

# The Awful Motor Car

Various Reasons Why the Owner's Friends Fall Away.

By "A. A."

**I** NOTICED recently a silly letter from some man who thinks his friends are filled with green and yellow fires of envy because he has purchased an automobile. The friends in the case need defence. Human nature is not a very mean thing after all, and while some people may be jealous of the prosperity of their friends there are many who rejoice in the good luck which enables other people to purchase desirable worldly possessions.

I will warrant that many of this motorman's acquaintances would have envied no spite had his choice fallen on something less offensive to the majority of pedestrians than an automobile. For my part I rejoice in the good luck which presents to my friends carriages, country houses and all other good things that tend toward their own comfort and also toward the general beauty and grace of living. Automobiles do not do this. They are public abominations.

They menace life; they offend the eye and revolt the senses. I have no doubt that many of this man's friends have had their aggressive distaste rather than their envy aroused by the motor he has purchased. Everything connected with a motor is hideous and the whole business smells bad, and every additional motor car in New York is an addition to the city's ugliness and bad air.

What wonder, therefore, that on purchasing one a man gets many unpleasant frank opinions from his friends? I have, for instance, no objection to the purchase by any friend of an amiable little lap dog, but if he brought an evil visaged, ill-smelling and dangerous wolf through the streets I should find some cause for criticism. The automobile is on the same plane as the wolf.

The person who has a pet wolf may like him immensely, but he can't expect other people to feel the same way about it.

The motor car, to any mind with peace and poetry in it, is the most horrible invention of modern times. Its effect on the human race is horrible. The people who ride in motors are increasing daily in ugliness. The faces of the women are getting an unspeakable metallic hardness—the sport is brutalizing, drying and scarring the faces of men.

The pedestrians suffer, too. The constant outwath to save life and limb on the streets of New York does not tend to soften and beautify the faces of men and women. In a few years, when the world is fuller still of automobiles, the race will be still more horrible. Humanity will become a set of living, glassy-eyed mummies, gasping out of life into death, having bodies of bone and parchment skin that will have no need of a burial, but can be put in nice little Egyptian cases at once and classified by museums as "the human relics of the hideous automobile age."

## Over-Capitalization Does Not Affect Railroad Rates

By Francis Lynde Stetson, Counsel of the Southern Railway.

**S** O far as relates to the rates of railroads in competition and under state regulation, there is no possibility of harm from overcapitalization. In every other particular indicated by the President any evil from overcapitalization would exist and operate in respect of stock corporations generally, whether organized as railroads or for industrial purposes. So far as concerns the issue of bonds, promising to pay sums exceeding the original consideration of the bonds, it is to be observed that in the case of corporations, just as in the case of individuals, this is a matter of financial credit. The corporation or the individual in good credit can borrow at a low rate and without discount; while to induce loans, those in poor credit must make concessions inversely large. Under such conditions, excessive bonded indebtedness does not constitute overcapitalization; and if it be an evil, it is an evil expressly permitted by law. That it is an evil when incurred for any purpose not strictly within the lawful purposes of the corporation, or for an amount impairing the ability of the corporation, to carry on its legitimate business, I fully recognize. Reasonable safeguards should be provided against such evil, and should be accepted cheerfully by corporate managers. In this direction the provisions of the so-called public utilities bill, requiring a commission's prior approval of all issues of railroad bonds, as well as of issues of railroad stocks, are eminently proper.

## The Great Sand Cure

Advice for Sojourners by the Sad Sea Waves from One Who Knows.

By George Fenrick.

**T** O those sojourning at the seaside I would like to offer a little recipe for the improvement of their general health. Instead of promenading along the shore in the hot sun let them take to the water, and immediately on coming out go through the following sand formula:

Fill your hair with sand and rub the scalp thoroughly, apply more water and sand and repeat several times; this will remove all dandruff. Rub your face with sand until all skin impurities are removed. Put sand in your mouth and rinse it; this will improve your speech. Rub your teeth with sand, taking care not to scrape off the enamel. Rub your gums in order to harden them. Gargle the salt water. Rub sand in your nostrils in order to harden the skin and the mucous membrane; this will make you less susceptible to colds in the head, besides being conducive to cleanliness. Rub your feet with sand until the callous skin is removed. Rub sand between your toes and harden the skin, thereby making the feet less susceptible to perspiration, besides being conducive to cleanliness. In fact, rub sand all over your body, it will quicken the nerves and stimulate the circulation of the blood.

