

HAS MADE MILLIONS.

CURIOUS CULMINATION OF A REMARKABLE AND PICTURESQUE CAREER.

Tom L. Johnson, the New Apostle of Single Tax—His Road to Fortune From Obscurity to Power—A Story of a Colossal Career by Combining Street Railways.

Once again Tom Johnson comes before the country as a reformer and single-tax agitator. He is now worth millions and he abandons the railroads and steel works to devote his time to spreading abroad the single-tax philosophy of Henry George.

The magnitude of his recent Brooklyn street railway transactions is such a matter of public interest and won't be forgotten.

It was a historic event in railroad finance when the Whitney-Flower syndicate closed the colossal deal with Tom Johnson for the seventeen street railroads of Brooklyn.

The hours of the afternoon had passed away. Evening had come, and the representatives of the allied millions in traction sat with certain checks in their hands, waiting for Tom Johnson, the Napoleon of the situation, to come down a little in his price.

So great was the interest at stake that the national banks and trust companies had not closed, although it was long after nine o'clock in the evening.

At last, when it was seen that Tom Johnson would not yield, his terms were accepted, certified checks representing millions were passed over treasurers and secretaries flung away to the banks and trust companies as the lawyers added the closing indorsements to the papers that had been signed and sealed.

When only a lad Tom Johnson was living with his parents in Louisville where he received a common school education.

At the age of fifteen he was errand boy, and later an assistant in all work in the office of the Louisville Street Railway Company.

He continually heard of the great need of certain devices for switches and car machinery. He was a healthy, vigorous chap, with a bucketful of brains in his big head which he stirred up to advantage.

He invented a new nickel-in-the-slot box for street cars running in suburban towns without a conductor where passengers are few and divided ends invisible.

Next he invented an automatic switch, then the patent high steel rail now used on all great lines.

When only twenty-two young Johnson had received enough from his inventions to enable him with the little money he was able to control outside his fund to buy a street railway in Indianapolis.

Johnson's management was magical. Improved cars appeared. People were not ashamed to ride on the smart line, and poured money in until Johnson was able to buy a broken-down street car property in Cleveland, Ohio.

The boy financier from the West was looked upon as no insignificant person, but he soon built up a competition and presently there was a fierce railroad fight.

He paralyzed monopoly lines and brought the rich man of the city to his feet. He was soon acknowledged king of the street railway business.

The boy financier from the West was looking upon as no insignificant person, but he soon built up a competition and presently there was a fierce railroad fight.

So the young man organized a steel company, to manufacture his patent rails and automatic switches for the rest of the world. Everything that Johnson touched turned to thousand dollar bills. They fluttered into his vault like leaves in autumn.

In Cleveland he boldly ran for Congress on the single-tax ticket, just to break the ice for the new movement. He was defeated, but by so small a majority that the old politicians doubted their doses of whiskey and quinine, and wondered if human nature had reversed its record.

In the campaign of 1896 he tried it again and was sent to Congress by a 3,400 majority. That to the Western Reserve wise men were paralyzed did not express the situation of that day.

Tom Johnson is declared to be one of the few men who are sincere and serious still always self-contained and smiling. He does the work of ten men, but never seems weary. He appears everywhere except in bars and has board meetings downtown and uptown, and business of an important character with many interests at stake, and yet he is never in a hurry and turns up serenely about dinner time at home, where he is the most domestic of men, and takes life as if it were an afternoon jaunt or a pleasure fishing excursion.

And now it is this Tom Johnson, who began his career as a poor boy, without friends or money, who invented wonderful machines, made improvements in railways which brought him a surprising income; who became a millionaire, owning steel works and railways—this Tom Johnson now turns Tolstoy, proposes to leave it all and devote himself heart and soul to spreading the gospel of single-tax according to Henry George.

