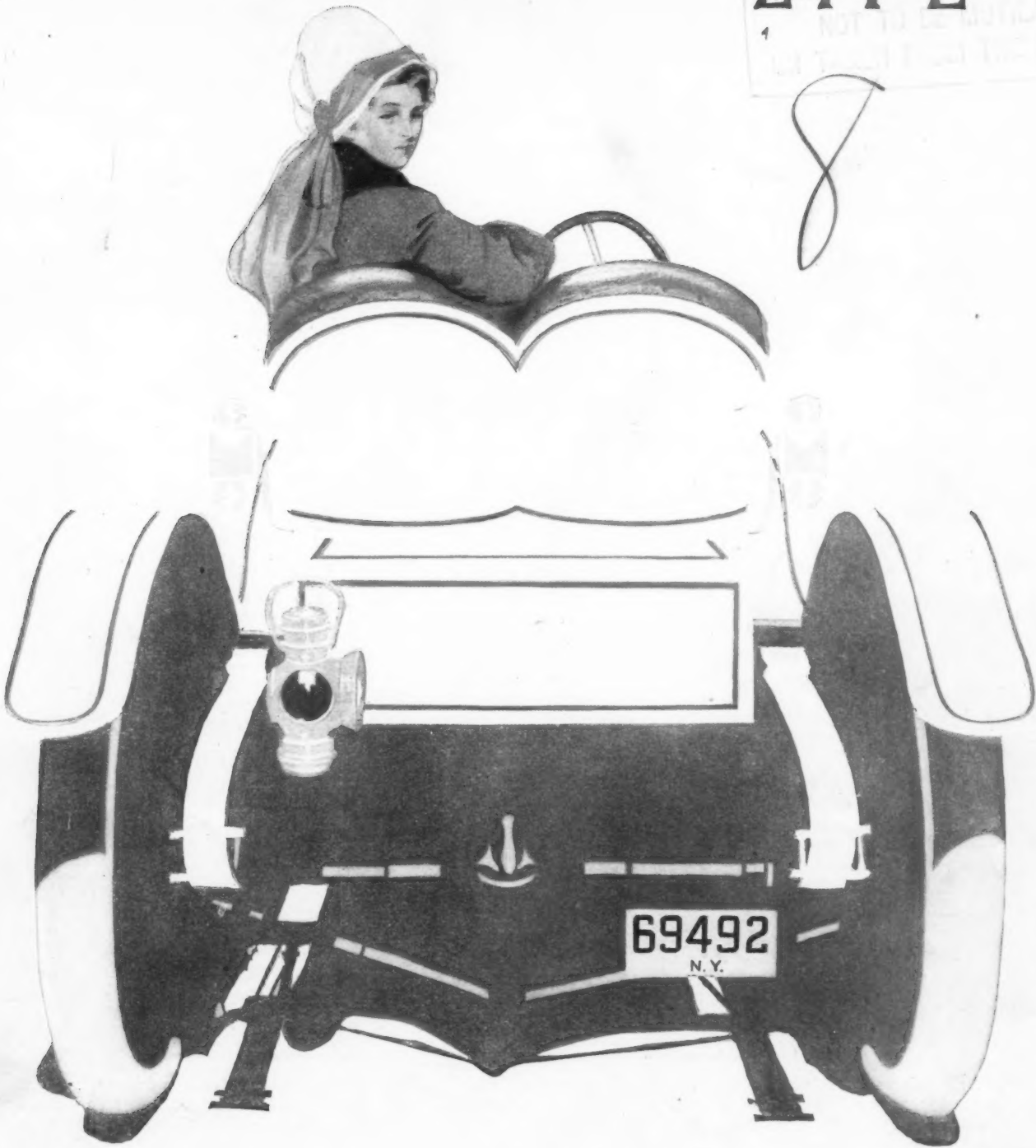


*87 held. ✓*

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JANUARY 6, 1910

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C. COLES PHILLIPS

ONE GIRL POWER.

# Baker Electrics

## The Aristocrats of Motordom



### The Significance of the Shaft Drive

THE adoption of bevel gear shaft drive by The Baker Motor Vehicle Co. marks the greatest advance ever made in electric motor car construction. But the Baker is not merely a shaft drive electric. The true significance of this improvement lies in the fact that it is *an entirely new type of bevel drive*, added to a car which already had more exclusive features of real merit than all other electrics put together.

The new Baker is the supreme electric, not alone because it has shaft drive, but also because it has longer wheel base, roomier body, patented spring suspension, centered wheel bearings, specially designed non-sparking motor, and continuous torque controller with mechanical lock and safety interlock.

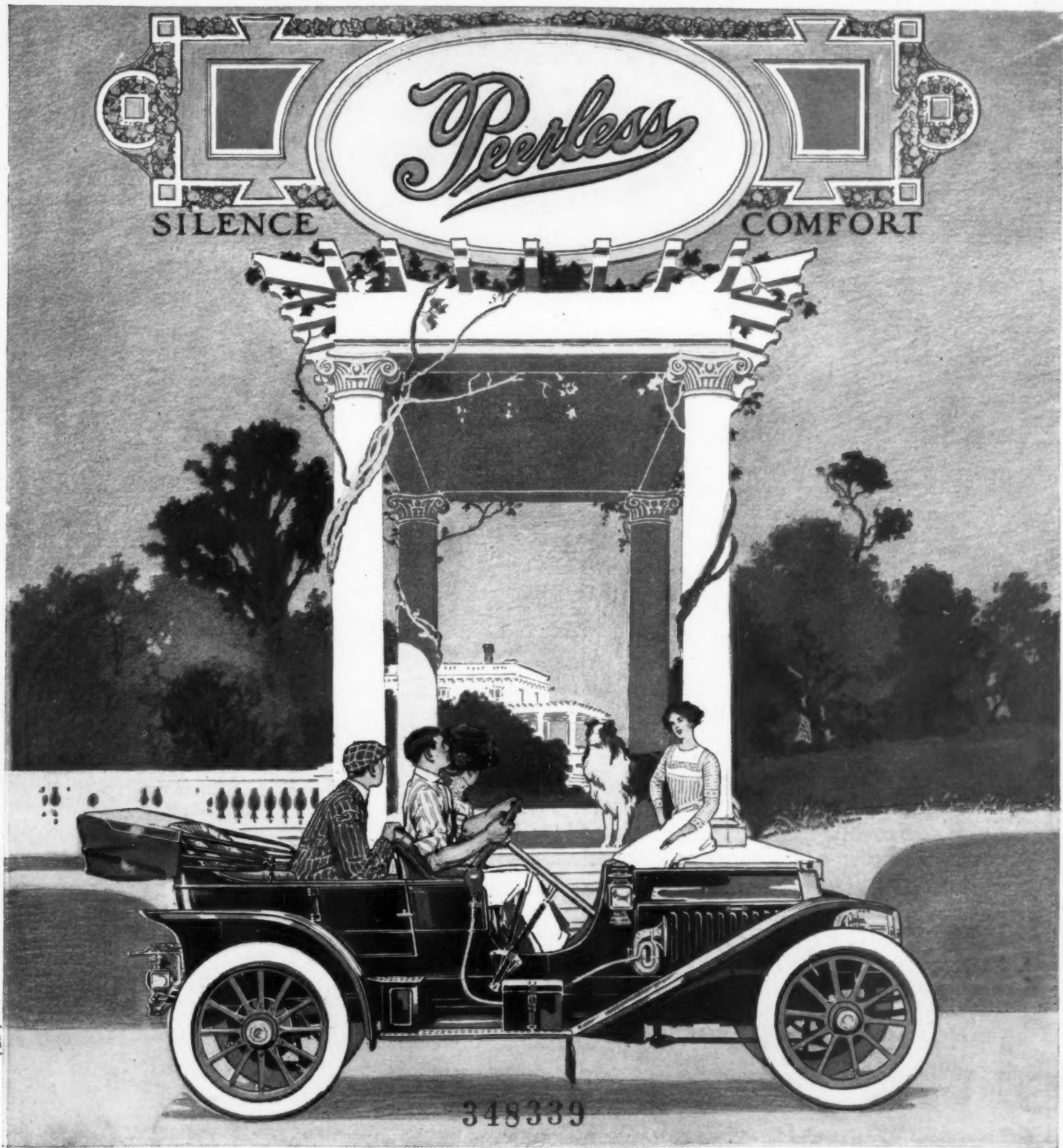
No other Electric has these features; no other Electric can approach the *performance* of the car which has all of them. They make the Baker the fastest and quietest Electric; the handsomest, cleanest, most comfortable and most economical motor car that has ever been built.

HANDSOME CATALOG, WHICH DESCRIBES OUR NEW MODELS, WILL BE SENT ON REQUEST

**THE BAKER MOTOR VEHICLE CO.** 33 West 80th Street,  
Cleveland, Ohio, U. S. A.

THE OLDEST AND LARGEST MANUFACTURERS OF ELECTRIC MOTOR CARS IN THE WORLD



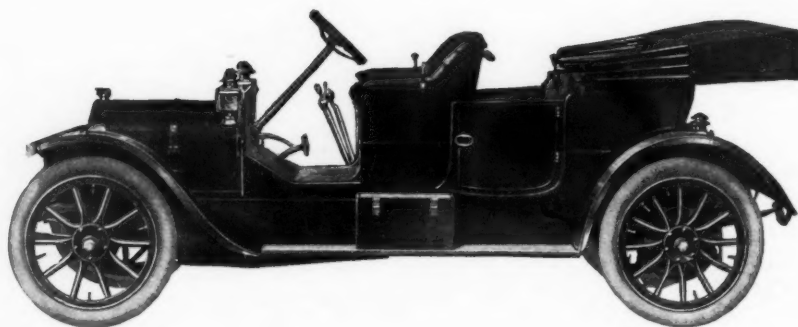


FEB 1 0 26

Catalogue Q will be sent on request      All That The Name Implies  
**THE PEERLESS MOTOR CAR CO.,**  
2449 EAST 93<sup>RD</sup> ST., CLEVELAND, O.  
MEMBER ASSOCIATION OF LICENSED AUTOMOBILE MANUFACTURERS  
LICENSED UNDER SELDEN PATENT

# The White Gasoline Car

Is The Only American Machine Containing  
The Features Found In The Latest Foreign Cars



The latest tendencies in gasoline car design are each year revealed at the great automobile show held in London, where the principal makers of the world, including this company, exhibit their products. The well-known English trade journal, the "Autocar," thus reviews the principal mechanical features of the show which has just been held:

"There is no doubt that the practice of casting the cylinders en bloc is growing. With the bloc engine there is a growing tendency to include the inlet and exhaust passages within the casting, so that the exterior piping of the engine is reduced to extreme simplicity. The tendency to lengthen the stroke is even more apparent than last year."

Now consider the features of the White corresponding to those above mentioned. The four cylinders are cast en bloc. The stroke is longer in proportion to the bore than in any other American machine. It is the only American-built engine wherein the inlet and exhaust passages are included within the engine casting.

The situation confronting the purchaser of a gasoline automobile is this: First of all, he may purchase a White gasoline car which has all the desirable features of the leading 1910 foreign cars; secondly, he may, by paying double the White price, obtain a foreign car which has the same specifications as the White; or thirdly, if he decides in favor of some other American make, he has on his hands a car the design of which is at least one year behind the procession and a car which, a year or two from now, will be recognized by everyone as being behind the times.

Licensed under Selden Patent

WRITE FOR CATALOG

## THE WHITE COMPANY

852 EAST 79th STREET  
CLEVELAND  
OHIO

New York, Broadway at 62d St.  
Boston, 320 Newbury St.  
Philadelphia, 629-633 N. Broad St.  
Pittsburg, 138-148 Beatty St.  
San Francisco, Market St. at Van Ness Ave.

Chicago, 240 Michigan Ave.  
Cleveland, 407 Rockwell Ave.  
Atlanta, 120-122 Marietta St.  
Toronto, 170 King St., West

# Get the Up-to-date Demountable Rims while you are about it

You wouldn't think much of the man who tried to sell you a last year's car for a 1910 model, *would* you?—Same with the man who is willing to sell you a demountable rim for regular *clincher* tires only, when he knows such rims are out-of-date, and only a makeshift when compared with the up-to-date *quick detachable*.

# "Firestone"

## DEMOUNTABLE RIMS (For all Q. D. and Regular Clincher Tires)

This comparison tells the story:

### CLINCHER DEMOUNTABLE RIMS

These rims use only the *old-fashioned* regular clincher tires on one-piece clincher rims.

The base of this tire is so pliable that it will work over the edge of the rim when the car is in motion, unless the tire is kept fully inflated and held on by six staybolts.

If you use less staybolts or allow the air pressure to lessen, this tire becomes a *glaring menace* to car and occupants.

On these demountable rims the staybolt feature is nothing less than an unspeakable, impractical nuisance, as every owner of these rims knows.

The one and only way to secure a thoroughly practical demountable rim equipment for your car, is to demand Firestone Demountable Rims. Write to Dept. B. for Demountable Rim Book.

### FIRESTONE DEMOUNTABLE RIMS

These rims are *modern* quick detachable clincher tires (with flap) on quick detachable rims.

The base of this tire is absolutely rigid and non-stretchable. It cannot be forced over the edge of the locking ring which locks it securely in place.

This tire is fast displacing the old-fashioned regular clincher because it is safer in use and abolishes the nuisance of having to fit staybolts when changing tires.

Thus, the greatest and the only real drawback to demountable rims has been completely eliminated in the Firestone.

**FIRESTONE TIRE & RUBBER CO.** *America's Largest Exclusive Tire Makers* **AKRON, O.**



Go to any of these addresses and have a personal demonstration:

#### Direct Factory Branches:

Boston, Mass., 145 Columbus Ave.; Chicago, Ill., 1442 Michigan Ave.; Cleveland, Ohio, 1918-22 Euclid Ave.; Detroit, Mich., 240-2 Jefferson Ave.; Los Angeles, Cal., 957 South Main St.; New York City, 233 W. 58th St.; Philadelphia, Pa., 256 North Broad St.; Pittsburgh, Pa., 5904 Penn Ave.; St. Louis, Mo., Cor. 23rd and Olive Sts.; Seattle, Wash., 918 East Pike St.

#### General Distributing Agencies:

Cincinnati, Ohio, 338 E. Fifth St.; Columbus, Ohio, 19 N. Fourth St.; Dallas, Tex., 347 Commerce St.; Denver, Colo., 28 Colfax Ave.; Havana, Cuba, Aramburu 8 y 10; Kansas City, Mo., 1737 Grand Ave.; Louisville, Ky., 543 S. Third St.; Memphis, Tenn., 121 Union Ave.; Mexico City, Mex., La Calle Dolores No. 6; Milwaukee, Wis., 568 Market Street; Minneapolis, Minn., 311 S. Fifth Street; Omaha, Neb., 2127 Farnum Street; Portland, Ore., 510 Alder Street; Rochester, N. Y., 68-73 North Avenue; Salt Lake City, Utah, 62 Market Street; Savannah, Ga., Cor. Perry and Drayton Sts.; Wichita, Kans., 143 Market St.

Unlock the rim with damaged tire, and substitute a spare rim with already inflated tire. No loss of time; no exertion or annoyance; no tire-pumping



# A car literally without competition

It does not seem possible, in this age of fine cars and keenest rivalry, that any car could be without competition.

And yet that is precisely what would be revealed if a census of Cadillac ownership could be taken.

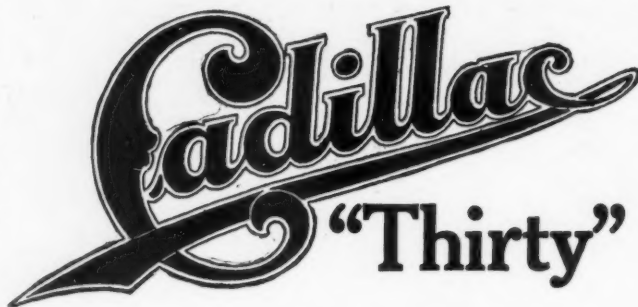
Interview any Cadillac owner anywhere and you will find him utterly unwilling to consider any other car.

There are something like ten thousand Cadillac "Thirty" owners in the country, and when one of them tells you that no consideration could tempt him to change, he is merely voicing the mental attitude of the entire ten thousand.

We dare say that no car in the world can point to as many owners so unanimously loyal.

And the dealers' organization furnishes an impressive verification of this unique condition.

The chief concern of your Cadillac dealer is to secure sufficient cars to satisfy the local demand.



Suggest competition to him and he will say:—"I have no competition."

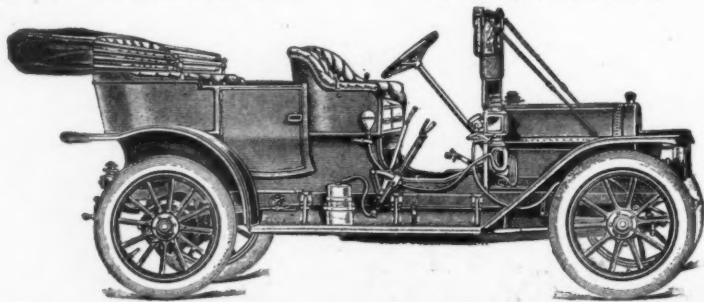
And you can accept this condition of

his business as an infallible index to the situation all over America.

In view of these facts, it surely behooves every thoughtful buyer to inquire into the extraordinary circumstances which have so firmly entrenched the Cadillac in public approval.

A little investigation will reward you with the discovery that no plant in the world is so well equipped to produce a car that will render undeviating service to its owner for an indefinite period, as is the Cadillac plant.

This splendid equipment, you will find, manifests itself in a degree of scientific accuracy and standardization which has never been approached in the history of the industry.



Four cylinder; 30 horse power; three speed sliding gear transmission. **\$1600** (F.O.B. Detroit) Including the following equipment: Magneto, four unit coil with dry cells, one pair gas lamps and generator, one pair side oil lamps, one tail lamp, horn, set of tools, pump and tire repair kit, robe rail, tire irons

Furnished as Touring Car, Demi-Tonneau or Gentleman's Roadster.

**Cadillac Motor Car Company, :: Detroit, Mich.**

Member Association Licensed Automobile Manufacturers. Licensed under Selden Patent.

## A Few Horse Don'ts

Don't ask me to "back" with blinds on; I'm afraid to.

Don't let some blockhead drive me that has less sense than I have.

Don't run me down a steep hill, for if anything should give way I might break your neck.


Don't whip me when I get frightened or I will expect it next time and may make you trouble.

Don't trot me up hill, for I have you,

the buggy and myself to carry. Try running up hill with a load yourself.

Don't drive me with an "over check" on; the sun hurts my eyes and I can't see where to step. It's inhuman and cruel.

Teach me to stop when you say "whoa," and this you can do without jerking my head off or tearing my mouth. It may check me if the lines should drop or break and save a runaway and smashup.—*California Voice.*



## 100 Years

Our vineyards in New York State are nearly a century old. Soil cultivation has developed an ideal wine grape—the same quality grape that French wine makers use.

*Great Western*  
EXTRA DRY

**The American Champagne**

Great Western Champagne was awarded a gold medal at Paris Exposition in 1900. It was the only American wine to be so honored. Great Western costs half the price of imported because there is no duty. Parisians acknowledge it as good as select French brands.

**Pleasant Valley Wine Co.**  
Rheims, N. Y.  
Oldest Champagne House in America



## From Our Readers

### An Unbiased Opinion

LIFE:  
New York City.

Gentlemen:

In a recent issue you have devoted a full page to Ferrer, upholding him as a martyr. It is a great surprise to the writer that LIFE, who has been fighting the Jews on the theatre proposition, should support them in their efforts to make this man appear a martyr, thus injuring the cause of Christianity before the world. LIFE knows that this man was an anarchist, assassin and scoundrel of the deepest dye, and why it should insult the intelligence of its readers, particularly the Catholic people, is inconceivable to the writer.

Yours truly,  
SUBSCRIBER.

(Continued on page 12)

## 75,000,000 "O. K." PAPER FASTENERS

SOLD the past YEAR should convince YOU of their SUPERIORITY.

They Add TONE to Your Stationery in the OFFICE, BANK, SCHOOL or HOME.

There is genuine pleasure in their use as well as Perfect Security. Easily put on or taken off with the thumb and finger. Can be used repeatedly and

"they always work." Made of brass in 3 sizes. Put up in brass boxes of 100 Fasteners each.

**Handsome. Compact. Strong. No Shipping, NEVER!**

All stationers. Send 10c for sample box of 50, assorted. Illustrated booklet free. Liberal discount to the trade.

**The O. K. Mfg. Co., Syracuse, N. Y., U. S. A. NO 113**

O.K.



O.K.'d  
Again for  
Nineteen-Ten

# GOODRICH TIRES

have been selected by leading automobile manufacturers of America as the regular standard equipment for all their cars. This special Seal of Approval has been signed by a round dozen motor car manufacturers.

H. H. Franklin Mfg. Co., Syracuse, N. Y., makers of the  
**Franklin.**

Pierce Arrow Motor Car Co., Buffalo, N. Y., makers of the  
**Pierce Arrow.**

Dayton Motor Car Co., Dayton, O., makers of the  
**Stoddard-Dayton.**

Winton Motor Carriage Co., Cleveland, O., makers of the  
**Winton.**

Thos. B. Jeffrey Motor Car Co., Kenosha, Wis., makers of the  
**Rambler.**

Auburn Automobile Co., Auburn, Ind., makers of the  
**Auburn.**

Moline Automobile Co., E. Moline, Ill., makers of the  
**Moline.**

Stanley Motor Car Co., Newton, Mass., makers of the  
**Stanley Steamer.**

Premier Motor Mfg. Co., Indianapolis, Ind., makers of the  
**Premier.**

Owen Motor Car Co., Detroit, Mich., makers of the  
**Owen.**

Speedwell Motor Car Co., Dayton, O., makers of the  
**Speedwell.**

Lexington Motor Car Co., Lexington, Ky., makers of the  
**Lexington.**

All well known manufacturers are glad to equip their cars with Goodrich Tires when requested.

Each year the automobile manufacturer tries to make his car better than the year before in every detail of construction and in the quality of accessories. The most vital accessories, the tires, are not overlooked and these tremendous contracts with the B. F. Goodrich Company mean that Goodrich Tires are believed to be the best tires made by the leading manufacturers, as well as by contestants, owners, amateurs and professionals throughout the United States.

**THE B. F. GOODRICH COMPANY, Akron, Ohio**

**LARGEST IN THE WORLD**

Branches in all of the principal cities





Reg. Trade Mark.

# Annual Sale French and Austrian Lingerie

At About 25% Less Than Regular Values

For the January Sale we offer a most attractive assortment of goods, including styles that are new and correct, materials of the very best grade, and workmanship that is unsurpassed.

All the garments are cut in full regular sizes.

### Hand Embroidered Chemises

At.....	\$0.85	1.00	1.50	1.75	2.00	2.50	3.75	5.25
Reduced from...	1.25	1.50	2.00	2.25	2.75	3.50	5.00	7.50

### Hand Embroidered Drawers

At.....	\$0.95	1.10	1.25	1.75	2.25	2.75	3.75	7.50
Reduced from...	1.25	1.50	1.75	2.25	3.00	3.75	5.00	9.00

### Hand Embroidered Gowns

At.....	\$1.85	2.50	3.00	3.50	4.50	5.75	7.50	8.75
Reduced from...	2.50	3.50	4.00	4.75	5.75	7.50	10.00	12.00

### Hand Embroidered Corset Covers

At.....	\$1.00	1.10	1.85	2.00	2.75	3.50	4.50	5.75
Reduced from...	1.50	1.75	2.50	3.00	3.75	4.50	5.75	7.50

### Hand Embroidered Petticoats

At.....	\$1.75	2.00	2.50	3.00	3.75	5.75	9.75	11.75
Reduced from...	2.25	2.75	3.50	3.75	5.00	7.50	12.50	15.00

### Hand Embroidered Combinations

Skirt and Corset Cover at	\$1.85	2.50	3.75	5.00	6.75	7.50	13.50
Reduced from .....	2.50	3.50	5.00	7.50	9.50	10.00	18.00
Drawer and Corset Cover..	\$1.85	2.00	2.75	3.00	4.75	6.00	11.50
Reduced from .....	2.50	2.75	3.75	4.00	6.50	8.50	15.00
Princess Combination at...	\$9.50	10.50	15.50	30.00	35.00	60.00	
Reduced from .....	11.75	13.75	20.00	42.50	50.00	85.00	

In addition to the above, we offer very attractive values in Table Cloths and Napkins, Pure Linen Sheets and Pillow Cases, Towels and Towelings, French and American Corsets, Infants' Wear, Ladies' Outer Garments, and Ladies' Hosiery.

Mail Orders receive our Prompt Attention

## James McCutcheon & Co.

5th Ave. & 34th St., N. Y. Opposite  
Waldorf-Astoria



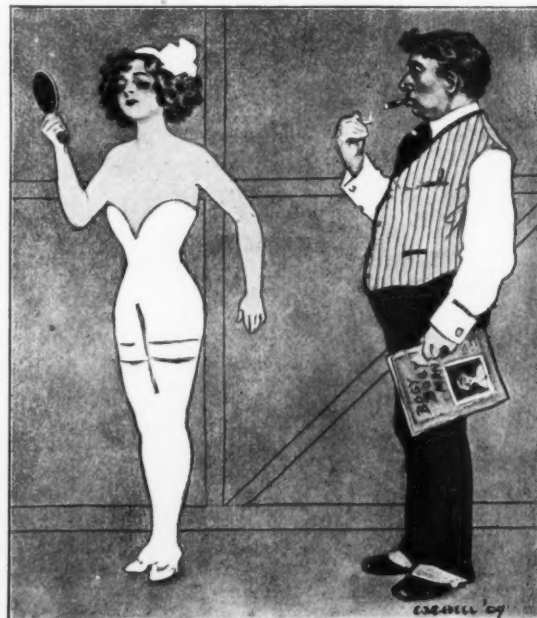
## PLEXO Cleansing Cream

A cooling, soothing, delightfully perfumed Cold Cream that keeps in any climate, combined with the cleansing property of a perfect toilet soap.

### A Perfect Complexion Protection for the Woman Who Motors

In 25 and 50c jars. All dealers, and "THE PLEXO BOOK" If yours will not supply you, send us describing this and all the other his name and 10 cents for trial size, Plexo Aids to Beauty culture.

PLEXO PREPARATIONS INC., 14 Platt Street, New York



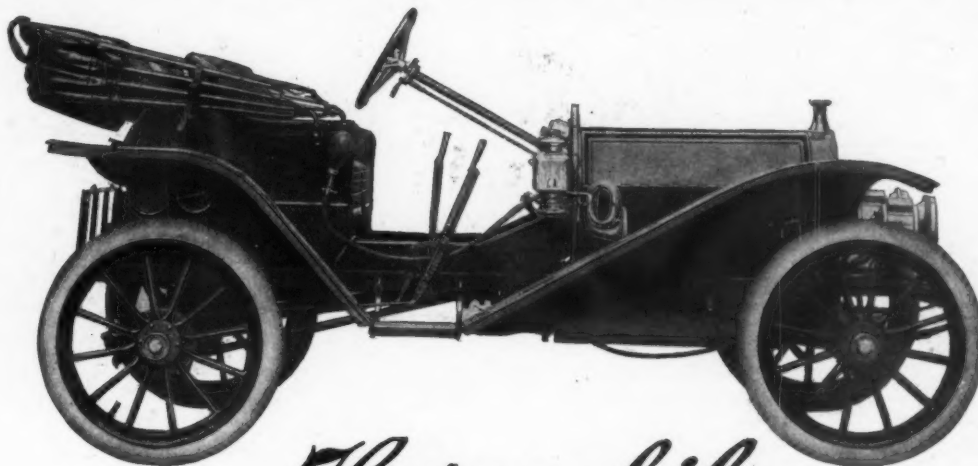
"HEAVENS! YOU DON'T MEAN TO SAY THIS IS ALL THERE IS TO MY COSTUME?"

