

The Wonders of America

By T. T. MAXEY

THE MOUNTAIN KINGDOM OF COLORADO.

AMONG all the mountain kingdoms, Colorado — "the Perpendicular state"—stands easily first in physical adornment. In Colorado 100,000 square miles contain 155 mountain peaks that are more than 13,000 feet high. Colorado contains 103,925 square miles. Of this vast area, as big as all New England with Indiana added, two-thirds is mountainous.

The state is traversed by the main chain of the Rocky mountains, the oft-quoted "backbone of the continent," the huge roof-tree of our republic. Prolific mother of rivers, this great watershed gives rise to the Rio Grande, the two Plattes, the Arkansas, many "lesser lights" and the Colorado, that, in Arizona, passes for 200 miles between those sheer red walls that constitute one of the scenic wonders of the world, and flows at last into foreign seas. There are about 6,000 miles of running water, horn of snow and

filled with fish; 500 lakes, large and small, some distinguished with a famous name, others still asleep in mountain hollows, almost unknown. It is a strange country. The very name is a memento of the passing race that, first of Europeans, saw these serene, reddish-brown peaks leaning against the sky. The name means red, light brown, ruddy, florid and may even be a synonym for joyousness. Life is more than an existence in Colorado. Nature seems ever beckoning one to come and romp with her. The sun shines with almost the same regularity as the dawn appears. Colorado is one of the greatest heritages of the American people.

THE GALVESTON SEA WALL.

GALVESTON has the finest harbor on the gulf coast and ranks high as a city of delightful homes. Although not a resort, the semitropical climate attracts thousands of tourists annually to her long, gradually sloping beach. To prevent a recurrence of the terrible flood of 1900, the sea wall—one of the sights of the country—was constructed along the gulf side of the city. This great wall is 22,403 feet long, 17 feet high, 16 feet wide at the bottom and five feet wide on top. It

is built of concrete and granite and rests on a foundation of piling. These piles are 40 feet long, not less than 12 inches in diameter at the small end, four rows wide, set four feet apart. The top of the wall is used for a walk. To prevent water from the gulf flowing behind the wall and flooding the city during severe storms, the grade of a large portion of the city was raised from 2 to 17 feet. This necessitated the raising of about 2,500 buildings and the readjustment of streets, sidewalks, street car tracks, electric lights, water and gas pipes to the new level.

The filling-in material was taken from the bay. The dredges, after pumping their holds full, steamed up a canal behind the wall and discharged their load through pipe lines leading down the various streets. When the work was completed the canal was filled. The magnitude of this undertaking is unparalleled in America.

THE MISSOURI BOTANICAL GARDEN.

IN 1849 Henry Shaw, a citizen of St. Louis, a lover of nature and of flowers in particular, built a large country residence near the city limits. He surrounded it with flowers and plants of every known variety. When

he died in 1858, his will provided for a board of trustees to manage the garden and left sufficient funds to support it. This wonderful floral park, said to be the largest in the world, was thus preserved for the education, admiration and enjoyment of all.

It contains a collection embracing 150 species of palms; a varied collection of tropical and sub-tropical plants; a collection of the 35 known species of cycads; a wonderful assortment of plants which grow best under desert conditions; numerous species of ferns and allied plants; a great array of plants of great economic value and displays of plants that feed on insects; species of the pineapple and its relatives; numerous showy, flowering plants, while in the private orchard house a representative of each of the 800 species of this beautiful flower is to be found.

The out-door collection includes a water garden, several hundred varieties of roses, numerous species of herblike plants, a rare pansy display, a variety of economic plants and trees and shrubs, native to North America and grouped in families. All told, about eleven thousand species of plants are growing in this garden. The body of Mr. Shaw reposes in a handsome mausoleum within the grounds.

OUR NATIONAL CAPITOL.

IT IS but fitting that America—the greatest nation in all the world—should have the finest capitol building on earth. The architectural beauty of our national capitol building at Washington is most impressive and, for capitol purposes, it is said to surpass every other building in the world.

The base of this immense, symmetrically shaped and imposing edifice rests on a level plateau, at an elevation of 97 feet above the historic Potomac river. The building faces the east and is about one mile distant from the White House. The corner stone of the original structure, which comprises the central portion of the present building and is of Virginia sandstone, was laid by President Washington on September 18, 1793—125 years ago. Later, when it became necessary to enlarge the building, two additions or wings, of Massachusetts marble, were added. President Fillmore laid the corner stone; Daniel Webster was the orator. These wings were burned by the British in 1814, but were restored. The original building was completed in 1827.

