even in the treatment of food, notably of the cereals, there is great advancement, and the roller mill turns out flour of greatly improved quality and with larger yield from the grain than was done by the old grist mills.

In the matter of the transportation of water the most impressive achievements of engineering are executed in order that at the turning of a kitchen faucet water may flow into the kettle of the cook. The distance between old and new methods is nowhere more forcibly presented than in the two Corton aqueducts—one of the year 1842, following approximately a contour line from the Croton Lake to the Central Park, New York, its path being traceable from the surface over nearly all its extent—the new one of 1890 driven deep underground wherever possible, as a matter of preference, and built without surface disturbance except at the shafts and in one or two difficult places. To supply cities with water through such aqueducts, great dams are built or natural lakes are utilized. The fact that the lake or dam is to be fifty or more miles distant plays no part.

OTHER BRANCHES OF INDUSTRY.

Perhaps the manufacture of shoes supplies as good an illustration as any of the substitution of factory for hand work in supplying domestic wants. The American shoe factory with its work shops filled with machinery and with trained operatives, each practicing in performing one single operation, using ingenious sewing machines, producing wet shoes or shoes without wet, sends its products to all parts of the world, and the hand-made shoe is used less and less.

Foremost among the developments of the last half century is the India rubber industry. The discovery of the vulcanization of India rubber at once brought into the realm of practical uses a unique material, India rubber. At first it was used for the manufacture of toys, but it has since been used to change of qualities and uncertainty in every way and affected by variations in temperature. But Goodyear's great invention of vulcanization produced a new and wonderful material, which has affected every department of modern life, and which, as not the least of its achievements, has created the modern pneumatic tire. It is hard to believe that this invention only goes back a little over fifty years.

In the march of progress the farmer has participated. Reaping, mowing, raking, harvesting, plowing and cultivating, form but an incomplete summary of the work now executed for him by machinery. Steam has long been used to do his work—now electricity is stepping in to his assistance, and we find an electric plow under trial. Pattern churns, centrifugal, and deep pan cream separators make his dairy work easy, and it is further simplified by the creamery to which he delivers his milk for butter and cheese making by machinery. Today America exports cheese in enormous quantities, and many a tourist has eaten in foreign lands, under foreign titles, cheese from cheese factories of the Empire State.

AN AGRICULTURAL REVOLUTION.

The stock farmer who raises cattle for market to supply meat is not neglected. His market has expanded enormously, until the "roast beef of old England" has to be supplied by countries thousands of miles away from London. Cattle ships, which in all their appointments represent the finest marine engineering, receive them and they are dispatched across the ocean with as little concern or uncertainty as if it were a ferry which was to be crossed. The docks on the Thames receive steamers loaded with cattle, and the cattle for the supply of the great metropolises and of the country at large. It really seems as if, without modern improvements, the world would have to go unfeared. It would be fairer to say that it is the concentration of population in such centers as London and New York which has made it necessary to provide food supply by such methods. Under the conditions of former days, in a society more in accord with Mr. Ruskin's ideas, we might find the cattle ranges dotted with little villages, and London as yet unroofed and consolidated, and the cattle ranges dotted with little villages, and London as yet unroofed and consolidated, and the cattle ranges dotted with little villages, and London as yet unroofed and consolidated.

There is often a companionship in disease and its remedy. Cities grow large, and dwellers in the suburbs identify themselves with the metropolis. For their better and special rapid transit methods are developed. It is a very few years since the horse car was welcomed by the American citizen as an improvement on the old rattling omnibus. The writer recollects the day when there were steam cars from New York to Philadelphia, and when the horse railroads of Philadelphia were an object of pride and rejoicing. Now all is changed. The horse railroad is archaic, and with a few exceptions in the way of com-

pressed air, steam and electric motors, transit within city limits is done by central station methods. The city resident who desires to see the finest example of steam engineering has but to visit the power plant of his municipal railroad. The maintenance day after day and month after month of the great cable roads of New York and other cities is a wonderful triumph of engineering practice. The electric trolley road is, however, the most powerful of these factors in what we have alluded to as the work remedial of the ills of modern centralization. From the central station it sends its power lines in all directions through the suburbs of cities, and at almost nominal charges carries passengers for miles at a speed of ten to twenty miles an hour or more. The city worker is no longer obliged to live in closely built up streets. The cars escape to the region of green fields. The trolley may now modify cities until they become centers of work and not of residence.