"CERTAINLY—YOU ARE 'AMERICAN HOSPITALITY,' IN THE CUSTOMS HOUSE SCENE. IT IS ONLY OUT OF DEFERENCE TO YOUR MOTHER'S WISHES THAT I ALLOW THAT RIBBON IN YOUR HAIR."



# Compares with the costliest cars as a perfect small diamond with a large one

4 Cylinders  
20 Horse Power  
Sliding Gears  
Bosch Magneto



**\$750**  
(F.O.B. Detroit)

## Hupmobile

A small diamond is relatively just as good and just as valuable as a large one.

In the same sense the Hupmobile is precisely as fine as the largest, the best and the most expensive cars made.

We make the comparison because we want you to learn to associate the Hupmobile in your mind with the finest cars you know.

The Hupmobile claims the right (and that right is conceded by discriminating owners) to travel side by side with the best products of motordom.

It confesses no delinquencies; admits no inferiorities; concedes no advantage, save size and carrying capacity, to cars costing twice and thrice its price.

Observe the personnel of its ownership in your own city.

Note that the majority of men who drive a Hupmobile are the men who know good cars—whose private garage, perhaps, houses several fine cars of other types.

The Hupmobile was built to fill a particular need—to supply a special want—to furnish a type of car that was lacking.

Its creators could see no reason why a car carrying two passengers should not be just as good—just as sound and just as trustworthy—as the best big car built.

Every part that contributes to power and speed and staunchness in the Hupmobile is precisely as good and fine as the same part in the best big car.

The two are mates in quality.

The Hupmobile will go anywhere that the big car will go; climb any hill the big car will climb; and do anything the big car will do except that it will not carry the same number of passengers.

When you buy the ordinary car of moderate price, you say to yourself:

“I am getting just the sort of car indicated by the price—a moderately good car.”

When you buy a Hupmobile, on the contrary, you buy a quality and a degree of excellence with which the price has nothing to do.

If the Hupmobile were any bigger, it could not be made as good without increasing the price.

These things (which are literally true) will explain to you what, perhaps, you had not un-

derstood before—why you have encountered, in the year past, so many enthusiastic partisans of the Hupmobile.

Everybody, if you will stop to think backward a little bit, has seemed to say kind things about the Hupmobile.

They have said these things about the Hupmobile because it is the newly sprung up in a moderate sized car which we have just described.

A year ago there were less than 100 Hupmobiles in commission.

Today 5,000 are being built, as rapidly as excellence of workmanship with the finest materials will permit of hurry—to satisfy a demand which sprang up in incredible volume long before the first hundred cars was completed.

Of course, you want to know all about a car which has been favored with the warmest approval ever extended by the American motor-buying public to any motor car.

Even if you own a car to which you are strongly attached, you would like to have placed before you all the information which will shed light upon a condition so unprecedented as the Hupmobile has created.

And if you are wavering in your choice of a car, your desire to know is even stronger.

Sign and send the coupon.

It will bring you not only the Hupmobile literature, picturing and describing the 1910 Hupmobile in every detail

It will bring, in addition, the name and address of the Hupmobile dealer in your home, or the one nearest you.

We will put you in direct touch with the car, so that you can ride in it and satisfy yourself as to the literal truth of every statement we have made.

**CLIP THE  
COUPON  
AND  
SEND IT  
NOW**

**HUPP  
MOTOR CAR  
COMPANY**  
Dept. J.  
Detroit, Mich.

Send 1910 Hupmobile literature and name and address of Hupmobile dealer.

Name.....

Address.....

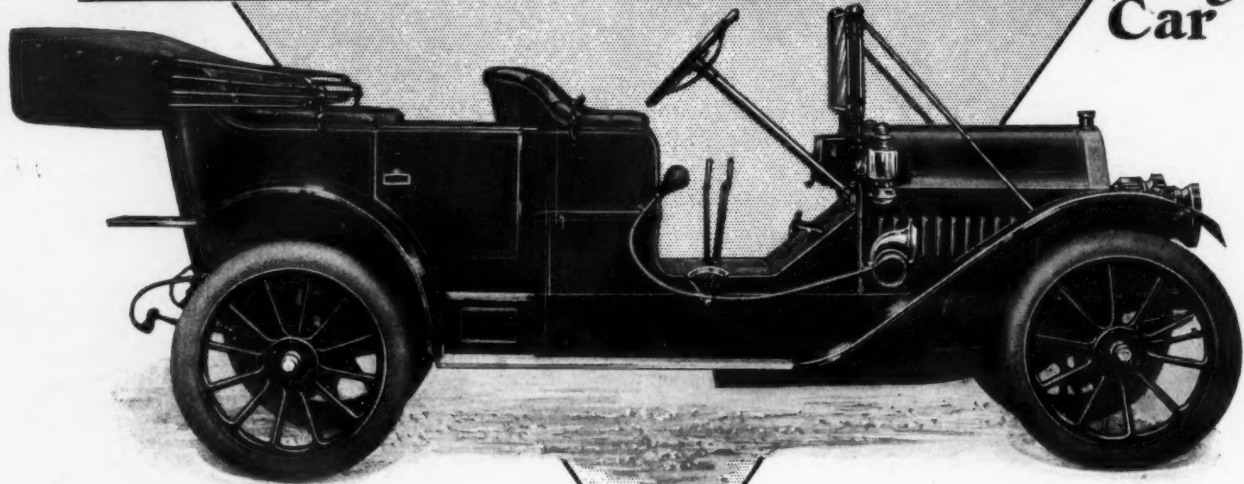
**Specifications:**  
**ENGINE**—4 cyl., 20 H. P., 3 $\frac{1}{4}$  in. bore, 3 $\frac{3}{8}$  in. stroke · L-head type; water cooled; offset crank shaft; fan bladed fly wheel in front; Parsons' white bronze bearings; noiseless cam shaft.  
**TRANSMISSION**—Selective sliding gears, in extension bolted to crank case; shifting without noise.  
**CLUTCH**—Multiple disc type; self-adjusting; enclosed in gear case; running in oil.  
**REAR AXLE**—Shaft drive, Hyatt roller and New Departure bearings; shaft and universal joint enclosed and lubricated by oil from crank case through transmission.  
**BRAKES**—Two foot and two emergency (internal expanding) lined with Thermoid on rear hubs.  
**IGNITION**—Bosch high tension magneto, doing away with spark coil, batteries and connecting wires.  
**TIRES**—30 x 3 inches.  
**WHEEL BASE**—86 inches.  
**TREAD**—35 inches.  
**SPRINGS**—Semi-elliptical front, patented cross spring rear.  
**EQUIPMENT**—Two side and tail oil lamps, dragon horn, tools, repair kit, pump.  
**WEIGHT**—1100 pounds, regular equipment.

**Hupp Motor Car Company, Dept. J. Detroit, Mich.**

See our exhibit—Grand Central Palace, New York—Dec. 31-Jan. 8.

The  
**Hudson**

**Touring  
Car**



**\$1150**

This price includes three oil lamps, two gas lamps, generator, horn, tire repair outfit, tools and jack.

**\$1150**

Think what this car is—110 inch wheel base; four-cylinder motor; 32 inch wheels; 3½ inch tires all around; five passenger capacity—and the price, \$1150.

Never before has there been offered such a car at such a price. This is not just a hasty statement of our own. Can you think, yourself, of any other four-cylinder, 110 inch wheel base, five passenger car at \$1150 or less?

You will find these features in other cars, but those cars sell for at least \$100 or \$200 more. You will find still other cars selling for less than \$1150, but they do not have our high-grade features. The Hudson Touring car is the best *value*, the best *buy* yet offered by any automobile manufacturer. By this, we mean you get relatively more *for your money* than in any other car.

There are certain proved features of motor car construction which any car must have before it can be considered an up-to-date, high grade car.

The Hudson has those features. To those makers who show you the same features, we point to our price; it is lower than their's. To those who offer cars below \$1150, we point to our high-grade features; they do not have them.

**From one class we are set off by our price; from another by our quality.**

The Hudson is *strong*, because the careful plans of a great engineer have been expressed by the best material that money can buy.

It has plenty of *room*—many cars are big and heavy without being roomy. The Hudson is big and roomy without being too heavy.

# **Strength Beauty**

The Hudson has *beauty*—not merely the beauty of paint—but the beauty of balance, of perfect proportion. Many touring cars look "bunched." In the Hudson over-all length, hood, body, wheels, harmonize to make a whole effect that pleases the eye.

No other touring car at or near the price has so many features and refinements in common with the most expensive cars.

## **High Grade Hudson Features**

Its motor is the Renault Type, patterned after the famous Renault motors of France. It is the same type of motor as used in the Hudson Roadster; four cylinders "en bloc;" vertical, water cooled, long stroke, 20 to 25 H. P. Due to its long stroke this motor pulls quietly and evenly at low engine speeds.

Transmission is selective, sliding gear; three speeds forward and one reverse—the same transmission as found on the highest-priced cars.

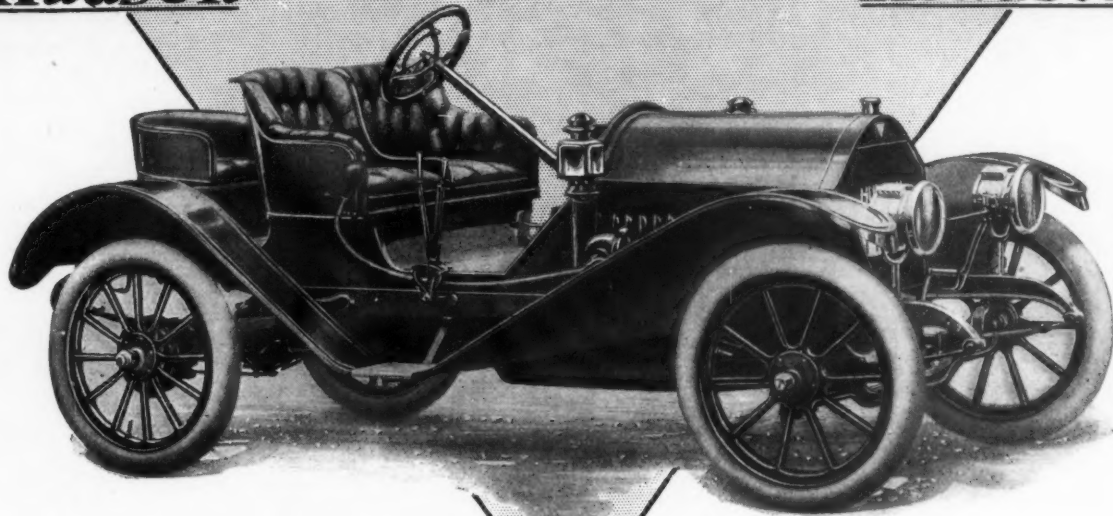
The spring suspension is the same as used on cars costing up to \$6000. Semi-elliptic front and ¼ elliptic rear, unusually long, mounted with heavy, strong fittings. Clutch is leather faced cone type; rear axle semi-floating, shaft driven. Front axle "I" beam section, drop forged, of carefully selected, high-grade steel.

There is nothing experimental about this car—nothing untried. No low-priced touring car is so near mechanically perfect.

**Hudson Motor**  
Detroit, Michigan

**Hudson**

**Roadster**



January 1st the price of the Hudson Roadster was increased to \$1000. This includes 32x3½ tires front and rear; three oil lamps; two gas lamps; generator; tire repair kit; tools and jack.

"Look for the Triangle on the Radiator"

# Room Refinement

## Hudson Refinements

When we say the Hudson has refinement, we mean that many little things, of small importance, one by one, but meaning in their total, comfort and satisfaction to the owner, have been put in this car.

See how the rear fenders are inset against the body; how the fenders throughout are absolutely mud-proof. Inset fenders are a feature of very high-priced cars.

The unusual leg room and big 18 inch steering wheel mean *comfort*. We know of no reason why the driver of a touring car should not be as comfortable as a passenger in a tonneau. No standard touring car at any price provides as much leg room as the Hudson.

Doors are big, hung on heavy curved hinges carrying them beyond the normal hinge line when wide open, allowing maximum entrance and exit space; doors open forward, the handles being within easy reach of passengers in the tonneau.

*The Hudson will exhibit at the  
Madison Square Garden  
and Chicago Shows.*

**Car Company**

*Licensed under Selden Patent*

The Toe boards, spring steps and running boards are beautiful aluminum castings and will last for years. No bolts show through the foot board, nothing to catch a dress or coat or look unsightly. The floor board is covered with pyramided white rubber of best quality, except where driver's heels rest and this part is reinforced by an aluminum plate.

The foot accelerator is something entirely new in design and does not tire the foot.

The body is built with wheel-housing, that is, the body curves out over the rear wheels, allowing a big, comfortable, roomy tonneau. Car is finished and upholstered like the best.

## Why You Get More Value in a Hudson

We have been asked how we can give so much for the money and our answer is: *Because we know how.* Two engineers could undertake each to build a railroad from New York to Chicago—roads to be of equal length; one man would build a better road for the same money than the other, or the same road for less money than the other. It is so in the automobile business; one set of men will build a better car at less money than another. It is simply a question of ability.

See this car—ride in it—compare it with other cars and you will say that no matter just *how* we do it, the fact remains that we *do* give the most at the price. This also holds true of Special equipment. Think of a Bosch Magneto, Special Brookfield Top, and Trunk Rack, all fitted on the car for \$125 Extra.

The Hudson Roadster is America's biggest, best looking and best built low-priced car. Several thousand of them are in the hands of owners and giving complete satisfaction.

The Hudson won a 24-hour race in Seattle in September, defeating many high-priced cars. This was its first race.

Mr. E. H. Nelson, a prominent business man of Detroit, drove his Hudson car from Detroit to New Haven, Conn., at an expense of less than one cent per mile for oil and gasoline and without making a repair.

Mr. Geo. D. Smith drove Hudson Roadster from Long Island, N. Y., to Pleasant City, Fla., without touching a bolt, nut, spark plug or making a mechanical adjustment.

Three important facts are brought out in hundreds of testimonial letters received from Hudson owners: "Low gasoline and oil consumption"—"Wonderful mechanical efficiency"—"It rides as easy as the most expensive cars."

Remember the Hudson Roadster is not an imitation of a big car—it is a big car. It is big in design, in material, in general all-around value. Look at our price on extra equipment. Bosch magneto, Arden top, Prest-o-lite tank and rumble seat for \$150 extra.

Mailing the coupon today will bring you our catalog and complete information about both the Hudson Touring Car and Hudson Roadster.

**CUT OUT AND MAIL**

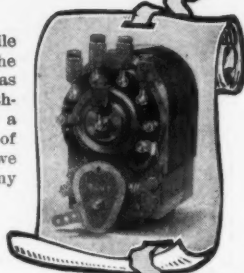
Hudson Motor Car Co.,  
Detroit, Mich.

Mail New Hudson catalog to





Regal Car on 4,031½-mile journey. The driver of the car wrote: "Magneto was under water for hours without injury. We attribute a great deal of the success of our trip to the fact that we had no trouble with the Remy Magneto."



## Over 100,000 Remy Magnetos Sold for 1910

Not a quantity user who helped make our immense 1909 season but that adopted the Remy for 1910, besides many manufacturers have adopted the Remy for 1910 who formerly used other magnetos. Our factory is the largest and best equipped plant in the world devoted exclusively to magneto manufacturing.

**Remy Electric Company**  
ANDERSON, INDIANA  
Dept. 19

Branch Distributing Offices:  
1400-1402 Michigan Ave., Chicago  
Automobile Building, 64th and Broadway, New York City  
471 Woodward Ave., Detroit  
406 East 15th St., Kansas City  
170 Golden Gate Ave., San Francisco

AGENCIES:  
Auto Equipment Co.,  
1518 Broadway  
Denver, Colo.  
Hollis Electric Co.,  
9 N. Sixth St.,  
Minneapolis, Minn.  
J. H. McCullough & Son,  
219 N. Broad St.,  
Philadelphia, Pa.

Cobe Trophy won by the aid of the Remy Magneto.

[25]



### From Our Readers

(Continued from page 6)

#### Literature and "Life"

LIFE,

New York.

LIFE believes that the Roman Catholic Church is not the same in this country as it is in other countries, and cites Mexico. F. R. Guernsey, editor of the Mexican *Herald*, and for many years Mexican correspondent of the Boston *Herald*, frequently paid a high tribute to the Roman Catholic clergy of Mexico and to the Roman Catholic Church there, too. See *Catholic and Protestant Countries Compared*, by Rev. Fr. Young, of the Paulist order, for Protestant tributes to the Catholic Church in Spain. LIFE is not to be condemned for its attitude, for English literature since the Reformation has been antagonistic toward the Catholic Church and its fiction has made much of the Spaniard, using him for its villain, as has the English and American stage. Doubtless LIFE means well.

Respectfully,

J. F. HARRIS.

BOSTON, Dec. 16, 1909.

#### Our Custom House

MY DEAR LIFE:

Is history repeating itself once more in New York? One of the rhetorical mock cases used in Roman instruction runs: "On all articles except necessities for travel, there is a tax of 2½ per cent. The officer is entitled to examine the luggage and confiscate all undeclared dutiable goods: he may not touch women. A woman had 400 large pearls in her bosom. The official asks about them. She says he may search her; he refuses, she passes the barrier and he stops her and demands the pearls."

*Friedländer's Roman Life and Manners Under the Early Empire*, vol. i, p. 294. English translation published by E. P. Dutton & Co.

Yours very truly,

WILLIAM SAVAGE.

SPRING LAKE, MICH., Nov. 23, 1909.

## The One Best Resolution

for the New Year  
is to order a supply of

# EVANS ALE

and thereby insure 365 days of  
good health and real enjoyment

**124 Years Doing Good**

In Spills if desired.

Leading dealers and places.

C. H. EVANS & SONS, Hudson, N. Y.



## PENNSYLVANIA R.R.

### Reminder Bulletin

There are two trains that the world is watching. They are making records, and records on land and sea and in the air are watched these days. The

**PENNSYLVANIA SPECIAL** is saving time and money to the business man by permitting him to snap down his desk at 4 o'clock and meet his associates in Chicago the next morning as they open theirs.

In the meantime he may continue his business with a free stenographer at his elbow or loaf with the conveniences of the club at hand.

The "Special" leaves Uptown New York at 3.55 P. M., Downtown by Ferry at 4.00 P. M., Downtown by Hudson & Manhattan Tube at 4.05 P. M., and arrives in Chicago next morning at 8.55. It kills time because it runs in the night.

**"The 24-Hour St. Louis"** is giving the business man an entire afternoon for recreation at the club, or elsewhere. He may leave Uptown New York at 6.25 P. M., Downtown at 6.30 by Ferry, Downtown at 6.35 by Hudson & Manhattan Tube and reach St. Louis at 5.25 the next afternoon.

He may enjoy a good night on an easy running train and continue his work the next day with a stenographer at his beck and call, or he may do anything he can do at his club except play billiards.

He gets a whole day in New York.

These trains are not only time-savers, but nerve-resters.

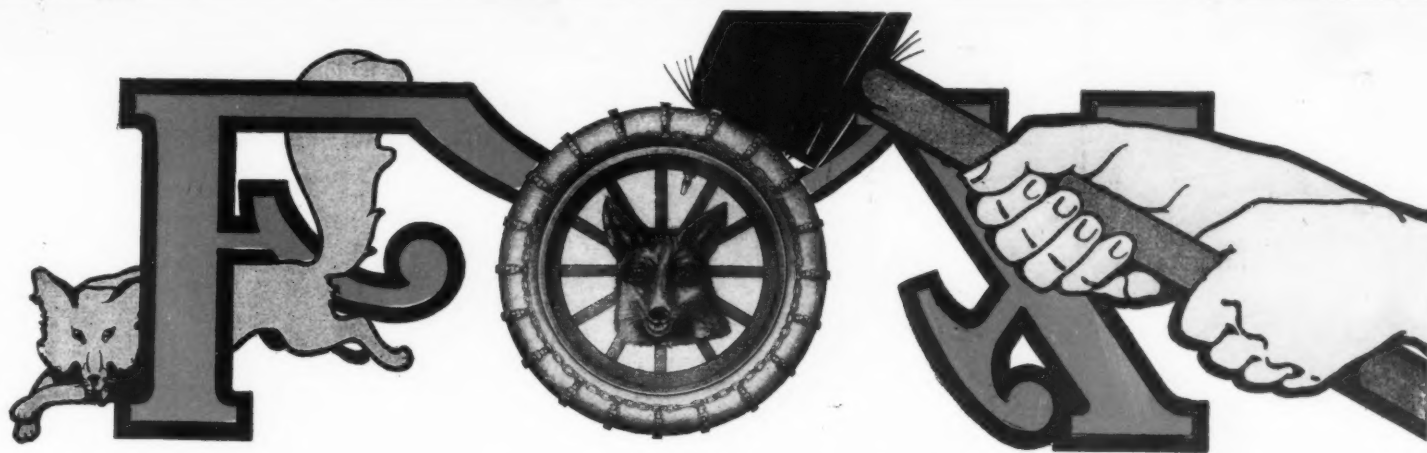
They exhilarate and refresh. They may be banked on for time.

#### Good Word from Texas

DEAR LIFE:

Every now and then you get out a number that prove wit and wisdom twins,

(Continued on page 16)



You can hammer the cross links of THIS Anti-Skid Chain with a sledge hammer, but you **CAN'T MAKE** them cut the tires.

The Fox Anti-Skid Tire Chain prevents skidding absolutely. It is the only chain which *does*. We stand behind this statement fully—it will keep your car from skidding. It will enable you to use your car on days when you would not *dare* take it out otherwise.

You are SAFE, your car is safe when equipped with Fox Chains no matter what the condition of the roads—safe on slippery, greasy asphalt, on ice and snow covered Macadam, on slimy cobbles, on car tracks—on any road or street. Fox Anti-Skid Chains will enable you to use your car sixty days—*two solid months* more in a year than you can without them.

### The Fox Chain WON'T hurt your tires

Of course you have had perfectly good shoes cut to pieces by chains.

Of course you have had great holes gouged in them by the cutting links of the chains, and so ruined in one day's driving, shoe after shoe which would have been perfectly good for a thousand miles more had not the chains cut them to pieces. Most motorists dread to put on chains almost as much as they dread to skid.

### The Fox is NOT that kind of a chain

In the Fox, no edge, no cutting surface of any kind comes against the tire. Nothing except a broad, flat, perfectly smooth metal surface *without edges*, touches the tire. The broad flat links fit the shoe as harmlessly and as closely as a piece of tire tape. If you should swing a heavy sledge hammer against the links of the Fox Cross Chain, not once, but *many times*, you could *not make* it cut into the tires. If you should do this with other chains, you would quickly drive the links *into* the

rubber and *cut a great hole* perhaps with the very first blow.

Fox Chains have proven by actual service of the hardest sort in the hands of private car owners that they wear for over three thousand miles where other chains go to pieces in three hundred miles. They cost a little more than other makes but they will wear many times as long and during their life will save you *several hundred* dollars in tire expense over other chains.

We have a booklet which will tell you more about Fox Chains than a dozen ads. like this. It will tell you also how to save your tires. Cut out the coupon to-day, fill out and mail to us—it's valuable and it's free.

EXHIBITING AT ALL SHOWS. COME AND SEE THE FOX FOR YOURSELF

**Fox Metallic Tire Belt Co.,**  
17-19 McKibben St., Brooklyn, N. Y.

Please send me your Free Booklet on Fox Tire Chains.

Name \_\_\_\_\_

Street \_\_\_\_\_

City \_\_\_\_\_

My Dealer or Garage's

Dealer's Name \_\_\_\_\_

City \_\_\_\_\_

LIFE

**FOX** Metallic  
Tire Belt ©

17-19 McKibben Street,  
Brooklyn, N. Y.

New York Salesrooms:  
Broadway at 68th Street

· LIFE ·

# The Trump of all Motor Jacks



When  
you inspect a  
motor car to judge  
its quality, look in  
the tool box for a

## GENUINE BARRETT AUTOMOBILE JACK

If it's there you can be sure that the car and its equipment is highest possible quality throughout—that the manufacturer has not sacrificed any quality to cost.

Never buy or accept a cheaper substitute for the Barrett.

The BARRETT JUNIOR is for medium and light weight cars —the regular BARRETT, for all touring and limousine cars.

CATALOG ON REQUEST

**THE DUFF MANUFACTURING COMPANY**  
PITTSBURGH, PA.  
50 CHURCH STREET, NEW YORK

*"If it isn't 'the Jack that Duff built' it isn't the Barrett"*

The Jack  
here shown  
is the  
regular  
BARRETT  
JACK

The  
BARRETT  
JUNIOR  
is shown  
in the  
playing card  
design  
above

Do not be  
deceived  
by cheap  
imitations,  
see that  
the name  
"BARRETT"  
and the  
name "Duff  
Mfg. Co."  
is on the  
Jack  
you buy







## MORGAN & WRIGHT TIRES

will enable you to get the most out of your car.

Cross-country touring, that most fascinating feature of motoring, has been denied to scores of motorists on account of the excessive tire expense and trouble it is thought to involve.

Morgan & Wright Tires are showing to a constantly increasing host of motorists the way to the fullest enjoyment of motoring at a greatly reduced operating expense.

Because of the painstaking care used in their construction and

inspection—because of the excess strength of materials put into them over and above what they will ever require in service—because of the fine Para gum used in their manufacture—it is because such are the methods used in the making of Morgan & Wright tires that the motorist whose car is equipped with them feels no hesitancy in attempting any kind of a trip from a 15-mile city run to a 1500 mile tour.

Your car for the coming year will be a better car, a more enjoyable car, and a more cheaply operated car if equipped with Morgan & Wright tires.

### MORGAN & WRIGHT, DETROIT

Branches, Agencies or Dealers Everywhere

# THE MARMON

"The Easiest Riding Car In The World"



A Vanderbilt Winner.

## Has Amazed Motordom by Its Long Non-Stop Mile-a-Minute Runs

Few cars endure the tremendous strain of a mile-a-minute speed for any great distance without stopping.

In the Vanderbilt, the Marmon "Thirty-two" stock car won the Wheatley Trophy, going the 190 miles in 190 minutes, without a stop.

In the Atlanta Races, the Marmon "Thirty-two" stock car won the 120-Mile Race in 109 minutes, without a stop.

In the New Orleans Races, the Marmon "Thirty-two" stock car won the 100-Mile Race in 107 minutes (on a one-mile circular track), without a stop.

From the inception of its racing career, at the Indianapolis Motor Speedway Races last August, the Marmon's superb stability—even more than its speed—has made it a prominent factor in strenuous long distance events.

The same stability has been proved in Glidden Tours and other reliability contests, year after year.

**No other car has ever proved so convincingly, by every known test, that it has the STABILITY to endure and satisfy under hard service.**

The Marmon is manufactured (not merely assembled) by a company known to buyers of high-grade machinery, the world over, for more than fifty years.

One chassis only—the "Thirty-two"—with option of body. 32-40 H. P. Weight 2300 lbs. Complete, high-class equipment. \$2650.

**Nordyke & Marmon Co. (Estab. 1851) Indianapolis, Ind.**

"Well begun is half done."

You add considerably to the value of your tooth cleaning by using

## CALVERT'S Carbolic Tooth Powder,

The popular English dentifrice—which gives such a thorough antiseptic cleansing to the entire surface of the teeth that are used, and a bright polish, too, for those that show.

15 cents at your druggists. Sample and Booklet free from Park & Tilford, F. C. Calvert & Co., Calvert's Depot, Broadway, Manchester, Dorchester-St., NEW YORK, ENGLAND, MONTREAL.