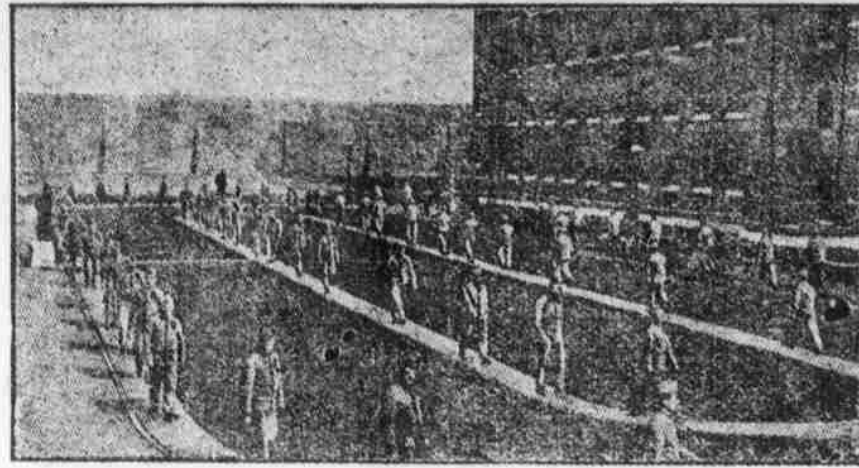
Nature has provided the clean, white sand close to the sea where it can be used to incalculable advantage without money and without price.

## Rewards of Life According to Ability

By President Chase, of Bates College.

**I** F individuals and the race are to progress, it must be in response to those same personal incentives that have lifted men above brutes and produced those splendid differentiations of taste, talent, and genius that are the glory and hope of mankind. Human well absolutely requires that the kind and amount of the service that each of us shall undertake, and the portion of our gains and rewards that we shall devote to the welfare of others, be left largely to our own judgment and conscience. And could any attempt to have it otherwise be permanently successful, the star of human destiny would speedily set in darkness. Happily the primitive instinct of self-preservation and recognition will not permit such a result. As a consequence, no one of us can escape, through the virtue of any social or industrial mechanism, the responsibility of deciding how and what we will contribute to the common good. It is, indeed, a dangerous responsibility, fraught with awful consequences to ourselves and to others. But confront us it must and will; and "as best" thing we can do is to convert responsibility into opportunity.

## ENGLAND'S REBELLIOUS CONVICTS.

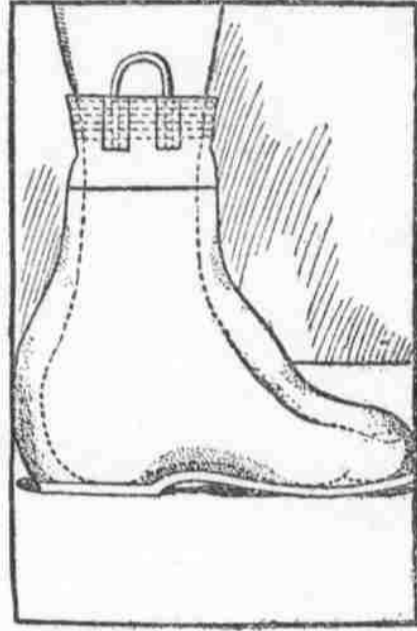


Prisoners Exercising in the Yard at Wormwood Scrubs, One of Great Britain's Leading Prisons, and Recently Disturbed by Mutinous Outbreaks.

—The Sphere.

### Unique Foot Bath.

The desirability of prolonged foot baths is well recognized, as is also the inconvenience incident to the present methods of taking these baths in an open vessel of some description. The inconveniences include seclusion of the person, replenishing the bath and exposure of the moist skin to the air. To obviate these inconveniences an Ohio man



has invented a specially designed slipper for the purpose of soaking the feet. This slipper can be readily put on or taken off, and can be worn about the house. Air is excluded from the feet, the natural warmth of the feet keeping the bath itself warm. The slipper is made of rubber, with a comparatively heavy sole, the body or upper being light and elastic. The sole and upper are considerably larger than the foot, so as to provide room for the bath. The ankle fits closely. Above the ankle are hand pieces, to assist in putting on or taking off the slipper. By placing a small quantity of the desired bath in the slipper the wearer can prolong the bath indefinitely without seclusion, replenishing or exposure to cold air. Any desired liquid bath, such as plain or salt water or any medical compound may be used.—Washington Star.