THE UNDERGROUND TROLLEY.

The trolley line with single overhead wire and rail and ground return is not a satisfactory thing. Much damage has been done by escape, or rather branching, of current from its rails. The underground trolley has been in use on a couple of roads, one in Ireland and one in Maine, but only recently has it been introduced into America. The cities of Washington and New York have excellent examples of it. As it avoids the unsightly aerial wires, with attendant dangers, and as the underground system has no need of overhead wires, avoiding destruction of pipes by electrolysis, the best wishes of civic engineers should be extended to it.

We have already alluded to cold storage. Another domestic use to which the science of the day has been devoted is the production of ice. Ice formerly was harvested entirely from natural sources. Now it is made artificially in great quantities, and every first-class ocean steamer or large steam yacht can make its own ice and cool its own refrigerators. In southern regions this art makes itself most directly felt. In Florida no more is the ice brought from the north, but it is made by machinery in quantities required for daily consumption. The business man and the litterateur, even the newspaper reader, share in the advance. Quick processes of illustration have changed the daily journal, and the color printing is used in it, as well as for works of the highest art.

The typewriter, a product really of the last twenty years, has effected a perfect revolution in the old-time secretary's art. There is no longer the striving after a legible hand of definite style, but the speed and accuracy of the typewriter, which has created the modern pneumatic machine. It is hard to believe that this invention only goes back a little over fifty years.

TYPE-SETTING MACHINES.

It has long been a dream with inventors to do away with the hand compositor. Early in the fifties William Mitchell's type-setting and distributing machines were experimented with at the Trow printing office, in New York city, and were used for some years. Other inventors have since endeavored in other ways to make good their efforts to the production of a matrix, by means of which a stereotype or electrotype could be produced. At last the idea of a matrix-setting machine occurred, and a complicated and highly ingenious machine was invented for carrying out this idea. This machine, the Mergenthaler, so called Linotype machine (which might more properly be written Linotype), set, by means of a key-board, individual letter molds or matrices. For justification, wedge-shaped spaces or quads were used. These were inserted by words, and when the line was nearly filled and a syllable division or end of a word was reached, the line was completed by thrusting in the wedges. This accomplished the missing function of preceding machines—the machine did its own justification. When a line of type was set up, the operator set up against their faces was automatically done, and a "slug" of one complete line of text resulted. Quantities of printer's work is now done on machines of this class. It marks the solution of a problem of four centuries' standing.

A very important line of work is in the field of the gas and oil explosion engines. In these we have a long range of temperature change acting to reduce the low economy due to the second law of thermodynamics. These machines are now made without ignition, flame or electric spark igniter, and as they operate without boiler and require scarcely any oil, they are far to bring power within the use of all. Ericsson, Roper, and others have done well in a parallel line of work with hot air engines, and the entire subject of displacement of the steam engine is affected by them as well as by electric motors. These smaller motors, because they require so little plant, are now entering into the daily life of the individual. They are used in small machine shops, small boats are driven by them, and industrial conditions may yet be gravely modified by the possibility of economically producing small units of power with small investment of capital.

While this indicates the possibility of the division of industries into small units, we are confronted on the other hand by immense industrial settlements, the tendency of the day having brought about consolidation of interests. Thus we have the car shops of Pullman, Ill., supporting a city. We see the great Carnegie Iron works, at Homestead, Pa., covering 110 acres of ground and employing 8,000 men, a veritable industrial army, beyond the imaginations of the past generation.

