for exportation, the fruit is pressed flat between two cylinders covered with India-rubber, and then packed into cases by a special machine, called a "packer." Many dealers still perform this operation in the primitive manner of foot-pressure. Bordeaux is the principal centre of their industry, which is yearly increasing.

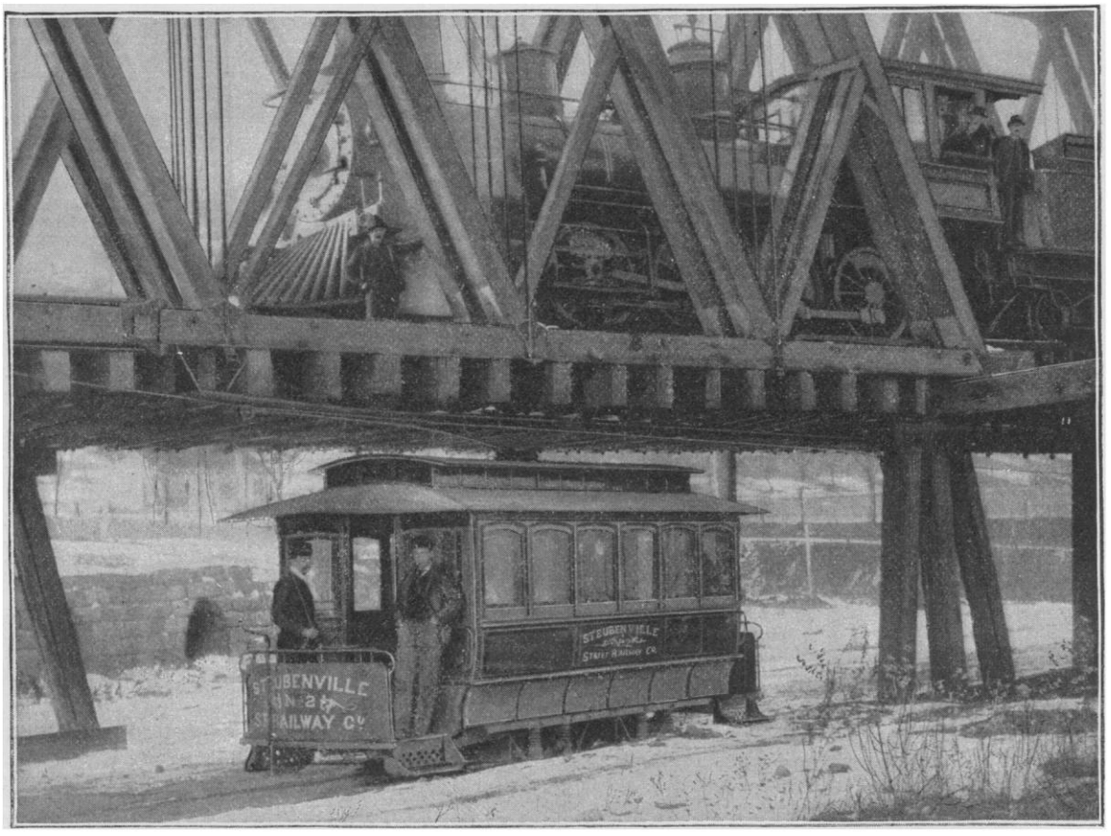
Besides the large amount of prunes exported to European countries by rail, there are, says Consul Roosevelt, about one hundred vessels annually leaving the port of Bordeaux loaded with this produce. In the beginning of the prune-industry, many devices were employed for their proper conservation. The first ovens were very primitive, and the work of preparing the fruit for market laborious. At present there are many different kinds of ovens in use, possessing more or less distinct features, but almost the same in general principles. The most generally used are the Bournel and the Marletean ovens. The only ovens in use are of French manufacture.

We also give a view taken from a photo of the Asheville, N.C., Electric Railway.

Asheville is a flourishing mountain town, noted throughout this country as a health-resort; and it is characteristic of such a town and its enterprise that it now has an electric railway, first-class in all particulars, which gives the people perfect and comfortable means of transit to the depots and hotels, and replaces the old springless hacks and primitive omnibuses.

The picture shown is from a photo taken shortly after the opening of the road, and represents three of the Sprague electric cars turning a corner into the main street of Asheville, N.C.; and it is an interesting feature to notice that it is difficult to discern the overhead system at all, on account of the smallness of the wires.

Besides an equipment of passenger street-cars, this electric railway also possesses several freight-cars, also operated by electric motors of the Sprague type; and, as this road connects the depot of the North Carolina Railroad with the city of Asheville, these freight-cars have proved a convenience and a source of income.



ELECTRIC RAILWAY AT STEUBENVILLE, O., CAR PASSING UNDER RAILROAD-BRIDGE.

SOME NEW ELECTRIC RAILWAYS.

THE accompanying engraving is from a photograph representing one of the Sprague electric cars in operation at Steubenville, O., passing under a railroad-bridge on the route of the road. The picture gives a very good idea of the wide range of movement of the trolley-arm, which can reach from 12 to 14 feet above the car, to less than 1 foot, when the location of overhead wire demands such a wide change. The kind of trolley-pole used upon this road is light and unobtrusive, consisting of a light, hollow iron rod carried on top of the car, and supported from the car by a stout steel spring, which allows it to move in every direction necessary.

The equipment of this road includes the regular Sprague system of overhead wiring, with main and working conductor running parallel, connected at intervals of every 100 to 200 feet. The road has been a success from the start, and has been visited by many street-railway managers from Ohio, Indiana, Kentucky, and western Pennsylvania.

THE SUBMARINE BOAT "GYMNOTE."

WE have already given some details of the "Gymnote;" but the following, taken from *Industries*, gives some additional information as to her construction. After the first trials of the "Gymnote," it was found that various details required modification, but on the whole the trials were satisfactory; and, now that the improvements which the first trials indicated to be necessary have been made, the French Government have accepted the "Gymnote" as the standard type of submarine vessel for offensive purposes. The hull is spindle-shaped, 6 feet in diameter by 56 feet long, provided with horizontal and vertical rudders, and with a cylindrical conning-tower of somewhat novel design. The conning-tower consists of a fixed tube, within which slides a second tube, carrying at its upper end a mirror inclined at an angle of forty-five de-