

FROM NEW YORK TO PARIS BY RAIL.

It is no new project, that which has been recently revived of connecting the continents of Asia and North America by means of a tunnel under Bering strait, for it has been in mind for many years. But its latest advocate, the famous and eccentric explorer Harry De Windt, is also one of its most persistent exploiters. He not only believes in the feasibility of the scheme, but has actually studied the topography of the countries adjacent to the strait and been over the route of a projected railroad by which it is hoped to connect the continents. A few words as to his career will show that he has earned distinction as a traveler and has a great deal of globe trotting to his credit.

Born in Paris in 1856, at the age of twenty Harry De Windt was aid-de-camp to his brother-in-law, Brooke, the little king of Sarawak; in 1887 he rode from Peking to France on horseback; in 1890 rode from India to Russia via Persia; in 1890 and again in 1894 visited the mines and convict prisons of Siberia; in 1895 attempted to travel from New York to Paris by land and nearly perished in Bering strait, being rescued by a whaler. He was also a prisoner for months at Oumwaidjik, a Bering strait village inhabited by fifty Eskimos. So it will be seen that the man who is pushing the plan for connecting Asia and North America by means of a tunnel under the narrow strait that separates them speaks from full experience and is entitled to attention.

It is believed that the scheme for tunneling Bering strait has some connection with the gigantic Transatlantic railroad which was announced last summer as about to be undertaken by French, Russian and United States capitalists. Its projector, Mr. De Lobel, covered the distance between Paris and Washington for the same or a similar purpose. It is said to be capitalized at \$200,000,000. Its officials are prominent men of those enterprising centers Cripple Creek and Seattle, and it is intended to build and operate lines of railroads from Circle City to Moscow and Paris. It is a far cry from the Klondike in the frozen north to the capital of France, yet the projectors of this enterprise, who have their headquarters in Seattle, seem confident of success.

It will be seen that at least three different parties have had their eyes on Alaska and the Bering strait region as the theater of future exploits, besides which many another enterprise of modern times will seem almost insignificant.

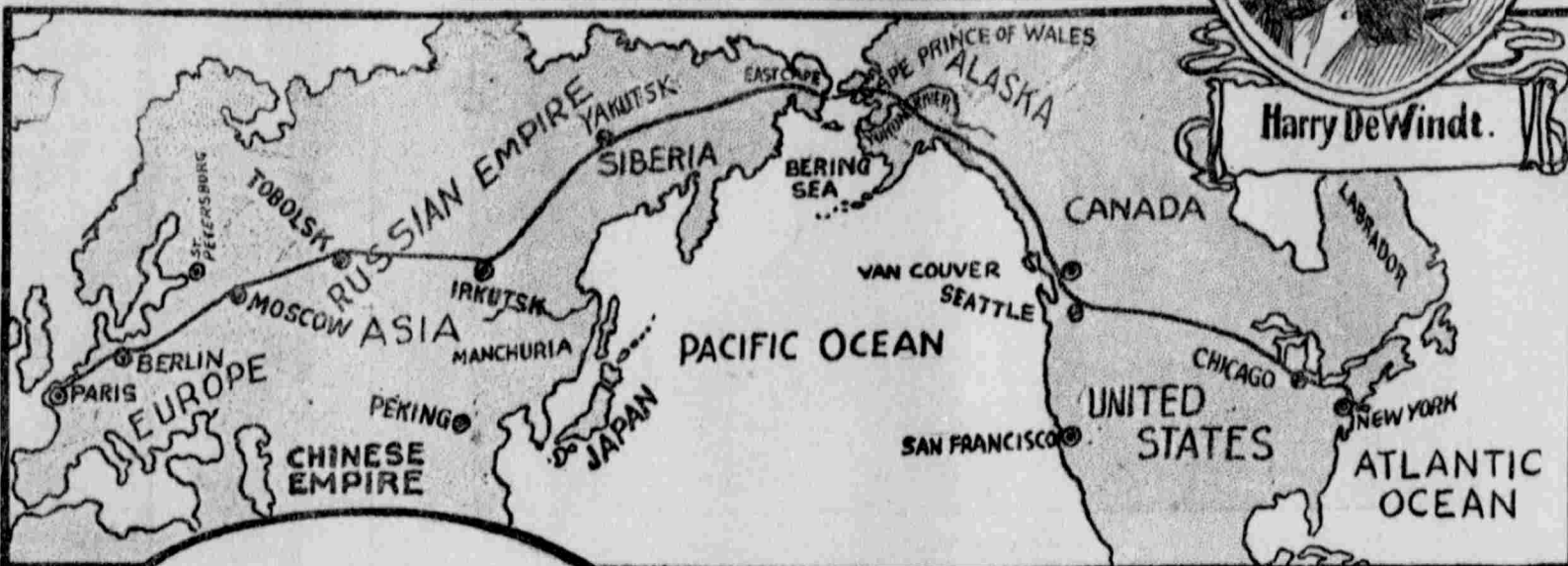
Besides securing connection with the railroad systems of Canada and the United States by building southward from the Klondike the company which is first successful in getting a franchise and sufficient capital will aim to form a connecting link between those systems and the great Transiberian railroad, which has already reached the Pacific, coming east from Moscow and St. Petersburg. The southerly connection for the present and near future will probably be via the White Pass and Skagway railroad and steamers to Seattle. From Circle City westward and northward the railroad to be built will traverse the vast tundra south of the arctic circle, avoiding as much as possible the lowlands of the Yukon and its tributaries, and will be about 2,000 miles in length. It will necessitate a road of that length to reach the east-