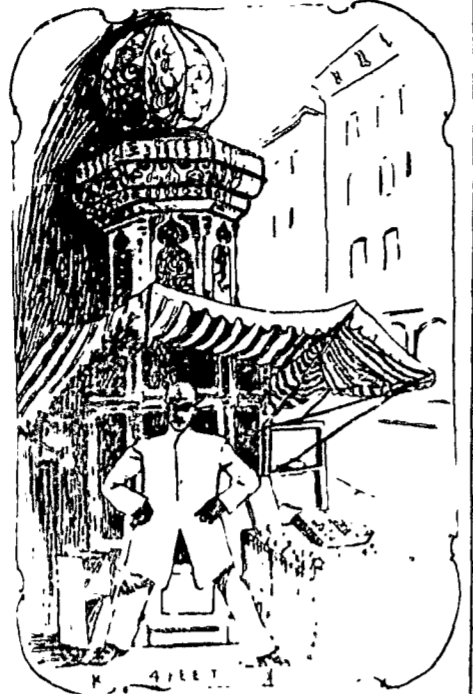
His heart is in the work. His soul is against taxation, and he announces himself to labor in the streets wherever the cause may call him.

SMALLEST LOT IN NEW YORK

Occupies a Prominent Position and the Owner Refuses to Sell It.

The smallest piece of real estate in New York in an odd shaped corner lot somewhat smaller than a double page of a newspaper.

This limited estate is at the north west corner of Fourteenth street and Irving place. It occupies a curious little niche in the corner property, and has a frontage of a few inches on both these important streets. Taxes are regularly paid on it, and the high rent which its owner demands for it has been paid regularly for years.



THE SMALLEST LOT IN NEW YORK

The smallest lot in New York is a tiny sliver of property that is not only small but also occupies a very peculiar position. It is situated at the north west corner of Fourteenth street and Irving place.

Despite its diminutive size it has been used for several purposes. A news stand was once located there and attracted customers from both streets.

However, it was found necessary to occupy part of it in front of the adjacent estate was taken up with two or three piles of folded papers. The man who presided over the news stand was obliged to stand on his neighbor's property while he reached over his own to hand a customer a paper.

At another time a peanut stand was set up and the entire property was taken up with the roasting apparatus, and if a peanut was knocked off the stand it fell on the next neighbor's grounds.

The smallest estate is now occupied by a substantial little pavilion covered with an elaborate roof which extends over its limits.

This diminutive estate is supposed to have been due to a mistake of the surveyors years ago.

The present owner will not listen to any offer for its sale. It has been rented for years for \$50 a month, and he is well satisfied with the investment.

The most determined effort to buy the estate has been made by the owners of the hotel which occupies the adjoining site, but the owner of the smallest estate declares that his property is not on the market.

The Machete.

As a defensive weapon the value of the machete is small. Even its offensive effect depends less on the weapon itself than on the continual and skillful usage made of it by the Cuban peasant from his earliest age, which imparts a peculiar training to the muscles of the wrist and arm of the operator. The consequence of this skill is that when ever a quarrel occurs between two "ganjilros" or "monteros," they settle the matter with their machetes as coolly and tenaciously as two game cocks, and generally both parties are seriously injured for life, or remain killed on the spot.

Owing to this fact, and to the natural kindly disposition of the Cuban peasant, they are not a quarrelsome people, and respect everybody, to be equally respected. With the machete a few cautious necessities are used: the principal is a thin strip of leather closely tied to the right wrist, a small round piece of grinding stone to sharpen the edge of the tool, and whenever the machete is employed to cut down the thorny head of tropical vegetation a small branch of special shape, called the "garabato," is used to hold the head, and do rapid work without being injured by thorns.

The Sand Desert of India.

The sand ridges, or dhoras, of the Indian desert spring from low cross ridges, or saddles, like closed fingers from the knuckles of the back of the hand, but in reverse and parallel directions. That is to say, the ridges face both north-east and south-west, covering a longitudinal distance of one or two miles, when they are again re-formed in a similar formation. Their cross slopes average 2 to 1, and are well covered with desert grasses and bushes, an occasional acacia or rhinoceros tree breaking the monotony of the landscape. This peculiar formation ends abruptly at the sandstone cliffs of Sata, about one thousand feet above sea-level, which form a barrier to their further extension eastwards. When seen for the first time from these heights, they have a confused wavy-like appearance, and it is only until plainly discovered that they form in plan parallel, but tapering, ridges.

