

**THE UNICYCLE ELEVATED RAILWAY.**

One of the most interesting features of the recent electrical exhibition at St. Louis was a model truck of the National Unicycle Elevated Railway Company's system. The model seated two persons and ran on a short elevated track. Fig. 1 shows the construction of the track. One main rail and two guide rails are used, the main rail being supported by posts and uprights. Side braces, curved at the lower end, are bolted to the main rails, the guide rail resting in the curved part of the brace and held in position by bolts.

In Fig. 2 is shown the truck, the main wheel being grooved and resting on the main rail. Iron cross bars support four smaller wheels, also grooved, which fit the guide rails and hold the truck to the track. Friction rollers, resting on springs, are placed between the truck and the car bottom, enabling the car to take a very short curve easily. The inventors claim that double the highest speed known may be made on this road with safety.

**Foreign Exhibits at the World's Fair.**

The Secretary of the Treasury has issued a circular to customs officers regarding the free entry of articles for exhibition at the World's Columbian Exposition to be held in Chicago in 1893. Congress passed an act last April that all articles imported for the sole purpose of exhibition should be admitted free of duty, customs, fees, or charges, and if sold during or after the exposition, or withdrawn for consumption in the country, should be subject to the duty.

The regulation of the Treasury Department is that invoices shall be made in triplicate, and one copy forwarded to the Collector of Customs for the port at which it is intended such articles shall enter the United States, one copy to the Collector of Customs for the port of Chicago, and one copy to the consignee. The shipper of such goods may declare to the invoice as the agent of the exhibit, and the invoice shall be authenticated by one of the commissioners for the exhibition, appointed by the government of the country from which the goods are exported, or by a United States consul, at the election of the party declaring to such invoice. Articles intended for exhibition which are government property, used solely for government

customs officer, who shall compare the same with the copy received by mail, and superintend the opening of the cars, taking care to identify the packages by marks and numbers as described in the manifest. In case of the non-receipt of the manifest, the unloading of the cars shall not for that reason be delayed, but the invoice will be used to identify the packages. When such articles arrive at Chicago by vessel direct from a foreign country, a special entry for warehouse may be made, and special permit issued for the transfer of the

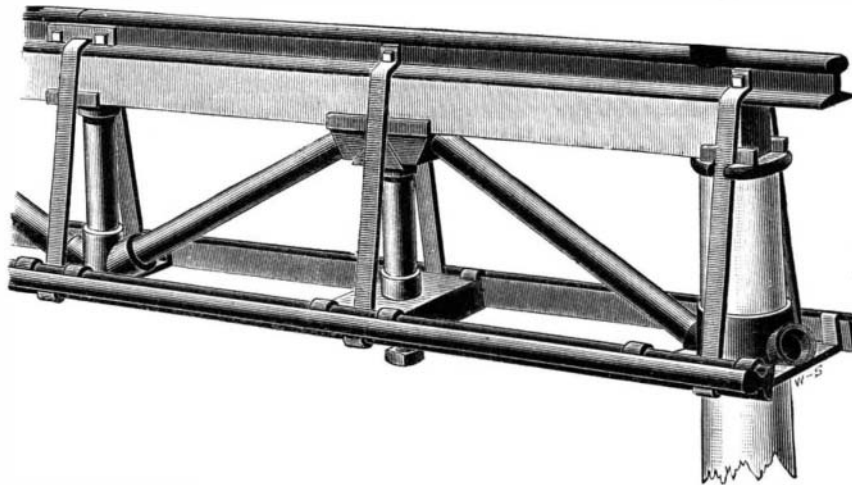


Fig. 1.—UNICYCLE RAILWAY TRACK.

articles to the exposition buildings. The packages will be retained by the customs officers unopened until special entry for warehouse is made by the owner, consignee, or agent authorized to make entry, but no warehousing bond will be required. The appraiser will be furnished with the invoice of the articles to be appraised, and will indorse his report in like manner as if such article were regularly entered for consumption or warehouse. The entry will then be liquidated, the full amount of duties ascertained, and the whole transaction entered upon a record to be kept in the form of a special warehouse ledger. The articles may then be exhibited, but will remain under the custody of the customs officers, and will not be removed without a permit. Nothing can be removed from the building unless the same shall have been regularly entered for withdrawal for consumption, warehouse, or export. In case of exportation of such articles, existing regula-

**Wonders of the Oil Regions.**

A dispatch from Grafton, West Va., January 20, says the people along Buffalo Creek and the Monongahela River, between Mannington and Uppington, were treated to a magnificent conflagration last night. The great pipe of the Eureka Oil Field Company broke where it crosses Buffalo Creek, and for hours the oil flowed into the river unnoticed. The stream is high and the current swift, and by the time the break was discovered and stopped, the creek and river for twenty miles were covered with oil. After dark some one fired the oil, and in an incredibly short time the streams were on fire for twenty miles. The flames seemed to touch the very skies, and the mountains on each side glowed like burnished gold in the magnificent light. Every object for miles was visible, and distant houses stood out like a mirage.