*Atlantic Monthly* for July, makes a statement that shows he has never read Henry George. The single tax is the simplest theory every submitted to human comprehension. Its foundation is simple justice, unadulterated by charity, love or altruism. Its result would be the just distribution of wealth to its producer. It would not reduce the earnings of Caruso, Edison or Joseph H. Choate a dollar; probably it would increase them; but it would give every fireman who shoveled coal, every farmer who raised cotton, corn or hogs, every negro who picked cotton, every boy who trapped muskrats, just what he earned. Gradually, and without any violent dislocation of present conditions, it would withdraw surplus wealth from those who did not earn, or—and this is a most important consideration and far-reaching in its effects—could not successfully manage it. Its essential and irreconcilable difference from socialism is that it would develop the personal equation as it has never been developed in the known history of mankind, beyond the furthest imaginings of Moses when he stood on the mountain looking toward the promised land of future civilizations.

If love, courage and wisdom are stronger than selfishness, fear and ignorance, it will make the world better. It would take the wonderful analytical brain that isolated the "Eternal Values" to even guess at its effect on human development. And, LIFE, how much you could do to advance it. If the fairy godmother came to me now with her one wish I really believe I would say, "Make LIFE a Single Taxer." This letter is not written by a visionary crank, but by a man who saw the partial working of Henry George's theory on the

(Continued on page 18)

### From Our Readers

(Continued from page 12)

your latest evidence being the editorial page of November 11; but on another page of the same issue you place the Single Tax in the category with Christian Science, Pragmatism, New Thought and Socialism as subjects difficult of comprehension as compared with the claims of the suffragettes. This statement would seem strange were it not for the fact that as clever a man as David Buffem, in a remarkably able article in the

Ask Your Dealer. If he hasn't it we will send express prepaid on receipt of

List Price,

\$27.00



### Repeating Hammerless Shotgun

JOHN BROWNING, international authority, states that this Stevens is "the last word in Repeating Shotguns." The fastest shooter. The hardest shooter. Put together or taken down in as many seconds as the next best takes minutes.

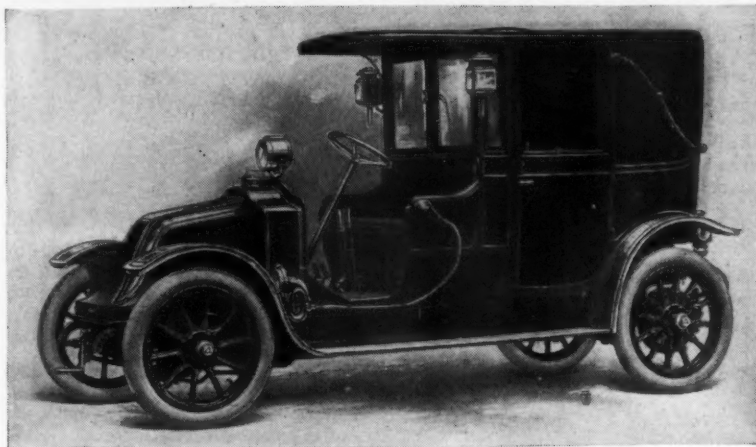
**SAFETY — ACCURACY — SPEED — SIMPLICITY — SIX LIGHTNING SHOTS**  
Solid breech, hammerless, can't clog. New shooters get bigger scores because the Stevens is a natural pointer.

Points for the Sharpshooter & Hunter

If you want expert information on Sharpshooting, Hunting or Trap Shooting, write us a postal telling which subject interests you the most. By return mail comes our letter

giving you this valuable information, besides the big Stevens Gun Book—209 illustrations and 160 pages about Rifles, Shotguns, Pistols and Rifle Telescopes. Write to-day.

**J. STEVENS ARMS & TOOL COMPANY, Dept. 191, Chicopee Falls, Mass.**



LANDAULET \$3300

# Every "Corner"

*Is Given Expert  
Attention in the*

## Croxton-Keeton Car

The result is a perfectly balanced vehicle, incorporating power utility, beauty of line and luxurious finish

### German Models

Roadster

Close-Coupled Touring

Regular Touring

Limousine

### French Models

Suburban

Touring

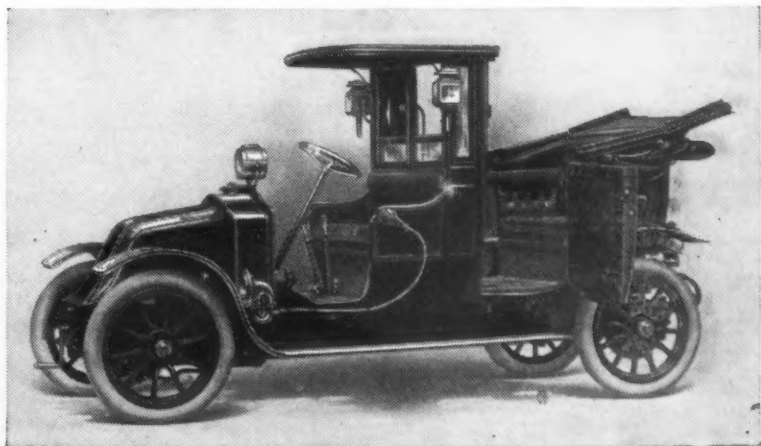
Landulet

Brougham

*The* Croxton-Keeton  
Motor Co.  
Massillon, Ohio

CHICAGO  
CLEVELAND  
BOSTON  
NEW YORK  
SALT LAKE CITY  
PROVIDENCE

PITTSBURGH  
KANSAS CITY  
LOS ANGELES  
DENVER  
TOLEDO  
SEATTLE



LANDAULET \$3800



FOR MEN OF BRAINS  
**Cortez CIGARS**  
-MADE AT KEY WEST-

five years has been that of Shylock, viz.: lending money, one you will admit if successfully prosecuted not likely to develop excessive altruism and equally unlikely to last for twenty-five years if unsuccessful. The moral of this is that the single tax would make such editorials as yours of November 11 unnecessary.

And now, dear LIFE, one word about those "Sparks from Old Anvils." They are not only most interesting but valuable. There is one I think would interest a number of your readers. It is a short poem entitled "Dreams in the Invalides," and was published in *Blackwood's Magazine* in June, 1868, three years before the Franco-Prussian war, which it foretold.

Very truly and affectionately yours,  
PENROSE N. IONS.  
SAN ANGELO, TEX., Dec. 12, 1909.

**A Financial Question**

LIFE,  
17 West 31st St.,  
New York City.

Dear Life:—Having noticed in a recent edition of a newspaper an article stating the remains of one of the Rameses had arrived in New York from Suez, the question as to how many years must pass before it is not a desecration to rob a grave of its contents comes to my mind. I should enjoy reading your opinion on this subject.

Yours in waiting,  
E. G. HINKLEY.

WE must refer our correspondent to the doctors. Medical schools, however, are not hampered by thoughts on desecration, pro or con.

**INVESTMENT SECURITIES**

NEW YORK

**Bank and Trust Co. Stocks**

Complete facilities for purchase and sale of Stocks in Banks and Trust Companies located anywhere in United States. Our current Lists present unusual opportunities for investment in new banks in growing towns as well as in established dividend-paying banks. We quote lowest prices.

**and High-Class Industrials**

We specialize stocks depending entirely on public demand for security and upon business operations for profits. Our customers may invest in moderate amounts and pay in convenient installments. The largest investment business of this character in the world—over forty thousand discriminating customers.

Write for our free pamphlet "No. 110" setting forth the facts regarding Bank Stocks as an investment. We will also mail you our current list.

**STERLING DEBENTURE CORPORATION**  
BRUNSWICK BUILDING  
MADISON SQUARE •• NEW YORK

**CRYSTAL Domino SUGAR**



**2 lb and 5 lb Sealed Boxes!**  
**BEST SUGAR FOR TEA AND COFFEE.**

**An Echo**

LIFE:  
I read the rotten book of *Bella Donna*, by Robert Hichens, without a pleasure, but since I have just read your rhymed review of the book with great pleasure, and "hope to God a lion bit her," too.

Yours very truly,  
W. P. TUTTLE.

TOLEDO, December 9, 1909.

"SHE asked me what 'igloo' meant."  
"Well?"  
"And I couldn't tell her. I'm not up on baby talk."—*Detroit Free Press.*



IT'S the fastest four cylinder stock car built in America—a fact demonstrated in the Atlanta, Indianapolis and other prominent race meets.

It's one of the largest, classiest-looking cars ever built at home or abroad.

It has no superior anywhere in design, in character of materials, or in minute excellence of workmanship.

It sells at \$2,500, yet it makes most high priced cars look small and cheap as it passes them.

**Partial Specifications**

**Motor**—Four cylinder, 5x5 11-16 inches vertical, cast in pairs. Water-cooled; centrifugal pump, Clutch—Self-contained aluminum, cone leather faced, spring cushioned. **Transmission**—Sliding gear, selective type. Three speeds forward and reverse. **Wheel Base**—124 inches. **Drive**—Bevel gear, through propeller shaft. **Oiling**—Crank case, constant level force feed oiler, oiling all working parts of motor. **Ignition**—Two separate complete systems. One a gear-driven, high-tension Bosch magneto. The other a storage battery, single coil and distributor. Each system has a separate set of spark plugs. **Tires**—30x4. **Gasoline Capacity**—20 gallons. **Brakes**—Two systems. Two internal expanding metal to metal hub brakes and two hand brakes on outside of rear wheel drums. **Front Axle**—I-beam steel forging. **Rear Axle**—Compound construction: inner axle used only as a driver. **Body**—Straight line. Carrying capacity, five passengers. **Springs**—Half-elliptic, 40-inch front under frame, 48-inch rear, 3/4 scroll elliptic. **PRICE, \$2,500.**

**National Sixes**

"Fifty"—Six Cylinders, 4 1/2 x 4 3/4 - \$4,200  
"Sixty"—Six Cylinders, 5 x 5 - \$5,000

Type of body—Touring, Baby Tonneau or Roadster—optional on all National Cars.

National Motor Vehicle Co.

1021 E. 22d Street, Indianapolis, Ind.

Standard Mfrs. A. N. C. M. A.

See our Exhibit, Grand Central Palace Show,  
New York—Opens New Year's Eve.

**From Our Readers**

(Continued from page 16)

Texas frontier many years ago; also the result of its abandonment from the changing conditions of land tenure. An important part of my business for twenty-

**12 TOURS TO EUROPE**

Leave in April, May, June, July and August.  
All parts of Europe, including Oberammergau.  
DE POTTER TOURS, (51st year), 32 Broadway, New York.

# Who Buys INDESTRUCTO TRUNKS?



## Here's the Answer, and the Proof



**P**EOPLE who are **known** to buy with discrimination—people whom **you** know to be **successful**—people whose judgment you can depend upon—these are the people who buy "Indestructo" Trunks.

The sales cards shown above were taken from among thousands representing the purchase of "Indestructo" Trunks by well known men and women.

This means to you that such evidence alone should lead you to call upon the best dealer in your city and investigate the many merits of the "Indestructo."

In 1909 the most careful buyers of the country snapped up the output of "Indestructos" in three months and we were compelled to turn back orders for thousands of trunks. Success was instantaneous because no careful buyer can fail to recognize the many superior features of the "Indestructo" Trunk.

There will be no shortage in 1910. We have increased our production 500%. And the trunk itself is even better this year than

it was in 1909. Its distinguishing and patented features are the same—improvement here seems impossible—but we have doubled its strength—made the body and the trays even stronger.

There is a real economy in buying such a trunk. Its unrivaled wearing quality—its ample protection to the contents even with the hardest handling—its special insurance guarantee and registry features, give it a real money value that has proved the price to be absolutely **the lowest**—service considered.



## Take an Indestructo With You on Your Early Spring Trip

Send for our book, "About a Traveler." A de luxe edition for 1910. Authoritative and entertaining. Beautifully illustrated. Gives invaluable information to travelers about railroads, steamships, hotels, services, tips, expenses, etc. Send us the coupon in a letter, enclosing seven 2c. stamps and we will mail you a copy at once.



## The National Veneer Products Co.

Station A24, Mishawaka, Indiana.

### READ THIS GUARANTEE

We guarantee that "Indestructo" Trunks will stand more abuse—more careless handling—will travel more miles and remain longer in good serviceable condition without the annoyance and expense of frequent repairs than any other trunk on the market.

### ADDITIONAL EXCLUSIVE FEATURES

In addition, a 5 year free Insurance Policy against destruction by Fire, or accident, goes with every "Indestructo" Trunk.

### PROTECTED AGAINST LOSS

The "Warning" shown at the left appears on both ends of every "Indestructo" Trunk.

It is a notice to "baggage smashers" that the trunk is insured; that their company will be held liable for any damage.

The lower half of this "Warning" mark calls attention to the trunk owner's Registry Number. Read it and you will see why an "Indestructo" can never be lost.



COUPON

NATIONAL VENEER PRODUCTS COMPANY

Station A24  
Mishawaka, Indiana

Enclosed are seven 2c. stamps. Please send copy of your book "About A Traveler" to

Name.....

Address.....

City.....

State.....

"Indestructo" Trunks are for sale throughout the country by the store which ranks first in class in each city.

New York City, N. Y., Saks & Company  
Chicago, Ill., Marshall Field & Co.  
Philadelphia, Pa., N. Snellenburg & Co.  
Saint Louis, Mo., The Grand Leader  
Pittsburg, Pa., McCreery & Co.  
Baltimore, Md., Slesinger & Son  
Cleveland, Ohio, Bennet & Fish  
San Francisco, Cal., The White House

Cincinnati, Ohio, Mabley & Carew Co.  
Buffalo, N. Y., Adam, Meldrum & Anderson Co.  
Detroit, Mich., Traver-Bird Co.  
New Orleans, La., D. H. Holmes Co., Ltd.  
Milwaukee, Wis., Gimbel Bros.  
Washington, D. C., Woodward & Lothrop  
Los Angeles, Cal., Bullock's  
Atlanta, Ga., Chamberlin, Johnson, Dubose Co.

and also by the best store in every other city where good trunks are sold. There is no substitute for the "Indestructo." If you have any trouble in securing the genuine, write us, and we will see that your order is properly filled.



# To the Readers of "Life:"

As we progress through "life" Fun, of course, is indispensable. The normal existence, however, demands the right proportion of Fun and Fact, and we arrive at the proper balance when we blend "Life's" attitude with what THE WORLD'S WORK stands for.

THE WORLD'S WORK deals with the serious needs and facts of life—but always in a live, vital, optimistic way. It is essentially the constructive, creative magazine; and its articles represent the ripe thought of clear-minded men and women and relate the achievements of real workers in the world.

# THE WORLD'S WORK

For 1910

It has been our good fortune to get series of graphic articles from a group of great workers, about the very undertakings and achievements of which they have been a part. The wide range of activities covered is shown by the men:

## Dr. Frederik Van Eeden

Dr. Frederik Van Eeden is the foremost literary man in Holland. But his chief purpose in life is to increase human happiness. He gave his fortune and eight years of his life to organize a community in Holland founded on industrial justice. It failed. He tells frankly of his failure, and of his expectation of success in another effort in the United States. He points to what he regards as the essential dishonesty and injustice of civilization—with a sweetness of temper and unselfishness and earnestness that it would be hard to match in literature.

## Gifford Pinchot

"Pinchot" is a synonym of "Conservation." He is writing three notable articles to show: (1) The Land as the White Men Found It; (2) The Land as It Is To-day; (3) The Land as It Might Be, and as It Will Be if We Squander Our Natural Resources.

## Elihu Vedder

Elihu Vedder's life covers almost the entire period of art history in America, and he has known many of the famous men of two continents. He can tell a story as well as he can paint—and that is very well indeed. Four chapters out of his life, with illustrations selected from his best work, will be published.

## THE REGULAR WORLD'S WORK DEPARTMENTS

In addition to these big series and the special articles there will be, of course, the regular departments that have gained for THE WORLD'S WORK such wide favor and authority. The March of Events will continue to interpret progress each month by pointing out the meaning of the really essential things in art, industry, education, politics—in short, in the whole world of human activity. There will be, also, the informing articles on "Investments," on "Insurance," on "The Way to Health" that have been of such practical service to the readers of the magazine; and our Readers' Service will continue to meet the needs of our subscribers for information and advice.

Put it at the head of your magazine list for 1910; \$3.00 per year

Doubleday, Page & Company, 133 East 16th St., New York

## James J. Hill

Mr. Hill's vital series, "Highways of Progress," have at once struck fire. The first appeared in November and the challenge, supported by startling facts, in "What We Must Do to Be Fed," brought an instant response from the whole world. These striking articles continue for a number of months. In December issue "From Minnesota to the Sea"; in January, "A Lost Opportunity on the Pacific"; in February, "How to Regulate Corporations"; in March, "The Empire of Irrigation and Drainage."

## Booker T. Washington

"Up from Slavery" left Dr. Washington on the threshold of his constructive career. He is now taking up the story of his larger work as a leader of his race. This series of Personal Experiences starts in the January issue.

## Dr. Luther H. Gulick

Dr. Luther H. Gulick, author of "The Efficient Life," believes that the average well man might increase his efficiency 50 per cent. From month to month he will show how it may be done, taking typical cases as demonstrations. Other helpful articles relating to the cure and prevention of illness will also be published under the title of "The Way of Health."

## Visit Porto Rico

Our steamers afford passengers every luxury of modern travel. Perfect cuisine. All outside staterooms. Metal bedsteads instead of berths. Wireless telegraphy.

### Porto Rico is an Ideal Winter Resort

A special cruise of three weeks can be taken from New York to and around the Island. The steamer is your hotel for the entire trip. The principal ports are visited. \$140 covers all expenses.

Write for illustrated booklet

The New York & Porto Rico Steamship Co.  
12 Broadway, New York

Branch Ticket Office, 290 Broadway

## Mutual Interest

A few days after a farmer had sold a pig to a neighbor he chanced to pass the neighbor's place, where he saw their little boy sitting on the edge of the pig-pen watching its new occupant.

"How d'ye do, Johnny," said he; "how's your pig to-day?"

"Oh, pretty well, thank you," replied the boy. "How's all your folks?"—*Wasp.*



"DARK WAS THE KNIGHT."

Some Excellent Rooms still on Sale for CLARK'S CRUISE OF THE "CLEVELAND"

18,000 TONS, BRAND NEW, AND SUPERBLY FITTED  
**ROUND THE WORLD**

FROM SAN FRANCISCO, FEB. 5, 1910.

One Steamer for the Entire Cruise of nearly four months costing only \$650 and up, including all necessary expenses.

ROUTE: Japan, China, Philippines, Borneo, Java, Burma, India, Ceylon, Egypt, Italy, etc. An unusual chance to visit unusually attractive places.

TWELFTH ORIENT CRUISE ANNUAL

February 5, 1910, by S. S. "Grosser Kurfuerst," 73 days, including 24 days Egypt and Palestine, \$400 up, including hotels, shore excursions, etc.

FRANK C. CLARK, Times Bldg., New York

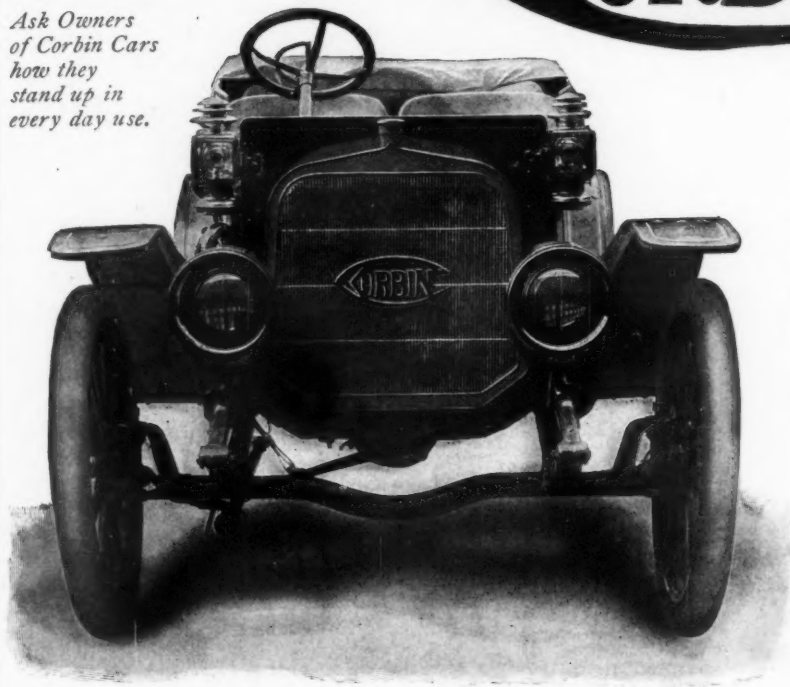


1910

ORBIN

Full Jewelled

Ask Owners of Corbin Cars how they stand up in every day use.



Corbin cars are the result of more than six years of constant study and test. They are the outcome of that preparedness which brings success; they are the product of a Corbin institution and must, therefore, be of representative Corbin quality. They are meritorious because of this, and because back of them is ample capital, the experience of a vast engineering force, more than half a century's knowledge of high class manufacture, and a policy which demands that all things be done right. Every vital part that enters into the construction of Corbin cars is manufactured in the Corbin plant, an adequate guarantee of the best possible materials and workmanship.

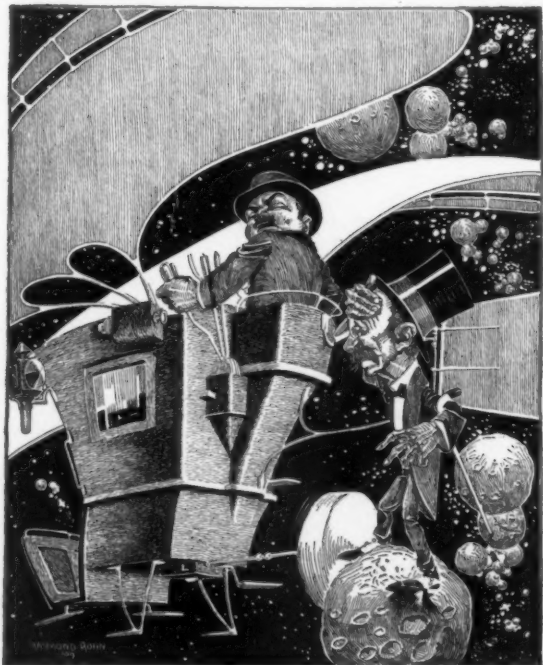
The 1910 Corbin cars are a continuation of the 1909 car, which has proved so superior and satisfactory that the demand has far exceeded the supply.

30 H.P., 5-Passenger Touring Car, \$2,750.00, Fully Equipped, including Cape Top, Prestolite Tank and Bosch Magnetos.

Write for descriptive Catalogue

The Corbin Motor Vehicle Corporation  
New Britain, Connecticut

Members Association of Licensed Automobile Manufacturers.  
Licensed under Selden Patent.



A FEW YEARS HENCE

Cabby: YOU PAY WHAT I ASK OR YOU'LL STAY ON THAT FRAGMENT ALL NIGHT, SEE!

For Automobile Tops

GENUINE  
*Pantasote*  
LEATHER

To be thoroughly satisfactory Automobile Tops should be made of

GENUINE *Pantasote* LEATHER

A good material for an Automobile Top must resist exposure to sun, rain and snow, and readily cleaned from grease. None but the *genuine* PANTASOTE Leather will meet these requirements, and keep the Automobile looking always at its best. Is absolutely waterproof, and retains its color. If your dealer tries to sell you a substitute, he probably does it for his own profit, at your loss. Imitations when new are deceiving. Cloth-on-both-sides material is unserviceable, fades, will not clean, and, rubber, "the interlining," rots. Get the *genuine* PANTASOTE Leather and be satisfied.

Send postal for booklet on top materials, and sample with which to compare when buying, and prevent substitution.

THE PANTASOTE CO.  
55 BOWLING GREEN BLDG. NEW YORK.



"NOW, WHAT DO YOU SUPPOSE  
THAT TELEGRAM DOES SAY?"

## Some Coming Numbers

### Next Week—Regular

Have you ever been disappointed in some of the special numbers of LIFE? We have. Some one whispered to us the other day, that after reading one of these page announcements of a certain number, they were keyed up to expect more than what really happened. Personally we didn't care so much for the chorus girls' number, although beforehand we believed in it so firmly, we spoke well of it. You can't always account for personal bias, and you can't always tell just how a number is coming out.

### Jan. 20—Spinsters' Number Cover by Hutt

This is going to be a—Never mind, we shall tell next week as much as we can predict about it beforehand. From what we already know of it, however, we feel certain that it will be a perfectly splendid number. Mr. Hutt's cover is a beauty.

### Jan. 27—Regular

One fact, however, must never be forgotten. In spite of slight variations between our predictions and the actual result, LIFE is giving its readers more ideas to the square inch, and more really nourishing text and pictures than any other weekly paper in the world. Get them all and make a comparison. So it really doesn't matter if occasionally we make an error in calculation. We mean well.

## Ten Dollars a Word

That is what LIFE will pay to—you, perhaps, who knows?

Mr. Roosevelt, we understand, received about a dollar a word for his African messages. But then he isn't writing for LIFE.

Everyone who reads this is eligible.

After you have read the advertisements in other pages of this number, and have been instructed and edified and amused by them, turn over into the text pages where the more humble and unassuming efforts of LIFE's artists and writers are in evidence, and you will see a stunning picture by Orson Lowell, and over it the question

### What does this Telegram Say?

That will explain everything.

Note that we don't bar you out if you are *not* a regular subscriber. We believe in being generous.

### This Contest

By the way, is only the first of a series of contests planned for the coming year. It will be followed by a College Contest, open to all college students. Begin now, please, to reflect about your own college, its life and its meaning. Maybe this knowledge will be of great value to you later on.



Au Revoir

# DOW PERFECTED MAGNETO

For the Man Who Drives His Own Car. For the Chauffeur Who is His Own Mechanic.

High Tension, Alternating Current, Arc Flame Ignition.

Complete Combustion. Increased Fuel Efficiency. Greater Economy of Operation.

Sold to any responsible person on

## THIRTY DAYS' TRIAL

The only Magneto made, covered by an **Unlimited Guaranty**

restricted only by reason and common sense.

Write for important ignition facts. We have data to give you which is of interest to every motorist.

Dow Manufacturing Co., Braintrae, Mass.

### General Belmont in Action

It was cheering to see the rich ladies who are interested in politics and public affairs go in to help the striking shirtwaist makers. Our belligerent fellow-citizen, Mrs. Alva Belmont, dashed into their firing line without waiting for a vote, and did what she could. She sent the strikers fifteen hundred dollars in a single roll (a thousand of it came from Mrs. C. P. Huntington), and the papers heard that she had promised a fund of thirty thousand dollars to support the strike. Miss Anne Morgan was another associate-striker, and we read of numbers of girl college-graduates who were helping the shirtwaist girls in perfecting their organization.

We take it for granted that when sewing-girls strike for shorter hours and more pay they deserve to win, and that it is always a righteous work to help them.

We take it for granted also that Mrs. Belmont has been having a first-rate time—the best, perhaps, she ever had.



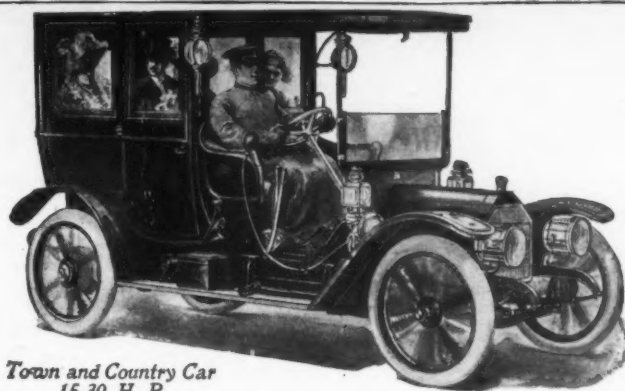
"AUTO-SUGGESTION"

## RAD-BRIDGE

Registered at Pat. Office LONDON, WASHINGTON, OTTAWA.

