

### A MARVELOUS AUTOMOBILE RECORD—103½ MILES AN HOUR.

Decidedly extremes met when the third day of the Ostend automobile week commenced with a race from Bruges, that old-fashioned, sleepy, historic town, which seems to represent everything that is slow and long established. The spectacle of the invasion of motor-cars, rushing and puffing in the streets of this calm and ancient city of the past, seemed highly incongruous. The race started from Bruges, and the route to be followed ran to Blankenberghe and back. It was a trial for touring cars, and thirty competitors presented themselves. The road, although paved, is good, and the same route was taken for the return—the "route de pierre" as it is called in the country. It passes through a silent, melancholy district intersected by the green waters of slow canals, and interspersed with windmills.

The following account of the Ostend events and the accompanying illustration are from the Car:

The great event was the mile with a standing start, where it was confidently expected that records in all the classes would fall. The cars had been carefully tuned up, and everything was in their favor.

This race was open not only for the five categories of racing vehicles, but also for seven categories of touring cars, according to the price of the chassis. The day opened hot as usual, with a strong north-east wind which helped the competitors, and the result of the day's racing was very remarkable. Records fell rapidly, and everything existing in this direction was quite wiped out. Not only were the records officially beaten, but from calculations made on the spot, for the last 600 meters of the mile tremendous speeds were reached. It is estimated that the cars traveled up to 160 kilometers (100 miles) an hour. The Darracq cars were the favorites of the day, and it is to them that the victory fell in the voiturette class, as well as in the class for the heavy cars.

#### Mile, Standing Start.

A.—Motor Bicycles.—1, Olieslagers (Minerva), 59 2-5s. (world's record); 2, Seguy (Griffon), 1m. 6 2-5s.; 3, Coppin (Red Star), 1m. 16 2-5s.

B.—Motor Cycles.—1, Rigal (Buchet), 1m. 16 1-5s.; 2, Pillette (De Dion-Bouton), 1m. 18s.

C.—Voiturettes.—1, Edmond (Darracq), 1m. 1 4-5s. (world's record).

D.—Light Cars.—1, Hanriot (Bayard), 56s. (world's record).

E.—Cars.—1, Baras (Darracq), 48 3-5s. (world's record); 2, Rigolly (Gobron-Brillié), 50 1-5s.; 3, Le Blon (Hotchkiss), 1m. 22s.

#### Touring Cars.

A. (chassis of less than 4,000 francs).—1, Gachet (Boyer), 2m. 4 3-5s.

B. (less than 6,000 francs).—1, Fischer (Vivinus), 1m. 27 3-5s.; 2, Gabreau (Boyer), 1m. 34 4-5s.; 3, De Liedekerke (Vivinus), 1m. 37 2-5s.

C. (less than 10,000 francs).—1, Landrin (Serpellet), 1m. 30s.; 2, De Breyne (Darracq), 1m. 33 3-5s.; 3, Poncelet (Vivinus), 1m. 37s.

D. (less than 15,000 francs).—1, Laminne (Rochet-Schneider), 1m. 18s.; 2, Finet (Rochet-Schneider), 1m. 19 3-5s.; 3, Grégorius (Rochet-Schneider), 1m. 23 2-5s.

E. (less than 20,000 francs).—1, Gaste (Automotrice), 1m. 47 2-5s.; 2, Mahieu (Automotrice), 1m. 58 1-5s.; 3, Cordonnier (Mors), 2m. 12s.

F. (less than 30,000 francs).—1, Delesalle (C. G. V.), 1m. 40 4-5s.

G. (more than 30,000 francs).—1, De Caters (Mercedes), 1m. 3-5s.; 2, De Jochems (Mercedes), 1m. 10 3-5s.

The interesting part of the Ostend meeting from a racing point of view came to an end with the flying kilometer, which took place between Ostend and the bridge of Snaaskerke. The principal event was the last round of the struggle between Rigolly and Baras, who were so close together in the other speed competitions. There were, indeed, only three competitors in the heavy-car class, Le Blon on a Hotchkiss being the third. In point of view of speed the Ostend race wipes out all existing records, and the victory of Rigolly, who covered the flying kilometer in 21 3-5 sec. at a speed of 166 kilometers, 666 meters an hour (that is to say, 103½ miles per hour) upsets all calculations

of wind resistance and leaves one to wonder to what fantastic figure automobile speed will take us.