Part of the Settlement of Oumwaidjik, on Bering Strait.



Harry De Windt.



SUGGESTED ROUTE, NEW YORK TO PARIS.



Native Hut of Walrus Hide, at Oumwaidjik.

ern shore of Bering strait at Cape Prince of Wales, the most westerly point of North America. Arrived there, one might think that progress would be stopped, but this, the intrepid explorers declare, will not be the case.

Although the great strait is practically closed more than half the year by ice and during the whole year is swept by strong subarctic currents, plans have been projected for crossing it from one shore to the other by means of immense steel ferries capable of transporting whole trains at a time and of withstanding the most powerful currents or seas. Similar craft have been in use on Lake Baikal in Siberia, and in the winter the Russians have attempted to keep the passage open by means of powerful boats which smash

their way through the ice masses. The distance between shores on the strait at its narrowest point is thirty-six miles, the average width being forty-five miles. By spanning the strait in this manner and transporting the trains from shore to shore there will be practically land communication all the way from Alaska to the capitals of Europe, or, as some have fancifully put it, solid trains from Circle City to Paris.

While it may be practicable to cross the strait by ferry during the summer season, there would undoubtedly be an ice blockade all through the winter months. There is but one feasible plan proposed for obviating this, the engineers say, and that is by tunneling the strait between Cape Prince of Wales and East Cape, the northeasternmost

point of Asia. This is as feasible, they say, as a tunnel beneath the English channel, the only objection to which seriously considered was the vast expense. But if the expense was a deterrent in the English channel scheme, where the travel and traffic would be immense and perpetual, how much more would such a consideration operate against the tunneling of this strait so remote from civilization and which would be only occasionally traversed! The scheme is quixotic, capitalists say, on the face of it; practicable perhaps on an engineering point of view, but out of the question from the financial standpoint.

The average depth of Bering strait is calculated at about thirty fathoms, and the sensations of travelers in a tunnel at that great depth beneath an arctic sea can better be imagined than described. Still the visionary ones always have to go ahead and blaze the way for the practical people, and there usually results an increment of good from their operations. If explorers like Mr. De Windt desire to sacrifice their comfort, perchance their lives, in attempts to compass the unattainable, that is their business, and nobody should offer objection.

It is De Windt's intention to proceed to Irkutsk via the Russian and Transiberian railway and then over the route of the projected railroad to Yakutsk, where dog and reindeer teams will be in readiness to transport him and his companions to East Cape. The route is over a great plateau rarely traversed by travelers, but with only one great mountain range to cross between Irkutsk and the coast. The proper time for travel there is in the winter season over the frozen snows, when the cold is so intense that the lakes and rivers are solid ice. By reaching the Siberian shore of Bering strait early in April the travelers expect to be able to cross to Alaska upon the ice.

Should operations ever be commenced in earnest there would be required an enormous aggregation of capital and a gigantic consolidation of resources. In fact, behind this vast scheme for reaching Bering strait by means of a railroad and tunneling beneath its icy waters the two governments contiguous would have to stand with open treasures and pour forth their accumulated millions like water. As a scheme, however, this project is fascinating from its vastness and as showing what the twentieth century can do in the way of undertakings demanding the highest engineering skill.

ROSEWOOD.

Rosewood is so called not because it is red, but because when freshly cut it emits the fragrance of roses. It is of only moderate weight, a cubic foot weighing 45.5 pounds.