### CLUB LINEN PLAYING CARDS

"An Ideal Bridge Card." Design of back, hemstitched linen, pat. Sept. 24, '07. Colors: Red, Blue, Brown, Green. 25 cents per pack; gold edge 35 cents. Dealers everywhere or sent postpaid on receipt of price. Illustrated catalog of Bridge accessories free. Address Dept. L. Radcliffe & Co., New York, 144 Pearl St., & London, E. C.



Town and Country Car  
15-30 H. P.

## The Stearns — "The Car Luxurious"

The Stearns is just what these words imply—a car designed and built throughout to embody the extreme of richness, elegance and convenience for urban and suburban use.

Equipped with a motor so flexible as to take smoothly the short sharp corners and curves of city streets, yet powerful enough for any road conditions encountered in town or country. So constructed as to permit of easily turning in narrow streets.

### The Sturdiest Car

No one knows how long a Stearns will last, for no Stearns has ever worn out.

Stearns cars have been made continually for the past 13 years, and as far as we know every Stearns ever built is in actual use to day.

Stearns cars have more reserve power than any car of like rating of any make—the reserve force in a Stearns engine is what has made Stearns power famous.

### Therefore the Ultimate

Most Stearns owners have owned other makes. It has seemed natural for them to progress gradually through varying grades of quality until they reached the Stearns—the ultimate of excellence.

But once Stearns owners, they have settled down into a contented pride of ownership, for the Stearns is the ultimate car—the car to keep.

The car shown above is the famous 15-30 H.P. Stearns Limousine Town and Country Car. It can also be had in landaulet, touring car or toy tonneau body.

A more powerful car of equal quality and luxury, will be found in the 30-60 H.P. chassis with limousine body.

Licensed under the Selden Patent!

(31)

## The F. B. Stearns Co., Cleveland, Ohio

"The White Line Radiator Belongs to the Stearns"



# MAKE SURE OF THE MOTOR BEFORE YOU BUY

Something like one hundred prospective buyers have come to this great plant from all parts of the country during the past year.

It is an interesting and impressive fact that in every single instance they bought a *Detroit* Electric before they left.

Some of them already owned electric carriages of other makes.

A great many had visited other plants.

Not one, as we have said, went away without buying.

And the result could really not have been otherwise.

The efficiency of an electric carriage is dependent upon certain elements concerning which the investigator can readily satisfy himself.

Thus, the motor is of prime importance.

Your carriage might be perfect in every other point, and a model of elegance besides; but if you were not absolutely sure of the motor, it would be folly indeed to buy.

In this respect the *Detroit* Electric enjoys an advantage which is almost sufficient of itself to bar the buyer from choosing any other car.

**THE**  
*Detroit*  
**ELECTRIC**

No other plant in America manufacturing electric carriages makes its own motors; and a "stock motor"—by which we mean a motor built to run any kind of machinery—is a dubious and a doubtful quantity.

In a gas car it is desirable that the motor should be built in the plant which assembles or manufactures the car, but in an electric it is absolutely imperative.

The great Elwell-Parker plant in Cleveland—the only one of its kind in the country devoted exclusively to the manufacture of motors for electric carriages—is a part of the *Detroit* Electric equipment—purchased at a cost of nearly \$500,000.

The motor which you get in your *Detroit* Electric was made for your carriage and no other.

The successful overland tours of the *Detroit Electric* have been the talk of the automobile world for several years; and its recent triumphant conquest of the Munsey tour route—running with the gasoline car—further emphasizes the superiority of its motor and other mechanical features. No other electric carriage had the hardihood to enter the most gruelling tour of the season—though all were invited and knew the *Detroit* would make the trip.



The vital importance of this will be instantly apparent.

This is only one of the *Detroit* Electric advantages which would make your choice inevitable if you, too, could visit the great *Detroit* Electric plant.

The *Detroit* Electric is indubitably first in its field, because it monopolizes the finest equipment and the finest experience in the world devoted to that purpose.

We are serenely confident of your decision if you will but investigate the real facts.

The first step is your request for the catalogue.

**Anderson Carriage Company, Dept. LM, Detroit, Mich.**

Exhibiting at Madison Square Garden, New York, Jan. 8-15; at Chicago, Feb. 5-12.



*Voice from Inside Car:* OH, GEORGE! GEORGE, DEAR—QUICK!  
*George (underneath):* YES, WHAT IS IT? WHAT IS IT?  
 "THE MOST EXQUISITE RAINBOW!"

**The Masses Rise at Harvard**

CONSIDERABLE dismay has been reported from Harvard College over the unexpected result of the senior class election on December 13 for class and class day offices. There are a number of officers, largely ornamental, the three marshalships among them, which usually fall to the young gentlemen of grace, means and leading who have paid especial attention to the social side of life. This year under skilful and secret political leadership the masses of the class were organized into a political machine whose bosses made a slate and carried it through on election night without the least difficulty. So the politicians got all the places and the society gentlemen got nothing at all. This was amusing, but over in Cambridge it seems to be seriously taken as an ominous occurrence.

To us it looks not ominous at all but very wholesome, amusing and interesting. In all the colleges the effort is constantly going on to get all the various sorts of undergraduates into more familiar and brotherly relations with one another, instead of breaking up, as they are prone to do, into groups which touch only at their circumferences. This effort, as we see it, is likely to be furthered at Harvard by this amusing election, which demonstrates some of the drawbacks of the present system and points the valuable moral that exclusiveness works both ways.

It is very difficult to regulate the social relations of a class of six hundred young men. Birds of a feather are bound to flock together a good deal. To temper that tendency a little jolt that comes in the natural course of events is worth reams of exhortation.



"While there is Life there's Hope."

VOL. LV. JANUARY 6, 1910 No. 1419

Published by  
LIFE PUBLISHING COMPANY

J. A. MITCHELL, Pres't. A. MILLER, Sec'y and Treas.  
17 West Thirty-first Street, New York.

**W**ELCOME to 1910! It has been a long time coming and will stay with us only a little while. Let's make the most of it.



There are a number of things that we want to know, both as citizens of the great world and as citizens of the United States, which 1910 is likely to tell us. We shall know very soon what sort of policies—social, political and economic—the result of the English elections portends. We shall get more insight in the course of the year into the dispositions and immediate intentions of Europe. There will be some interesting discoveries and inventions, and we shall grow somewhat more familiar with aeroplanes. Colonel Theodore Roosevelt and Halley's comet will come back out of space and revisit the earth. It is rough on the comet to come back in the same season with the Colonel, and find the centre of the world's stage occupied! Mr. Morgan may buy Europe, which will be interesting if it happens. The football rules will be revised again. Judge Gaynor will give indications of what we expect of him as Mayor of New York, and they are pretty sure to be interesting.

But, on the whole, nothing will be watched with closer attention by thoughtful Americans than the development of the Presidential qualities of President Taft. A great many inquirers look at Mr. Taft from day to day and want to know: "Has he got

it?" they ask themselves, searching him for leadership. "Can he swing the stick? Can he handle the job? Is he, by nature, a principal or an associate? Will he fight the good fight for us, or will he let the rogues pull his leg?"

Nobody doubts that Mr. Taft is a good man, but just how much and what kind of a good man he is, is still matter of attentive speculation. The Presidency in these days is a tremendous test of inwardness. Nobody can tell precisely what it will find in a man until it has searched him.



**T**HE perplexity about Taft is partly due to his being a selected President who has had leadership thrust upon him, and not one who fought his way out and up in politics. With him political life is an acquired taste, and while his remarkable qualifications as a public servant are well understood and appreciated, there is uncertainty about his qualifications as a public master. And that is about what the Presidency has come to be—a mastership. The insurgents and tariff reformers were disappointed in Taft because he did not assert his mastership more effectually over Congress, and compel a better tariff bill. Mr. Taft, being a lawyer and conversant with the Constitution, has doubts in his mind, perhaps, how far the President ought to try to constrain Congress. We are told that the business of a lawyer is to make it hard to do anything—to slow things up. Mr. Taft's lawyer-like qualifications in that particular were hailed with ecstasy a year ago by folks who were tired of having too much done and going too fast. But the country is far from being willing to slow up for long in what it regards as good works. In the long run the Progressive party is the only party that has a chance. The question is not, Will the Progressives win? but Who will be the Progressives, and what will they take up? In so far as they take up good things, President Taft is bound to be with them or

perish, and he will have to be with them, not in the capacity of lawyer, but in the active exercise of the sort of mastership that has come to be expected of his office.

Cleveland could not lead his party, and spent his last official strength and all his mastership—which was much—in a vain struggle to keep it from going headlong to the devil.

Roosevelt dominated his party, swung it around until it pointed where he thought it ought to point, drove it in that direction, and saved it alive.

Taft is good ballast, but he must be more than that. He must stay on deck and keep the wheel. He must steer his party or he will fail. He has, apparently, the brains and the conscience for the job. The doubt about him is whether he has the nerve.



**I**T is a satisfaction to have Congress undertake to investigate Mr. Ballinger. We have meditated from time to time on his case, and are glad to have the responsibility for determining his status put upon some more authoritative body better qualified to get independent information and render a convincing verdict. It is important to know whether the interests of us, the people, or of the Guggenheims, have lain nearest to Mr. Ballinger's heart. If he is the Guggenheims' beau we would rather get another.

The qualifications and intentions of Mr. Knox excite much speculation. Mr. Knox is an able man and a first-rate lawyer, but as Secretary of State he is a new hand, and it is still to learn whether his abilities are adjustable to the demands of that office. His dealings with Mr. Crane brought him no distinction. Here's hoping that he may come out very much better in his dealings with Nicaragua. It looks as though there was intervention ahead for Uncle Sam in Nicaragua. Zelaya's government has been a horror, an atrocious tyranny, far too long endured. It is a case for the police, and if the local police are not able to handle it Uncle Sam is the cop for the job.



1910  
THE NEW YEAR

Specialism

THERE seems to be a general impression on the part of specialists that Dr. Charles William Eliot has trenched unduly upon their specialties, and that his counsel, so freely imparted to an erring world, is beginning to savour to omniscience. It was a rational effort on his part to direct our reading, and the books he recommended—though

few of us could grasp the principle on which they were selected—are certainly better than those which Mr. Roosevelt urged from time to time upon his reluctant people. The field of athletics is also one which, by long and sad contemplation, Dr. Eliot has made his own. But clergymen of all denominations are of the opinion that they know more about religion, its influence and efficacy than does a talented layman; financiers consider themselves better fitted than is a college president to grapple with corporate industries; and labor-leaders, stung into anger by a few plain truths, are protesting bitterly that it is to them, and not to a scholar and a theorist, that workmen must turn for aid.

This repudiation of unofficial criticism is as old as the arts of peace and war. It was all very well for Dr. Johnson to say that one need not make a table in order to know if a table be well made; but where is the carpenter who would agree with him? The Duke of Wellington cherished all his life a hearty detestation of Sir Hudson Lowe, not because Lowe had been the churlish and mean-minded gaoler of Napoleon, but because he had twice offered him—Wellington—advice as to the proper accoutrements of British soldiers.

It may be that Sir Hudson's counsels were fraught with wisdom and understanding; but Wellington, who was not open to suggestions, promptly demanded his recall and spoke of him ever after as a "d—d stupid fellow." His was the unprofitable wisdom of the reformer.—*Agnes Repplier.*

ALL is not literature that litters.



Notable Utterances

"DO not take any one except me too seriously."—*Peary.*

"I am not a candidate—but if duty calls —"—*Bryan.*

"Out, damned insurgent!"—*Cannon.*

"For me a foot of Areogapitica underneath the bough."—*President Eliot.*

"My country, 'tis for me!"—*Aldrich.*

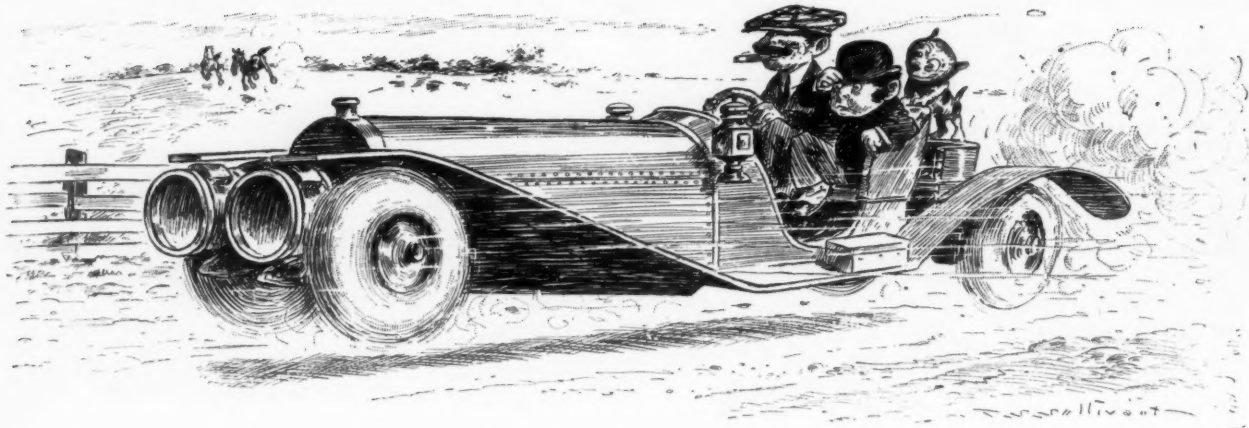
"Mr. Hearst is one of nature's noblemen."—*Hearst.*

"I do not remember."—*Rockefeller.*

"I came, I saw, I buried me a brass cylinder."—*Dr. Cook.*

"At this thrilling moment the bleary-eyed hippopotamus charged full at me and —. (See further installment in next month's Scribbler.)"—*Roosevelt.*

"Like the parrot, methinks I have talked too d—d much."—*Minister Crane.*



"AREN'T WE G-G-GOING RATHER F-F-FAST?"

"BLESS YOU! NO—THIS ISN'T MORE THAN THREE TIMES THE SPEED LIMIT."

### The Inner Truth



IS truly quite defensible that modern dress is sensible—simple charm.

We doubt, indeed, if Phidias would make remarks invidious

Or view the line of beauty with a feeling of alarm.

A lady, to be fetching, seems no more a mass of stretching seams,

But her appearance manifests a purpose that is sane;  
A rippling liquefaction is her clothing, not a fraction is  
Warped to a wasp-like waist line that we always have called vain.

Ah, no. Our observation goes—but not our information goes—

To show us that a great reform affects the mode of dress.  
The mystic style-producer makes the dresses all of looser makes

That give the waist a clever sort of artless gracefulness.

**BUT!** Don't you be deceived thereby. The ladies aren't relieved thereby.

Don't hug the fond delusion that they're letting out the waist.

The princess gowns may sheath it all, but, hark you! underneath it all

There is the old compression; they are just as tightly laced!

### A Yearly Visitor

OUR birthday comes around pretty regularly.

At first we welcome this gentleman with considerable elation. We hurry him up, and when he comes—as he always comes on time—we boast about him to our friends, as if he were a visitor to be doubly proud of, because each visit seems to mark an advance on the last one.

This goes on for some time, until—

The truth must finally be told. The year comes when we endeavor to forget him.

With a curious assumption of his unimportance, we endeavor to ignore him. Our friends know that he is coming as usual. Those who are more intimate with us may even joke us gently about him. We take it in good part—on the surface. Inwardly, we struggle within ourselves to appear calm under this affliction.

We would not have him miss his visits. Secretly, after a while, we begin to pride ourselves on the number of them, and the fact that we are able to receive him with so much ceremony—even if it is just between ourselves.

And yet we continue to treat him more gingerly. We want him to come, and yet the fact that he does come seems to add a new pathos to life.

Some day, doubtless, he will not find us at the old place. And yet even then, in response to his kindly inquiry, may those who answer for us be able to say, as usual:

"At home."



RINGING IN THE NEW YEAR



MORE SPEED, LESS HASTE

### An Auto Glossary for Motor Maniacs

**AUTOMOBILE.**—A gasoline gadabout, junketing Juggernaut and prodigal pleasure-craft patronized by opulent optimists, exercised by frenzied fatalists and vilified by the pedestrian public.

**Gasoline Motor.**—A multi-cylindere inferno for converting canned horse-power into uncanny locomotion.

**Horn.**—A popular advertising medium for attracting public attention, distracting mental tension and contracting the mortality rate.

**Chauffeur.**—A goggled grimy spectre who gallivants through the scenery without regard for life, liberty or the pursuit of happiness.

**Taxicab.**—A horseless hack licensed to practice highway robbery for nimbly negotiating the longest distance between two points.

**Garage.**—An auto hostelry and infirmary where car masseurs and mechanical internes operate on the credulity of chauffeurs, diagnose their practical instincts and remove the swellings from inflated fortunes.

**Speed-Mania.**—An irresistible impulse to sever the adjacent atmosphere without disarranging the mural decorations or altering the topography of the landscape.

**Fine (theoretically).**—Casualty insurance, collected from ambitious motorists as a protecting stimulus to pedestrianism.

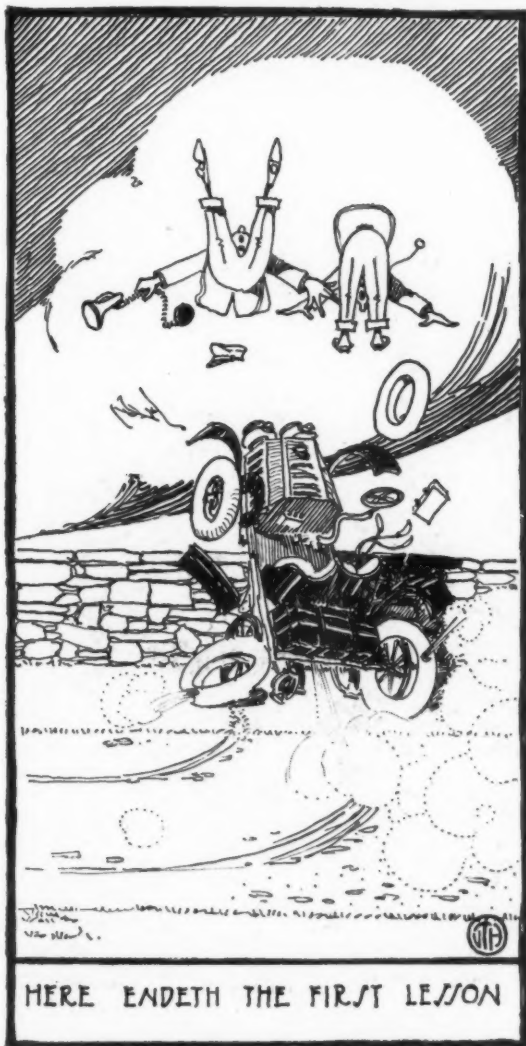
**Fine (practically).**—Petty graft exacted by Courts of Injustice to compel innocent chauffeurs to "set up" for the crowd.

**Joy Ride.**—An unchaperoned Tour de Luxe with Bacchanalian itinerary and frequent stopover privileges, terminating informally with *tout ensemble* finish—preferably jail, hospital or morgue.

**Demonstration.**—A free ride, with itinerant lecture on the demerits of rival cars, indulged in by investing investigator, inveigling imposters and the mortgaged multitude.

**Puncture.**—An explosive signal of distress often heard on highways, forecasting a local disturbance accompanied by a violent outburst of vocabulary.

H. T. Moore.



**M**OST of our millionaires began at the bottom and worked up. Their sons begin at the top and work down.

#### Usually Effective

**CRAWFORD:** What do you think of the fight woman is making for the ballot?

**CRABSHAW:** She would probably succeed better if she went back to first principles and began to cry for it.



# · LIFE ·

## It Sounds Well

**B**UT—Woman's Suffrage would vastly increase the ignorant and the purchasable vote, and, in the mixed population of American cities, would prove the strongest enemy to civic reform.

## What Every Chauffeur Knows

**T**HAT his machine is the best.

That it is a disgrace to walk.

That he can be careful if he wishes.

That every other chauffeur is reckless.

That all is not speed that sputters.

That a chicken on the table

is worth two on the highway.

That a bee-line is the shortest distance between two points.

A CONFIRMED business man is an idealist sidetracked.



A CLEAR ROAD

## Conundrum

**W**HAT statement of Job's indicates that the department store is not a modern institution?

Job 14-4: All the days of my appointed time will I wait till my change come.

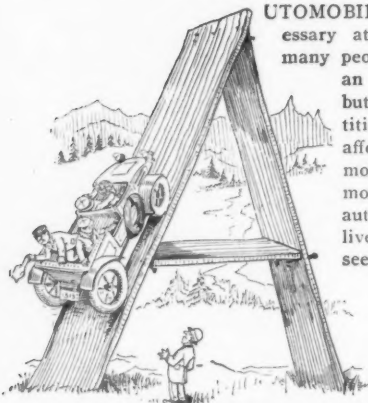


PERHAPS IT HAPPENED THIS WAY



"THAT'S THE BISHOP'S NEW PICTURE, BRIDGET."  
"SURE, MA'AM, HE'S CHANGED; BUT THEN HE WEARS HIS HAIR DIFFERENT NOW"

## The Lure of the Auto



UTOMOBILES seem imperatively necessary at any cost nowadays to so many people? Anybody can see that an automobile is a handy thing, but why is it irresistible? Quantities of people who never could afford horses have set up automobiles. Lots of people have mortgaged their homes to buy automobiles. Lots of people who lived simply and thriftily and seemed to be interested in saving money have suddenly let thrift go hang and blossomed out on the road in motor cars. Automobiles looked better to them than money in the bank, or independence, or an unmortgaged home.

The attractiveness of the new toy is astonishing. Some of it will wear off in time, but by no means all of it. One enormous attraction it has to the poor is that it does not eat. You can lock it up and go away and stay as long as you like, and it will be there when you come back. Nobody has got to stay with it, nor bring it oats, water or hay, nor clean out its stall. When it is not running it does not cost anything, except the interest on its purchase price and something off for depreciation. That commends it to the man who keeps few servants or none, who runs his machine himself and has spare time on Sundays and holidays to play with it.

Another point about it is the comprehensiveness of its appeal. Everybody wants a motor car because everybody can enjoy it. The less one knows, the better he likes it. Idiots are doubtless delighted with autos. Nobody is too young, too old, too big, too small, too ignorant or too wise to find a pleasure or a use in them. They call for only one thing—time—a thing that everybody has got. For some persons they save it and are liked for that; for others they spend it and are liked for that.

It is lucky that autos are dear. If they were not there would be so many of them that there would not be room on the earth for the folks to move about.



HIS FIRST TOUR  
AS IT SEEMED TO HIM

FOR a man, success in life consists in getting the money; for a woman, in getting the man who can get the money.



1710—1910

WHAT'S TIME AMONG FRIENDS?





*Motorist:* HAVE YOU BEEN FOR A  
DIP THIS MORNING YET?  
*Friend:* N-N-NO, W-W-WHY?  
"WELL, YOU'RE GOING FOR ONE  
NOW."

**Making Sure of the Main Chance**

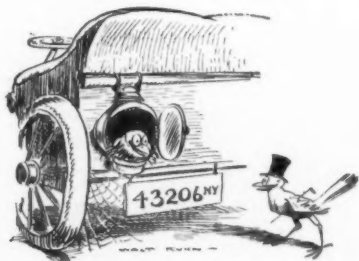
**H**E (pointing): I understand that the Frontenac's a nice apartment house.

**SHE:** Are you thinking of taking an apartment?

**HE:** Not unless I should get married.

**SHE:** If you want to live in an apartment house you should be sure and get a wife who would make a good cook.

**HE:** Wouldn't it be safer to marry a cook who would make a good wife?



"WELL, GOOD-BYE, MR. CHIRP. I HOPE YOU'LL REMEMBER THE NUMBER."

**The Suffragette's Amended Aphorisms**

**A**MERICA expects every woman to pay her duty.

A woman's work has just begun.  
No woman's a zero with the ballot.  
The hand that used to rock the cradle rules the nation.

For here we see through a veil with spots in it.

The noblest "steady" of mankind is woman.

A perfect woman, nobly planned  
To vote, to canvass and command.

*W. W. Whitelock.*



ON TIME

**H**OW often do we curse a man who succeeds by the standards we ourselves set!

**Popular Birthdays**

**CHARLES KLEIN**

Born January 7, 1867

*Facta canam; sed erunt qui me finisse loquantur.*  
—Ovid.

Sir, we have seen most of your plays, and like them. We understand that you are a Christian Scientist, and we should say that for truth and verity these plays of yours are by far the best thing that Mrs. Eddy has done.

We congratulate you both. We hope that you will continue to improve in your methods, and we wish you many happy returns of the day.



**FRANK NELSON DOUBLEDAY**

Born January 8, 1862

It is curious what an effect is produced upon the mind by constant reflection upon a publisher. And an American publisher at that. Literature, lying remotely back in the past, appears to groan in its sleep, to toss restlessly. All sorts of apparitions start up. There is the spirit of commercialism, so rampant to-day, or supposed to be. There is a certain spirit of mock originality in which fantastic forms take the place of fundamental principles. Yet out of all this will come some day the great writer.

Mr. Doubleday, among the newer generation of publishers, is the most alert and forceful. Daniel Webster said of some one that he was "a steam engine in trousers." Mr. Doubleday is a printing press and a composing room rolled into one. He stands like a scout in the vanguard, eagerly scanning the horizon for new vessels.

A young man! May his story be a long one, with a constantly increasing typographical elegance and a deepening sense of the value of art.



**CASPER FREDERICK GOODRICH**

Born January 7, 1847

*Coelum non animum mutant qui trans mare currunt.*  
—Horace.

Let us hope that the American Navy will always be no more to us than "a thing of beauty and a toy forever"—something to love and play with and be proud of, but not to fight with.

Whenever we have had occasion to use it in the past, however, it has not failed us; and, although in mechanical equipment and the number of its ships it has not always been in the front rank, it has usually been able to hold its own because of the men who controlled its destinies. Not the least of these in this day and generation is Commander Goodrich.

He is all right! Salute!



**BURTON HOLMES**

Born January 8, 1870

"Much have I traveled in the realms of gold."  
—Keats.

It is the duty and the pleasure of this gentleman to detach local atmosphere from various parts of the globe and to bring it where we can get the benefit of it. Anybody who has watched the process by which he does this and has benefited by the results cannot fail to admire him for his ingenuity





RESCUED

HOW FRANZ GARAGE, LATE OF SWITZERLAND, MADE HIS FORTUNE

and his judgment in selection. He gives us the delightful opportunity to climb the Alps or sail down the Nile, sitting back in comfortable chairs, and all in good time for bed. He distributes his scenery with a lavish hand and a recklessness that is astonishing, considering how small after all this world is. What a pity also that he cannot provide us with some of the delightful companions that one so often meets upon a journey and which are often more important to us than what we see.

Mr. Holmes, here's looking at you. May you have as many happy returns as there are places on the globe to interest us.

## WILLIAM JAMES

Born January 11, 1842

"Cuilibet in arte sua perito est credendum."

How is it possible to felicitate a gentleman of such diverse accomplishments upon his natal day?



We find ourselves at loss to express the mingled feelings of surprise and delight as we contemplate his wonderful career. To be the George Ade of philosophy is honor enough in itself, but to be the Blackstone of spiritualism and the

high priest of psychology, besides an expert pragmatist and an expositor of religions cannot but fill us with awe.