Baras was not far behind Rigolly, for his Darracq accomplished the distance in 22 sec., while Le Blon, who is gradually getting his Hotchkiss tuned up, covered the kilometer in 25 1-5 sec. In the other classes the only record was obtained by Edmond on a Darracq voiturette, who covered the distance in 30 2-5 sec. Following is the result of the different classes:



A MARVELOUS FEAT: RIGOLLY TRAVELING AT THE RATE OF 103½ MILES AN HOUR.

#### The Flying Kilometer.

(1,000 Kilos. Class).—1, Rigolly (Gobron-Brillié), 21 3-5s.; 2, Baras (Darracq), 22s.; 3, Le Blon (Hotchkiss), 25 1-5s.

(Light Cars).—1, Hanriot (Bayard), 26 4-5s. Voiturettes.—1, Edmond (Darracq), 30 2-5s.

Motor Tricycles.—1, Rigal (Buchet), 12m. 35 2-5s. He finished by pushing his machine.

Motor Bicycles.—1, Seguy (Griffon), 36 2-5s.; 2, Coppin (Red Star), 40 4-5s.; 3, René (Red Star), 45 3-5s.

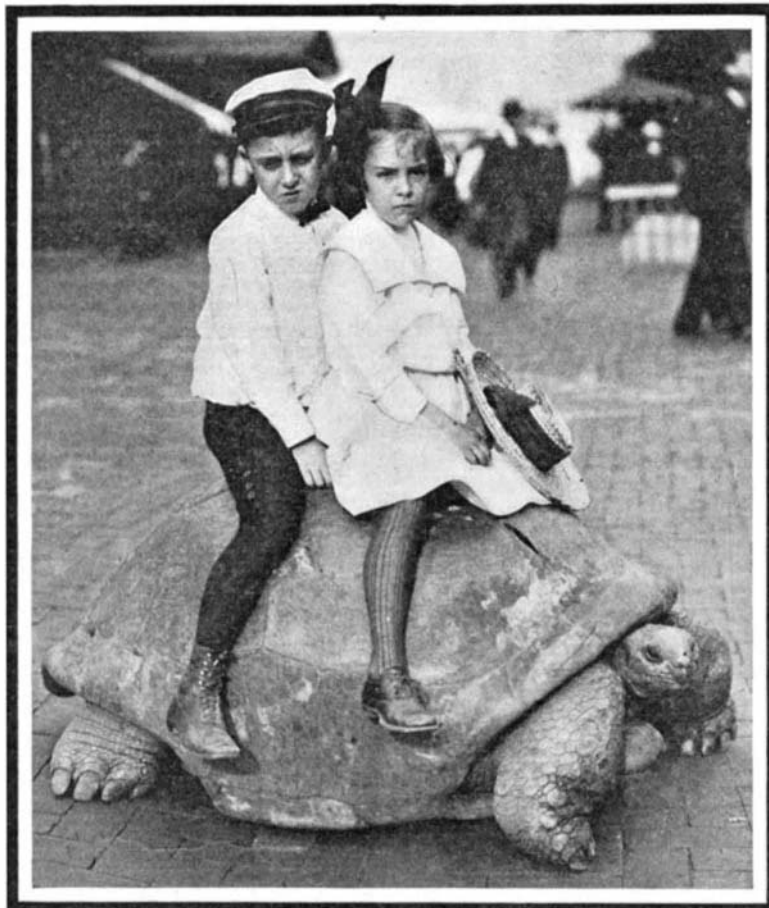
#### Tourists' Section.

Chassis less than £240.—1, Gabreau (Boyer), 49 3-5s.; 2, Fischer (Vivinus), 50s.; 3, Trentelivres (Vivinus), 50 4-5s.

Chassis less than £400.—1, Landrin (Serpellet), 40 2-5s.; 2, Homback (Vivinus), 49s.; 3, Poncelet (Vivinus), 49 4-5s.

Chassis less than £800.—1, Deville (Serpellet), 40 3-5s.; 2, Mulders (Fiat), 44 2-5s.; 3, Cordonnier (Mors), 46 1-5s.