At the point where the creek and river meet, the sight was indescribably grand, and the flames rolled up against the hills in enormous clouds of light that showed the landscape as far away as Fairmount. The skies seemed a vast mirror, which reflected the landscape for miles, and Uppington, twenty miles away, could be seen across hills a thousand feet higher than the town itself.

The reflection of the conflagration was seen fifty miles away. The heat was something awful, and thousands of trees were killed and fine bridges burned, including the great iron bridge at Pine Grove. The fire burned the greater part of the night. Hundreds of fences caught fire. The inhabitants of the country for miles remained up all night, and say it was the greatest fire America ever saw.—In Lawrence County, Ala., recent borings have been successful, and oil in paying quantities, it is believed, has made its appearance.

**Sault Ste. Marie.**

A company is organized for utilizing the enormous water power of Lake Superior and constructing very extensive works in the vicinity of Sault Ste. Marie. The waters of Lake Superior fall at the Sault about 30 feet to the level of Lake Huron, the velocity being recorded by Gen. Powell of the United States service as a little more than 90,000 cubic feet a second. Careful and accurate measurements and calculations show the

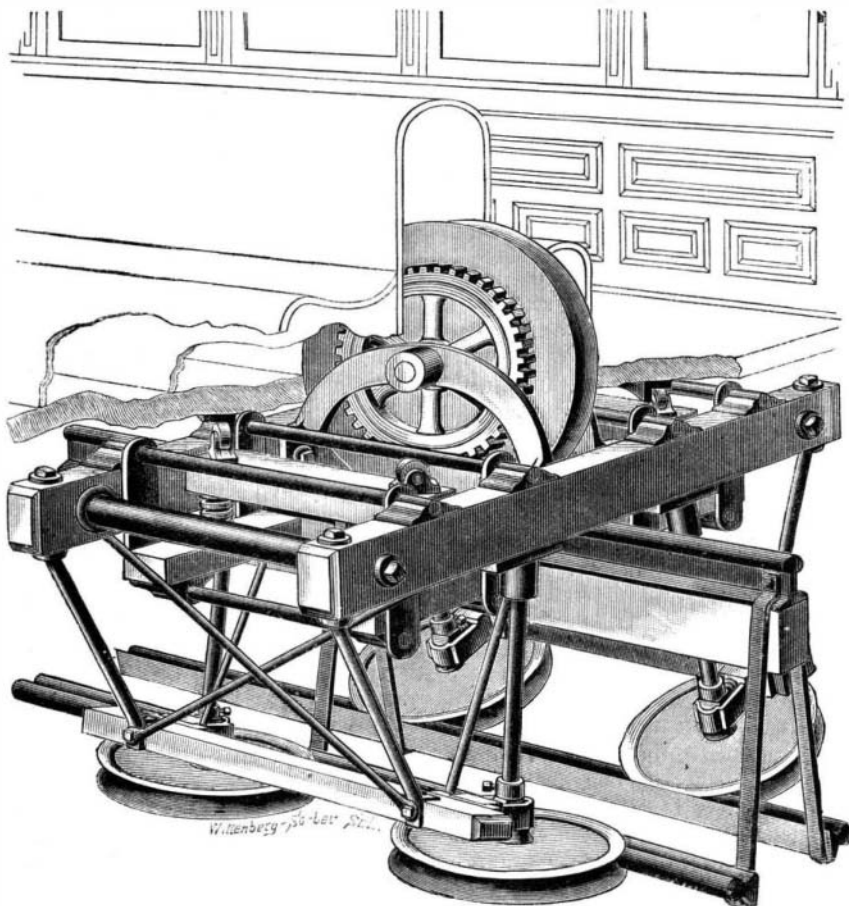


Fig. 2.—UNICYCLE RAILWAY TRUCK.

purposes and not intended for sale in this country, will be admitted to entry upon a certificate to that effect by the commissioner for the international exhibition of the government to which such property belongs.