With the exception of the field rat, animal life is absent, and the old skeleton of camels, which dot the track at short intervals.—The Engineering Magazine.

The White Ink Pad.

The latest daintiness to be assumed by lady in connection with her correspondence is the use of a delicate white ink, to correspond with the white crest or monogram. This is used only with the most delicate tint of paper or the deepest. For instance, the deep Russian blue or the Sultan red shows to good advantage under white ink. The prettiest of them all, however, are the Wedgewood effects in blues of several shades, the blue gray being the most effective.

The monograms and crests used with the Wedgewood blue papers are of the palest, to carry out the Wedgewood effect in its entirety. Of course, nothing but pure white wax must be used with this combination.

GOVERNOR OF GUAM.

GALLANT CAPTAIN LEARY WHO WILL REPRESENT US IN THE LADRONES.

A Man of Remarkable Executive Ability—His Experience With a German Captain When Commander of the United States Ship "Adams" at Samoa.

Captain Richard P. Leary, U. S. N., who was recently appointed by President McKinley Governor of the Island of Guam, in the Ladrones group, is well known in navy circles as a brave and efficient officer and a man of remarkable executive ability. He holds from Maryland, and entered the Navy Academy in 1869. In 1888 Captain Leary was in command of the Adams at Samoa during those troublous times and performed a deed there that deserves to live in song and story.

Mattison Toppa, who had been recognized as king of all Samoa by an agreement between Germany, Great Britain and the United States in 1881 was deposed from Samoa by a German man-of-war ship in a bloody pretense of having insulted the German government. Tammese a rebel was set up in his stead. A civil war broke out between Tammese and Matafaa, the chief of the loyalist party and a relative of the exiled king.

When the war was raging in 1888 there were but two foreign war ships in the Samoan waters. The Adler, a German vessel, and the Adams, a small and obsolete man-of-war commanded by Captain Leary. The two captains had several opportunities of coming into contact. On one occasion the Adler stopped just the American ship and at her foremast was a native chief, whom with stout cord to the mast. The German saluted as she passed, but an answer came back from the American ship. Soon the German came to a standstill and a boat was despatched to ascertain why the American had not answered the salute. Upon this Captain Leary sent back to the American ship, characteristic reply. "The United States does not salute vessels engaged in the slave carrying trade."

Soon afterward Captain Leary again had occasion to pay his respects to the captain of the Adler. While the war was raging between Tammese and Matafaa the German captain made his war vessel a sort of tow boat for Tammese's war canoe, and trained his guns upon villages occupied only by women and children. Many villages were entirely destroyed. Captain Leary sent this just of invidious remembrance to the Adler's captain. "Such a violation of the laws of war," he said, "has been reported as a strong violation of the laws of war."

On the evening of Nov. 14, 1888, a messenger came to Captain Leary from Matafaa with the information that the German war ship was in the dawn of the following day, going to bombard a stronghold which Matafaa had established on land under American protection.

That night Captain Leary quietly got steam up without attracting the German's attention, and had his anchor chains muffled. All hands were called to quarters before dawn. At daybreak the Adler's anchors came up, and she made for the threatened fort. Silently the anchors of the Adams came up also, and to the amazement of the German the Yankee craft put after him with full head of steam, and darted in between him and the shore.

Captain Leary cleared his ship for action and the German followed suit. A shot from either ship would now have precipitated war between the two nations.

When opposite the threatened fort the German dropped his anchors, and the Yankee did likewise, taking care to get between the Adler and the shore. Captain Leary then sent this note to the German captain:—

"I have the honor to inform you that, having received information that American property in the Latog vicinity of Laull, Lotonau, and Solo Solo is liable to be invaded this day, I am here for the purpose of protecting the same."

The crews on the two ships stood at their guns for hours, but the German captain made no attempt to fire upon the fort. Captain Leary upheld the honor of his country's flag at a time when our government seemed to take but a half-hearted interest in Samoan affairs. He was far from cable communications, and on his own responsibility thus bravely defied and held in check a warship far superior to his own.

An Improved Electric Lamp.