Where shall we begin and what shall

we say? Was it not Huxley who remarked that no discussion of any question was possible without finally arriving at the ultimate problems of philosophy? Underneath his apparent diversity, his extraordinary versatility, we have a secret and comfortable feeling that this is just what Professor James is going to do for us. Now he astonishes us with the variety of his exhibits, but some day, when we least expect it, he will put them all into a silk hat, say "Presto!" and lo, will bring forth the ultimate for our delight.

In the meantime we must confess to an intense desire to have him put off this fatal moment as long as possible. While we are of course interested in the ultimate, we are much more interested in Professor James and his exhibitions.

Professor, we wish you a long continuance of your health and strength. Here's power to your mind!

## THOMAS DIXON, JR.

Born January 11, 1864

Sir, we have not read your books, nor seen your plays.

We wonder if this is our fault or yours. It is not, certainly, because you have not been popular. Your *Leopard's Spots*, we understand, was a most ingenious and interesting tale.

Good luck!



## JACK LONDON

Born January 12, 1876

"Cura esse quod audis."

The hero of this birthday notice has often expressed his disgust at the people of the upper world with whom he has mingled. He is on extremely bad terms with them. He is disgusted with their inanities and with their misconception of the great facts of life; and he cannot say enough against them.

We love you, Jack London; we have followed your varied career with interest; and, moreover, there is a sense in which we thoroughly believe in you. But there is something wrong with your philosophy and your viewpoint. We shall tell you about this some day, when we are in the mood for giving advice and you for taking it.

At present we have only words of praise and encouragement. Let the artist within you keep struggling for more freedom.

"To paint the thing as you see it,  
For the God of things as they are."  
May good luck and fortune attend you!

THE progress of religion is the history of heretics.

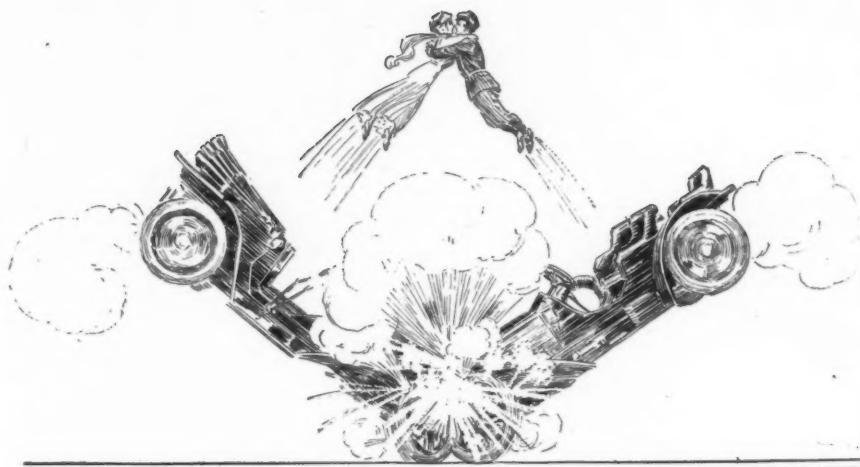
Emotional Democracy

A MINISTER out in Chicago has discovered a remedy for the body politic. It is called "emotional democracy." Doesn't sound particularly bad, but what does it mean. It has a strong suggestion of suffragetism, but surely that couldn't be it.

The thing that puzzles us is: Does emotional democracy shut out rational democracy? Bryan has always been somewhat emotional. Does it include him? Of course, it doesn't matter much. We are willing to be saved upon almost any terms, be it an emotional or a rational prescription or a delicate proprietary admixture of both.

If necessary to our safety, we are willing to become hysterical, morbid, dopey, dippy or even optimistic. But in the meantime we wonder.

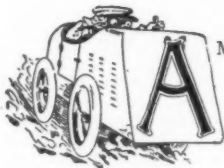
-Ellis O. Jones.



Paul Gould

LOVE WILL FIND A WAY

He Was Looking for Trouble



MAN went into an automobile establishment and accosted the man who came out to greet him.

"Have you got a second-hand machine?"

"We have indeed. One that——"

"Does it run smoothly?"

"Fine. None better."

"Then I don't want it."

"Don't want it!"

"No, sir. I want the worst machine that you have around the place."

"What for?"

"To run, of course. I want a machine that backs and fills, that splutters and lays down on you always at the wrong moment. I want a machine that crawls along and gives you hope and encouragement and fills you with a sense of freedom, and then suddenly, when you are forgetting that you ever had any trouble, gasps and stops short."

"You say you want a machine just like that?"

"I certainly do, sir. That's what I came in here for. If you can't accommodate me, please say so at once. My time is valuable, and I will seek elsewhere."

"You're looking for trouble, are you?"

"That's what I am. Can't let me have too much of it. I am hungry for it."

The automobile man became deeply interested.

"May I ask, sir," he said, "what is the peculiar nature of your complaint?"

"Certainly, sir. About two years ago my wife became a Christian Scientist and converted me. Then I went over to new thought and began a course of rhythmic breathing. On top of this I joined a vibration school until I became too happy for any use. I became so happy that I simply couldn't stand it. Now I've got to have a taste of the old times. I must have something to worry me or I shall go mad. So trot out the worst old bag of bones you have, sell it to me for a song, and let me once more be a real human being, with an interest in the things of this life."



"IS THAT ALL YOU'VE KILLED?"

"YES."

"COME FOR A RIDE WITH ME."

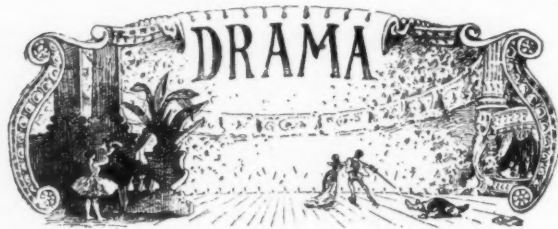
Fitted for the Task

"HOW do you get your hair arranged so beautifully?" asks the admiring friend.

"I'll tell you," candidly answers the owner of the many switches, braids, puffs, ringlets, etc. "Every maid I had simply wore herself out with the heavy work of dressing my hair, until last summer I found a sturdy Swedish girl pitching hay on a farm near our cottage. I engaged her at once."



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### Mr. Clyde Fitch and Mr. David Belasco



THE old fable of the town mouse and the country mouse is the basis of the last and unquestionably the strongest play that came from the pen of Clyde Fitch. In actual presentation Mr. Fitch might have made the play different had he lived, but, with nothing to go upon but the bare manuscript, Mr. John Emerson, who took the place of the author in staging "The City," has certainly breathed into it much of the same perfection of detail that brought to the lamented dramatist a large part of his renown. It is a high tribute to the literary ability of Mr. Fitch as a dramatic author, aside from the credit always his of being able to take a play in rehearsal and make it interesting from his abilities as a producer, that another could take his bare manuscript and stage it with unusual and quickly recognized success. The way "The City" is performed means that Mr. Emerson is an unusually good stage manager and that he caught perfectly the spirit of the strongest play Mr. Fitch ever wrote.



To go into a discussion of the question the play raises—whether the city or the country town is better for the development of the best that is in us—means a lengthy argument, too lengthy for these columns. Suffice it to say that the question is not between the physical conditions of city life and country life and its wholesome touch of humanity with the earth and fresh air, but between the sordid hypocrisy of a small town and the greater rascality of a large city. And of course the play does not settle the question although it makes some aspects of the problem highly dramatic.

Exciting and absorbing as is the story of "The City," a great part of its value depends upon the acting of Mr. Tully Marshall. With so many examples easy of observation in certain circles of metropolitan life, almost any actor would find material to go upon in depicting degeneracy. In his impersonation of *Hannock* Mr. Marshall goes beyond merely superficial study and ventures far deeper and more accurately into human abnormality than Mr. Mansfield did in his highly theatrical *Baron Chevrial*. It might puzzle the most expert of our alienists to criticize Mr. Marshall's depiction of a youth mentally distorted by heredity and accentuated in his distortion by vice. His portrayal of this remarkable character is

not only effective dramatically but is worthy the observation of neurologists and criminologists. It puts Mr. Marshall in a high place in the dramatic profession. If managers are not fools it means a place largely of his own selection.

There was other good acting in "The City." Mr. Emery's *Van Vranken*, a type of alcoholic gentility combined with shrewdness, not unknown in New York club life, and Eva Vincent's honest, homely, country mother translated to city insincerity, were gems of impersonation. Mr. Howell as a political boss, not of the Tammany type, but of the more polished Republican style, was quite in character, and the two girls bringing small-town individualities to city opportunities for foolishness were well depicted by Lucile Watson and Mary Nash.

"The City" is worth seeing by those who like their dramatic diet strong. It will try the nerves of the over-emotional. Even in frigid Boston it is said that at the first performance of "The City" several ladies belonging to exclusive circles and hitherto guiltless of ever having done anything to attract public attention to themselves actually fainted away and had to be carried from the theatre.

ATMOSPHERE of Louisiana before that State had become Americanized is supplied plentifully and agreeably in "Cameo Kirby" by Messrs. Booth Tarkington and Harry Leon Wilson. Slavery and the French mixture help to picturesqueness in the characters and the gambling spirit of the days before Puritanism ruled all America helps the plot. Mr. Dustin Farnum is starred in the play and sets forth an excellent example of how the vanity of the actor destroys natural advantages of personality which if honestly used might be of artistic value. May Buckley's performance as a girl of the South is charming, but tinged with the same artificiality. The broad, genuine comedy of Mr. Emmet Corrigan as a coarse-grained gambler, and Mr. George Thatcher as a sure-enough colored house servant, are agreeable by contrast.



"SAY! MAW, WHEN'S PAW COMIN' HOME?"



JIU-JITSU

Mr. Monk (reading instruction): GRASP YOUR OPPONENT'S WRIST WITH YOUR RIGHT HAND AND THROW HIM OVER YOUR SHOULDER.

"Cameo Kirby" as a stage story is interesting and not entirely spoiled by the staginess of its principal actors.

WHY "The Goddess of Liberty"? And why anything about the plot, or about the title? A most remarkable succession of scenes, talk, marchings on and off by a rather comely lot of chorus-girls, many changes of costume, some tuneful songs badly sung, slang without wit, all a general jumble of inconsequentiality set forth to entertain a public weary of the same things better done. And the saddest of all is that Mr. Edward Abeles, who is a clever legitimate comedian, wasted himself in trying honestly to make it carry. The Goddess of Liberty seems to be an extinct character in America to-day. In the form she was presented at Weber's Theatre a paragraph should be a sufficient obituary.

LET Mr. Belasco take almost any kind of a dramatic theme, subject it to his expertness in theatric detail, in stage effect and in training of stage people. The result is bound to be interesting and picturesque. In the play from the French which he calls "The Lily" he has a theme especially interesting at this psychological moment when women are striving to escape from masculine chivalry and protection to gain the doubtful privilege of the ballot. Two of the

premises to the argument are men who are unworthy of the name, being Frenchmen of a type discredited even in France, and two women who, by the fiction of family control, they seek to keep in an unheard-of domestic seclusion. Result, one becomes an outwardly compliant but inwardly rebellious old maid and the other an erring lamb, producing complications which make an interesting but unnatural play.

Quite in the artificial tone of the drama is the despotic father who denies his daughters their right to get married or go to the devil, and he is played with admirable artificiality by Mr. Charles Cartwright. As a character part it stands out against the would-be naturalness of Nance O'Neil, as the spinster sister, and Julia Dean, as the younger one who seeks and finds irresistible temptation. Nance O'Neil comes very near being grotesque in her role, although she sets forth the argument against spinsterhood with almost masculine force and conviction. Julia Dean with less facial contortion would win sympathy. Mr. Hickman, as the caddish brother, and Mr. Bruce McRae, as the one person of sense in this family outfit, do good stage work.

In selecting "The Lily" for his ef-

forts Mr. Belasco reverts to a type of play which has some contemporaneous interest to the sex in revolt, but which in the main is a bit back of our time. It may have a passing power of attraction but is not at all in the line of his best effort.

At the close of the second act of "The City," on the occasion of its first performance in New York, the audience gave a demonstration of feeling which has never been equalled at a theatre in the remembrance of the writer. Men yelled and women screamed as a relief to the tensivity of their nervous excitement. Mere applause was not sufficient to vent their feeling. It was a spontaneous and uncontrollable outburst and was renewed every time the curtain went up in repeated response to the clamor.

In one respect this vocal outburst was unfortunate. It seems to have set a fashion. At the first performance of "The Lily" at the Stuyvesant certain young men in the audience gave vent to yells as though they, too, were moved to uncontrollable emotion. It may have been genuine, but— It is to be hoped that yelling will not generally take the place of decorous applause. In some cases it might provoke indecorous hissing and booing.

Metcalfe.



Academy of Music—"The Easiest Way." Last week of Mr. Eugene Walter's expert and well acted minute diagnosis of Tenderloin conditions.

Astor—"Seven Days." Cleverly contrived and well staged farce with three acts of continuous laughter.

Belasco—"Is Matrimony a Failure?" The social side of suburban life humorously treated. Fun with the suburbs.

Bijou—"The Lottery Man." Mr. Cyril Scott and good company in merry farce.

Broadway—"The Jolly Bachelors." Notice later.

Casino—"The Chocolate Soldier." Mr. George Bernard Shaw's "Arms and the Man" as the basis of a comic opera with light and catchy Viennese music.

Comedy—Mr. Laurence Irving and Mabel Hackney in "The Affinity," formerly "The Incubus." Clever French comedy. Not for the young person.

Criterion—"The Bachelor's Baby," with Mr. Francis Wilson. Notice later.

Daly's—"The Belle of Brittany." Musical play of the customary type, with Mr. Frank Daniels as the comedian.

Empire—Mr. Barrie's "What Every Woman Knows." Miss Maude Adams and good company in the Scotch author's clever satire on his own people.

Garrick—Mr. Otis Skinner in "Your Humble Servant." Notice later.

Hackett—"Cameo Kirby," with Mr. Dustin Farnum. Agreeable drama of Southern life in the first half of the last century.

Herald Square—"Old Dutch." Diverting musical farce with Mr. Lew Fields and good support.

Hippodrome—Brilliant ballet and water spectacle.

Hudson—"The Next of Kin," by Mr. Charles Klein. Notice later.

Lyceum—Marie Tempest in Mr. Maugham's "Penelope." Charming comedienne in very frothy comedy.

Lyric—"The City," Mr. Clyde Fitch's last play. See above.

Manhattan Opera House—Repertory of grand opera.

Maxine Elliott's—"The Passing of the Third Floor Back." Mr. Forbes-Robertson and excellent London company in interesting mystical comedy-drama.

New Theatre—Repertory of dramas and minor opera.

Savoy—"The Commanding Officer." Notice later.

Sauyvesant—"The Lily." See above.

Wallack's—"A Little Brother of the Rich." Notice later.

Weber's—"The Goddess of Liberty." See above.



New Year's E

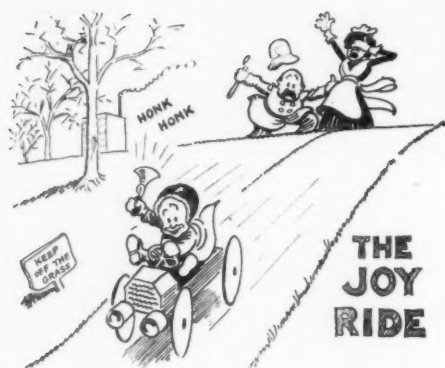
A FEW PROMINENT CITIZENS TURN OUT TO W





HARRISON J. LADY

Year's Eve  
TURN OUT TO WELCOME THE NEW BOY



### The Clinching Argument

A YOUNG MAN representing a well-known make of motor car had called, discussed intelligently the points of the automobile he was endeavoring to sell, had given a flawless demonstration—

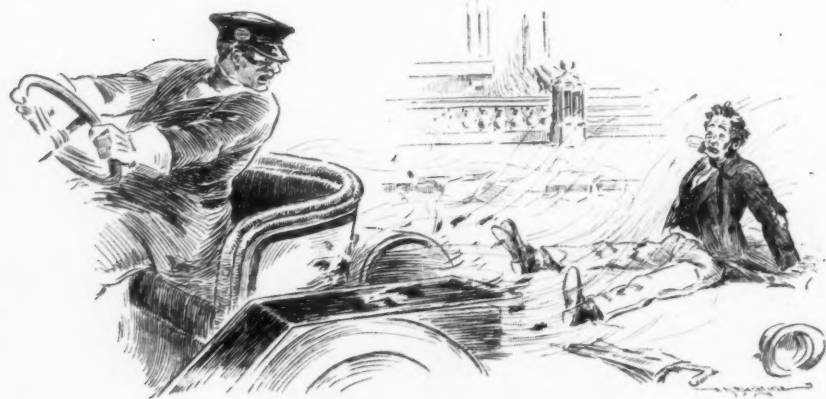
But the prospective amateur motorist before mortgaging his house still wanted to be thoroughly convinced and so he said: "What you say about your car may be all right. The engine runs very nicely and it looks good to me; but tell me one thing—have you ever sold any of these cars to *your own personal friends*?"

The salesman smiled. "Have I! Why, three months ago I was engaged to a girl, and I sold one of these identical cars to my prospective father-in-law."

"Did you marry the girl?"

"Yes, indeed. I've now got the girl, an contented father-in-law, and an enthusiastic customer as well."

He made the sale.



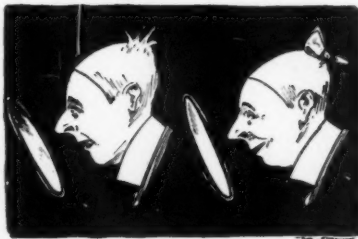
Chauffeur: YOU'D BETTER LOOK OUT.  
"WHY, ARE YOU COMING BACK?"

### Infalibilities

THE Rev. Charles F. Aked recently admitted that the Bible is not infallible. This is a dangerous admission. The fact, moreover, that Mr. Aked is pastor of the church to which Mr. John D. Rockefeller belongs makes it no less dangerous.

What are we poor mortal laymen to do—to say nothing of the preachers to whom it is often a bread-and-butter question—if we are not to have something infallible to fall back on in emergencies? For centuries the Bible has served as such a cushion. During all those years the only sure way to close an argument was to open the Book.

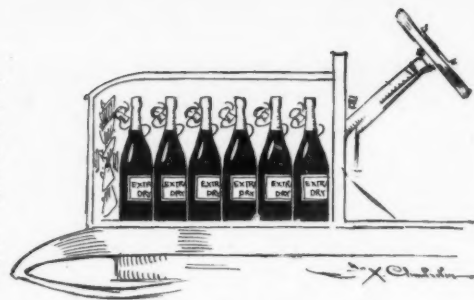
The human race is still an infant industry. It is unable to stand alone. It cannot get along without an infallibility in its medicine chest. If not the Bible, what?



A SUGGESTION

BUTLER: Lady Gray and the new cook are waiting below stairs, madam.

MRS. FROST: Show the cook up first, Jorkins. Lady Gray can wait, but the cook won't.



MOTIVE POWER FOR JOY RIDERS

### The Modern Mechanic

OH, I'm a professional auto-man!  
A driver of daring and skill.  
In goggles and cap I'm a stunning chap,  
Gotten up in a style to kill.  
I know all the merits of each machine  
In every particular part;  
There isn't a thing from a spoke to a spring

That I haven't got down by heart.  
In friction, ignition, combustion and power,

In sprockets, and ratchets, and cams,  
I'm right up in front, and can do every stunt

When the what-yer-may-call-it-em jams.

Rarefaction, velocity, fuel viscosity;  
Cylinders, throttles and pumps,  
Are simple to me as A B and C,

When the thingumbob sputters and jumps.

Of jacking and packing, connectors and sectors,

Flanges, and bevels, and joints;  
Of shaft revolution and weight distribution

I know all the decimal points.  
Selective control is dead easy to me,  
The battery simply a snap:

The plug of the spark I could see in the dark,

Fix the nozzle while taking a nap.  
The mud-guards I know from the lamps at a glance,

The tires I can tell from the brakes:  
Valves, clinches and strokes are mechanical jokes,

Ratios, mathematical fakes.  
Garages, speedometers, gasoline, tanks,  
Vibration, displacement and sprays:  
Bolts, rivets and chains, co-efficients and strains,

I can talk of in technical phrase.  
There's only one thing I am waiting for now,

Ere my knowledge can fully prevail:  
If I only could steal an automobile!

I have cribbed all the rest by mail.  
Frederick Moxon.



## What Does This Telegram Say?

LIFE WILL PAY \$100 FOR THE BEST ANSWER TO THE QUESTION ABOVE

### Ten Dollars a Word

**T**HE picture on this page represents an unusual situation. Please study it carefully, and see what you can make out of it. Note every detail.

When you have made up your mind what ten words or less the telegram in the man's hands might contain, exclusive of the address and signature, write it out and mail it to the Telegraph Editor of LIFE, with your name and address.

The cleverest telegram, in the judgment of the editors of LIFE, will be awarded the prize of one hundred dollars.

Everybody is eligible. But no more than three telegrams will be accepted from any one contestant.

The contest will close on March 1, 1910, no answers received after that date being considered. The announcement of the winner will be made as soon thereafter as possible.

### The House That Jack Built

**T**HIS is the house that Jack built.  
This is the mortgage that was clapped on the house that Jack built.

This is the wind that was raised by the mortgage that was clapped on the house that Jack built.

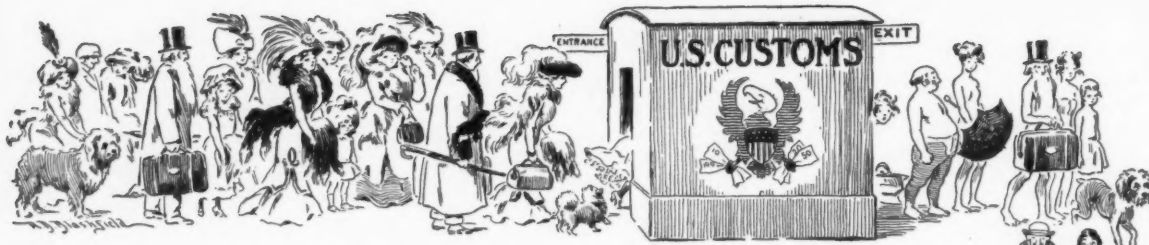
This is the car that the wind was blown into that was raised by the mortgage that was clapped on the house that Jack built.

This is the woman that rode in the car that the wind was blown into that was raised by the mortgage that was clapped on the house that Jack built.

This is the social prestige achieved by the woman that rode in the car that the wind was blown into that was raised by the mortgage that was clapped on the house that Jack built.

And this (for there will perhaps be some curiosity to know about even so trifling a detail of the business) is Jack.  
*Ramsey Benson.*





GOING IN AND COMING OUT

## Gentle William Loeb, My Dear

(Tennyson doesn't care.)

**G**ENTLE WILLIAM LOEB, my dear,  
I'm coming back to Gotham Town;  
I wear a London overcoat,  
My wife has bought a Paris gown;  
Our Antoinette displays a set  
Of ermine-bordered Persian lamb.  
Oh, let us keep our pretty things!  
They would not fit your Uncle Sam!

Honest William Loeb, I fear  
Your myrmidons in brass and blue  
Whose harpy talons clutch and curve  
To search our luggage through and through.  
That ruffian rout will empty out  
The trunks I toiled so long to pack,  
And strew their contents wide about;  
How shall I ever get them back!

Mighty William Loeb, see here!  
My heart is clean of base intent;  
I haven't any gems or pearls,  
(See "Sundries—N."), at ten per cent.,  
No girders, rails, nor wire nails,  
No anchor, shafting, chain or wheel  
To violate the private graft  
Of any big United Steel!

William, William Loeb, appear!  
To save my tattered self-respect!  
I bring no timber, hewn or squared—  
The Lumber Barons can't object.  
I pack no coal, nor any roll  
Of cotton, wool or linen. Why,  
The statues on your Custom House  
Are not more innocent than I!

Modest William Loeb, give ear!—  
I've traveled leagues across the foam;  
Is this a Governmental spree  
To bid the Native, "Welcome home"?  
With cruel scorn my clothing's torn  
Away, and held in proof of guilt;—  
Oh, give my trousers back to me!—  
I never learned to wear a kilt!

Heed me, William Loeb: 'Tis clear  
Your little job is aught but fun,  
And men have honored, far and near,  
The cleansing work your zeal has done  
Then make the Smuggler bite the dust,  
And give the Briber cause for woe;  
Take vengeance on the Sugar Trust,  
But let the simple Tourist go!

Arthur Guiterman.

## Nicaragua and Nature's Law

What kind of a scrape is this administration getting into down in Nicaragua?—*Springfield Republican.*

**I**F you expect an answer from us you'll have to wait. We don't make out yet how it is all coming out. We are not favorably impressed with President Zelaya's character or deportment. He could hardly be worse spoken of if he were running for Mayor of New York on the Tammany ticket and making his own speeches.

And there is always this to say about Nicaragua and the other Central American republics and some of their nearby South American neighbors. In regard to them we have suspended the laws of nature. Nature's laws provide for the disappearance of the unfit. Nature's laws as applied to politics provide for the absorption or domination of nations of incapacity by nations of capacity; for the government of nations that cannot govern themselves by stronger nations that can either govern them or eat them





J. M. MONTGOMERY FLAGG

"BLUEBEARD"

up. By the Monroe doctrine we have suspended the application of this natural law of politics to the Central American and South American republics. Europe must not coerce them no matter how much they may seem to need it. They may eat one another up—except as provided by the agreement for arbitration arranged by Secretary Root—or they may improve and develop themselves by civil wars if they can, but they cannot be improved or developed by an interposition from Europe.

That is all very well. It is a good "doctrine" and has helped to keep the peace of the world for a hundred years, but it puts responsibility on this country. When things get very, very bad in a country like Nicaragua or Venezuela it is for us to take thought whether it is not our duty to do something to supply the need of the political law of nature which we have forbidden to work. We

helped a good deal to keep Castro out of Venezuela; it seemed to be necessary to help Nicaragua rid herself of Zelaya, who seems to be a very bad lot indeed, and an unconscionable oppressor.

It may even turn out to be suitable to catch and hang Senor Zelaya, but international proprieties are likely to weigh against that.

E. S. M.

#### Abstainers at Last

**D**ID Congress take due notice that some carloads of crazy soldiers that had come back from the Philippines, were shipped the other day from San Francisco to the Government asylums for the insane!

A large proportion of these men, the papers said, had gone crazy from drinking the intoxicants indigenous to the Philippines. Not being able to get beer or American drinks, they drank whatever they could get.

They afford another illustration—will Congress please take notice!—of the results of the suppression of the army canteen by Congress, at the instance of persons who believe in compulsory total abstinence for all citizens of the United States.



GARDNER

WRITING HIS AUTOBIOGRAPHY

## The Latest Books



ONE sees, in these days, much shaking of heads and hears much lugubrious talk about the "feminization of literature." And while it may be a little difficult to gather, from the pronouncements of the Cassandraian diagnosticians who have met in consultation over the case, any very definite notion of the disease they claim to find endemic, one is in so far free to agree with them as to recognize that the process, where it is actually going on, is a pathological one. It connotes, to be exact, a condition of hypertrophy. But one cannot help noting that these alarmist doctor-men all seem to assume that normal literary health inheres, not in the absence of these feministic symptoms, but in the presence of their opposites, which rather shakes one's faith in their system of therapeutics. For an unduly masculinized literature is as hypertrophic as an unduly feminized one. What we really need is a human literature—a femasculine literature, let us say; and we are by no means so poorly off in this regard as some would have us believe. Witness such varied examples as the work of De Morgan, Galsworthy and Arnold Bennett. But there is another class of fiction to which one would like to call attention in this connection. One wonders sometimes whether the fulminators against the "feminization" of contemporary letters are not partly (and perhaps unconsciously) moved by a native distaste for the sympathetic portrayal of types once looked upon as, at best, hooks upon which to hang pathos—types like Mr. Locke's *Beloved Vagabond*; or for the delicate strength of such realistic idealism as Mr. Hewlett's *Open Country*? And, if so, whether this does not furnish us with a clew to the real nature of their critical bias? For these works, far from being instances of "feminization," are instances of a well-balanced infusion of the masculine element into the treatment of subjects heretofore habitually "feminized" (as our friends would put it) by authors of both sexes.

