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## ♪ ♪ ♪ HARK NOW TO THE HONK OF THE AUTO BANK'S HORN ♪ ♪ ♪

(Special to The Evening Times.)  
(By LONGACRE.)

New York, Nov. 17.—The familiar "honk honk" of the automobile horn will no longer necessarily mean to the New Yorker "look out for your life." It may mean simply that the bank is coming, for the very latest thing here is the auto bank. When a certain financial institution announced its intention to keep open day and night in order that patrons who wanted to make a deposit or cash a check somewhere along in the wee sma' hours might do so, old-fashioned and conservative residents were confident that the limit had been reached. But they did not reckon on the auto bank. It is not as might be thought from its name, a bank where things are done automatically, but an automobile bank on wheels which will call at the residence or office of a customer to receive deposits or cash checks, the presumption being that New Yorkers in the flood tide of prosperity are too busy making money to stop even to bank it. Each depositor who desires to patronize this gasoline bank is provided with a metal dispatch box, to which there are only two keys, one in his possession and one with the receiving teller of the bank from which the auto is sent out. When the auto bank calls the customer simply hands over his dispatch box, receives a receipt for it and sees it placed in the safe in the auto bank. On the next trip the box is returned to him. Likewise if he wishes to draw money for a pay roll or personal needs, all he has to do is to telephone for the auto bank to come around his way. Collections and disbursements are to be made in the territory from Fourteenth street to 125th street, so that a large amount of ground will be covered. Doubtless the next best thing to owning an auto will be to patronize an auto bank, in order that an imposing machine may be seen occasionally standing in front of one's door. Patrons, however, are not allowed to ride, the only oc-

cupant of the car being the armed driver and messengers.

It has come to the point now where it is necessary to tie down New York's sky scrapers to keep them from blowing away—or at least blowing over. In the past with the ordinary building of merely twenty or twenty-five stories, its weight of several thousand tons on each square yard of ground under it was thought to be sufficient to hold it steady against all the winds of heaven, and consequently no provision was made to withstand an uplifting strain, since it was figured that nothing would come along to lift it anyhow. But with the coming of the new skyscraper matters are changed. Already two buildings are under way which will tower into the smoky atmosphere 630 and 625 feet respectively—or something over forty stories in each case. On a building of this sort the wind pressure will be enormous, especially on the upper half which will stand out naked and unprotected by the surrounding buildings. Therefore it has been deemed necessary literally to tie them down by means of a new device employed for the first time in the history of construction in this city. An ingenious arrangement of three and one-half inch steel rods is to be employed which will be embedded to a depth of nearly fifty feet in the concrete which forms the caissons resting on the solid rock eighty-five feet below the curb. The rods, four in number, are made up of ten-foot sections each with a giant anchor on the bottom, converge at the street level and running up into the columns of the building for a distance of five hundred feet where they are bolted into position. The strength of these rods is ample to counteract the effect of the most severe storms. But if the buildings cannot move, some people are wondering whether the day will come when the island will move instead and cruise out into

the bay using its skyscrapers for sails.

One-third of all the passengers on steamships in the United States are carried on ferry boats across the North River. No less than 167,000,000 people cross from shore to shore of this busy stream every twelve months—a number greater than the total population of the United States by at least twenty-five per cent. During the most of the time 194 ferryboats are busy carrying back and forth 300,000 passen-

gers a day, which is equivalent to saying that about 32 boats are always crossing this stream at once. This is likely to be the top record which will be looked back to in future years when the ferry boat is almost a curiosity. The tunnels will take care of most passengers and the growing desire to clear up the North River in general will do away with the present congestion. Already a project is well advanced to do away with the anchorage grounds on the Jersey side of the North River, in order that the dock-

ing facilities in that territory may be better utilized. The truth of the whole matter is that New York is beginning to realize that her water commerce is not all it might be. Not only are other ports gaining in importance daily, but developments are proving that the harbor here needs a lot of improving. Some definite plan will undoubtedly be decided before long, since New York is expected to send a strong delegation to the convention of the National River and Harbors Congress in Washington on December sixth

and seventh, when the national policy toward water transportation is to be considered in detail. Much hope is felt here that this convention will result in definite measures for good, for with her own situation as an object lesson the city realizes that the time for temporizing is past.

A real Fagin, who like Dickens' character, made a specialty of training boys to steal, has just been discovered in New York, and with his discovery has come a flood of information concerning his habits and methods which show them to have been as repulsively interesting as those of his prototype of fiction. Stein, the real Fagin, taught pocket picking in his school which numbered nearly a hundred pupils, from which boys were regularly graduated when they showed the required amount of proficiency as "dips" or "pickpockets." The training was not theoretical either, for in school when it was raided was found a complete equipment for the education of "pupils." There were coats hanging on dumbies in which bells were concealed, and woe to the lad who bungled his work and jangled one of these signals. Various other dummies furnished varied training and as the boys grew more proficient they practiced on Stein or among themselves. Fourteen-year-old Hyman Grossman, who after being arrested, gave information which led to the discovery of Stein's school, posed as its star pupil. "It was only one de boss would let work wid him on de street," he said boastfully. Three or four times a day constituted his work on the streets with Stein, his rate of pay being 10 cents for each watch and 15 cents for each purse captured. After this as he naively admitted he generally put in a few hours on his own hook.

With the paying off of election bets the last official transaction of the campaign is closed. The big

black safe in the Hoffman House yawned wide this week for the annual "dough day" and the \$660,200 locked up in it for weeks pending election was distributed to those who backed Mr. Hughes. The amount in the safe which is annually made a repository for such money represented some 600 bets, or something like 1,000 less than last year, when the money total, however, was one-third less. This fall bets were for considerable amounts while last year there were many of \$25 and \$50. The Hughes-Hearst bets were made at odds all the way from 2 to 1 to 6 to 1, and the bets on Hughes' plurality ran all the way from 40,000 as the lowest to 125,000 as the highest. There was a general air of cheerfulness apparent all during the distribution of the two-thirds of a million dollars, chiefly perhaps because the crowd was made up of winners. One man when asked what he expected to do with the roll he had won announced that he intended to found a society for the suppression of election betting.

New York stand helpless before the octopus. Her last defender is gone and the "system" stands free to do as it will. At least that is the opinion which prevailed in many quarters here when it was learned that Thomas W. Lawson had by a simple fractional transaction become the property of the Standard Oil Company. The general apprehension has been somewhat relieved, however, by the announcement that it was not the author of "Frenzied Finance" but instead the gigantic seven masted schooner named after him which had been acquired by the trust. But many see in the transaction dire hints of what may follow. This schooner like so many other ships built in New England on the co-operative plan was named after the person subscribing for the largest number of shares. To be sure Mr. Lawson doubtless sold his holdings long ago, but the Wall Street followers who play hunches refuse to be convinced.



Members of Order of Railway Conductors who held Annual Meeting in Raleigh last Sunday. Photo by Wharton & Tyree.

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