

DRAGGED FROM AUTO.

Magnetic Causes Accident and It Taught a Severe Lesson.

Waller's Son Succeeds in Stopping the Speeding Machine After Its Driver Had Repeatedly Been Summoned to Do So.

Conrad, Wallace, a millionaire from New York city, was driving out of his automobile by the side of Mr. and Mrs. Clarence Lovatt, of Spring Valley, Rockland county, N. Y.

When Lovatt called up his son's house, which is next to his own in Spring Valley, he told his son John that his mother perhaps was dying as the result of the accident.

John went down the road to the house of his mother. When the machine was in the middle of the road and about to stop, the machine kept right along, and Lovatt made a flying leap over the dashboard and grabbed Mr. Wallace by the throat.

Mr. Wallace said he regretted the accident exceedingly, and that he had returned when signaled. Mr. Lovatt said the automobile owner on two occasions, exceeding the speed limit and refusing to stop when signaled by a man driving.

JEFFERSON'S BIBLE.

Clergymen All Over Country Protest Against Its Printing and Congressmen Reconsider Action.

Jefferson's Bible will not be printed by the government, at least not at this time. A resolution calling for the printing of a number of copies for public distribution was recently passed by the house, but so many protests have poured in upon congressmen from clergymen all over the country that a resolution has been adopted by the house requesting the senate to rescind the bill calling for the printing.

BRITISH BIBLES.

The Conservative Way in Which the Printing of the Word of God is Done.

The printing of the Bible is the most carefully guarded work in existence—a fact which appears strange until we reflect on the mischief an inaccurate Bible might bring about, says the Liverpool Post.

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Midas Horseback Like a Lady.

Miss Alice Roosevelt's love of horseback riding is expected to cause a craze for equestrianism during the coming summer, says the Chicago Record-Herald.

A Striking Coincidence.

People who have investigated the matter say that the swearing habit is becoming more common than it was a few years ago, and the Chicago Record-Herald adds: So are automobiles.

World Look Well at Berlin.

A statue of George Washington would look well anywhere, says the Chicago Inter Ocean, and if Berlin would really like to have one, all she needs to do is to say so.

DISCUSSED AT PARIS.

The New Edison Battery Calls Forth Conflicting Opinions.

M. Kriger Thinks Little of It, and Says That as Early as 1881 He Had a Long-Distance Battery on the Market.

The news that Mr. Edison has solved the great problem of long distance automobiles for the Parisians, but the opinion remains that the "noblest conquest of man" will be seen in the Bois for many a year.

"If what I read about Mr. Edison's new battery be true, it is a marvelous discovery and one which will make the electric carriage practical and economical. Twenty years ago," he continued, "I constructed my first electric carriage, and ever since have been seeking to find a light, good wearing accumulator, one which would under 100 kilograms give 100 amperes an hour under 100 volts.

"Road locomotion will be cheaper by half than horse traction. It will not be by thousands, but by millions, that electric vans and carriages will have to be constructed, and it would take fully ten years' output of all the factories now existing to keep up with the demand."

M. Kriger, the technical director of the Compagnie Parisienne des Voitures Electriques (Procéda Kriger), said: "What is my opinion of Edison's latest? Why, little. Long before Edison, I showed, on October 16, 1891, in the distance record race from Paris to Chateaufort, an electrical carriage which could go 207 kilometers without being recharged, and this same carriage won the hill climbing contest, going up the Cote de Gallion (nine per cent.) at a speed of 48 kilometers an hour."

"As far as nickel accumulators are concerned, I took out a patent for them here in 1896. Our electric carriage can go easily within a 30-mile radius from the capital, and with a stretch to Fontainebleau, but for longer distances I have manufactured a 'mixed' carriage, driven half by electricity and half by essence, which must be seen in work to be described."

NEW MEMORIZING FEAT.

Musical Hall Performer at London - Commits Whole Pages from the Daily Papers.

Henry Crawford, a music hall performer, has been interesting London in a new feat of memorizing. On one night Crawford took the third page of the day's run of a daily paper and challenged the audience to defeat him in repeating from memory any paragraph on that page.