A. T. QUILLER-COUCH'S *True Tilda* is a story—a delightful story—that is includable in the latter category. It is the story of a ten-year-old youngster, left behind in a

London hospital by some nondescript traveling circus, who assumes the guardianship of an even smaller waif and sets out with him in search of Prospero's Island—where he thinks he has relatives. Can one think of a theme more feministically suited to purple pathos and the shedding of tears? Yet, when one adds that the travelers fall in with stranded actors, coal heavers, country policemen, professional fat women and drunken shipmasters, one instantly sees possibilities of masculine farce-comedy, guffaws and horse-play. But the result is neither of these. It

is rather a partnership in which each saves t'other from itself; where pathos is tripped up by laughter, and laughter sobered by the round-eyed faith of childhood. The book contains a congeries of excellent genre studies and is a delicious example of femasculine humor.

THIS would also seem to be an opportune occasion for mentioning Anna Robeson Burr's critique of *The Autobiography* as a literary form and a literary influence, its origins, its history, its qualitative criterions and its psychological values. Altogether this is an original, an interesting and an intrinsically valuable volume. It is a pioneer effort in comparative and synthetic study in a department of letters that has always had a peculiar fascination for students of human nature, but has almost invariably been regarded as a mere aggregation of disconnected units. It has the stimulating interest of pertinent opinions founded upon personal investigation succinctly expressed and logically defended. It has intrinsic value in helping us to identify and differentiate the various forms of auto-

biographical impulse and to evaluate their attendant franknesses and reticences. And there is a certain gratuitous enjoyment, too, in watching the author, like another Molly Pitcher, serving her guns so effectively in the face of opposing authority.

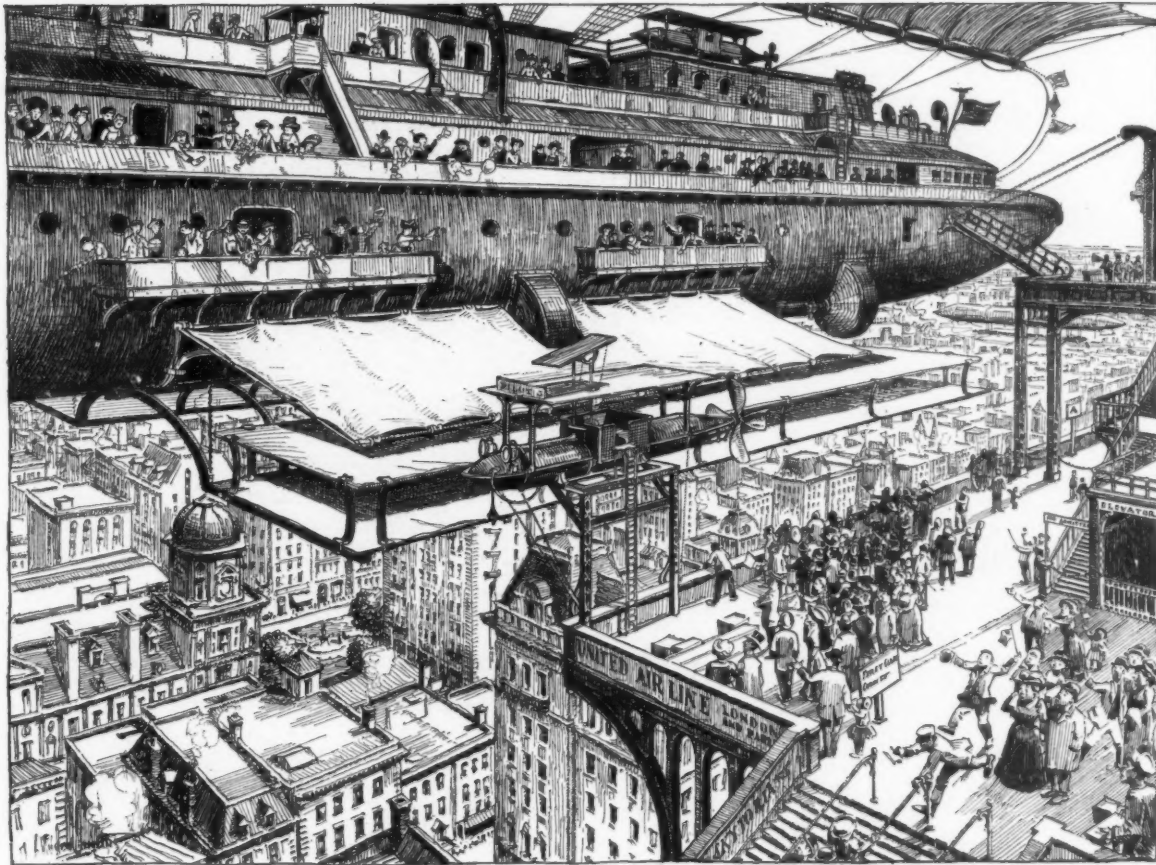
J. B. Kerfoot.

*True Tilda*, by A. T. Quiller-Couch. Charles Scribner's Sons. \$1.50.

*The Autobiography*, by Anna Robeson Burr. Houghton, Mifflin and Company. \$2.00.







" BON VOYAGE "

### Over the 'Phone

**H**ELLO.  
Hello.

Is this the Halls of Agony?  
This is the Rockefeller Institute of Physical Research.

Is Dr. Solarmon Plexus in?

No. He has gone out to lunch with Dr. Needless Carver and Dr. Kneru Pynchor.

Can I speak with Dr. Lovitt O. Rather?

I am Dr. Lovitt O. Rather.

Oh! Good morning, Dr. Rather. This is LIFE. Anything of interest going on?

Yes, indeed! Dr. Fewtyll Payne and I have just succeeded in giving a real case of tuberculosis to a fox terrier.

Good! How did you do it?

With serum from a monkey that died of delirium tremens.

Splendid work!

Yes. It was Dr. Breeder von Bugg's idea.

And a good one, too. You must publish it as a new cure for tuberculosis.

We are going to.

Who writes it up?

Dr. Gull Reeders.

Just the man! What does it appear in?

Barper's Monthly.

The public swallows anything, doesn't it?

Almost anything.

What became of the fox terrier?

He died, of course. But Dr. Keene Cutter performed two more experiments on him before he went.

Lovely! Yours is a glorious mission, Doctor. Well, good by.

Good by, LIFE.

### Deserted

**T**HE only girl I ever prized  
Deserted me one day.  
She left me for a neighbor  
Who offered her more pay.



"DO YOU THINK THE AUTO WILL EVER SUCCEED IN DOING AWAY WITH THE HORSE?"  
"NO, BUT THEY ARE DOING AWAY WITH LOT OF CATS."



PREPARING FOR THE JOY RIDE

## A Bargain in Brains

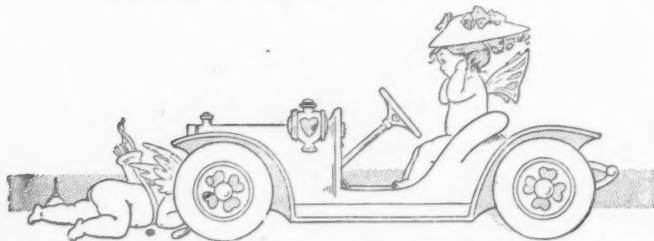
"YOU need help, don't you?"  
The doctor leaned forward as he looked sharply into the other's face. They were alone in his office.

"What would you do," he asked, "for independence?"

"I would do almost anything. Why did you send for me? How did you know about me?"

"We have means of finding out from the hospital. Of course it took a long time to determine upon you. As you say, there are plenty of people who are Lard up, but to find just the right combination for our purposes—well, that wasn't easy."

"And you think you have found it—in me?"



LOVE MAY LAUGH AT LOCKSMITHS, BUT—

"Looks that way. You have the necessary organic structure—that's what my examination shows."

"Is this a money proposition?"

"Yes. You have three children?"

"Yes."

"And a wife?"

"And a wife."

"Out of a job?"

"I'm out of a job."

"No prospects?"

"No prospects."

The doctor locked his office door. He came back.

"I am right on the edge," he whispered, "of a marvelous discovery relating to the structure of the brain. If I can arrive at certain results which are now within my grasp, all human life will be completely revolutionized. But I can proceed no further until I have placed a live brain under examination. I shall have to remove first a large part of the skull, after giving a slow poison, and—"

"You mean?"

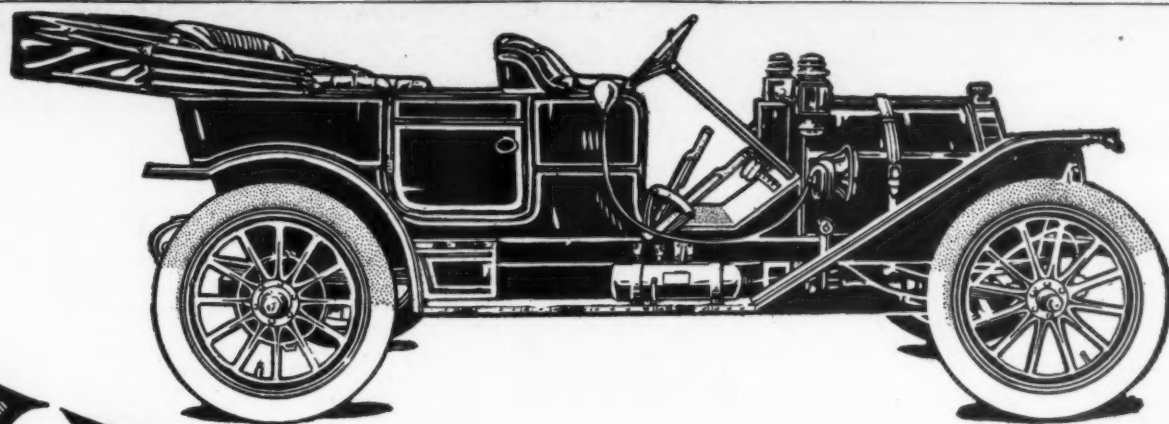
"I've got to watch the brain as the life leaves it."

The doctor rubbed his hands enthusiastically and his eye brightened at the encouraging prospect.

"A large part of every human being is always dead," he

(Continued on page 48)

·LIFE·



# HAYNES

\$2000

You will BUY this Model 19 if you  
want known quality without fancy price

It is an innovation in automobiles.

No other manufacturer has ever attempted to give so much of real *tone* in a car selling at this price, and the payment of a *thousand dollars more* cannot buy a nicer-running engine or an easier-riding car.

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If you contemplate buying a car of *real worth*, we recommend than you communicate either with us or our local agent *without delay*.

**HAYNES AUTOMOBILE COMPANY**

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118 Main St., Kokomo, Indiana



(Continued from page 46)

said cheerfully, "and as for the rest, well, it's merely a question of the protoplasm undergoing certain changes. A chemical psychic force goes out of it, just as the water runs out of any vessel. Now, I've got to watch the brain as the last bit of force leaves it."

"If you should be discovered?"

"It would be considered murder of course by the courts. I would then be a martyr to science. But if I win the greatest discovery in modern times will have taken place. You are worthless, as it is. You can't even take care of your family, and—"

"What's the price?"

"One hundred thousand dollars. Here are the bonds. Municipal—just like so much cash."

"Um. You turn them over to me after I'm gone, I suppose."

The man looked at the package the doctor had brought forth from his safe. The bonds were in denominations of one hundred, five hundred, one thousand. They looked tempting. But the man was suspicious.

"I'll turn them over to your wife," said the doctor.

"No, sir! It's got to be done beforehand. That's only fair."

"You'll come back?"

"Of course I'll come back—if I say I will."

The doctor smiled.

"You'll swallow the poison first. Now."

"What'll it do to me?"

"It's a slow poison. It takes about thirty-six hours to reach a climax. You won't begin to feel it for twenty-four hours. Then—"

"Well, then?"

"It will begin to work. At this moment—or in exactly twenty-four hours—you must come here. It will make no difference *then*, you understand. You'll die anyway. But of course the success of the operation will depend on your getting here. You'll have no object of course in *not* coming."

"As I understand it, I take this stuff now, you give me the bonds, and I come back in twenty-four hours to complete the bargain."

"That's it. The moment you take the stuff the bargain's been made. It only remains for you *surely* to come back. You see I am trusting you that much."

"I'll do it."

The doctor went over to his safe and in an inner compartment found a small bottle. From this bottle he put twenty drops in a wine glass. Into this glass he poured some distilled water. He stirred the mixture with a glass stylus that he had held over a gas flame.

"Drink this."

"And in twenty-four hours—"

"You will begin to feel it. Be here then."

"After that—"

"I shall have everything ready. You may die in three hours; you may live four—depends on vitality. Remember, be here in exactly twenty-four hours. You may take away the bonds. Here they are. First, the dose."

The man lifted the glass in his right hand and held it to the light, as a man holds a glass of wine.

"Doctor," he said, "your health. May your experiment prove a success. Here's to you."

He drained the glass, picked up the bundle and bowed himself out of the office.

\* \* \* \* \*

It was nine o'clock in the morning. He had all day before him. Rapidly his mind worked, planning out the details of his duty. He had no time to think of death. He must provide for his family.

First, he hurried to a bank, one of the tellers of which he knew. He deposited the bonds in a safe deposit vault, in his wife's name as well as his own, and arranged to have her call later in the day to sign. Then he sold ten thousand dollars' worth of the bonds through the bank, at a premium of 1/4 per cent., less the commission. The balance was placed to his credit, the whole transaction taking place over the telephone and not occupying more than an hour. Then he hurried to a railway station and sped out to a small suburban

place that he knew and had often admired. He had telephoned ahead to the real estate dealer, who met him in an automobile. In two hours more he had picked out a nice little house, made a bargain for ten thousand dollars, paid one thousand on account, got a temporary transfer of the property in his wife's name, and was on the way back.

He hurried to his miserable little flat.

"Good luck, my dear," he said, as he entered, his face radiant with happiness, for so absorbed was he with the thought that his family would be provided for for all time that he had entirely overlooked himself.

"I have been left a fortune," he exclaimed. "I haven't the time to tell you all about it now, but trust me that it's all right. Now you must go to the lawyers and sign some papers, and to the bank and have the account put in your name, and first to get you some clothes. Oh, my dear! there is no time to lose."

His will, asserting itself so strongly, left her no alternative. He overpowered her mentally.

The two children were left in charge of the third, a little girl of ten.

He whirled her rapidly to a department store, where a suitable gown was purchased, and a new cloak. From there they went to the bank. All the money was placed in her name on deposit. The key of the safe deposit vault was turned over to her. Then they proceeded by the first train to the country, after eating a hurried luncheon, and the real estate transaction was made plain, the papers signed, then to the lawyer's, where the title was arranged for, and lastly to the new home. Then back to town, where they arrived at six o'clock.

The man's wife was in a daze. Events had moved so rapidly, her husband had been so positive about everything, that she had had no time to understand. But at last she demanded to know what it meant. He smiled.

"Perfectly simple," he said. "A man whom I once knew and befriended in the West—an old bachelor—died suddenly and left me a hundred thousand dollars. Now you know that I have never been able to keep money. I was afraid that I might have an impulse to do something with it—speculate, for example—so I determined to lose no time and turn it all over to you. Everything is now in your name, even all the money in the bank. When the title for the house passes you will give your check for the rest. You can sell another bond if necessary to buy your furniture. After that you will have the income at 4 per cent. of about eighty-five thousand dollars, and a house free and clear. I wanted to have you in full possession of it all, so that there would never be any doubt of your being well taken care of."

The next morning he rose earlier than usual. He looked at the clock over the next building. It was six-thirty. He was due at the doctor's at nine.

"We will have a fine breakfast," he said, and going out to a caterer's came back with a full basket.

His wife still regarded him with surprise. The unexpectedness of the whole affair had taken her off her feet. It seemed too good to be true. Nevertheless, she entered into the spirit of the affair.

Such a breakfast they had not had in years!

He looked again at the clock through the window.

"I have an engagement," he said, "at nine."

"And when will you come back?"

"I cannot quite tell. If I am gone longer than noon, however, I will send you word."

"And the furniture for the new home?"

"Ah, my dear, you know my taste is not of the best. I leave it all to you. Expect me when you see me. He laughed. Then he kissed her and the children in turn.

"Remember," he said as he went out, "you are now to be happy—happy all the rest of your life, for there is never any occasion for you to want."

He hurried to the doctor's office. It was on the stroke of nine when he entered.

The doctor, on his face an immense look of relief, almost embraced him as he entered.

"Of course you would keep your word. No reason why you shouldn't. You have arranged everything."

(Continued on page 56)

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**Nothing  
Better  
in the  
*Old*  
Year**



**1910**

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The best of all chocolate is  
**Peter's Milk Chocolate**

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**Good Intentions**

Said Charon to Diabolus,  
 "Your pavement's simply awful!  
 To leave your streets in such a fix  
 Is surely quite unlawful."

"The contract's let for street repairs,"  
 Replied the Prince Imperial;  
 "But not till New Year's Day is past  
 Shall we have good material."  
 —Success.

**The Upward Slant**

"Yes," said the worker in the slums,  
 "I have immense hopes of Luigi."  
 "But he is so ignorant!" urged some  
 one.  
 "Yes," admitted the worker, "but he  
 shows the infallible sign of advancement  
 —he is no longer discontented with his  
 condition; he is discontented with his  
 character."—*Youth's Companion.*



QUOTATION FROM THE BIBLE  
 "THE SPIRIT IS WILLING, BUT THE  
 FLESH IS WEAK"

**Too Much Luxury**

A man who had been three times married and as often left a widower was reported to be thinking a fourth time of entering into the blessed and comfortable estate of holy matrimony.

A friend ventured to ask whether there was any truth in the rumor and receiver this sagacious reply:

"Na, na; what wi' mairryin' them, and what wi' buryin' them, it's ower expensive."—*Answers.*

**Hypnotism and Marriage**

A Georgian complains that his wife "has hypnotized him." That is a habit women have. Otherwise there would be no marriage.—*Charleston News and Courier.*

THE lecturer raised his voice with emphatic confidence. "I venture to assert," he said, "that there isn't a man in this audience who has ever done anything to prevent the destruction of our forests."

A modest-looking man in the back of the hall stood up.

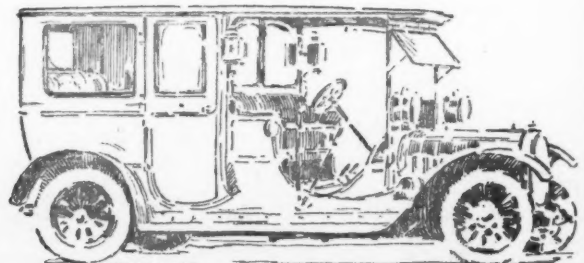
"I—er—I've shot woodpeckers," he said.—*Everybody's.*

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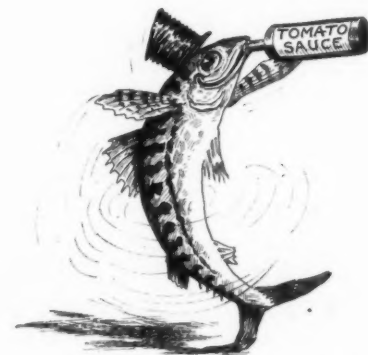
KEEP-SHAPE CO. 132 Nassau Street New York

### The Origin of It

"Senator," said the interviewer, "it is rumored that you intend to retire from politics."

"Well, well," replied the Senator, "it's queer how rumors start. I suppose this one grew out of the fact that I attended church with my wife last Sunday."—Catholic Standard and Times.

ASHEVILLE, N. C.: The four-season resort of the South. THE MANOR the English-like Inn of Asheville.



SOUSED MACKEREL AND TOMATO SAUCE

"In a Pinch use ALLEN'S FOOT-EASE"



### A Man of Law

"What are they moving the church for?"

"Well, stranger, I'm mayor of these diggin's, an' I'm fer law enforcement. We've got an ordinance what says no saloon shall be nearer than 300 feet from a church. I give 'em three days to move the church."—Chicago Legal News.

### An Emotional Witness

A WITNESS in a railroad case at Fort Worth, asked to tell in his own way how the accident happened, said:

"Well, Ole and I was walking down the track, and I heard a whistle, and I got off the track, and the train went by, and I got back on the track, and I didn't see Ole; but I walked along, and pretty soon I seen Ole's hat, and I walked on, and seen one of Ole's legs, and then I seen one of Ole's arms, and then another leg, and then over one side Ole's head, and I says, 'My God! Something muster happen to Ole!' "—Everybody's.

GUEST: Mercy! What's that awful profanity downstairs?

HOSTESS: My husband has come in late and fallen over the new Persian prayer rug.—Human Life.

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"Its purity has made it famous"

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" SOCIETY IS NO COMFORT TO ONE NOT SOCIABLE "

MR. CHAMBERLAIN, who recently celebrated his seventy-third birthday, was leaving his house one New Year's eve when he was met by a band of men.

"Are you a deputation?" he asked.

"No, sir," replied one of the men, "we are the waits. We have been playing here every night for the last two weeks, and now we've come—"

"Well?" inquired the tariff reform leader impatiently.

"The fact is, sir, we've come—"

"Oh, I see," interposed Mr. Chamberlain, "you've come to apologize!" The musicians, however, did not go away unrewarded.—*London Daily News.*



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MELLOWED BY GREAT AGE

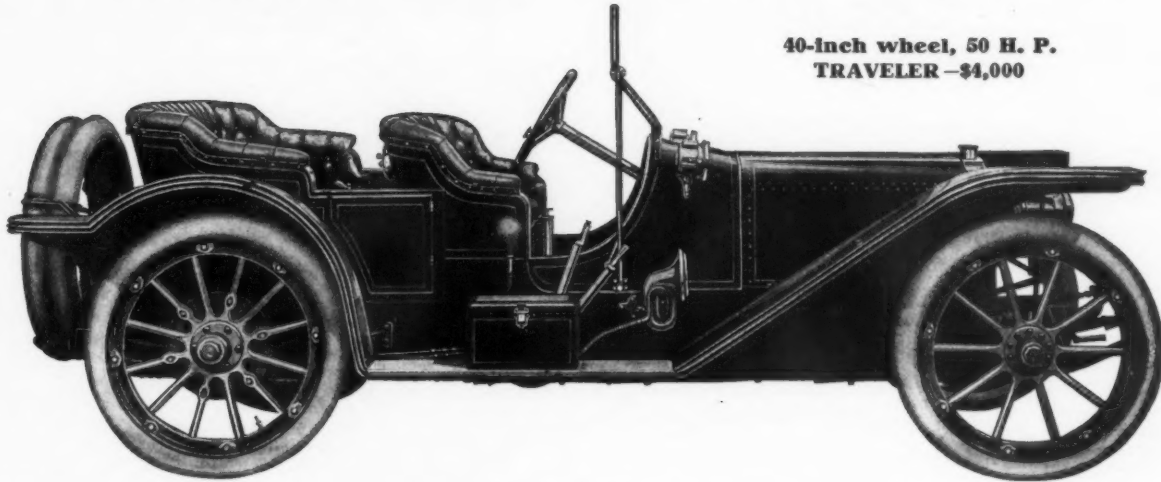
# USHER'S WHISKY

A WHISKY THAT WILL AGREE WITH YOU



"REALLY, YOUNG MAN, I DON'T THINK I HAVE THE HONOR OF YOUR ACQUAINTANCE"

# How does the American stand in your community?



40-inch wheel, 50 H. P.  
TRAVELER—\$4,000

The output of the American plant has always been restricted in comparison with some others.

The policy has been to build several hundred cars each season and make every car a masterpiece.

So it may be that in your community the American has not yet received a wide-spread distribution.

But if it has, this is what you will find:

That the American (invariably) is owned by fellow citizens of yours who know what is best in motor car construction and have the wherewithal to buy it.

In New York, Boston, Philadelphia, Chicago, Minneapolis, Los Angeles, Cincinnati, Salt Lake, Seattle, Milwaukee, where large numbers of American cars are in commission, the American shares honors with the best of its class; and no American sells for less than \$4,000.

It yields nothing to those cars which, by common consent, have been given precedence almost from the inception of the industry.

This admission of the American by the best men in each community to the little group of cars whose pre-eminence is beyond question is in some ways remarkable.

It means that the American has achieved in the last three years a rank which was at-

tained by the others only after 15 years of endeavor.

Men of wealth and motor judgment have not given the American their preference because it was merely as good as the other fine cars to which we have referred.

If it were simply as good a car their longer period of precedence in the high grade field would be apt to cause the buyer to hesitate about making a change.

The American is entering on its seventh sea-

ahead—this splendid vibrationless momentum—gives him a riding smoothness which he has never before experienced.

When the ordinary car of even the highest and the costliest construction travels at a speed of 25 or 30 or 35 miles you are fussily conscious of that fact.

When your American attains the same rate of going your eye lights on the speedometer with amazement—you cannot believe it possible that you are covering the ground at a 30 or 35 mile clip.

That is one of the greatest joys of American ownership—the American power plant never labors, never fusses and fumes, no matter what the speed.

At 60 or even 70 miles an hour, the engine is just as cool and just as noiseless as when "loafing along" at 30 miles.

It is a fact that it is this peculiar quality which, more than any other, first attracts an owner to the American; and the consequent discovery of its superb structural and operative qualities that induces his transfer of allegiance to this car.

That this is true will not seem remarkable or unusual when you have had a demonstration of the American's unique qualities.

Arrange now for this demonstration; and write for the catalogue.

## THE AMERICAN

"A car for the discriminating few"

son—but the real truth is that in the last three years it has made such strides in its class that it now enjoys very obvious structural and operative advantages which are not to be found in these other claimants for the favor of those to whom price is no bar.

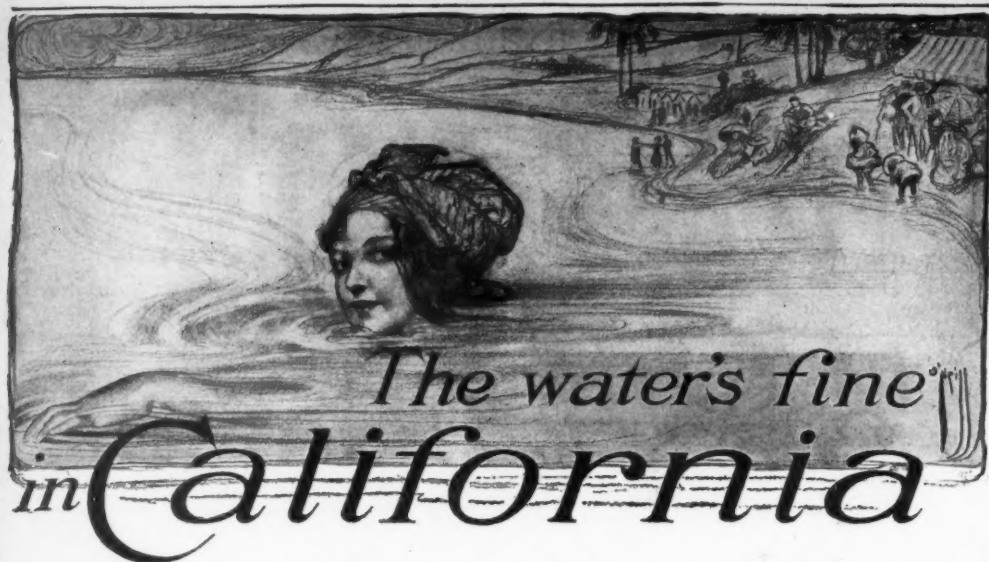
Thus, no seasoned motorist can fail to observe, the moment he engages the clutch, that the American obeys the impulse of its big, powerful engine with an amazing promptness and ease which he has never seen paralleled.

