

THINGS NEW, STRANGE, CURIOUS AND INTERESTING GATHERED HERE FROM ALL QUARTERS OF THE HABITABLE GLOBE.



DR. CHARLES H. HERTY.

Expert of the United States Bureau of Forestry, who has given a valuable invention free to the public.

GIFT OF MILLIONS.

Highly Valuable Invention Given Free to Man.

The Bureau of Forestry of the Department of Agriculture has just issued a bulletin which deals with a matter of the greatest importance to forest owners of the South and to the lumber and naval stores industries in this country. A new method of gathering crude turpentine has been found and put in operation, under conditions and on a scale to demonstrate its entire commercial feasibility, which will be nothing short of revolutionary in its effect on the Southern pine forests. How important this is to the industrial prosperity of the region affected may partly be seen from the fact that the turpentine industry alone is estimated to give employment to three hundred and fifty thousand persons.

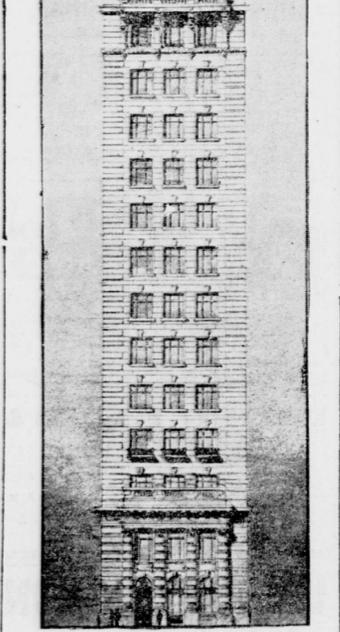
Crude turpentine has always been collected in the United States by chopping a kind of pocket, or "box," in the base of the tree itself, into which the resin fell as it oozed from the scarified face of the trunk above. The only use of the "box" was to hold the turpentine; it did not increase, but, on the contrary, diminished the flow of turpentine. For the incision near the roots lowered the vitality of the tree and made it less productive. It also opened a wide entrance for decay and disease, weakened the power of the tree to withstand wind, and—most dangerous of all—provided a magazine of inflammable material within easy reach of the ground fires common in all Southern forests. "Boxing" a tree for turpentine is almost sure to result in its early death, and something like two million acres of virgin forest are now "boxed" annually.

The method which has proved to be a practical substitute for the old time "box" is the invention of a Southerner, who, foreseeing the eventual ruin of a great resource of his native region, set to work, at first in the face of great discouragements, to discover and introduce in the interest of the public welfare a less wasteful method. The apparatus which his perfected method employs is simplicity itself. It consists merely of an earthenware cup, with a nailhole near the top, a sixpenny wire nail and two galvanized iron shallow troughs. Yet the system, simple as it is, or rather because of its simplicity, represents a triumph over difficulties which previous inventors have found insurmountable. Turpentine gathering depends entirely upon the employment of cheap negro labor. This labor combines a high degree of skill in the use of familiar methods and tools with an unintelligent hostility to change. The old system was both efficient and somewhat complicated. It involved a considerable division of labor and the use of special tools. It was absolutely necessary that any new apparatus should be cheap, durable, incapable of getting out of order, not likely to be interfered with by hogs and grazing cattle, and, above all, adjusted to a climate by the methods already in use.

All this, after long and patient experiment, Dr. Charles H. Herty has attained by the invention of his cup and gutter system. The work is done by gangs, almost as before. A slight change in the manner of laying bare the wood from which the resin flows, the addition of a pair of axemen with broadaxes, who with two single strokes open, at precisely the right positions, the cuts to hold the gutters, and laborers with gutters of assorted sizes for different sized trees, who put in place both gutters and cup, the latter distributed to each tree by a boy—that briefly is the new system in operation. But the ingenuity with which the simple seeming outfit and system have been calculated to fit every demand can be appreciated only by those familiar with the details of the work in the field.

said to be nearly 25,000 feet above sea level. The perils of this climb are something more than ordinary even in dangerous mountain climbing, for the natives for hundreds of miles about hold this peak, the top of which no human being has ever reached, in something more than reverence. It is their belief that some more than human power prevents the top being reached, and they do not look with marked favor on any one who deliberately attempts the full ascent.

The remains of the pygmy city are supposed to be in these same Andean mountains, and the ruins, of which stories are related by natives, are in a group to the west of Sorata.



A REMARKABLE SKYSCRAPER.