All packages containing such articles must be plainly addressed to the Collector of Customs, Chicago, U. S. A., and conspicuously marked, "Exhibits for the World's Columbian Exposition," and also bear the names and addresses of the shipper and consignee and appropriate invoice marks and numbers. Upon arrival of articles for such exposition, entry thereof may be made by the consignee or agent thereof, for immediate transportation without appraisal at Chicago. Upon arrival of the articles at Chicago, the conductor or agent of the railroad company will present the manifest to the

tions requiring exports to be made in original packages will be waived. The special forms of entries, permits, manifests, and records to be used under these regulations will be prepared and furnished by the Treasury Department. Show cases will be admitted free, but, if sold, will become subject to duty. It is not contemplated that duties shall be levied except on goods which have actually entered into consumption in this country.

STATISTICS collected abroad show that for short distances, as 1,000 yards, wire cables furnish the most efficient means of transmitting power, but for greater distances, as 5,000 yards, electricity is by far the least wasteful of all methods.

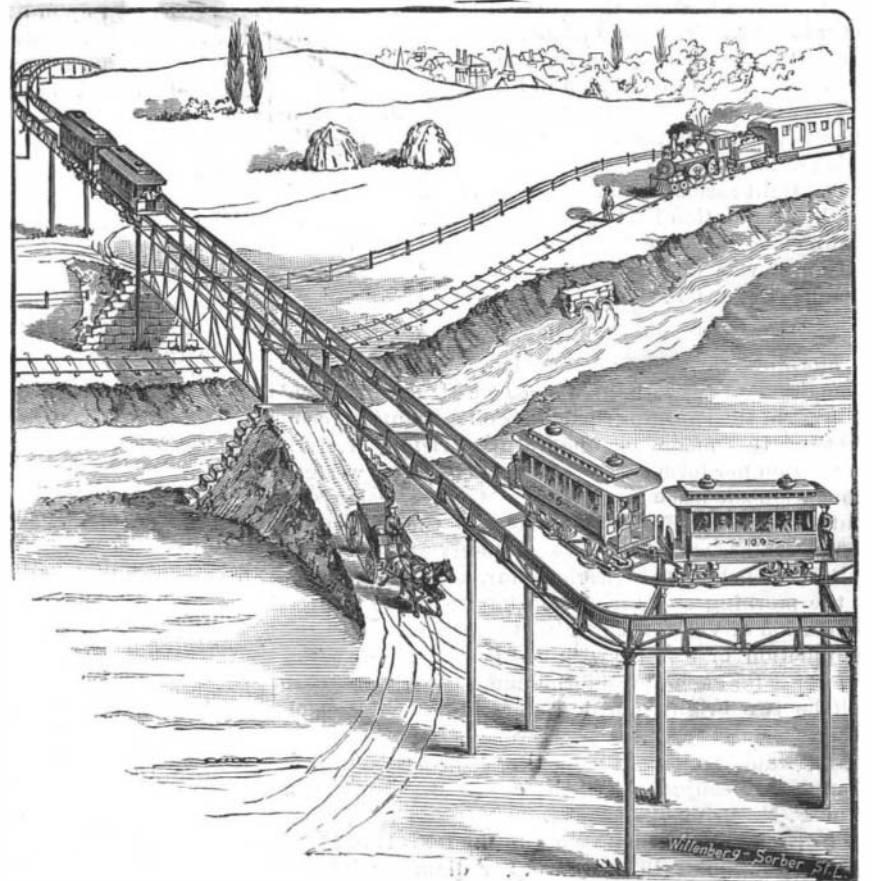


Fig. 3.—VIEW OF UNICYCLE RAILWAY.

actual velocity and volume of water to be 122,000 feet per second, equivalent to 236,000 horse power. This company intend to build a tail race five miles long on the Canadian side and a canal five miles long on the American side. These canals will be each 1,000 feet wide, the widest in the world. They will construct large dry docks on both sides, to be filled and emptied by gravitation. On the Canadian side all the principal works will be above the rapids, and on the American side below the rapids. Blast furnaces and shipyards, and it is expected paper mills, pulp mills, flour mills and other industries, will be established, whose motive power will be supplied by this company or by one of the several subsidiary companies which it is expected will be formed.