CYMRAG Y CERRIG CALCH

"Universal Brotherhood" the Chair Subject in 1897.

THE NEWLY-PUBLISHED PRIZE LIST

The Programme is the Best, the Most Interesting and Most Comprehensive that Has Ever Been Published Under the Aegis of the National Eisteddfod.

For the first time in its history Newport next year will be the locale of the National Eisteddfod, and there is every reason to believe that the local committee and the town will rise equal to the occasion. The committee has already shown a large amount of public spirit in connection with the undertaking, in proof of which we may refer to the handsome amount which they have guaranteed. This has reached a figure considerably above three thousand pounds. But it is not only in regard to the financial aspect of the affair that the committee has shown itself abreast of the time. They have produced an excellent programme, more varied and comprehensive, probably, than any which has ever borne the imprimatur of the National Eisteddfod. In saying this, however, it must not be understood that one approves of each subject and regulation introduced in the programme. The subject for the chair ode is "Universal Brotherhood," for which a prize of £25, and for the chair song of £15 is offered. The theme is a capital one and worthy of the best efforts of the Welsh muse, but there is nothing distinctly Welsh about it, and it might have been suggested by an eisteddfod committee in Timbuctoo or Wilkes-Barre. This remark, however, is not applicable to the subject of the heraldic poem. Here we have a thoroughly Celtic subject, "Arthur of the Round Table"—around which the "awen" may turn and turn about indefinitely.

The prize offered in this instance is equal to that on the awd, a crown of all sorts of flowers, and a gold chain of the value of £10 being offered instead of the chair. The committee have not consulted their better judgment in regard to the adjudicators. Those appointed on the awd are "Dafydd Morgannwg," "Taflog," and "Pedrog." "Dafydd Morgannwg" knows everything about the value of £10 being offered instead of the chair. The committee have not consulted their better judgment in regard to the adjudicators. Those appointed on the awd are "Dafydd Morgannwg," "Taflog," and "Pedrog."

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Mr. Arthur Morris, son of Sir Lewis Morris, has just, after a severe examination, both in theory and practice, won a scholarship in naval instruction at the Royal Naval College, Greenwich. It will be remembered that of his ancestor, Lewis Morris (Llewelyn Dafydd) it was said "that he could build a boat and sail it." "Let me be your leader in the next battle, and we shall surely win more shekels." And the people hearkened unto the leaders, joined with them, to the end that their forces were divided and their power was broken. And bitterness was enkindled between the leaders and them, so that new names were given to the armies of the people. And on of these armies was called "Buth!" And the people who belonged not to the armies marvelled greatly at the things which had come to pass, and said, "Verily, there will be a place in the land while the people are thus divided among themselves." The chronicler who chronicles as above tells us to keep his notes and watch Dowlais!

"How to Cure all Skin Diseases." "Simply apply 'Swayne's Ointment.' No internal medicine required. Cures eczema, eczema, itch, all eruptions on the face, hands, nose, etc., leaving the skin clear, white and healthy. Its great healing power, also, is that offered for all diseases by no other remedy. Ask a druggist for Swayne's Ointment."

Now there is in one part of the Land of Wales, a place where the sons of men as the habitation of the sweet singers, for they dwell therein had secured shekels of gold, because in that they did sing the praises of their king, and in the land of Philistines. And because the people had done this thing many times it came to pass that there arose among them divers men, who saw in the "people" that they were your leader in the next battle, and we shall surely win more shekels." And the people hearkened unto the leaders, joined with them, to the end that their forces were divided and their power was broken. And bitterness was enkindled between the leaders and them, so that new names were given to the armies of the people. And on of these armies was called "Buth!" And the people who belonged not to the armies marvelled greatly at the things which had come to pass, and said, "Verily, there will be a place in the land while the people are thus divided among themselves." The chronicler who chronicles as above tells us to keep his notes and watch Dowlais!

City and Suburban.

ATHLETIC GOODS AND BICYCLES. Florey, C. M., 223 Wyoming.