W. F. Havemeyer will erect it at New-st. and Exchange Place. Arnold W. Bruner, architect. It will be appropriately called the Daylight Building, because it will shut off so much daylight from its neighbors.

TO CLIMB MT. SORATA IN THE ANDES. To find the remains of a pygmy city; to climb a mountain and reach what is believed to be the highest elevation on the Western Hemisphere; to look for a ruin which may show the existence of a buried city; these are the things hoped to be accomplished by the members of an expedition which started from this city for Bolivia last week. This expedition, which is sent out primarily by "The Outlook" Company, is purely a scientific one, and the discoveries that will be made and the investigations recorded, it is believed will be of extreme value to the world of science.

fully and jealously guarded and nursed the young rats, and it is a noticeable and peculiar fact that the whole nature of the rats appears to differ from that of their progenitors. They play and frisk with the kittens and jump all over the back of the old mother, who plays with them. It is truly a happy family. When the news of the peculiar case reached the United States, those who saw told other doubting Thomases, and they also inspected, going to the cat and her kittens, and they found in harmony despite the peculiar make-up of the family the cat continues to retain her well earned reputation as a "ratter." She has killed many vermin since she adopted the rats.—(Philadelphia Press.)

COSTLIEST EDUCATION.

New-Jersey Holds the Man Who Got It.

Many cases are on record of great sacrifices which men and women have made on behalf of a college education. Fathers have skimmed themselves of food and mothers have taken in washing that sons and daughters might pursue the wisp of learning through four collegiate years. Young men have given up sweethearts and young women have caused no end of family quarrels that they might write the letters of a degree after their names. It is Sussex County, N. J., however, who lays claim to a citizen with the most expensive college education in the world.

Ex-Congressman "Sam" Fowler is the man, and \$20,000.00 is the amount which rural financiers of Newton and Franklin Furnace figure his college course cost. That the education, together with his ready wit and general popularity, made him United States Congressman from New-Jersey for two full terms hardly overbalances the loss of the richest zinc mine in the world.

This mine is the "Buckwheat," owned by the New-Jersey Zinc Company, and located at Franklin Furnace, which is twelve miles from Newton. It has a romantic history, and has lately figured in the daily news, owing to the action of the Board of Recorders of Sussex County. They raised the valuation of the company's property from \$1,115,000 to \$5,000,000, and were preparing to tax it accordingly when the company took the case into the courts.

The property on which the Buckwheat mine is located was on the farm of Colonel Samuel Fowler, who before the war was one of the rich men of Sussex County. He did not have any idea there was any zinc under the thin soil on which he raised fair crops of buckwheat each year.

Colonel Fowler had political ambitions, and began his fight for recognition about the time the Erie Railroad was completed. He selected Port Jervis, then a "boom" town, and distant only a few miles from his home. He built a costly residence, a large hotel and started a newspaper, all of which was excellent equipment for a man who wanted to go to Congress.

In 1856 he received the nomination, and the result campaign cost him a fortune, but it still remained in New-Jersey.

"I remember old Sam Fowler's campaign?" drawled one of the oldest citizens of Newton, when a Tribune reporter asked him about it. "Well, I rather think I do remember. It was the greatest campaign New-Jersey ever saw. The Colonel, backed up by a company of militia, hired a special train for days at a time and stumped up and down the railroads which ran through the district. One car of the train was a flat on which was mounted the noisiest cannon I ever heard. It roared salutes to the 'coming Congressman' on every possible occasion. But it was no use. When the votes were counted Fowler was snooked under.

It was not long until the Civil War came. Fowler was popular enough to enlist in a regiment, and marched to the front at its head. He died in the service, leaving a great deal of property in these parts, but most of it was sadly encumbered. Part of it was the farm out at Franklin Furnace, near the old zinc mine. No one considered the farm good for much until some mining engineers working for Moses Taylor, of New-York, discovered evidence of zinc in the Fowler buckwheat patch. They kept quiet about it, and one day the Fowler heirs received an offer for the farm. The sum was not large, but no one thought the place worth more. Young Sam Fowler wanted to go to college, and was ready to sell. So the farm was sold and the money received for it gave Sam a college education.

"There was little delay about beginning mining operations. The buckwheat patch proved to be zinc from the grass roots down; indeed, it was the largest deposit of zinc ever discovered. I've heard it said that the value of the ore taken out to date was \$2,000,000, and no one knows how much more there is. A few years ago the mine was fitted up with every modern convenience, and since its output has been greatly increased.