AN INTELLIGENT ORANG OUTANG FROM BORNEO.

One of the most intelligent and amusing of recent immigrants is the clever orang outang whose portrait is herewith presented. He is about seven years old and came from Borneo. His keepers say he can do everything that the ordinary man can do except talk, and they have hopes of teaching him articulate speech, as his vocal organs are perfectly developed. Two trials of his species, one in Boston and the other in Philadelphia, have learned to eat with a spoon, sweep with a broom, put on and take off their clothes and eat cooked food while seated decorously at a table. The Philadelphia orang also plays with dolls for which he has a great affection.



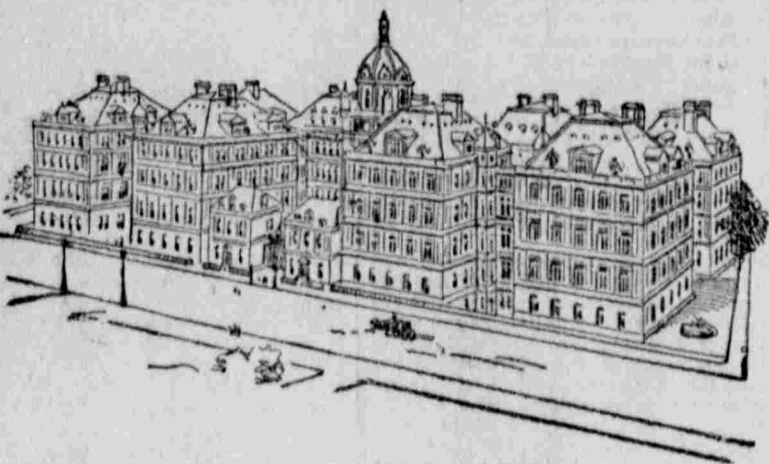
RODE 1,200 MILES ON HORSEBACK.

To ride nearly or quite 1,200 miles in hot weather and on a single horse is a feat recently performed by Major Von Clause.

Major Von Clause, a German general staff, whose portrait appears herewith. He made the journey on horseback from Bucharest to Berlin. The distance between the two cities is only 800 miles as the crow flies, but it was increased at least one-half by the crooked roads. This test of endurance proves that cavalry can be trained for long journeys, for the major's steed arrived in good condition after doing its forty-five miles a day for nearly a month.



ST. LUKE'S HOSPITAL, NEW YORK CITY.



The accompanying illustration shows the architect's plan for the completed St. Luke's hospital on Morningside Heights, New York city, most of the buildings of which are already erected and in use. When finally finished according to the projected plans, St. Luke's will probably be the largest and most nearly perfect institution of its kind in the United States.

It was about ten years ago that the trustees purchased realty adjoining land upon which the Cathedral of St. John the Divine is being constructed, and began the erection of the magnificent structures that go to compose St. Luke's. Anticipating the increased facilities necessary for future growth, they projected the hospital on the most generous lines and provided for all contingencies likely to arise in years to come. The architect of this grand institution for the aid of suffering humanity is Ernest Flagg, who designed the new structures of the Annapolis Naval Academy.

JEAN SERPENT, SNAKE KILLER.

The fierce visaged man portrayed herewith is known in the district of France in which he lives as Jean Serpent the vipericide, owing to the fact that he has destroyed during his career as snake killer more than 24,000 vipers. The vipers of France do not often inflict a deadly bite, but there is sufficient poison in them to throw one into a violent



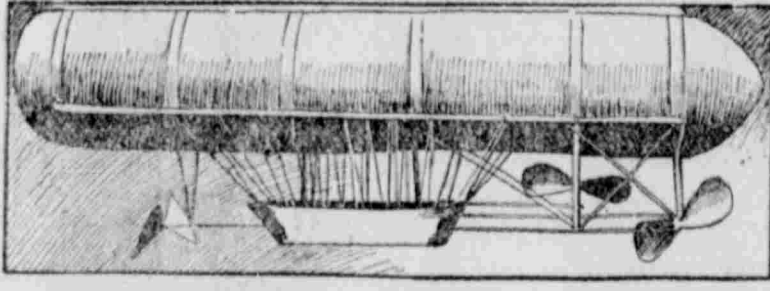
fever. Jean Serpent has been bitten many times, he admits, but he has grown so wary and expert that he can attack any number of vipers with his primitive lance and come off successful in every instance. The mayor of the commune in which he lives gives him a few sous for the head of each viper killed, and his becoming of victims has brought him quite a snug little sum.