A young German, Walter Nernst, a professor in the Goettingen University, has invented an electric lamp which does not require enclosure in vacuum, as is the case with the present glow lamp.

The Nernst light is emitted by a rod composed of rare earths similar to those used in the manufacture of certain gas-filled mantles. These rods do not conduct electricity when cold, but only when heated. They give out a mild yellowish light, and work equally well at any pressure with consequent economy in copper.

ENGLISH AS IT IS WRITTEN.

Half as Many More Letters in That Language as in All Others Combined.

English is written more than any other language. Statistics for 1888 emphasize the fact that more letters are written in English than in all of the other languages together.

To be more exact, three-fourths of all the letters that go into the mails of the world are in English. This remarkable fact is the more impressive when we remember that only about one-fourth of the civilized world speaks our language. There are substantially 500,000,000 persons who speak the ten chief modern tongues, and of these 150,000,000 speak English. But the number is increasing rapidly beyond all proportion as compared with the growth of other languages—and as the English speaking people increase in number, not only do the letters in the language increase, but the number of letters per capita also increase.

The word's mail, in detail.

At the beginning of this century about twelve per cent of the civilized world spoke English, at the middle of the century it was sixteen per cent, and now, at its close, it is thirty per cent. The increase in letter writing has been far more rapid than this, and now out of the enormous number of 100,000,000 letters posted last year 50,000,000 were written in English.

The march of intelligence headed by the English speaking races, the wonderful decrease of illiteracy among them, and the demands of commerce, with these same causes in its van have brought this result. Commerce has extended the post office system to all parts of the globe into every nook and corner of the civilized world, and its language has been evolved from the English tongue.

All news that enters into commerce of the world learns more or less of the English language, and to some considerable extent carries on their business correspondence in English. Any one who goes among the native merchants of Hong Kong will be impressed by this fact.

If you move with the world you must do it in English. Then, English speaking persons write more letters because more of them know how to write, for while ninety per cent of them have this a accomplishment, but a little more than one-half of the persons speaking other modern languages can write their names. This is why the mail matter of the world for last year held thirty-one letters for each English speaking person. German came next with twenty-four, and French followed with seventeen for each person.

Next to the English, with its 8,000,000,000 letters written last year, comes the German with 1,300,000,000; French, 1,000,000,000; Italian, 220,000,000; Russian, 180,000,000; Spanish, 120,000,000; Dutch, 100,000,000; Scandinavian, 80,000,000; and Portuguese, 24,000,000.

Abyssinia's Suspension Bridge.

Many and strange were the things seen by the French expedition Bonvois to the French expedition Bonvois to the mountains of Abyssinia the torments that pour down to join the Nile are not so lightly stemmed. Over one of these the Abyssinians, who have something like a settled country and stable government, have thrown the bridge.

In most parts of Africa bridges are undreamed of. Big rivers are crossed by rafts and little ones forded. But in the mountains of Abyssinia the torments that pour down to join the Nile are not so lightly stemmed. Over one of these the Abyssinians, who have something like a settled country and stable government, have thrown the bridge.

The suspension bridge of Abyssinia is a structure of great interest. It is built upon the suspension plan, hung from big cables made of twisted creepers; for these depend the uprights bearing the floor supports. The roadway is very narrow for no one ever travels across the hills except with caravans of porters bearing trade goods.

The skill with which the bridge is built is something marvelous.

OLD OCEAN'S POWER.

TO BE COLLECTED AND UTILIZED FOR SERVICE ON SHORE.

Description of the Device Which is Expected to Accomplish This End—Will Supersede All Other Known Sources of Power—No Limit to the Supply.

Old ocean is at last to be harnessed and his infinite might is to be placed at the service of man for transformation into the various forms of "power" that makes all the wheels of the world go round. That, at least, is the prediction of a New York inventor, who firmly believes that he has at last solved one of the great problems of the ages.

The present device differs radically from everything that has hitherto been suggested, and at least has the appearance of an attempt to solve the problem on logical and scientific lines.