"Well, Sam Fowler went away to college, returned and studied law. He was admitted to the bar, but never attempted to practice much. About eleven years ago he was nominated for Congress by the Democrats, and he made a strong campaign, but not an expensive one like his father's. He is



FAMOUS "BUCKWHEAT MINE" IN NEW-JERSEY. It was sold for enough to educate a young man, and has since yielded \$20,000,000.

a good speaker and makes a fine appearance before an audience. He was elected, and two years later re-elected. For some time back his health has been poor and he is regarded as being near Florence, where he is the guest of his friend, Peter Gunderman, ex-sheriff of the county. He's a bully good entertainer, is Sam Fowler, and popular still in the district though he's dropped entirely out of politics and has not been around much of late years. He has the most expensive education on record.

WASHINGTON STATION.

Within a Stone's Throw of the Capitol—Fine New Facilities.

Washington, June 20.—Although the oft repeated prediction that the rotunda of the Capitol would some day be the roundhouse for the Pennsylvania Railroad is not to be verified in fact, under the new railroad plans for the national capital there are almost as striking things in store for the city of Washington from a railroad point of view. The city is to have what is said will be the largest, handsomest and most complete railroad station in the world, and there are to be no more deadly grade crossings within the limits of the District of Columbia. The gigantic plan for the accomplishment of this long desired end has been completed, the first shovel of earth has just been turned in its consummation, and the end may be looked for within four years.

When all is completed there will be a union station within a stone's throw of the Capitol. Into it on one side will run the trains from the south through a tunnel emerging from the Cap-

itol grounds. The trains from the north will enter it on elevated structures from the other end. The station is to front on one of the magnificent avenues of the city. The municipality is to create a beautiful park at its front, and every streetcar line is to have convenient access to the entrance. The architectural design of the station is to conform to that of the national Capitol itself in dignity and elegance. Its front is to cover nearly eight hundred feet, and a feature of the many magnificent entrances is to be an executive gateway, leading into a suite of sumptuous apartments reserved for the use of the President, foreign dignitaries and great occasions of state. The train sheds are to stretch back for blocks, and the trackage facilities within the station are to be equal to, if not greater than those of any railroad station in the world.

The cost of the station proper is to be over \$4,000,000, while the expense which the railroads and the District and general governments will have to bear between them for the tunneling and elevation of tracks will approximate \$7,000,000 more.

The tunnel under the Capitol plaza is the unique feature of the plan, and since its adoption Congress has authorized the erection of a \$4,000,000 office building for the House of Representatives along the line of this tunnel, and a branch is to be run into the office building so that members of Congress may, if they choose, step from their seats in the hall of the House, descend to an underground passage leading to their office building, and there take a special train for any point in the United States without going into the open.

The new station is to be on the north, or Senate, side of the Capitol. It is the design of Mr. Burnham, of Chicago, the architect for the Pennsylvania Railroad, and also the leading spirit of the parking commission. The station proper is to have the appearance of a one story building. It rises, however, to a height of over ninety feet, and its front is to be embellished with huge arched entrances and classic features of pleasing design. Its frontage is to be exactly 700 feet, and in order that the wide train shed may not necessarily loom up above the dignified front three arches are to be constructed as a shield to this shed.

The tracks from the tunnel will enter the station beneath the front entrance, and will be reached by elevators and stairs from within. The tracks from the north will enter the station on elevated structures. The two sets of tracks—twenty-four in all—will be brought to the same level just at the north end of the station, so that through trains from either way may pass through the station without the necessity of switching or backing.

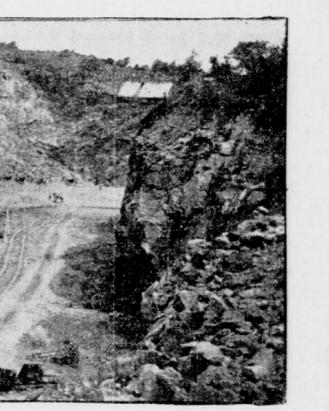
The station is to be equipped with all conveniences that a cultivated and fastidious traveling public could desire. The main waiting room is to be the largest and most handsomely decorated room of its character in the world. Surrounding this room, within the station, will be a veritable little city of shops, stores, baths, newsstands, lunch counters, cafes and restaurants. On the upper floors of the station are to be offices and rooms for trainmen and railroad officials, all equipped with every modern appliance for comfort and elegance.