And once under way, this steady forging

**American Motor Car Company, Dept. F, Indianapolis, Ind.**

Standard Manufacturers A. M. C. M. A.

Exhibited at Grand Central Palace Show, New York, Dec. 31-Jan. 7.



The water's fine  
in California

where the balmy air, redolent of millions of blossoms dispels all thought of wintry blast. Where bathing, boating and golfing are among the daily possibilities. That's California!

The de luxe

**Golden State Limited**

via Rock Island Lines

makes the trip from Chicago or St. Louis in three days: Three days of real pleasure. It is the train of trains, which provides travel luxuries to satisfy every expectation. Perfectly equipped, barber and valet, properly heated and ventilated, and brilliantly lighted.

For sleeping car passengers only. Daily from Chicago to Los Angeles, Santa Barbara and San Francisco via the route of lowest altitude.

Other good trains every day from Chicago, St. Louis, Kansas City, Omaha and Memphis, with choice of routes.

Send today for our new beautifully illustrated book on California. Free on request.

John Sebastian, Pass. Traffic Manager, 1822 La Salle Station, Chicago, Ill.

**Rock Island Lines**

**MISS CUE**

**A Lasting Success**

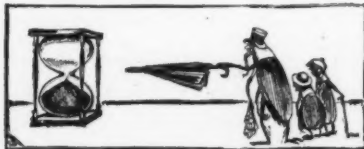
Our new book about Miss Cue, containing six beautiful illustrations of Miss Cue at billiards and pool, will be sent free, postpaid, to anyone interested in Billiards.

Miss Cue is shown making shots which have never before been attempted by any billiard player, and the series of pictures is interesting and unique.

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B. WILDMAN & CO., New Haven, Conn.

FOR THE MAN WHO WANTS THE BEST

**A Bargain in Brains**

(Continued from page 48)

"Everything. My wife has been made very happy."

The doctor had been studying him intently.

"How do you feel?"

"All right."

"You have no lassitude?"

"None whatever. I have been too busy to notice anything."

"Let me feel your pulse—my God! man, it's normal."

"What should it be?"

"Why, below—subnormal—why, you should have had some difficulty in getting here. Wait, let me examine your pupils. Look in this light. Normal! I cannot understand it."

The doctor, laboring under the most intense excitement, sprang to the safe and examined the bottle from which he had taken the poison twenty-four hours before. He examined it critically.

"Correct," he groaned.

He rushed upon the man. He stripped him of his coat. He almost threw him on the operating table. He applied a stethoscope to his heart.

"All regular," he groaned again, in an agony of suspense. "Man, you are normal. Something is the matter. I saw you swallow that poison."

"Of course I swallowed it. I have been waiting—"

"It has been on your mind?"

"Well, no. You see I was too much occupied. Besides, I had accepted the whole situation. I don't dread it much. The good luck I had given my family took away the pain of—"

"Ah! I cannot believe it! It may be that! Let us wait, however. Any moment it may come. Lie here. I will stay by you. Don't speak. We shall see."

(Continued on page 60)

**CALOX**  
THE OXYGEN TOOTH POWDER

Most refreshing to the mouth. Whitens the teeth and prevents decay. Mixed with water, it produces peroxide of hydrogen.

Dentists advise its use. Physicians prescribe it.  
Druggists sell it — 25c. per bottle.  
Sample and Booklet free on request.

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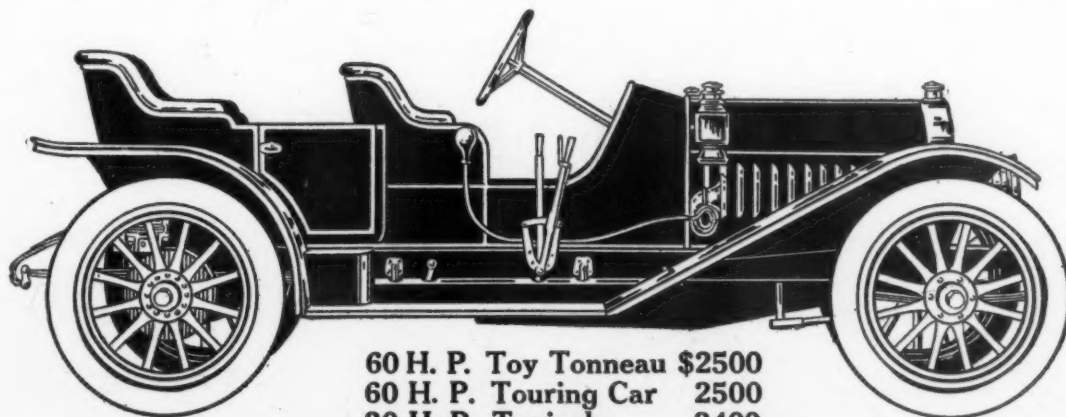


# Ten Reasons Why You Should Buy an



The average automobilist to-day demands Safety, Comfort, Silence, Style, Power, Fair Speed, Simplicity, Durability and Low Maintenance Charge—and usually a Fair Price. The Atlas combines all of these features to a greater extent than any other car.

- 1. Safety:** Every part of the engine and car is made of the best quality material—thoroughly tried and tested under severest conditions. The running brake on the transmission—the emergency brake on the rear hub—construction endorsed by the best designers.
- 2. Comfort:** Experience has shown that the three-quarter elliptic spring now being generally adopted and first used in this country on the Atlas cars gives the easiest riding car, eliminating all side sway of the platform springs; the springs of the Atlas are extra long three-quarter elliptic, made from imported Krupp silico manganese steel, the best material known for this purpose, which, combined with the long 128" wheel base, gives a car which for comfort has no superior.
- 3. Silence:** The absence of external moving parts makes the engine the quietest engine running.
- 4. Style:** Atlas cars are classy in lines, are highly finished and handsomely upholstered in hand buffed leather with every convenience and comfort.
- 5. Power:** The Atlas 60 H. P. engine is the highest powered engine put into a medium priced car; furthermore this power is developed at an engine speed of twelve to thirteen hundred revolutions, giving an available power in the hands of the ordinary user for general work and hill climbing.
- 6. Speed:** The Atlas car has a variable speed from five to sixty miles on the direct drive high speed gear.
- 7. Simplicity:** The Atlas engine is the simplest engine built,—two moving parts to each cylinder and a crank shaft.
- 8. Durability:** The Atlas engine will outwear any other automobile engine built,—the crank shaft is hardened, ground and polished; the bearings and shaft are indestructible under ordinary conditions and engine parts replacements are practically unknown.
- 9. Low Maintenance:** The absence of replacement makes the maintenance cost the lowest.
- 10. Price:** The price is several hundred dollars less than any other car of equal power and quality.

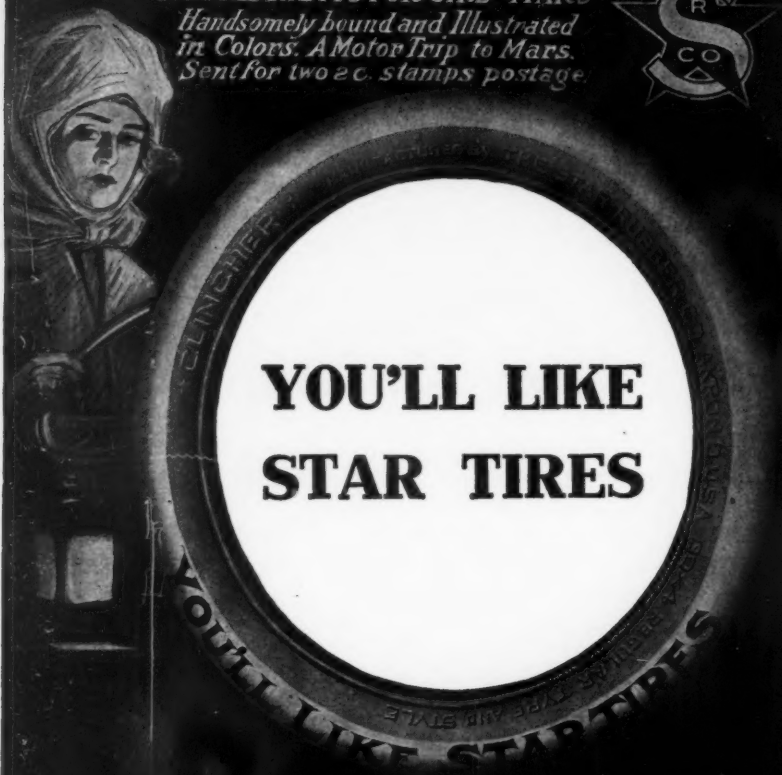


60 H. P. Toy Tonneau	\$2500
60 H. P. Touring Car	2500
20 H. P. Taxicab	2400

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**"NEDRA" THE MOTOR GIRL OF MARS**  
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**QUALITY:**

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A Tire not Merely Made to Sell, but  
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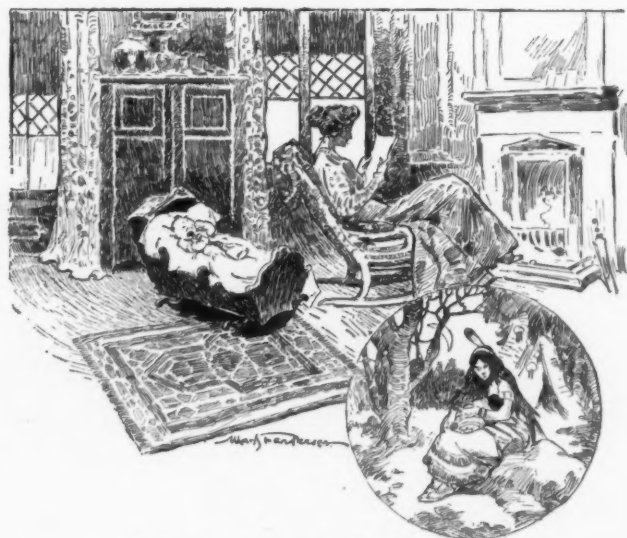
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"THE GREAT WHITE WAY"

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## A Bargain in Brains

(Continued from page 56)

Exerting all of his mental control the doctor grasped the man's hand.

Neither spoke. Hours passed. Ten o'clock, eleven, twelve, one, two.

The doctor sprang up. He realized that he had failed.

"It's no use," he muttered. "We shall have to do something else."

"What do you mean?"

"I mean this. That poison is inevitable in ten thousand cases. You are the one exception. And the reason for it is this: You experienced a psychic reaction, and by means of this the poison failed to work. Why, man, no poison would have had any effect on you. From a long period of despondency you were suddenly lifted into an atmosphere of intense activity and elation. This produced what might be termed an unconscious self-hypnosis, in which you were immune to any poison. There are cases where such a thing has occurred, but they have been so rare as never to be a factor. Well, we must try some other means."



SOUTH CAROLINA'S  
Famous Resort  
**THE KIRKWOOD**  
Long Leaf Pine Belt  
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Bear the script name of  
Stewart Hartshorn on label.  
Get "Improved," no tacks required.

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Depends largely on a knowledge of the whole truth about self and sex and their relation to life and health. This knowledge does not come intelligently of itself, nor correctly from ordinary every-day sources.

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(Illustrated)

by William H. Walling, A.M., M.D., imparts in a clear, wholesome way, in one volume:

Knowledge a Young Man Should Have.  
Knowledge a Young Husband Should Have.  
Knowledge a Father Should Have.  
Knowledge a Father Should Impart to His Son.  
Medical Knowledge a Husband Should Have.

Knowledge a Young Woman Should Have.  
Knowledge a Young Wife Should Have.  
Knowledge a Mother Should Have.  
Knowledge a Mother Should Impart to Her Daughter.  
Medical Knowledge a Wife Should Have.

All in one volume. Illustrated. \$2, postpaid.  
Write for "Other People's Opinions" and Table of Contents.

Puritan Pub. Co., 711 Perry Bldg., Phila., Pa.

The man edged toward the door. Before the doctor could stop him he had quietly turned the key.

"No more for me," he said.

"What! Go back on your word?"

"I haven't. I kept my bargain."

"You haven't paid your price."

"That isn't my fault. I'm not responsible for your mistake. Besides, I don't see that you can do anything about it. Any exposure would—"

The doctor rushed forward and stopped in front of the man, who looked at him imperturbably.

"Aren't you going to give me back my property?" he asked.

"How can I? It doesn't belong to me any more. But, doctor, I tell you what I will do."

"Well, well?"

"You drop in and see my wife about it, and I'll be agreeable to anything she says. Good morning."

Chesterton Todd.

## NEW YORK TO NEW ORLEANS



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Deadly Dust

# Automobile Complexions!

Dust the cause;  
Pompeian the relief.

THE vogue of the machine has meant the vogue of bad complexions. Not alone are wind and sun enemies to good, clear, soft skins.

Dust is an enemy, and often the chief one. Dust gets into the pores and can't be dislodged by ordinary cleansers. A **complete** cleanser like Pompeian Massage Cream is absolutely necessary for good skin-health of automobilists. Use Pompeian and avoid the "Automobile complexion."

You gather the dust of the machine ahead. Your face is also continually receiving dust kicked up by your own car. This is often insensibly gathered over the back by means of the vacuum created by your speed, however slight it may be. This dust gets into the pores to an astonishing degree and works havoc with the skin. Hence the necessity of a **complete** cleanser like

## POMPEIAN MASSAGE CREAM

"It Cleans Completely"

Don't compare Pompeian with cold creams. Pompeian is a massage cream. Cold creams get off a little surface dirt, and also *rub in* much dust. This dust *stays* in the pores. Pompeian Massage Cream is rubbed into the pores—and *then out again*, bringing with it all the pore-clogging impurities—dust, soot, soap particles, etc. It is this foreign matter in the pores that causes many face disfigurements.

You'll be astonished at the difference between Pompeian and ordinary cold creams. "When I first used Pompeian," wrote a woman, "I was as astonished as at my first Turkish bath. The dirt literally rolled out of my face pores." Wrote another: "I had no idea so much dirt could get into the pores and stay there, despite soap and water."

Pompeian enjoys the most extensive sale of all face creams. There are several million regular enthusiastic users. Your druggist should be one of the 50,000 that sell it. But don't accept an inferior substitute on which the dealer makes a larger profit—at your expense.

### TRIAL JAR SENT

You have been reading and hearing about Pompeian for years. You know it is the most popular face cream made. You have meant to try it, but have not done so. This is your chance to discover what a vast difference there is between an ordinary "cold" cream and a scientifically made Massage Cream like Pompeian. Send for trial jar to-day and prepare for a delightful surprise when you receive our quarter ounce sample jar. When writing enclose 6 cents in silver or stamps (United States only) to cover cost of postage and packing.



**THE POMPEIAN MFG. COMPANY**

25 Prospect St., Cleveland, Ohio



Shoes that at a glance tell the story of class distinction, that lend grace to the carriage, suppleness to the figure and contribute to the ease and quietness of the mind. Orders by mail filled with the same care as to detail and fit, and the same certainty of satisfaction as though purchased in person.

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**Glycerine Soap**

**The Secret of a Healthy and Beautiful Skin**  
A perfect complexion is assured to all who use this Soap. Its transparency is a sign of its purity.

**FERD. MÜLHENS, Cologne o/R, Germany**  
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Send 15 cents in stamps for a full size sample cake

# California Limited

The train of ease to sunny seas. Live on the seashore this winter at Coronado or Santa Barbara. There January is June. The salt air will build you anew. On the way is the rainbow-hued

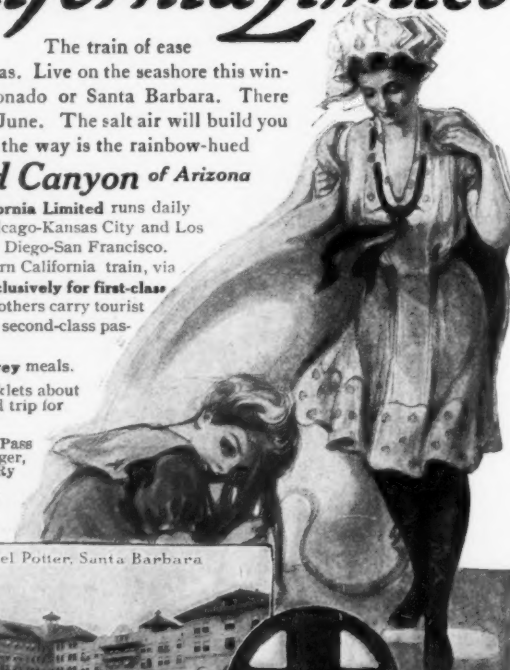
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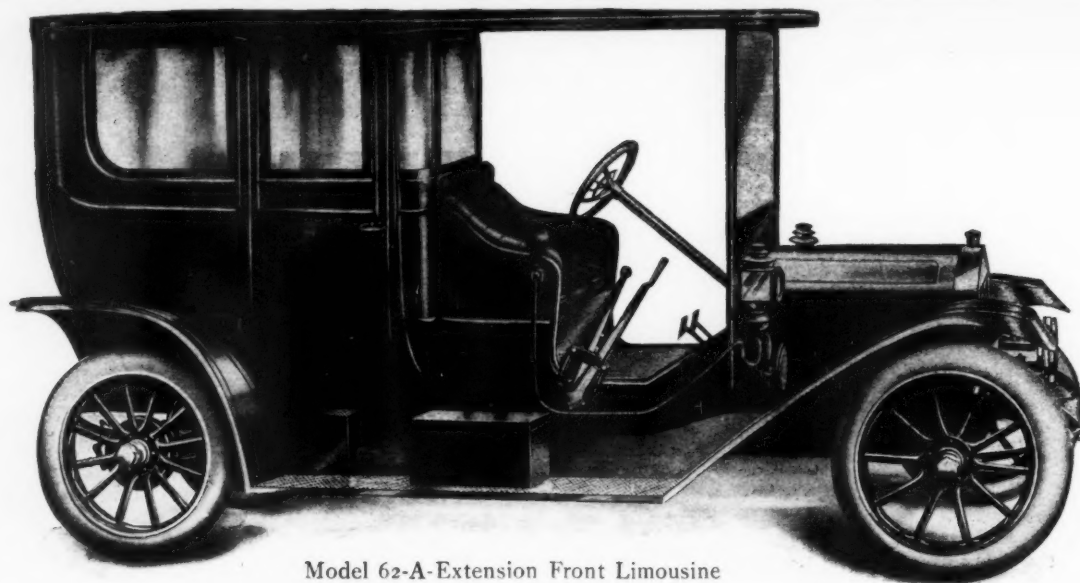
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While essentially a town car, it is so constructed that all the windows can be lowered out of sight, making it equally comfortable and classy as a summer car for pleasure driving.

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The Triumph of FORTY YEARS HONEST EFFORT  
Catalog No. 28 tells all about The Car that Bears the NAME

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# Three Motor Lamp Problems Solved

The most annoying lamp problem of the motorist has been to secure a light suitable alike for city and country driving. A searchlight beam alone gives no nearby road illumination and its blinding glare is a menace where traffic is congested. Such a light is being forbidden in cities, where it is only necessary to illuminate the road in front and around the car.

On the other hand, when driving at high speed on country roads the searchlight beam is a positive necessity. The headlight which combines the two fields of light and yet enables the motorist to shut off the blinding direct rays when desired, is the ideal combination and is to be found only in the

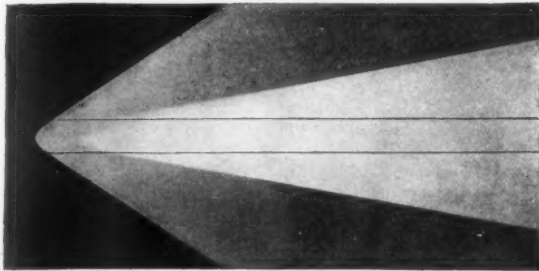


Diagram Showing Two Fields of Light

This is a novel patented combination of an imported front plano convex lens with a rear lead glass mirror reflector—the equivalent of a hyperbolic metal reflector—producing two entirely distinct fields of light.

The rays of the flame passing back are reflected by the glass mirror through the front lens in a large powerful, long distance beam, like a searchlight.

The rays of the flame passing forward through the plano convex lens in the front of the lamp are diffused in a wide area in front and on either side of the car. When approaching a curve, while the narrow

searchlight beam is at a tangent from the immediate direction of the car, the other diffused rays light up the road clearly, enabling the driver to "see around the corner."

The Solarclipse is equipped with an eclipsing mechanism, operated instantaneously from the seat, by which the searchlight beam can be shut off when courtesy to other road users, or city ordinances, make it necessary, without in any way affecting the brilliancy of the wide rays, and can be restored as quickly. In short, whether in city or country, you can have just the light you need, when and where you need it. Experienced motorists everywhere are adopting Solarclipse headlights, and any user will confirm our statements regarding them. Some car makers furnish Solarclipse headlights as regular equipment. Others might if you insisted. At any rate, they are worth the difference in cost over any other kind.



Solarclipse

## SOLARCLIPSE

### The Two-Ray Light Projector

How It Operates

#### The Solar Combination Gas and Electric Headlight

This unique lamp just meets the requirements of those who find a gas headlight too glaring for city use and an electric headlight not powerful enough for country driving.

A Tungsten electric bulb, socket and wiring, is set at an acute angle to a regulation gas tip on the same shank. By a simple mechanism, either the gas tip or the electric lamp can be brought into focus and used for lighting, while the one not in use is deflected out of the way. The cut illustrates the operation fully.

#### The Solar Combination Oil and Electric Side and Tail Lamp

Practically two lamps in one. Fitted with a Tungsten electric bulb and with wires attached so that all you need to do is to turn the switch as in any electric lamp.

Equipped also with a regulation oil burner, so that if anything happens to one light supply you can go right along with the other.

Motorists everywhere welcome it as the solution of the lighting problem for side and tail lamps.

We are pleased on request to mail complete descriptive catalog, illustrating our full line of lamps for every motor vehicle use; also lighter types suitable for dirigibles and aeroplanes.

# Badger Brass Manufacturing Co.

Kenosha, Wis.  
New York City





*Theory  
vs  
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CIGARETS

are on sale by "all dealers."

ACTUALLY

they are to be had at *most* good stores and clubs.

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(For Automobile Lubrication)

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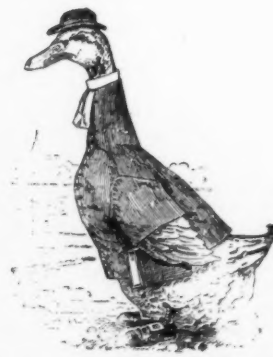
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# Get a Pierce-Racine \$1750

## The Car With A Famous Engine

Any automobile manufacturer with the proper amount of money can buy *bodies* as good as are used by any of his competitors. He also can buy as good axles, or magnetos, or carburetors, or transmissions, or wheels, or tires.

The market on these items is *wide open* to any and all manufacturers.

The Pierce Motor Company are not unlike 99% of other car manufacturers in the purchase of these various parts, but—

**We part company with practically all other manufacturers when it comes to the most essential part of an automobile—the engine.**

The Pierce-Racine car is not propelled by a stock engine.

When you buy a Pierce-Racine you get an engine specially designed by Mr. A. J. Pierce, who has for a quarter of a century enjoyed an international reputation as a builder of high-efficiency engines.

The unusual flexibility, quietness and power of a Pierce engine is the feature that lifts the Pierce-Racine entirely out of the class of other cars selling at *anywhere near* its price.

If you were to pay \$4000 for a car you could not get a more satisfactory motor or an easier running car.

This Pierce-Racine at \$1750 offers the prospective car buyer a value *in the most essential feature of his car* that is only duplicated by a few manufacturers of high-price American or Foreign cars.

In addition to its superb motor it has an equipment throughout that is of a thoroughly substantial character. The body, wheels, springs, upholstery and accessories, all are of a quality rarely found on a medium-price car.

### NOTE THESE SPECIFICATIONS:

**BODY:** Five Passenger Touring Baby Tonneau or Roadster.

**WHEEL BASE:** 112 inches.

**TIRES:** 34 x 4", quick detachable or clincher.

**HORSE-POWER:** 30.

**MOTOR:** Special Pierce design; 4 1/2 in. bore, 5 in. stroke.

**CYLINDERS:** Four, cast in pairs.

**VALVE ARRANGEMENT:** Offset on opposite side.

**BRAKES:** Two sets on rear hub, drums 14".

**WHEELS:** 14" spokes, artillery type.

**AXLES:** Front, eye-beam; rear, roller bearing.

**SPRINGS:** Semi-elliptic front and rear, with Temme shock absorbers.

**COOLING:** Water, centrifugal pump, high-grade Radiator.

**LUBRICATION:** Splash-gear pump, constant level.

**CARBURETOR:** Stromberg.

**GASOLINE CAPACITY:** 18 gallons.

**IGNITION:** Jump spark.

**CURRENT SUPPLY:** Magneto and dry cells battery; remy dual system.

**CLUTCH:** Multiple disc patterns, 39 plates.

**TRANSMISSION:** Selective; three speeds forward and one reverse.

**DRIVE:** Shaft and bevels, 2 universal joints.

**EQUIPMENT:** 8-inch Rushmore searchlights, two side oil lights, tail light, Prest-O-Lite tank, Horn, set of tools, pump, tire repair kit, jack, etc.

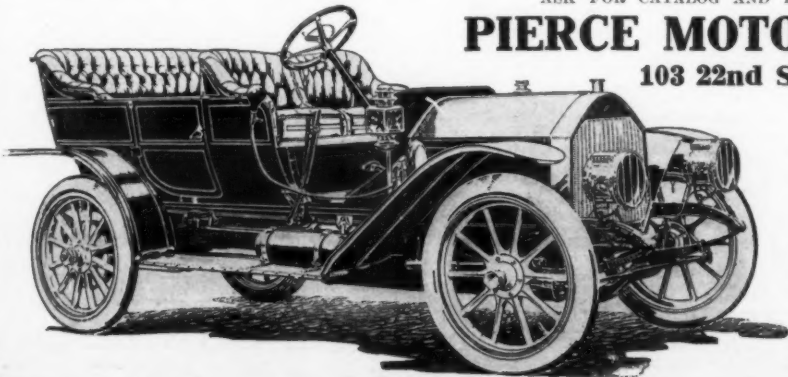
**FINISH:** Brewster Green, hair line cream stripe with alternating cream wheels and gears if so desired.

**SPEED:** 8 to 50 miles on high gear.

ASK FOR CATALOG AND DETAILED DESCRIPTION.

## PIERCE MOTOR COMPANY,

103 22nd St., Racine, Wis.



### DISTRIBUTORS.

W. C. Allen, 1934 Broadway, New York.

Volney J. Jacobs, 887 Boylston St., Boston.

H. S. White & Co., 6817 Euclid Ave., Cleveland.

Morrison Motor Car Co., 1716 Michigan Ave., Chicago.