PORTRAITS OF BRITISH GENERALS ON PIPES.



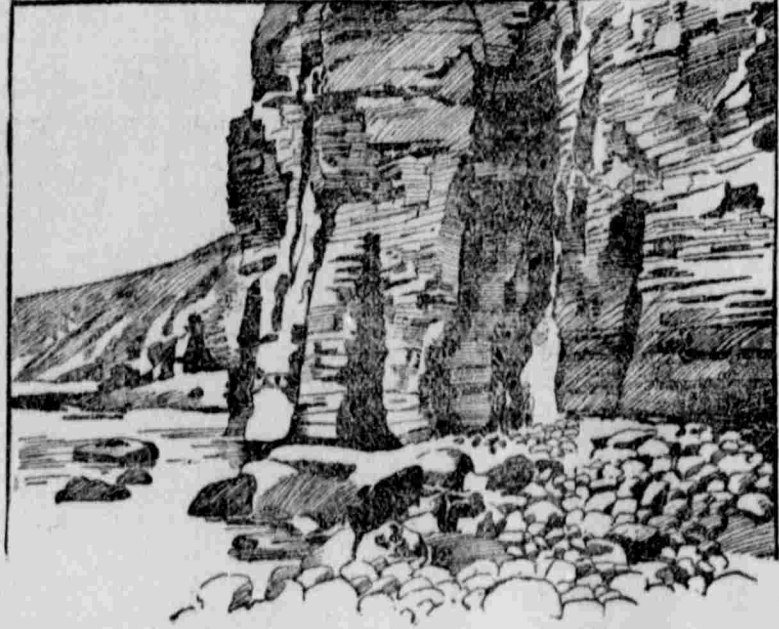
In the accompanying illustration may be seen the portraits of four famous British generals of modern times—Roberts, Kitchener, Buller and Baden-Powell—done in clay and immortalized on pipes. Pipe manufacturers have long followed the fashion of perpetuating the features of any popular hero or heroine of the time on the bowls of their pipes. One of the oldest examples represents the Duke of Wellington as an object of derision by a soldier on account of having recommended stopping Tommy's tobacco. Another gives the unmistakable features of Lord Beaconsfield at the time he was most popular, while yet others show the lineaments of John Bright, Dr. Kenealy, Jumbo and Captains Webb and Baynton.

A NEW SOUTH AFRICAN FLYING MACHINE INVENTOR.



That the flying machines of today are pretty much all patterned after the Zeppelin and Santos-Dumont type a glance at the latest airship, figured in the accompanying illustration, will show. This aerial flier is the invention of Billy Beadle of Cape Town, Africa, who claims that it can be handled in the air as easily as a bicycle on a good road. It has a gas holder, or balloon, of unbreakable fabric in five compartments encircled with six aluminum hoops and strengthened by horizontal lengths of gas tubing. It is 100 feet long and 16 feet in diameter, with a capacity of 1,800 cubic feet. When filled, it is capable of lifting 1,250 pounds dead weight. It is driven by a twenty-eight horsepower air cooled motor with four cylinders and is made to carry two people, with their accoutrements.

CATHEDRAL CAVES OF ACHILL, IRELAND.



The beautiful rock formations shown in the accompanying illustration remind one of the wonderful caves of La Jolla, near San Diego, Cal., but these are found near Achill, in the most picturesque portion of Ireland. They have been aptly styled ocean carved temples, literally houses not made with hands, among the columns and under the architraves of which swells the sound of a ceaseless music—that of the restless waves, which by their action during unnumbered centuries carved these fantastic forms from the living rock.