The primary idea in the mind of the inventor, doubtless suggested by the ease with which any buoyant bodies from ordinary floats to 15,000 ton battle ships are tossed by the action of the sea, has been to devise a means for utilizing the lifting power of waves for his collector of the power exerted he has taken for a model the familiar buoy of sheet iron, which, so commonly employed in the bottom of a cork, for all that, if it is a buoy of the first class, it may be as big and heavy as the largest steam boiler. Like such a great buoy and attached to it a cylinder and piston in such a manner that the lifting of the buoy will force up the piston and compress the air within the cylinder, and you have the principle of the device which its inventor believes will supersede all other known sources of power.

The possibility of using air thus compressed is suggested by the recent wonderful advances in the application of electricity, the success of which has created a new demand for a cheap initial power for the production of the electric current. In studying the history of previous attempts to utilize wavepower the inventor was struck by the idea that in all devices the cardinal principle of industrial utility had never been taken into account, and that machine after machine had fallen a victim to the fury of the very power which it was designed to control.

Thus still further convinced him that something in the nature of a buoy which should be proof against any amount of buffeting presented the best solution of the problem. The result of his studies and of many experiments has been the production of an air compressing buoy, or what he terms a "collector" of compressed air.

Four of these collectors, standing thirty feet high and built of steel plates and framing, have just been completed for the company in New York, and it is intended that they soon shall be placed in operation. Provision is made to securely anchor the collectors at a short distance from shore, where the waves are still deep enough to give the water full sweep. The construction of the anchors is ingenious and makes it absolutely impossible for one of the collectors to be carried away even in the heaviest storm. Each collector is kept afloat by four large cylindrical tanks, forming a part of the general structure, and the rising and

falling of the whole mass operates the piston and compresses the air in the cylinder which stands on the top of the buoy. It is intended that a large number shall be anchored in a group and operated in unison.

From each cylinder a strong but flexible tube runs parallel with the anchor chain to the anchor, and thence along the sea bottom to a power station on the shore, where the compressed air from each collector is received in a separate tank. As the pressure of the air from the various collectors may differ materially, the air is finally drawn into a general tank, where the pressure is graduated to the desired amount and it is then ready to do its work in operating a big compressed air engine which revolves the dynamo by which electricity is generated. In the form of electricity the power originally drawn from the sea is finally ready for any one of the thousand services demanded of it. If the principle proves to be successful it is the intention of the company to go into the business of producing and selling electrical power on a gigantic scale, there apparently being no limit to the energy they will have at their command.

Alimentary Value of Fish.

The alimentary value of fish is indisputable; it is wholesome and nutritious, and in its wide range of quality and flavor affords gratification to the palate as well as to the most refined coarseness. Moreover, in primary cost it is the cheapest of flesh foods, and should therefore be the universal aliment, everywhere a staple dish upon the family board. To do this, however, it is substantially a luxury; in many localities it is not obtainable fresh, and so falls into public disfavor; but even where presented in acceptable condition, the accommodation is usually effected with difficulty and expense, involving a corresponding limitation of sale. Thus it is that the consumer is dissatisfied, the dealer is not content, and the producer, the poor fisherman, rightly bewails his lot, for he profits least. It can be truthfully said that there is no branch of civilized effort wherein the producer receives so small a proportion of the ultimate or consumer's price as does the toiler of the sea for the unchanged product of his labor.

She Wasn't Sure.

Ethel—Did Will seem to be nervous when he proposed to you?
Francis—I don't know. The janitor had let the steam go down, and I couldn't tell whether he was nervous or merely yawning because it had got so cold.—Chicago News.

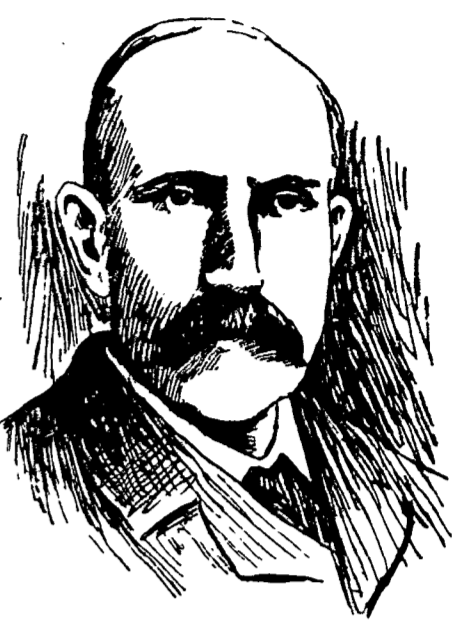
CZAR OF NEWFOUNDLAND.

