

twig of Italian royalty to make the trip, he forthwith ordered two or three thousand of his Arab subjects to go to road-making, and the turnpike was soon completed with little or no expense to the Turkish government. Over this road tourists have ever since traveled between Jaffa and Jerusalem, the charge for the trip being 5 to 2 francs, according to the quality of the conveyance, etc. The government charges a toll at each end for wagons, revenue officers being appropriately stationed to make the collections. All this will be changed in a few months, as the French company will soon complete its undertaking. The rails, sleepers, three locomotives and forty-eight freight cars are already delivered at Jaffa. The capital of the company is 4,000,000 francs, that is, \$600,000, which is in \$8,000 shares of \$100 each. There is also an issue of 18,000 5 per cent. obligations, payable to bearer, of 500 francs (\$1,800,000 in bonds of \$100 each). It has obtained an absolute concession for seventy-one years of the line from Jaffa to Jerusalem, with the option of extensions to Nablous in the direction of Damascus, and to Gaza in the direction of Port Said. This was granted to it by a firman dated Oct. 28, 1888.

A careful estimate has been made of the probable traffic which will be managed by the line. This estimate is formed on data and statistics collected on the spot, and it is supported by the Consular reports of the Foreign Office and by the official records of the trade of the port of Jaffa. The company calculates on a gross annual return for its first few years of \$236,000. On this basis and according to a contract for the working of the line made with the Societe de Travaux Publics et Constructions, with a scale of expenses decreasing from 50 to 39 per cent. of the amount of the returns, a minimum net annual is looked for of \$120,000. The payment of interest and the redemption of the 18,000 bonds will take only \$93,400 a year.

The distance between the two points is about fifty-four miles. On a bee-line it is probably about twelve miles shorter, but owing to the rough and hilly character of the country the railroad route will have to be somewhat circuitous. The time occupied in making the trip by the present means of transit is about twelve hours. As soon as railroad communication is established it will be reduced to about two hours.

The result of this initial enterprise of its class will be the net-working of the Holy Land with a railroad system, as that country is bound to become one of the greatest commercial centres of the world.

HOW TO BECOME RICH.

THE pursuit of wealth is at present deemed a chief consideration in this community. If the people will insist in bending their energies in that direction, it is well that their journey may be marked by guide posts that lead to success. For this reason we reproduce some sensible hints on the subject, embodied in a contribution to the *New York World* from the pen of Augustus Winman:

"Have a definite motive in view.

"Do not mortgage your future—it may be useful to you hereafter.

"The surest way to mortgage your future is to incur indebtedness.

"The only justification for debt is the immediate prospect of profit.

"Incur no debt, except that on which you can readily realize in order to liquidate what you owe.

"The young man who incurs debts, without securing a corresponding ability to pay them, practically pawn his future—his most precious possession.

"Three-fourths of all the progress in this now world has been achieved by the generous and judicious use of credit. Yet three-fourths of all the anxiety that pervades it has come from the abuse of credit. Like every other blessing, the greater the good the nearer the evil.

"Credit is often unnecessarily used to supply some fancied want, to promote some speculative enterprise or in some way to hypothecate the future.

"Hence, always take a week to decide whether you should go into debt or not. A week's delay may save a year of sorrow. 'Falsehood prospers by precipitation.'

"Is it a fact that the world is divided into two classes—those who save all they can, and those who spend all they can? Is the division further extended so as to include on the one side those who are always creditors, and on the other side those who are always debtors?

"If this is so, and it rests with the reader of these lines, who is young and has yet time to shape his destiny, surely he will make every effort to get into the camp of those who are likely to be the freest from anxiety all their days.

"Human happiness is difficult to achieve; it is easy to destroy. It may not always reside in the first of these divisions; it certainly never stays long in the latter.

"The virtue most conspicuous in its absence in the average human being is thrift. It can come only by cultivation. Hence cultivate thrift by periodicity in saving.

"Fifteen saving may do for the man who has a tendency for thrift, but for the average of humanity a trained and determined course of action is necessary. The discipline of regularity is just as essential in saving as it is in any other exercise of the body or the mind. Hence periodicity in saving is the way to get an exercise in that virtue of virtues, whereby our young man may for all time call his soul his own.

"If you live in a city, one of the best ways to secure periodicity in saving is to join a local building and loan association. The obligation in joining one of these associations is to pay into a treasury so much money a month. It is a splendid exercise, and not only yields a larger interest than any other investment, but is safer, because it is based upon building homes for the people of the middle class, who will never sacrifice their home if they can help it. These associations now include a capital exceeding that of the national banks, and are providing more homes than any other instrumentality.

The good they are doing is incalculable, for in the creation of homes rests the hope of the Republic.

"If you live in the country try to get possession of some land by saving your money, either in using the instrumentality of the building and loan association or some other plan by which you can buy on instalments. If possible, get possession of some of God's earth. Land near great cities of rapid growth is likely to be exceedingly valuable. Good farm land is sure to grow in favor. There are boys now living who will witness an increase of population until this nation reaches 130,000,000. These have all to be fed, and only from the farmer and the fisherman can food be derived.

"Remember that the law of supply and demand prevails in real estate as in every other trade. Limited supply is dangerous equally with a limited demand. But if supply is regulated by accessibility and nearness to large aggregations of humanity, and rapid means of communication, the limitations are generally safe. As to the extent of the demand, it must rest with the character of the place near which the land is located.

"If you cannot get land, get a section of a 'corner,' because corners, combinations and consolidations have come to stay. They are the economic features of the hour. Shares in a well managed trust or combination, at a reasonable price, are a safe investment.

"If the country grows in the proportion above set forth, those who control such great articles of commerce as oil, sugar, lead, cordage and numerous other staples can hardly fail to make great gains. Competition, which is the most expensive luxury indulged in, is practically eliminated from any of these departments.

"These features show a vital change from the conditions prevailing at the time when the present generation of business men were youths.

"Therefore, get into a combination; get a slice of a corner and take part in the procession that moves on to fortune.

"Therefore, periodicity in saving and a close observance of the economic changes that are impending, as to increase of population in proportion to production, are all suggestive thoughts that should come to every young man at this season of the year."

THE TROLLEY MUST GO.

G. T. Woods' name figures as the first of the Ethiopian race whose bearer figures high among the list of electrical inventors. Others of that race or descent have designed and even perfected inventions, some of them quite useful, but none before in a department of science so obtrusive and insidious as electricity. On Saturday last an experimental trial of a new thing in electric railways was made at Coney Island, New York, by the American Engineering Company, and it seems to have been in every way satisfactory to all concerned and the spectators.

A circular track had been laid, and, unlike the Keeley motor, the new invention was placed on the track and its capabilities were demonstrated publicly, and in the most practical manner. The rails were laid on blocks at regular distances and these were connected by a wire running underground to a supply station near at hand.