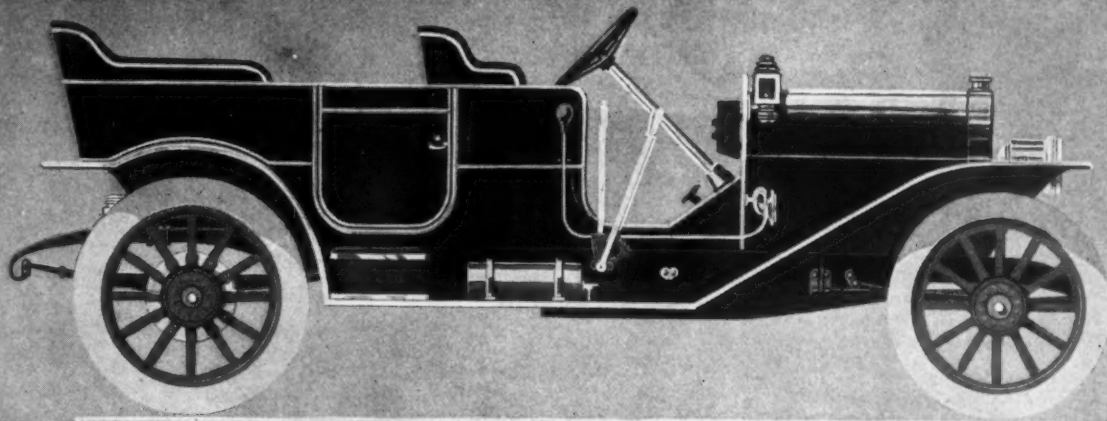
St. Joseph Automobile & Supply Co., 1533-37 Frederick Ave., St. Joseph, Mo.

Ha'l Bros., 1110-12 E. 15th St., Kansas City.

Geo. W. Root, San Francisco.







# The Springfield

## Here Is a Special Car for a Few Select Buyers Price—For Either Standard Touring or Torpedo Bodies—\$2500

About three hundred prospective purchasers who have it in mind to pay from four to five thousand dollars can "get in" on this made-to-order Springfield for 1910.

For the past three years a limited number of these cars (about 100 each year) have been made for special buyers who have desired certain features in their cars not to be found in any cars on the market, regardless of price.

Hence the Springfield has come to be known as the "made-to-order" car.

Until this year no attempt has been made to manufacture more than the few cars which were easily sold by private sale to the class of buyers to whom a car of this character appeals.

For this reason practically no advertising has ever appeared concerning the Springfield.

This year, however, we have increased our facilities and hope to be able to supply in the neighborhood of three hundred cars.

The fact that we manufacture practically every part that enters into the Springfield makes it impossible (even if we were so inclined) to make them in the quantities possible with an assembled car.

No apology is made for the low price we have placed upon the car. This price enables us to supply the best material of every kind it is possible to buy, and in addition gives us a fair profit.

We are willing to let the specifications speak for the quality of material used and the general character of the car.

The automobile dealer, familiar with all makes, will immediately recognize in these specifications and the accompanying illustration an automobile of the strict de luxe type—a car of the character that will always have a ready sale among those who are in a position to buy the best cars.

### SPECIFICATIONS

**Motor:** 4-cylinder, vertical, water cooled, 5" bore, 4 3/4" stroke.

**Valves:** All on one side, interchangeable, operated by single cam shaft, with cams integral with shaft, and mounted on Annular Ball Bearings. Idle Gear, Pump and magneto shaft mounted on genuine imported annular ball bearings.

**Transmission:** Selective type, sliding gear, three speeds forward and reverse, mounted on genuine imported F. & S. annular ball bearings. All gears and shafts of heat-treated Chrome Vanadium steel.

**Rear Axle:** One piece seamless drawn Chrome Vanadium Steel housing of the clutch driven floating type. Gears and shafts Chrome Vanadium steel, heat-treated, mounted on genuine imported annular ball bearings.

**Front Axle:** Special I-beam drop forged in one piece, of heat-treated Chrome Vanadium steel, with ball bearing steering knuckle.

**Frame:** Pressed steel, reinforced.

**Springs:** Vanadium steel, semi-elliptic front, three-quarter elliptic rear.

**Ignition:** Jump spark, 4-unit coil on dash, storage battery, double system, with genuine Type D-4 Bosch magneto, two spark plugs in each cylinder.

**Lubrication:** Positive, automatic oil system, inclosed in crank case of motor.

**Drive:** Shaft, with large bevel gears of heat-treated Chrome Vanadium steel.

**Brakes:** Two independent systems, internal expanding type, Raybestos faced. Foot brake 14" in diameter, operated by cam arrangement.

**Body:** Straight line, five or seven passenger, sheet metal and upholstered in genuine hand buffed leather.

**Tires:** 36" x 5" rear, 36" x 4" front, Quick Detachable rims.

**Steering Gear:** Irreversible, 18" wheel, controlling mechanism on top of wheel.

**Gasoline Capacity:** Twenty gallons under front seat.

**Muffler:** Our own construction, free and silent, with no back pressure.

**Radiator:** Latest design genuine honey-comb type, very large and efficient.

**Carburetor:** Stromberg, float feed type, auxiliary air valve and water jacketed.

**Clutch:** Large cone type, with ball thrust bearings, simple means of spring adjustment.

**Wheel Base:** 128".

**Gear Ratio:** 3 : 1.

**Color:** Greens, grays, blues, maroons, yellows, etc.

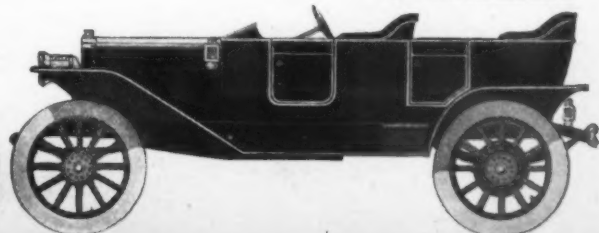
**Weight:** 2900 lbs.

**Equipment:** 2 gas and 3 oil lamps, generator, horn, jack, tire and repair tools.

**Price:** \$2500.

Correspondence solicited from a few dealers who are prepared to give proper place and attention to a limited number of cars.

The Springfield Motor Car Co.  
310 Monroe St., Springfield, Ill.



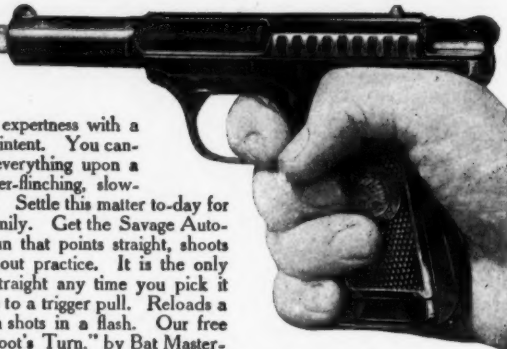
## If He Should Come To-night—The Thief

The thief comes prepared—prepared to take your valuables. Carries the necessary tools. Is expert in their use. One of his tools is the *revolver*. In plain words, he is prepared to take your life. His deadly intent and expertness make up for his revolver's awkwardness and slowness.

**10  
SHOTS  
QUICK**

¶ You have neither expertness with a revolver nor deadly intent. You cannot afford to stake everything upon a wrist-straining, trigger-flinching, slow-as-molasses firearm. Settle this matter to-day for the sake of your family. Get the Savage Automatic. The only gun that points straight, shoots true, fires fast, without practice. It is the only gun you can shoot straight any time you pick it up. Ten shots, one to a trigger pull. Reloads a fresh magazine of ten shots in a flash. Our free book "The Tenderfoot's Turn," by Bat Master-son, tells why you point the Savage instinctively true. Send your dealer's name on a postcard to Savage Arms Co., 881 Savage Avenue, Utica, New York.

¶ With our new factory additions we can now meet the demand for high power SAVAGE RIFLES ('99 model) repeater (303). Ask dealers to show our .22 cal. Repeater. Handsomely illustrated, catalog full of rifle information free. Use a post card.



## THE NEW SAVAGE AUTOMATIC

### The Literary Zoo

(Continued from page 68)

degree that the foremost Englishmen of letters overtop our own respectable writers.

\* \* \*

But Mr. Watson publishes certain sensational verses entitled "The Woman With the Serpent's Tongue," which invite regret rather than applause. And what happens? The average American literary critic seizes upon them, reprints

them in part, gives them a prominence in his review wholly disproportionate to their significance, ignoring, like as not, "the things that are more excellent."

Nor is that all. Mr. Watson's American publishers make the title of these verses a catch-line in their advertisement of the volume. We fancy that if Shakespeare had appeared for the first time among us he would be hailed as the author of *Venus and Adonis* rather than *Macbeth*, that Tennyson would be exploited as the monitor of *Lady Clara Vere de Vere*, and Byron celebrated as the maker of certain epigrams.

Henceforth, for very many readers, Mr. Watson is remembered not by his *Vita Nuova*, but as the author of an ill-considered satire.

The English critics approach their task from a wholly different point of view. In such of their criticisms of the *New Poems* as have come to hand the much-quoted specimen of invective is not even alluded to. Instead, we find such praise as this, for example, from the *Spectator*: "The first duty of a reviewer is to ex-

## PRINCESS HOTEL, BERMUDA

THE IDEAL WINTER RESORT

Only two days from New York by fast luxurious steamers sailing twice a week. Outdoor life all winter. Beautiful drives, saddle riding, tennis, golf, yachting, sea bathing

The well known **PRINCESS HOTEL** now open Accommodates 400.

**HOWE & TWOROGER, Mgrs., Hamilton, Bermuda**

press his gratitude at the appearance of a new volume (of poems) by the one man who holds by the old stern traditions."

All of which leads us to conclude that while "a nose for news" and the journalistic instinct are admirable endowments in their sphere, we might learn a lesson or two in literary appreciation from our plodding, conservative cousins across the water.

\* \* \*

Since the foregoing paragraphs were written William Watson, the man, in a deliberate revelation, has done more to obscure our view of William Watson, the poet, than his most devout enemy could have compassed with a barrel of printer's ink. The pity of it! Yet let us take heart. His *Vita Nuova* consciously celebrated his emergence from the shadows

(Continued on page 72)

## Furniture Road-Maps

on your hardwood floors are an unnecessary record of damage. This destructive trail across your floors and rugs is avoided by equipping your furniture with

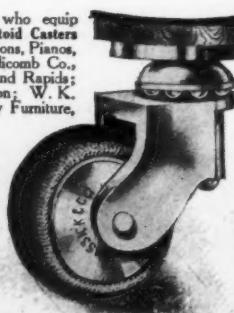
### Feltoid Casters and Tips

No matter what weight they support FELTOID CASTERS and TIPS never even scratch. Use them now. They last a lifetime.

A few manufacturers who equip their furniture with Feltoid Casters and Tips: Steinway & Sons, Pianos, New York; John Widdicombe Co., Bedroom Furniture, Grand Rapids; A. H. Davenport, Boston; W. K. Cowan Co., Mahogany Furniture, Chicago; Gustav Stickley Co., Syracuse.

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THE BURNS & DASSICK CO., Dept. F, Bridgeport, Conn.



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"Good" Old Overholt has many friends because—

It is a straight Penna. Rye whiskey of time tested quality—

Aged in wood under Government bond, it is mild—mellow—of exquisite flavor.

A whiskey for the discriminating.

**Old Overholt Rye**

At clubs or good cafes.

A. Overholt & Co. Distillers Pittsburg

# White Rock

"The World's Best Table Water"



THE  
**KEWANEE**  
SYSTEM OF  
WATER SUPPLY

**Running Water at Even Temperature  
Irrespective of Weather, Season or Climate**



**The Kewanee System of Water Supply is the original air pressure, tank-in-the-basement system — a complete independent water-works for anybody — any needs — any building — anywhere.**


Our ten years of practical experience has made this the most successful of all water supply systems. There is no elevated or attic tank to freeze, overflow, leak or collapse, because the Kewanee Tank is buried in the ground or located in the cellar.

Over 10,000 Kewanee Water Systems are in successful operation today, supplying water for country and suburban residences, clubs, farms, schools, public and private institutions, villages, etc.

The Kewanee System is *not an imitation* — it is *not a substitute*. It is the *original* water supply system involving the use of air pressure instead of gravity. Avoid cheap imitations and look for our trade-mark and name plates on tanks and pumping machinery. Get the genuine and you will take no chances — we guarantee that.

**Kewanee Tanks and Pumping Machinery**  
give perfect service under all conditions. Write for our complete illustrated Catalogue No. 13.

**Kewanee Water Supply Company, - Kewanee, Ill.**  
1566 Hudson-Terminal Bldg., 50 Church St., New York  
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**It's A Bird!**

25 Smiles  
25 Chuckles  
25 Laughs  
*75 in all*

**“A Little Bird Told Me”**  
By WALT KUHN  
75 Cents for an Ideal Gift

LIFE PUBLISHING CO.      17 West 31st Street, New York







# MERCER

Licensed Under Selden Patent  
**The Maximum Car at \$1950  
a Minimum Price -**



Sound mechanical reasons and unity that breeds service underlie every feature of the Mercer car construction. The essence of “good service” lies in the motor. The Mercer stands out pre-eminently for its wonderful flexibility, having a speed range from four miles to sixty miles an hour. The motor will run

**Fast as the Fastest or Slow as a Walk on High Gear**

Power, speed, quietness and economy have been combined to the ultimate degree. The extensive braking surface — drums 2 x 14 inches — speak for safety and perfect control at all times.

The high grade of materials, the care in construction and the wide business experience of its makers, speak for the quality of the car.

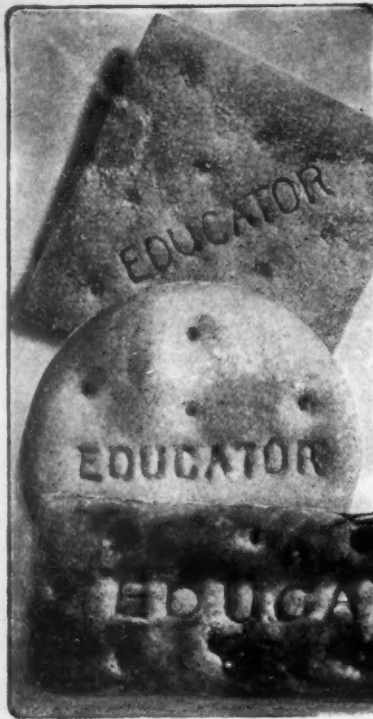
**MODELS:**  
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*Write for Catalogue*

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Members Association Licensed Automobile Manufacturers,  
**TRENTON, N. J.**

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are more delicious and healthful than any other cracker, because the ingredients are absolutely pure and our methods of handling, baking and packing insure their perfect cleanliness, and we want you to try them at our expense by our

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**JOHNSON EDUCATOR FOOD COMPANY**  
236 Tremont Street, Boston, Mass.

## The Literary Zoo

(Continued from page 70)

that so often fall upon the path of genius. It is befitting, it is even incumbent upon, Mr. Watson, that he once more surpass himself in song. *W. T. L.*

### Afflictions

It was Goethe who said he never had an affliction that he did not turn into a poem.

"How sublime!" exclaim the members of the Culture Club, in a low, yet well-bred chorus.

Perhaps; but on the whole, we should prefer to call it simply "practical." Nor did the idea originate with Goethe. To make "copy" out of one's experience—be it sad or joyful—was the instinct of the first scribbler who scratched for a living. It is the stock in trade of every professional humorist. Not along the primrose path, but from the blind alleys of existence, does he emit his most cheerful chortles. It was the kinks of circumstance—more's the pity—that made the deathless author of "Fair Inez," a comic ballad monger. And Barrie—Sentimental Jimmy—does he not possess it in its perfection? Has he not said that he

## Why Wash Out the Stomach

When MAN-A-CEA, the MAN-GA-NESE Natural Spring Water (not a purgative water), dissolves, dilutes and carries the Mucus through the natural channels and Re-establishes Good Digestion.

Recommended and sold by Park & Tilford; Charles & Co.; Acker, Merrill & Condit; Hegeman; Riker; Milhau; Bigelow; Grocers and Druggists generally. Send for Booklet.

MAN-A-CEA WATER CO., 13 Stone St., New York.

**Rope a Broncho Hat**—From Texas, the kind our cowboys wear

\$3

EXPRES PREPAID

Suitable for all weathers, manufactured and sold by us exclusively, direct to the consumer. Description—Fine quality felt, light tan color, with richly Mexican carved leather band; "never flop" brim, made in two dimensions; brim 3 inches, crown 4 1/2 inches; brim 3 1/2 inches, crown 5 inches; a regular five dollar hat, sent express prepaid, special price, \$3

State Size. Order Today. Your money refunded if you aren't satisfied.

**HOUSTON HAT CO., HOUSTON TEXAS**



## BATHE UNDER A Speakman Shower with Mixing Valve

An ideal fixture for private residences, apartments or clubs. The one handle turns on, closes or changes temperature of the water. Accurate, simple and a water saver. No complicated parts. The curtain ring extra large. The best and not high in price.

Catalogue sent upon application. Sold by the plumbing trade in all cities, or write to

**Speakman Supply & Pipe Co.**

Wilmington, Delaware  
New York Office, 156 Fifth Ave.  
Mfrs. of the Largest Line of Showers made,

could make "copy" out of his mother's funeral? But then, of course, it was none of his funeral.

But as we were saying, Goethe was not the first poet to ease his discomfort through expression. Job, you may remember, made poetry out of his boils—surely the most unpromising of subjects. But Job, it will be recalled, had greater afflictions. The drawback seems to be that too many poets—especially the lady poets—mistake a tight shoe for anguish of the soul. We have no particular objection to the poets telling us their troubles, provided they exercise a nice sense of discrimination in their diagnoses. Otherwise the poem itself is an affliction and might far better have been told to a policeman.

*W. T. L.*

### Once

STRANGER: Did you ever reveal your fishing hole to a friend?

ANGLER: Once I did to a friend on his deathbed.—*Brooklyn Life.*

## THE FRUIT CURE FOR RHEUMATISM

THE OLD "CURE" for rheumatism is some unpalatable compound, "well shaken before taken," given to correct an unduly acid condition.

## THE NEW CURE IS ATWOOD GRAPE FRUIT

No new principle is involved in this fruit cure. It has been demonstrated by physicians and sufferers from rheumatism that the citric acid of this delicious Florida product accomplishes in the most delightful and natural way what the bottle method too often fails in doing. Says the Bureau of Chemistry of the Department of Agriculture, in speaking of citric acid:

*"It combines with certain bases and the resulting combinations in turn are transformed into carbonates, thus rendering an unduly acid urine alkaline."*

Thus nature has responded to the world-wide cry for relief from a distressing malady by appealing to the palate in a most seductive way.



### ATWOOD GRAPE FRUIT

Is the thin-skinned kind that is filled with juice and has the genuine grape fruit flavor.

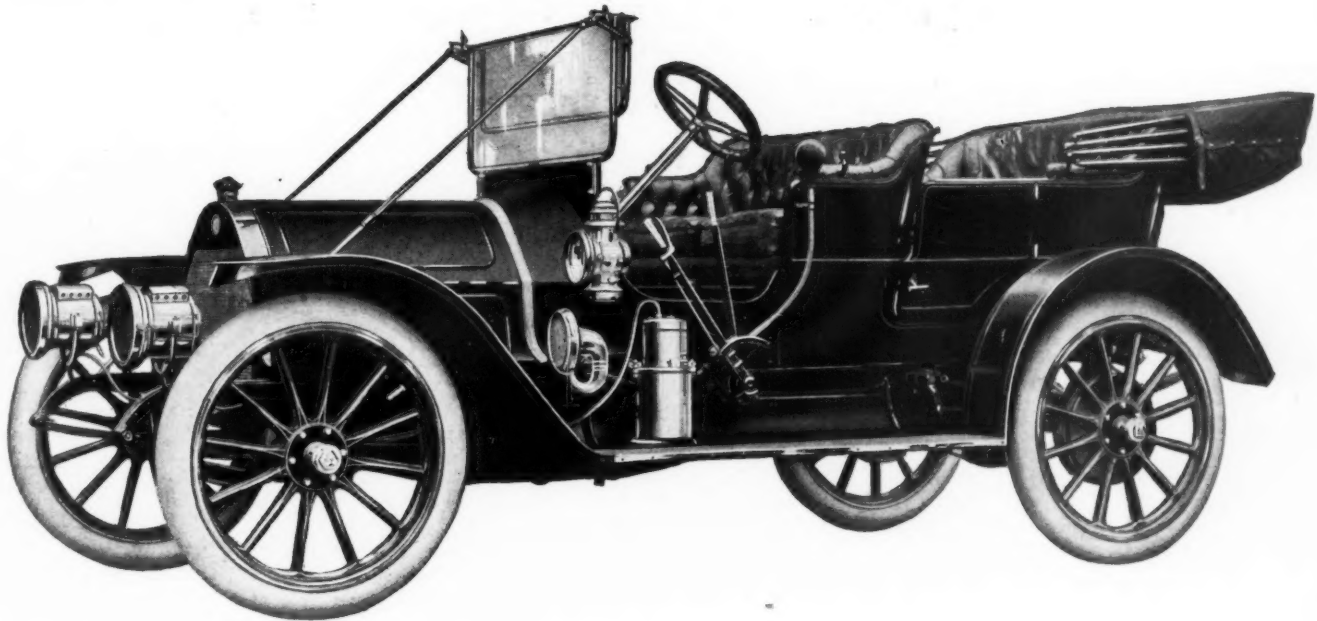
Standard Box of 54, 64 or 80, according to size, Six Dollars Buy of your Dealer. We do not fill retail orders.

THE ATWOOD GRAPE FRUIT COMPANY

Kimball C. Atwood, President

290 Broadway, New York

# This is the Reo Four-cylinder Roadster, \$1250—the only car that really won the New York-to-Atlanta reliability contest.



That's what you want to know—which car really proved itself the best?

Twenty-six cars got perfect scores, but you don't want twenty-six cars; you want one car and you want the best *one*.

Here is how the Reo proved itself the best of the thirty-eight cars which competed.

When the contest was over, R M Owen issued a public challenge to all the other perfect-score cars, to submit themselves to an exhaustive and rigid examination, the examiners and judges to be Mr Winthrop E Scarritt, referee of the contest, and the technical committee which checked the cars out at the start. The findings of this committee were to be final and their report made public through the press of the United States.

This committee was to examine every car that finished with a perfect score, charge it with any repairs or replacements that were made en route, or with any that might be necessary to restore each car to perfect condition, and the car which suffered the least penalties under this examination was to be named the real winner of the contest.

What was the result?

A lot of discontent among the challenged cars, but not a single one took up the challenge.

Why? The competitors of the Reo were willing enough to make the run under the rules of the contest—which were fairly easy—because they thought there was a very good chance of getting through, but those who saw how the Reo acted during the run, and how it looked at the end of every day's run, realized that they hadn't a ghost of a show. Therefore, it was announced that no car had accepted the Reo challenge.

Of course, under the rules the Reo was not the only car with a clean score, but every man who has dollars to pay for a car can make up his own mind which car proved itself the best; and every fair-minded American, whatever car he owns, will realize that the confidence of the Reo in issuing this challenge, and lack of confidence of the other cars in not accepting it, are conclusive evidence that the Reo was the real winner of this contest.

The Reo has been built for five years, and all that time (whether 1-cylinder, 2-cylinder or 4-cylinder) it has proved in every endurance contest, and in private use, its get-there-and-back ability. It has entered public contests against cars of all prices up to \$6,500, and in every case has been the lowest price car receiving a perfect score. It has never asked for favors, or allowances on account of price or class, and particularly in this most sweeping challenge it has stated most clearly that it will stand on its own merits without regard to price.

This is no accident or happen-so. It is not dependent upon any particular invention or device, but upon that thorough perfection of material, and workmanship and design which is only possible in a car at such a price by taking advantage of all the modern business and factory methods of making and selling.

It seems queer to say it—but it is so—there was no car on the run, and there is no car in the world at any price or horse-power which will give the motorist more of what a motorist wants than this \$1,250 Reo—unless the motorist wants a great, big, heavy car, with its discomforts on rough roads and very uncomfortable expense bills.



Send for the Reo catalogue, also "Number 31," the story of New York-to-Atlanta.

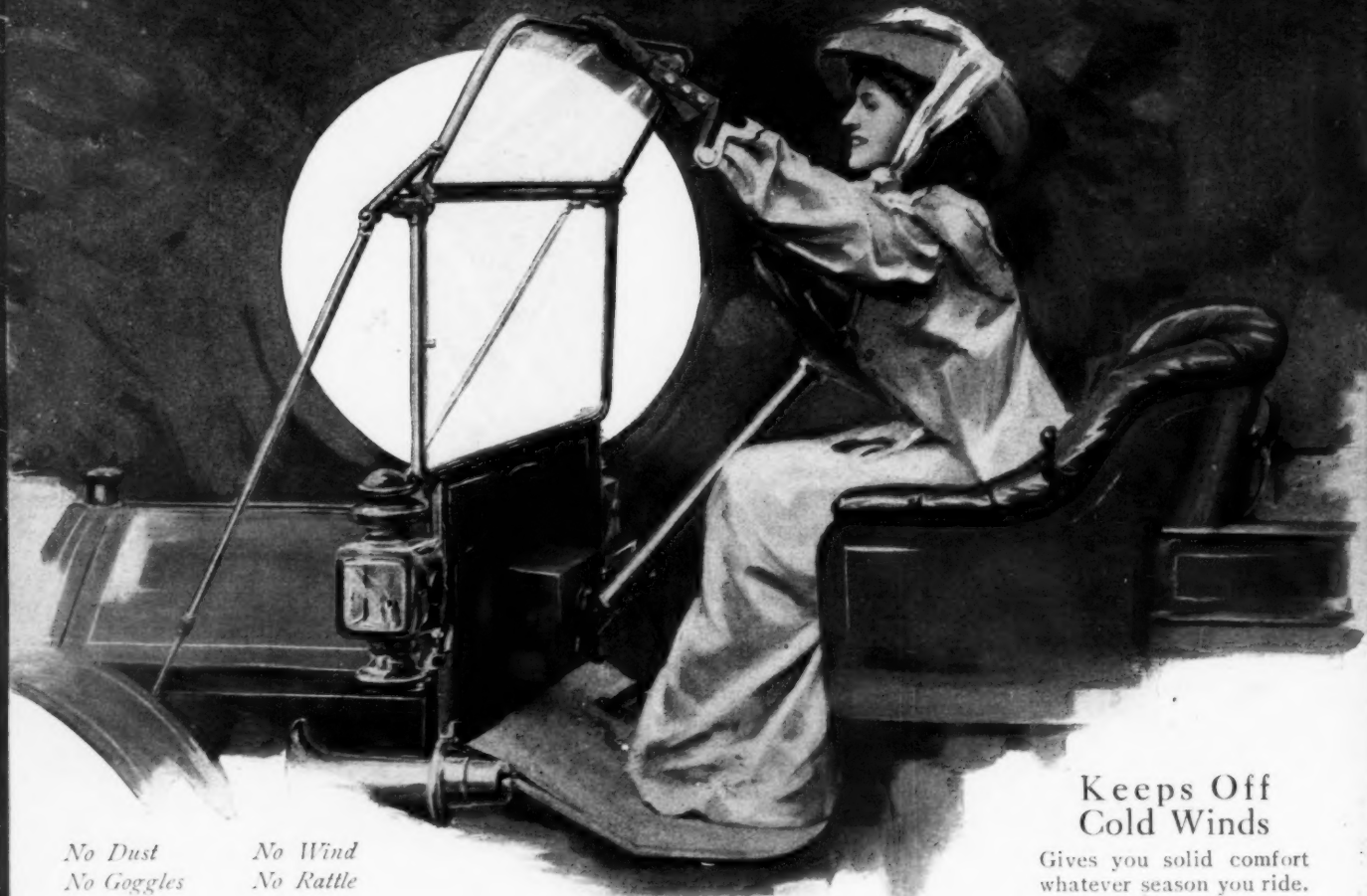
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· LIFE ·

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## Up or down in a jiffy. Don't stop your car

No set screws to tinker with. You simply lift it up and it locks itself upright. A slight pull with one hand puts it down against the rubber bumpers where it rests—firm, noiseless. It is always ready and always works.

The Mezger Automatic is made of finest polished French plate glass and brass tubing. The glass rests against heavy piano felt inside a bronze channel—free from the vibrating and jolting of the car.

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# The Pierce Arrow