Robert G. Reid, the Island Crown Who Owns 5,000,000 Acres of Land.

Robert G. Reid, the richest man of Newfoundland, is generally known as the "Czar of Newfoundland." He owns 5,000,000 acres of land in the island, and by reason of a contract with the Government he controls the finances of the province.

Forty years ago Mr. Reid left his home in Scotland to seek his fortune, and his life since then has been full of toil and hardship. As a contractor he has built railways in many of the rough spots of the earth, and by hard work has amassed an enormous fortune.

He discovered that Newfoundland is



R. G. REID, CZAR OF NEWFOUNDLAND.

one of the richest countries of the earth in minerals. On his lands are coal, iron, copper and asbestos mines and many oil wells. He owns commercial enterprises of every sort, and through his energy the business of Newfoundland is rapidly being developed. He possesses pluck as well as ability, for on one occasion he ventured into a mine where none of his workmen would follow, and the explosion which ensued severely injured him.

Mr. Reid is a quiet unassuming man, and possesses so much wealth that he takes rank among the richest men of the world.

Certain Test of Death.

R. Chalmers Prentiss, who has been practicing for many years in Chicago as an oculist, asserts that he can infallibly tell whether death is present or not by simply noting the appearance of the veins and arteries of the eye. His experiments in this line began many years ago, and he has never known his simple test to fail. In cases of suspected aneurism where others have pronounced death his test has proved that life still existed.

Dr. Prentiss has observed that during life, when the back portion of the eye is being looked at with an ophthalmoscope, the veins can be clearly distinguished from the arteries. The former, containing venous blood, richly charged with carbonic acid gas, appear of a dark, brackish color, while the arteries, containing blood fresh from the heart, appear a bright crimson. The difference between the two shades of color is so clearly marked that mistakes is impossible, and the retina appears as if made up of two separate colors.

The arteries and veins, however, are not situated in the retina, but directly behind it. In that part of the eyeball known as the choroid. Even in the case of the blind this color distinction is present unless a cataract exists, when the use of an ophthalmoscope would be impossible.

Dr. Prentiss has found that in death the shade distinction entirely disappears and the blood in both arteries and veins is transferred into a pinkish color of uniform shade.

Largest Ranch in the World.

It seems natural that the largest ranch in the world should be found in the largest State in the Union—Texas. Indeed, this ranch is so extensive that some States could not contain it. Connecticut, for example, could not hold it by several thousand acres. The two States of Rhode Island and Delaware combined could not contain this immense ranch which consists of 3,000,000 acres, or about 5,000 square miles.

About a dozen years ago, when Texas needed a new State Capitol, the Legislature adopted a novel plan to get it. A promise was held forth that a vast tract of unappropriated land would be given in exchange for a suitable granite building at Austin. Among those tempted by this offer were ex-Senator Charles B. Farwell and his brother John, who ultimately formed a syndicate in Chicago and took upon themselves the responsibility of erecting the proposed Capitol. Their part of the agreement appears to have been carried out to the satisfaction of the State, and in due time they came into possession of the immense domain now known as the X. I. T. Ranch.—Ladies' Home Journal.

The German Patent System.

German patents are especially valuable, because the search for previous publications is, comparatively speaking, thorough. The government takes no responsibility, however, for the correctness of its examination. The claims are also reduced to a minimum of consciousness. The public are invited to produce evidences of priority, or otherwise attack the claims of the inventor. To this end the papers are publicly exposed for six weeks after the patent office has finished its examination and before the patent is definitely granted. Much patent litigation is probably thereby avoided, and the public is less likely to be led into investments based on patents lacking in novelty and unable to withstand the attacks which commercial success is sure to call down upon them. If a patent can exist five years without being attacked, it is sure of the rest of its term.—The Engineering Magazine.

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