When the improvement is completed, every grade crossing in the city will have been eliminated, and the running time of trains so facilitated that a considerable saving in time will be made possible between Washington and New-York. And when the great terminal station of the Pennsylvania road in the city of New-York is completed, together with the proposed tunnels under the river, a four-hour train service will be established between the national capital and the metropolis—a dream which has long been cherished by the officials of the Pennsylvania Railroad, with a predicted result that New-York and Washington will then for the first time become real neighbors, with facilities for exchanging afternoon calls.

A RARE MONEY FINDER.

His Finds Aggregate \$2,000,000; Rewards Aggregate \$85.

The champion money finder of the world must undoubtedly be Isaac Banks, of Philadelphia, for



ISAAC BANKS.

He has found over \$2,000,000 in various sums in the last seventy-seven years, and has received in rewards for turning it all over to the owners \$85.

As a big sum, they are tremendously disgusted and enraged, and they desire to keep the matter secret. You, if you happen to be the person that found and returned the lost money to them, are thereafter disliked and shunned; for you are the only man that has found them out. In your presence they can't retain their pompous dignity. You have a little joke on them. You know they are not a perfectly reliable and trustworthy men they want to be taken for. Well, it isn't good to have a joke of that kind on a prominent man of affairs. He is apt to stop speaking to you on account of it.

The first find that Mr. Banks made was thirty-three years ago, when the Fidelity Trust Company opened its present building. What he found was a little heap of gold watches, of diamond rings and necklaces, and of ropes of pearls. An old man had passed him as he stood guarding the door of the vaults, had taken down a deposit box, had unlocked it on a table.

After the unlocking of the box Mr. Banks paid the jewels for seven years. They were delivered to the doorkeeper, perceived a heap of jewels upon the table, and carried them to the superintendent of the company. Their owner, on their return to him, gave Mr. Banks \$5.

All the money that he found was found in the same way. A client of the company would open his deposit box on a table, take out part of its contents, rummage about till he came upon what he wanted, close and lock the box, forgetting that the doorkeeper perceived a heap of jewels upon the table, and carried them to the superintendent of the company. Their owner, on their return to him, gave Mr. Banks \$5.

Table listing items found and their values: In cash \$30, Three books valued at \$2, Five neckties, valued at \$2, Seven silk handkerchiefs, \$2, Eight pairs of suspenders, \$3, Six pairs of gloves, \$1, Nine pairs of pulse warmers, \$1, Two hats, \$2, Four boxes of writing paper, \$2, One watch guard, \$2, Five shirts, \$2, Total \$85.



LEADERS OF THE MOUNT SORATA EXPEDITION. Miss Anna S. Peck, President W. G. Tlight of the University of Mexico, and two guides. Photographed on the Panama Line Seguridad. They will try to climb one of the most inaccessible mountain peaks in the world.

the vaults to examine their boxes. He had charge of in this room pretty nearly all of the \$2,000,000 was found. Every cent of it, while not in actual cash, was in paper or valuables as good as cash; every cent of it was negotiable. Had it not been negotiable its owners would not have thought it worth their while to keep it in the Fidelity Trust Company's expensive vaults.

The biggest sum Mr. Banks ever found at one time was \$100,000. The man to whom this sum was returned gave Mr. Banks no reward whatever. That, though, is nothing. Another man, to whom he returned \$50,000, not only gave him no reward, but also stopped speaking to him. Such conduct seems inexplicable, but Mr. Banks can explain it. He says:

"These rich men, these holders of great sums of money, hold, as a rule, positions of trust. There are many persons who regard them as incomparably reliable, careful men—men with whom money can be placed with absolute safety. This reputation for reliability and carefulness is their stock in trade. They guard it sedulously.

"When they lose, as carelessly as any schoolboy,

THE DAYLIGHT BUILDING.

Smallest Skyscraper in the City—Problem of Light and Air.

Despite assertions to the effect that it would never be built, and that the talk of its erection was nothing but a "bluff," the Daylight Building is an assured fact. All that now stands between the plans and their realization is the labor trouble. Plans for the much talked about little skyscraper which W. F. Havemeyer proposes to erect at New-st. and Exchange Place, have been prepared by Arnold W. Bruner. The cost is now being figured on, and as soon as possible bids will be asked for.

Standing on a plot of land 25 by 45 feet, running eighteen stories in air and two stories below ground, the Daylight Building, as it has been named, because of the part it plays in the skyscraper construction of that portion of the city, will be the smallest skyscraper for its height in the city. It will cover an area of about 1,100 square feet. The Glendower Building, on the northwest corner of Wall and Nassau sts., covers an area of about 1,600 square feet, while the ten story building on the northeast corner of Broadway and Maiden Lane covers only 1,250 square feet.