### He Needs a Home.

A commuter, who rides two hours each morning to reach his work and two hours more at night to get home, was asked: "Why do you do it? Why not live in town?" "Because I am one of those men," he answered, "who cannot be happy unless he has one spot of land on God's green earth upon which he can stand and call it his own. Because I would suffocate to live all my life under a roof belonging to some one else. Because I want my children to grow up with the instinct of home, and not as mere dwellers in the tents of the migrating races. These are the reasons why I get up at daybreak and, at this time of year, eat my dinner by the gaslight."—Cleveland Plain Dealer.

### The Mexican Cargador.

Just as one finds the rickshaw everywhere in India so one finds the cargador in Mexico. He is a beast of burden. In general he is a comparatively small man, with broad shoulders and stout arms and legs. To look at him one would not think he would be able to carry heavy burdens. But the weight he can carry is surprising. You have a trunk you can scarcely move, for instance. You send for cargador. He gets it upon his back, high up on the shoulders, and he marches off with it as easily as though it were a plaything. A life dedicated to carrying heavy burdens has made this work easy for him. A slightly built Mexican will carry over 500 pounds on his shoulders for short distances.

Until lately almost everything in Mexico City and everywhere else throughout the republic was carried upon the backs of cargadores. If you wanted to move your household furniture you hired a certain number of cargadores. For house moving they generally work in pairs, each pair having a hand truck, which they pick up and carry, when it is loaded, for it has no wheels. In Mexico City there are still hundreds of these hand trucks, though one may now find plenty of carts, wagons and heavy moving trucks. There are also regular transfer companies. But all of these are of recent importation.—Mexican Herald.



"POCAHONTAS." Mr. Partridge's Beautiful Statue at the Jamestown Exposition.

Steel box cars have been built recently which will weigh about 3000 pounds less than wooden cars of the same size and capacity.

### THOUGHTFUL.



Lady (returning from the country)—"Have you noticed, Liese, that my husband became lonesome during my absence?" Maid—"I did not notice it at first—but he seemed quite downhearted the last day."—Fliegenden Blaetter.

## AN UNDESIRABLE CITIZEN.



Uncle Sam—"Hey! if you want to put out that fire quit blowing it." —Timely Cartoon, from Judge.

## FUTURE WARS MAY BE FOUGHT IN AIR

To Be Settled With Minimum Loss of Life, Declares Major Squires.

New York City.—Brigadier-General James Allen, head of the Signal Corps of the United States Army; Major George O. Squires, of the Signal Corps, and Admiral C. M. Chester, of the navy, were speakers before the International Aeronautical Congress in the house of the Automobile Club of America. The value of the airship in army and navy and the types best suited for the different branches of the service were set forward by the speakers, who are working on the problem on behalf of the American Government.

General Allen said that the corps was building in Omaha a large aerodrome, 200 feet long, 100 feet wide and eighty feet high, where the 300 Signal Corps men stationed in the region will be trained. Later, he said, an aerodrome would probably be erected on the Atlantic coast and one on the Pacific coast. "We are more interested in the dirigible balloon than in the aeroplane," he said, "and shall make our gas by the electric process." The liquid air process has been tried, he said, but was not successful. General Allen said that he understood that Secretary Taft would ask Congress for \$200,000 for the prosecution of the work. A resolution was adopted asking President Roosevelt to intercede with Congress in behalf of the new branch of military activity.

"The practical dirigible balloon is here now," Major Squires said. "The last great war was conducted strictly in line with the textbooks, accompanied at times with unlimited slaughter. The great object of war is to bring about a decisive result with a minimum destruction of human life. If we could utilize scientific principles to bring about this result without killing any one it would be the ideal. The cavalry is designed to scout and develop information for use in the handling and operation of the army, which it serves. Aerial navigation furnishes us with an additional weapon for obtaining information and for using the information thus obtained. It will enable the maneuvering of armies by strategic marches and surprises to bring about decisive results with minimum destruction of life."