The present structure is 751 feet long and 350 wide. It covers three and one-half acres. The central portion is surmounted by one of the most graceful, pleasingly shaped and massive domes in the world. This dome is 287 feet high. It was completed in 1865. It weighs more than 8,000,000 pounds and is topped by a statue of Freedom almost 20 feet high.

The total value of the building and grounds is estimated at \$26,400,000.

THE CROOKEDEST RAILROAD IN THE WORLD.

THE Mount Tamalpais and Muir Woods railway runs from Mill Valley, California, to the top of Mount Tamalpais—the guardian of our famous Golden Gate, the entrance to San Francisco bay. This miniature railway is 7.5 miles long. The longest piece of straight track is 413 feet. It contains 281 curves. In one place the track parallels itself five times in a little more than 300 feet—forming an almost perfect double bow-knot. So crooked is this line that if all the curves were continuous, they would make 42 complete circles. It is one of the most wonderful pieces of engineering on the American continent.

The curious looking, oil-burning locomotive squirms its way tail first, pushing the train up the tortuous track, on a grade averaging six feet to the hundred, to the summit, 2,592 feet above the valley below.

The reason for it all is, of course, the view from the top of this peak which stands on the very edge of the U. S. A. Here, the eye, in one far-reaching sweep, commands a panorama of mountains, forest, bay, island, city and sea, lying between the Sierra mountains and the Pacific ocean which, 'tis said, is not surpassed from the summit of any other mountain peak in the world.

Worth mentioning in passing, too, is the fact that the government recording station here, shows more sunshine per day than any other recording station in this country.

The return trip is made by gravity—the train coasting all the way down.

THE MOST POWERFUL LOCOMOTIVES.

AT the time of their completion, the locomotives used for hauling the long, heavy coal and other trains over the steep railroad grades in the mountains of Virginia were the most powerful in the world.

The enormous size, weight and power of these leviathans of the rail are positively astounding. Each engine (and tender) weighs almost 900,000 pounds, is considerably more than 100 feet in length, has 20 driving wheels, is fired by machinery, exerts a straightaway pull of 170,000 pounds and, 'tis said, will haul any load that the coupling pin will hold.

The boilers of these giants on wheels are about 9 1/2 feet in diameter. Each boiler contains 381 two and a quarter-inch tubes, which, placed end to end, would reach almost two miles; also seventy 5 1/2-inch flues, having a total length of more than a quarter of a mile. The fire boxes are 15 feet long and 9 feet wide.

The shipment of these large locomotives from the point of construction to the point of service presented an unusually peculiar and difficult problem requiring great care and attention, for the reason that the tracks and bridges of the various railroads over which they had to move were not, in all cases, built to withstand such tremendous weights. They were shipped in a partially knocked-down condition and approximately two weeks were required to move them from Schenectady, N. Y., to Princeton, W. Va. Three cars were necessary to carry the loose and detached parts belonging to each locomotive.

YOU GET BOTH FISH SCRAP

AND

German Potash

IN

Albemarle Fertilizers

Real German potash from the mines of Germany and France; an abundance of fish scrap from the fisheries on your own North Carolina Coast. Your soil needs both this year and you can not afford to experiment with doubtful brands.

If you know anything about the manufacture of fertilizers, we will be glad to have you visit our model factory on Knobbs Creek and see fertilizers mixed as they should be. If you don't know anything about the manufacture of fertilizers, then visit us anyway because we can show you something worth money to you.

Albemarle Fertilizer Co.

J. H. LeRoy, Mgr.

Phone 1059

POCOMOKE GUANO

FOR BIGGER AND BETTER CROPS



TOBACCO TRUCK

COTTON CORN

HIGH GRADE FERTILIZERS

We are carrying a stock of Pocomoke goods for Cotton, Tobacco and Potatoes. See me for prices. We are using German Potash.

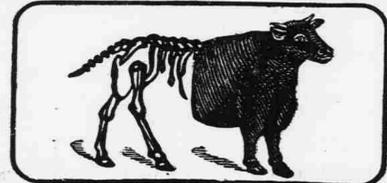
J. M. LeROY

ELIZABETH CITY

NORTH CAROLINA

BAUGH'S

ANIMAL



BONE

FERTILIZERS

WORKS PHILADELPHIA, PA. BALTIMORE, MD. NORFOLK, VA.

BAUGH & SONS COMPANY

"The Old Stand-By"

NORFOLK, VA.

Note:

Baugh Brands are made up to pre-war guarantees for 1920 and their potash content is derived from French and German potash of which we have ample stocks for the season.

Sold by

R. C. ABBOTT

Elizabeth City, N. C.