HARDWARE AND PLUMBING. Gunter & Forsyth, 27 Park.

FLORAL DESIGNS. Clark, G. R. & Co., 201 Washington.

GROCERIES. Huntington, J. C., 208 N. Washington.

UNDERTAKER AND LIVERY. Raub, A. R., 425 Spruce.

DRUGGISTS. McGarragh & Thomas, 209 Lackawanna.

CARRIAGES AND HARNESS. Simwell, V. A., 515 Linden.

PAWN BROKER. Green, Joseph, 107 Lackawanna.

CROCKERY AND GLASSWARE. Harding, J. L., 25 Lackawanna.

BROKER AND JEWELER. Radin Bros., 123 Penn.

DRY GOODS, FANCY GOODS. Kreeky, E. H. & Co., 114 S. Main.

CREAMERY. Stone Bros., 208 Spruce.

BICYCLES, GUNS, ETC. Parker, E. R., 221 Spruce.

DINING ROOMS. Carry's Dining Rooms, 50 Linden.

TRUSSES, BATTERIES AND RUBBER GOODS. Benjamin & Benjamin, Franklin & Spruce.

MERCHANT TAILOR. Roberts, J. W., 128 N. Main.

PIANOS AND ORGANS. Stelle, J. Lawrence, 28 Spruce.

DRY GOODS, CLOTHING, SHOES, HARDWARE. Mulley, Ambrose, triple store, Providence.

A Faithful Wife's Anxiety.

She Pleads for the Life of Her Husband but is Told that He has but One Month to Live.

A Sturdy Wolverine Farmer, Weighing 160 Pounds, Reduced to a Mere Skeleton in Four Short Months.

After Being Turned from the Physician's Door to Die, He Lives to Become His Former Self. He Tells the Story.

From the Democrat, Caro, Mich.

"Fourteen years ago," said H. M. Underwood, who for the past five years held the office of School Director in District No. 7, Indianapolis township, and is well known throughout the county, "my brother and I moved into this county. 'Twas a wilderness then, and we located in the pines here with nothing but our hands to carve out our homes. It was an unequal struggle; but hard work and economy won the day and two years ago, with my forty acres nearly clear of debt, I began to feel that the worst was over. In April of that spring I was assisting in driving logs down the Cass River, when I was taken with a slight but constant pain in the left side below the heart. As days passed the trouble increased; my appetite fell away and I visited one of the best known and most successful doctors in Caro, the county seat. It was informed that I had an inward abscess and must cure it."

"It was hard to quit work when I knew too well that it only meant another mortgage on my little farm, but within a few days I was obliged to return to my home. The medicine furnished by the doctor gave me slight relief, but I could detect no permanent benefit. My appetite was gone; I could not sleep, and each day found me growing weaker. I next visited Dr. A. L. Seelye, of Mayville, who, from the first, said that he had slight hopes of benefiting me, and recommended that I go to a sanitarium. With no money I could not do, even though I would save my life, and with medicine that the doctor furnished I returned to my home feeling that the last ray of hope had been extinguished. I was just disappearing. Days passed and I was rapidly losing flesh. During the awful months which I passed that summer—and I can never forget them—my weight was reduced from weighing 160 pounds to 110. 'Slowly the long days and the awful nights passed until another seven days had been added to the awful days of torture; and still no relief, and my weight was now 140 pounds, nerves shattered and my system in a deplorable condition. At this juncture my wife said that something must be done, and with assistance I was taken to Mayville, where Dr. Seelye was again consulted. After making a thorough examination my wife said that he could not do anything, and still no relief, and my weight was now 140 pounds, nerves shattered and my system in a deplorable condition. At this juncture my wife said that something must be done, and with assistance I was taken to Mayville, where Dr. Seelye was again consulted. After making a thorough examination my wife said that he could not do anything, and still no relief, and my weight was now 140 pounds, nerves shattered and my system in a deplorable condition. 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