Admiral Chester, speaking for the naval side of the work, said that it had recently come to light that balloons were used by the navies as well as by the armies involved in the late Russo-Japanese War. "Sufficient is learned from actual practice to substantiate the theory that the airship is likely to become the long sought antidote against attacks from submarines," he said. "The elevation enables the observer to discover the movements of submarines under the water, and floating mines and stationary mines may be detected."

"The dirigible balloon has been adopted by armies, but it is not profitable for general use on shipboard. Naval men should give their attention to the development of the aeroplane. It is peculiarly a naval weapon because of its compactness, the fact that on shipboard it would always be near a machine shop—a necessary factor in operating so delicate a piece of machinery—its adaptability for scouting purposes and the fact that it would have the power at hand for initial movement. An inclined plane which is commonly used for acquiring movement may be readily constructed on shipboard, but when the ship's own velocity is insufficient, turning her into the wind would give her own speed combined with that of the wind." In his address as president of the Congress William L. Moore reviewed the history of the development of aerial navigation and concluded that it was evident that the first application of the work would be in the art of war. "Commercially very little is to be expected from either balloons or flying machines," he said. "Upon the whole, now that success has come, we see that the conquest of the air has more limited practical uses than was imagined when it was not known how the process was to be achieved, but it may develop new uses of its own and prove an important benefit to mankind."

## WOMAN ACCUSES TOM LAWSON, OF BOSTON

Finds Him in Hotel and Says He Caused Her Loss of \$42,000 by His Misleading Stock Tips.

Boston.—A story was in circulation to the effect that Thomas W. Lawson had been attacked in Young's Hotel by a woman. Mr. Lawson issued a statement in which he said: "The attack consists solely of the hysterical woman, if she was hysterical, coming to my table in Young's dining room and conveying to me the alleged information that I had been the cause of her losing \$42,000. I had never seen the woman before, but I noticed that she and two others had a table next to the one I usually occupy. I don't know whether the empty high ball glasses on their table had anything to do with the attack. I don't know whether they had been laying in wait for me all day or a week of days. Wouldn't know the lady again if I saw her." "I simply rose from the table, said to the lady, 'If you have lost as much as \$42,000 you must have been gambling,' and thanking her for her attention sat down."

## HOLIDAY TURKEYS TWENTY-SEVEN CENTS A POUND

Probably Will Be Higher, as Greater Part of the Supply is Coming From the West.

New York City.—There is great uncertainty about the prices consumers will have to pay for their Thanksgiving turkeys. While there is a large supply of Western birds, raisers say prices will be higher than last year. An important factor will be the weather. If the present high temperature continues for a fortnight prices will be no higher than they were a year ago, but a cold snap would mean that from two to three cents a pound would be added. Turkeys are selling wholesale at the same figures as during the week preceding last Thanksgiving Day, eighteen cents, which is the same price they were in 1904 and two cents less than they were in 1905. In 1903 they were twenty and one-half cents, and seventeen cents in 1902. The cheapest turkeys now in the market are twelve cents wholesale, and there is little demand for them, while there is only a fair demand for the best stock, the sales made being above seventeen cents. There are few shipments coming from near home, most of the supplies coming from the West. Retail shops are selling the best turkeys for twenty-seven cents, but intimate that the price will be higher before many weeks roll around.

### Uncle Sam Loses \$30,000

by a Fire in Washington.

Washington, D. C.—The seed division building of the Department of Agriculture, located on C street, Southwest, was partially destroyed by fire early in the morning a few days ago.

The origin of the fire is unknown, but it is supposed to have been spontaneous combustion. The loss on the building will be \$20,000. Some valuable seeds were destroyed that it will be difficult to replace.

### Deal in Kentucky For 16,000,000

Pounds of Burley Tobacco.

At Henderson, Ky., by a deal just completed, the Imperial Tobacco Company bought the entire 1907 tobacco crop pledged to the American Society of Equity in Henderson, Union, Webster, Hopkins and Crittenden Counties. The deal involves 16,000,000 pounds of tobacco and will bring \$500,000 in English money to the farmers of that section. The price is the highest ever paid, with the exception of the war price.