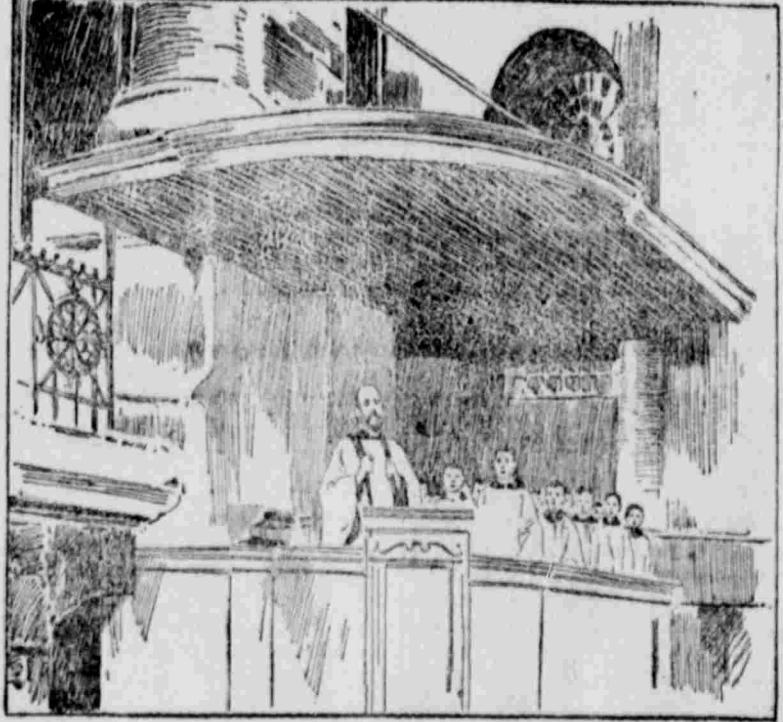
POPE LEO'S PASTIMES.

One of the pope's favorite spots in his gardens is an elevated point whence he can see the ocean. The noise of the waves used to soothe him like music in the days when he was able to be near the water. He recalls with pleasure the time when as a muncio in Belgium, fifty-five years ago, he used to take his daily swim in the ocean.



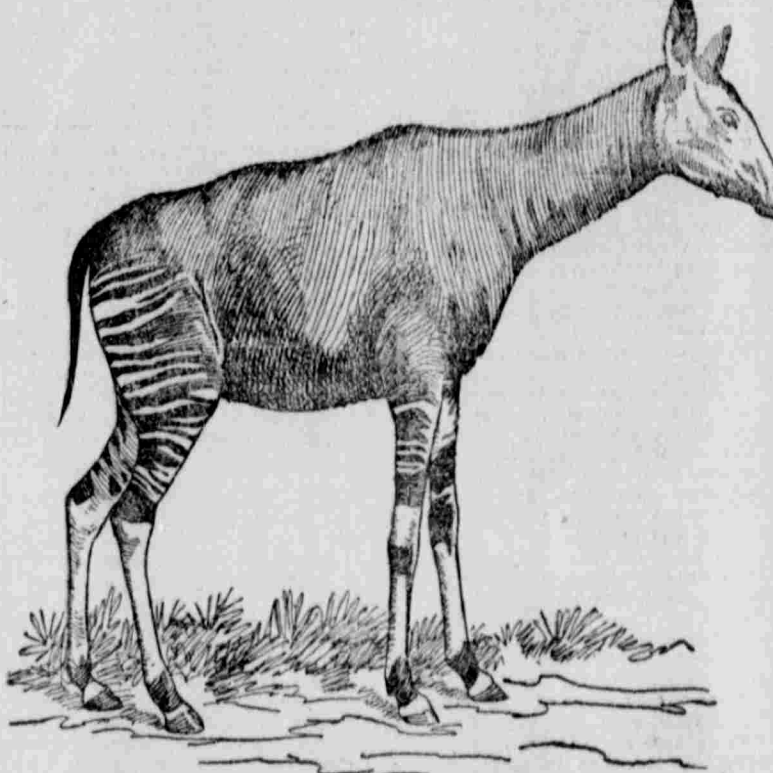
love—politics—until quite recently, when he transferred his affections to an estimable young lady, and Miss Dorothy Paget captured the man who was looked upon by all who knew him as a confirmed bachelor. As the son of a great man, not much was expected of Mr. Herbert Gladstone, but he has agreeably disappointed all expectations, and, though he has not risen to the heights attained by his father, he has, on the whole, done fairly well. He is a devotee of cricket and a good musician.

AN OPEN AIR PULPIT, USED IN SUMMER TIME.