When the Daylight Building was first talked of it was said that no building suitable for offices could be erected on Mr. Havemeyer's holdings at New-st. and Exchange Place. This was true until Mr. Havemeyer enlisted the interest of Frank W. Savin, who owned a little spot of ground adjoining his and fronting on New-st. This made the total frontage on that street 45 feet. Even then the scoffers declared that after space for elevators, stairs and corridors had been taken out there would not be space enough for office purposes. The architect has shown, however, that by a careful arrangement of elevators and halls offices of good size can be secured on every floor of the little structure.

The building will front on New-st., and the main entrance will be in the extreme northwest corner. There also will be the elevators, of which there will be two. The stairs and corridors will also be in that end of the building. The east wall of the building will not be pierced by windows, the Daylight Building getting its daylight from the New-st. and Exchange Place sides.

Even after allowance is made for the elevators, stairways and corridors, there is space on each floor for one office 24 by 24 feet. For tenants who do not care for even that much space the rooms are to be so arranged that they can be easily divided. It will be no exaggeration on the part of tenants of the little skyscraper for them to tell their friends or advertise, if they choose, the fact that they occupy "a floor" or "half a floor" in the Daylight Building, as the case may be.

The building to the first story will be built of granite, while the upper stories will be of brick and limestone after the French Renaissance style, with a French roof, after the style of the Louvre, Paris. The interior of the first story hall is to be of marble, and throughout the smallest skyscraper in the city will be quite in keeping with its more pretentious brethren. Its approximate cost is \$285,000.

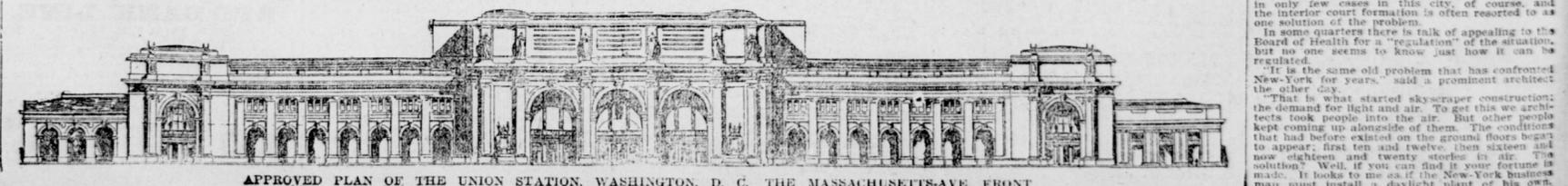
Though little in size, the Daylight Building will be big in effect upon the conditions in its immediate vicinity. Since the erection of the Blair Building, at Broad-st. and Exchange Place, things have been decidedly mixed in that vicinity.

The big Commercial Cable Building, standing in Broad-st. just beyond the Blair Building, towers twenty stories in air. At the time it was built there was nothing on the corner of Broad-st. and Exchange Place but a small building, and windows were placed along the south side, affording plenty of light and air to the offices on that side.

The Blair Building, running up close beside the Commercial Cable Building for eighteen stories, and extending back over half its length, has cut off the light from the greater part of the offices on the south side of that building. So close do the two buildings stand that for a few stories up they run solidly together. The rest of the way they run up less than a foot apart. Glass prisms are to be tried on windows in the Commercial Cable Building already blocked by the Blair Building, in the hope that enough light may be collected to make the offices on that side suitable for occupancy.

Between it and the Blair Building and forming an L around the proposed location of the Daylight Building, lies what is known as the Adco property. Part of this has been secured for the Blair Building and part for the Commercial Cable Building. The directors of the Commercial Cable Building Company have decided to erect a twenty-story story addition on that part of the original Adco property that they now own. This must spell the present outlook from the rear windows of the Blair Building. The situation is further complicated by the fact that the erection of the new Daylight Building must cut off the light from the windows in the Commercial Cable Building addition on the west and south.

The scramble for light and air, in which the Daylight Building is a figure, has assumed such proportions throughout the city that builders now say it must have its effect upon skyscraper construction. The demand for light and air, to get this we architects took people into the air. But other people kept coming in alongside of them. The conditions that had before existed on the ground floors began to appear, first ten and twelve, then sixteen and now eighteen and twenty stories in air. The sun cannot install a daylight plane of its own. Either that, or skyscrapers must be built of glass.



APPROVED PLAN OF THE UNION STATION, WASHINGTON, D. C. THE MASSACHUSETTS-AVE. FRONT.