On that particular page there were 285 paragraphs, and for half an hour and more the enthusiastic audience pined him with puzzling questions without succeeding in tripping him once.

The astonishing part of the performance was that Mr. Crawford not only knew the substance of all the paragraphs, but repeated them word for word without a mistake.

Mr. Crawford afterwards said it took him a very short time to commit the page of the newspaper to memory, and that he could extend the feat to the whole paper with little difficulty. As a child he showed evidence of his great gift by repeating page after page of any book that was read to him.

A DEMOCRATIC PRINCE.

Henry of Prussia Exchanges Presents With an Ordinary Seaman of His Squadron.

Admiral Prince Henry of Prussia has exchanged presents with an ordinary sailor of his squadron. When Prince Henry's grandmother, Queen Louise, was fleeing from Napoleon in 1806 she took shelter one night in the dwelling of a peasant. The next morning the queen gave her peasant host a beautiful watch, together with certain documents, which were preserved in this peasant family as heirlooms.

This watch came eventually to be carried by a sailor on a vessel of Prince Henry's squadron. Prince Henry noticed the sailor's timepiece, examined and admired it, whereupon the owner presented it to the prince. The gift was accepted by Prince Henry with courteous expressions of his thanks. Later the prince made inquiries concerning the sailor's aspirations, and as a result he secured his entrance to the school of navigation at Hamburg and gave him money with which to pay all the expenses of a course there.

War Department Economy.

The secretary of war has promulgated a general order intended to effect a large economy in government printing. It provides that hereafter there shall be printed only the reports of superior officers in command of military departments and in the field, and chiefs of bureaus of the department. The reports of subordinate officers in the various branches are not to be printed hereafter, but the superior officers are expected to present a resume of their contents where necessary in the body of their own reports.

The Car's Reading.

The car is devoted to literature treating on occultism, thought-reading, hypnotism, and kindred subjects.

AMERICA A WONDER.

German Traveler Overwhelmed by Giant Strength of United States.

Privy Councillor Goldberger, of Imperial German Consultative Board for Commercial Measures, Finishes Tour of Country.

Privy Councillor Goldberger, of Berlin, member of the imperial German consultative board for commercial measures, who has just returned to Europe, after a stay of eight months in this country, said enthusiastically of his visit here:

"The impressions I have received in traveling from the Atlantic to the Pacific coast and visiting all the great centers of manufacturing works and commerce are almost overwhelming. Everywhere I found the giant strength of the nation. Crises, however, will be unavoidable here, as well as in other highly developed countries. The large aggregation of enterprise, the financial foundation of which is often far from being sound, the power of the individual with the danger of such financial monarchies, the labor question in its economical and probable historical aspect—all these are clouds on the horizon of the economic life of the country. 'The United States is a country of unlimited possibilities. The world's trade belongs to Germany and to the United States. They should not try to either Americanize or Germanize each other. The industrial and commercial people of the two nations should become better acquainted with one another, and should come nearer each other. There is no such thing as distance to-day. One must learn the other through a mutual exchange of working methods and commercial and industrial institutions, as far as they can be adapted to the peculiarities of the different nations, and the conditions of the manufacturing plants. Each nation has its own excellencies. You excel in some things, we in others. And so I am convinced that German and American interests, far from being conflicting, can become really harmonious.'"

TELEPHONES FROM TRAIN.

Louisville Inventor Fats His Device for Moving Cars to Practical Test.

Telephoning from a moving train was accomplished by means of the invention of Dr. A. D. Jones, a citizen of Louisville. The first intimation that the feat was a success came the other afternoon, when a telephone bell rang in the office of A. M. McCracken, general superintendent of the Louisville, Henderson & St. Louis railroad, at Louisville, and a conversation was held with Dr. Jones on a train going at a speed of ten miles an hour.

Dr. Jones secured a patent on his invention—known to the patent office at Washington as a traveling contact device—two or three weeks ago and immediately interested Atilla Cox, president of the Louisville, Henderson & St. Louis railroad, to the extent that he was given authority to make a practical test at some point on the Henderson route. