

A GREAT MAMMOTH'S TOOTH.

BY W. FRANK M'CLURE.

Three miles south of Lake Erie, near Amboy, O., is a gravel pit which from time to time has proven rich in relics of the glacial period and of the mammalian age, despite the fact that relics of mammoths are not as a rule found below the fortieth parallel. This pit is in the midst of what was, a few years ago, a gravel bed of fifty-five acres, but which is now being exhausted by railroads depending upon it for ballast supplies. Prior to the upheavals of the early period, which caused the lay of the land to change and the water to recede, this gravel bed was undoubtedly a swamp near the lake banks, while the present site of such lake cities as Ashtabula and Conneaut were then the bottom of Lake Erie. Amboy is to-day 130 feet above the level of the lake.

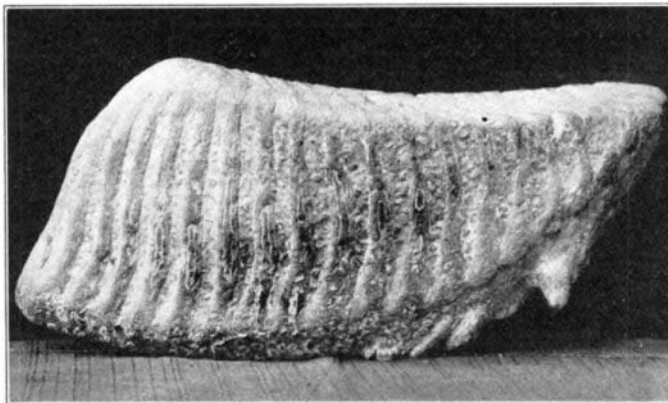
From this gravel pit, among the relics unearthed, have been found tusks eight feet in length, also a giant tooth weighing nine pounds and three ounces, having a length of one foot and a circumference of twenty-six inches. At this depth, too, have been found numerous timbers laid side by side, much resembling a corduroy road. Geologists have visited the spot from time to time, and have found much food for reflection. The tooth heretofore mentioned, and which is shown in the accompanying photograph, is a molar of the *Elephas primigenius*, commonly known as the mammoth, the most perfect specimens of which have been found in Siberia. Ten thousand years ago these animals, now extinct, roamed over Europe in herds. The tusks found at Amboy are curved instead of being comparatively straight, which would imply that they were those of a mammoth rather than the mastodon.

No unusual discoveries whatever were made at Amboy until a depth of 35 feet was attained. At 35 feet the so-called "corduroy road" was uncovered. Immediately the theory of this being the work of prehistoric man was advanced, but was given no credence by authorities, who at once pronounced it a relic of the glacial period, and in this decision is also, undoubtedly, the solution of the finding of the teeth and tusks of mammoths.

It is reasoned that, during the glacial period, huge glaciers coming from the north brought with them portions of felled forests, and lodged them in the swamp territory where is now the gravel pit. The fact that the logs were cedar rather than the wood usually found along the banks of Lake Erie lends weight to this theory. The relics of the mammoths also undoubtedly came down with these glaciers, these great animals being inhabitants of colder climates.

Another less reasonable theory, which has been advanced from time to time in connection with the finds at Amboy, is that the glaciers, on coming from the north, felled the trees in Amboy swamp. Then a change of climate causing the glaciers to melt, the quantities of gravel which they carried were deposited, thus covering the trees to a great depth. Advocates of this theory further say that the

mammoths were browsing in the swamp when the glaciers felled the trees about them. If the relics found were those of a mastodon, this would not be so improbable, for relics of mastodons have often been found south of the fortieth parallel. However, besides the difference in the tusks before mentioned, it will be noted that the big tooth is comparatively smooth, while



TOOTH OF MAMMOTH UNEARTHED AT A DEPTH OF 35 FEET.

Weight, 9 lb. 3 oz.; length, 1 ft.; circumference, 2 ft. 2 in.

the tooth of a mastodon is covered with projections.

ELECTRIC SLEEPING CARS.

BY GEORGE J. JONES.

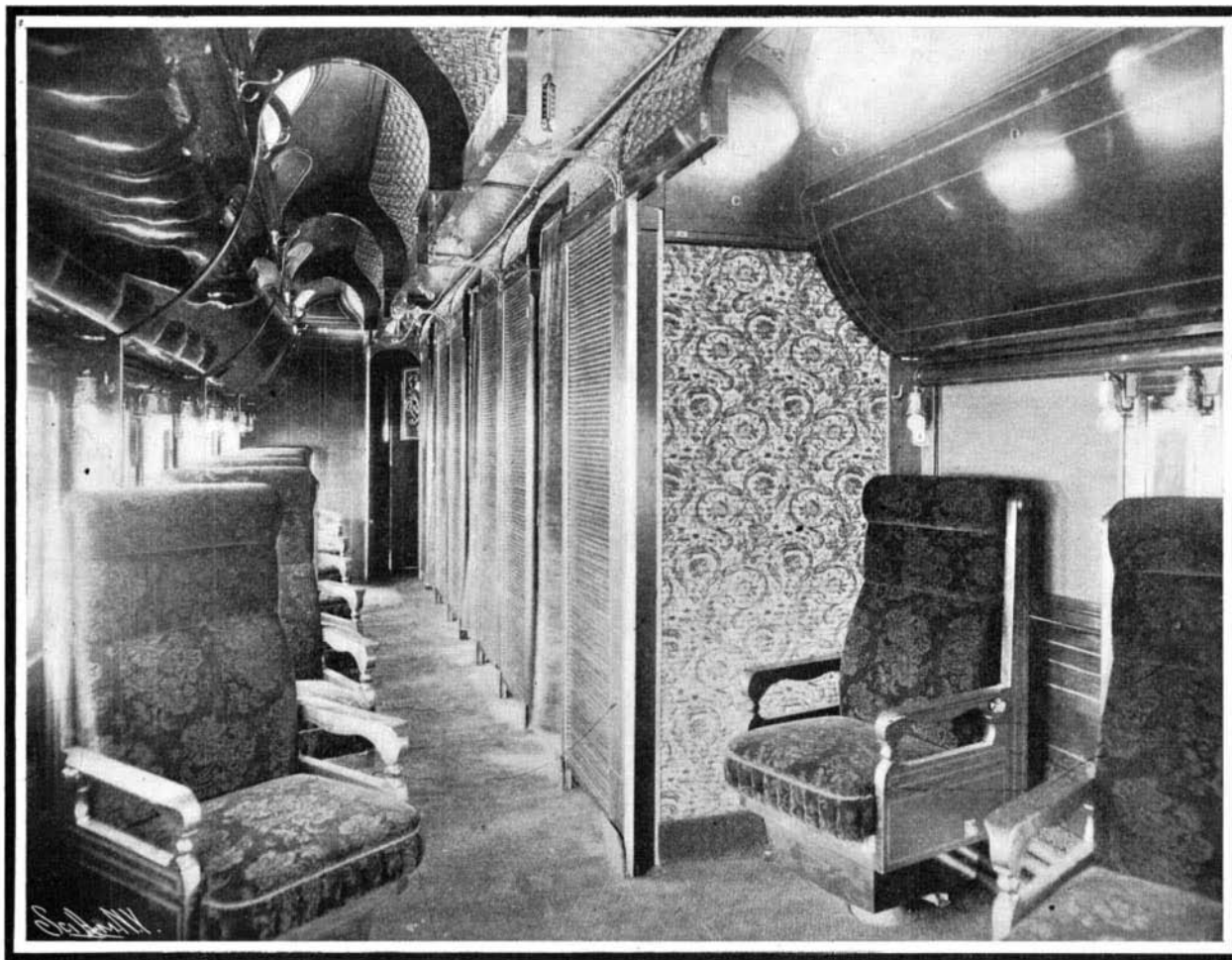
The electric sleepers which have been recently put into service between the cities of Indianapolis, Ind., and Columbus, Ohio, are similar to the sleeping cars of standard construction, and yet radically different. The most striking innovation is in the construction of the berth, which gives the passengers in each section at least the seclusion of a private room at home or in a hotel. Each section has an upper and lower berth of sufficient proportions to hold one person each, and

the two beds are entirely surrounded by a substantial partition.

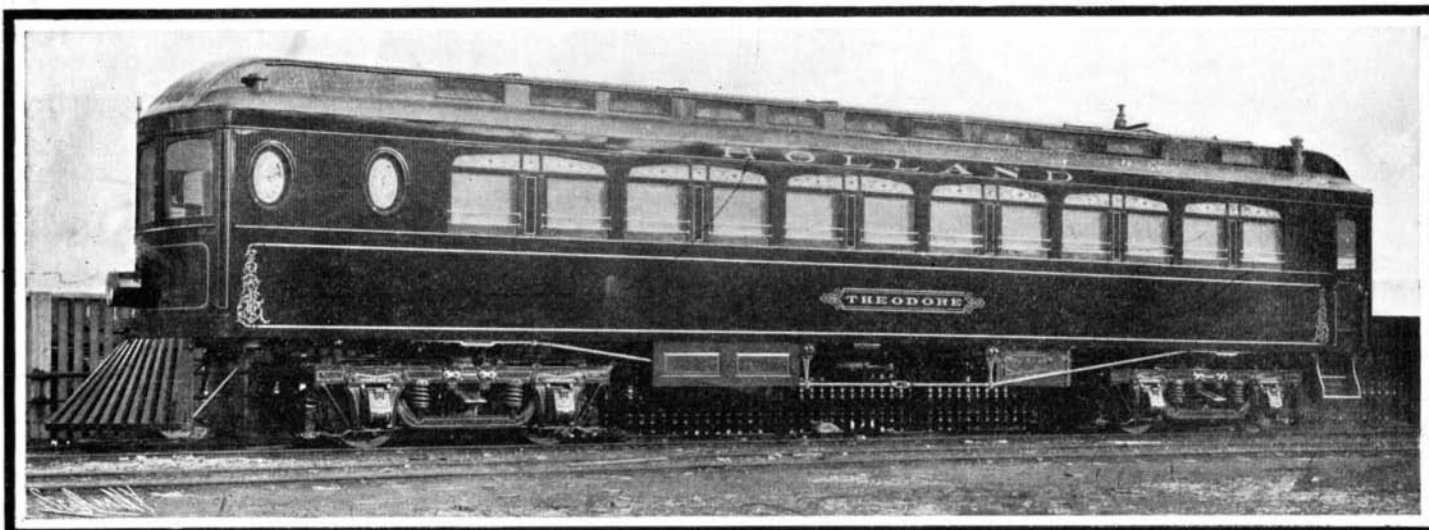
At either end of the car are smoker, wash rooms, lockers, and other comforts, conveniences, and necessities which are to be found on the standard railroad car. The main room is 34 feet 2 inches in length, and by day it has all the appearance of a chair car of the ordinary type, the seats being carried on revolving pedestals, spaced 3 feet 6 inches apart, and 16½ inches from the side of the car. It is intended that the car shall make one round trip each day between the two cities, the day trip being made as a chair car, and the return at night as a sleeper. The berth appointments are as thoroughly disposed of by day as is the case in the Pullman or Wagner car. The chairs are very comfortable, and because of the increased room, comfort and freedom enjoyed by the passengers, it is thought that the cars will be as much in demand by day as by night.

When it is desired to make up a section, a catch at the side of the chair releases the back and it is allowed to fall into a horizontal position, the two chairs forming the bed of the lower berth and lying end to end parallel with and against the side of the car. The arm next to the wall is dropped into a horizontal position and plays a part in the support of the bedding. The other arm is removed entirely and laid aside until it is wanted again when the chair is needed. The headroll of the seat is dropped forward to form a pocket for the clothing of the passenger. The upper berth is exactly the same as that of the ordinary Pullman, and carries the bed clothing for both beds. In completing the making up of the section, after the beds have been prepared, several removable posts are brought from a locker at one end of the car and placed in suitable receptacles in the floor, their tops being locked in the bottom part of an ornamental grill work which extends the entire length of the car. These posts are suitably grooved for the accommodation of a flexible wooden wall which forms the three sides of the little room. These partitions are made on the principle of the roll of the roll-top desk, but work on a spring so that when out of use they are stored between the false and real floor of the car. There is one of these disappearing walls at each end of the berth and two are required to form the partition at the side toward the aisle. This is in order to permit of the formation of an opening which answers the purpose of a door in the center of the little room. The recesses which hold these curtains or partitions are hidden by a metal plate during the day time, and this is removed by the porter when he wishes to pull up the curtains. When the section is in use, the door is shielded by a piece of drapery. When the compartment is ready for occupancy, there is a space clear of the berth, 15 inches wide by approximately 6 feet 9 inches long, which gives ample room to put on and remove clothing.

This curtain affords some ventilation, and this is further provided for by four-inch openings at the bottom of the parti-



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