Chassis less than £1,200.—Delesalle (C. G. V.), 50s.



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### GIANT TORTOISE WHO WEIGHS 970 LBS. AND IS REPUTED TO BE 300 YEARS OLD. HE CAN EASILY CARRY TWO FULL-GROWN MEN.

Chassis more than £1,200.—1, De Caters (Mercedes), 30s.; 2, De Jochems (Mercedes), 35s.

Copper smelting was attempted in this country as early as 1650, but the real inception of the industry dates from 1845, when Lake copper first appeared on the market. In the latter year, also, smelting works were erected at Boston and Baltimore to treat ores imported from Chile and Cuba.

### THE OLDEST KNOWN INHABITANT OF THE GLOBE.

BY THE ST. LOUIS CORRESPONDENT OF THE SCIENTIFIC AMERICAN.

Several years ago, when the son-in-law of Karl Hagenbeck, the animal trainer, was looking for interesting specimens, he learned of the existence on the island of Seychelles, off the coast of Madagascar, of a giant tortoise, that was celebrated among the natives not merely for its great size—it weighs 970 pounds—but for the fact that there was documentary evidence that

it had been living on the earth for over 150 years and probable evidence that it was from 100 to 150 years older than that. After careful investigation, he was satisfied of the truth of the statement, and set about to secure the loan of this animal (which, by the way, is held in the highest esteem and respect on the island), for exhibition at the St. Louis World's Fair. Not until the strongest assurances were made that the venerable curiosity would be returned to the Seychelles did the native population consent to part with him for his long

vacation. We are informed by Mr. Hagenbeck that when the tortoise reached this country, it was found that a tiny palm tree was growing from the back of the creature. The tortoise loves the mud, and it is evident that soil was washed into a deep scar on his back and that the seeds of the palm, mixed with the earth, took root and the tiny growth had thrived in its portable field.

The tortoise is the longest-lived animal, exceeding even the elephant, which frequently exceeds one hundred years of life. The fact that 150 years ago the Seychelle natives began to take particular pride in this tortoise because of its age makes it certain that it must have been at least one hundred years of age at that time. This is borne out by the condition of the shell, which is a guide to determining the age. Further evidence is its most abnormal size.

It possesses extraordinary lifting strength. While it was in its heavy cage at the World's Fair express office, it became impatient, and proceeded to break its way out. It smashed the heavy 2 by 8 inch timbers with ease. The accompanying snapshot shows two children taking a novel ride upon the back of this giant sea monster.

At Chu-Yung, in Mongolia, exists a wonderful set of inscriptions, recalling the Rosetta stone of Egypt. It was found on the marble archway which was erected in 1345. The arch is of white marble fashioned to form a ceiling of three plain surfaces, on which Buddhist figures are carved in relief. The walls are covered with similar carvings, and with inscriptions in six languages. Five of the languages are Sanskrit, Chinese, Tibetan, Mongol, and Uigur respectively; the origin of the sixth remains unknown. It was considered at first to be Juchen, the national script of the Chin, or Gold Dynasty, who followed the Kitans as the dominant power in North China in the early part of the twelfth century, but the few specimens of Juchen writing extant did not coincide with it. Dr. S. W. Bushell, the physician of the British Legation at Peking, however, has identified the sixth language as a Tangut script, of which few specimens are existent. This writing was adopted in 1036 by Yuan Hao, the founder of the Tangut kingdom, and was apparently modeled on the lines of the antique Chinese official script. The Chu-Yung Kuan gateway and a stone stele in a Buddhist monastery are the only two considerable examples of the Tangut script which are known to exist.

The scenic tunnel, under the Horseshoe Falls of Niagara, which has just been completed, was undertaken for the Niagara Falls Queen Victoria Park Commission in order to provide a perfectly safe view of the cataract from below. A shaft was sunk 127 feet and from this a tunnel was constructed, curving out under the Horseshoe Falls 800 feet. From this laterals were run into the gorge, where large observation-rooms will be constructed of glass where tourists can sit in easy chairs and look out. A large electric elevator has been put into the shaft, and from the bottom a large board walk has been constructed to the mouths of the various tunnels.