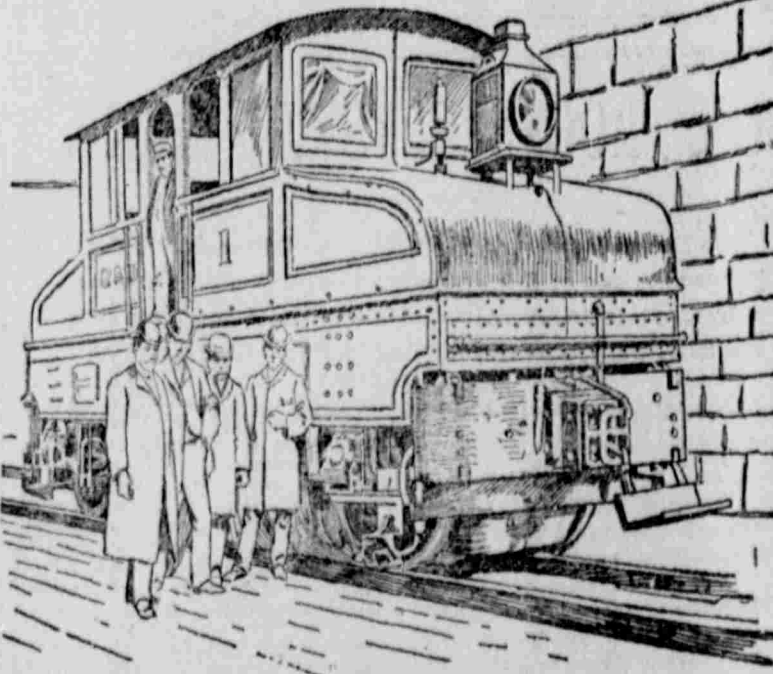
The open air pulpit shown in the accompanying illustration was recently erected as an adjunct to the Spitalfields parish church of London and is the fourth to be dedicated to such a service in that city within the past 15 years. Daily services, such as sermons, lectures or extempore addresses, are given here for the benefit of all who may choose to listen. There are seating accommodations and standing room for several hundred persons. The pulpit is used only during the summer months and usually in early evening, chiefly for mission services.

A PREHISTORIC ANIMAL RECENTLY DISCOVERED.



The greatest "find" of recent years in the way of new animals was that of the wonderful okapi, brought to light in central Africa by Sir Harry Johnston, special British commissioner for Uganda. It is shown in the accompanying illustration. Stanley heard of it on one of his exploring trips, but never saw it. Allied to the prehistoric helladotherium, the bones of which were once dug from the miocene deposits of ancient Greece, it forms a connecting link between that animal and the giraffe—is, in fact, a sort of zebra-giraffe, with long neck, hind legs longer than the fore and vividly colored stripes. A skin and bones have been sent to England, where they will be mounted for exhibition at the South Kensington museum.

ELECTRIC LOCOMOTIVE FOR THE THIRD RAIL SYSTEM.



In the accompanying illustration is shown an electric locomotive built for service on roads using the third rail system. This system has now passed beyond the stage of experimentation and is in practical operation in various parts of the country. Contact is made with the so called third rail by means of sliding shoes of cast iron suspended beneath the motor car or locomotive, the connection between motor and shoes being by means of flexible cables. The best roads using this system, such as the various branches of the New York, New Haven and Hartford, have the roadbed fenced in except at open grade crossings, where the dangerous third rail is replaced by a short underground cable, and each motor car is furnished with a shoe at each end in order to take up the current without a break and not depend upon mere momentum for passing the crossing.

HERE AND THERE.

Electrical apparatus used in mining is estimated to be worth \$100,000,000. The electrical motor business is increasing \$150,000,000 a year in the United States. The postal authorities of Chicago recently made a test of automobile vehi-

cles for carrying the mails. The results are reported to have been entirely satisfactory. Cruisements have been the custom in Japan for 1,200 years. An attractive exposition is proposed by the people of Victoria, Australia, to

be held at Bendigo at the end of this year, to commemorate the discovery of gold in 1851. Wireless telegraphic stations are being established all along the Gulf of St. Lawrence. Cardinal Mezzofanti spoke 114 languages and dialects, fifty of them with such ease and fluency that he was

sometimes mistaken for a native of the lands where they were used. The whipping post and pillory were still standing in Boston and New York one hundred years ago. Electrical appliances used in street railways of the country represent an investment of \$1,800,000,000. Anthrax, the sixth plague of Egypt,

mentioned in the Bible, is ravaging the lower counties of South Dakota. Acetylene black, produced from the carbon of acetylene, is coming into use in the manufacture of Europe the fear of being buried alive has resulted in the building of mortuary houses where the apparently dead body is subjected

to certain tests to make sure life is extinct. The apple crop of Ontario last year amounted to 36,953,017 bushels, being an average of 5.68 bushels per tree of bearing age. Centerville, the famous village near the Rail Run battlefields, has gained but two new houses in forty years. The

hotel where General McDowell had his headquarters is deserted and tumbling down. The municipal council of St. Petersburg is to send an electrical expert to the United States in order that he may study the telephone system of this country with a view of reorganizing the one in use in St. Petersburg.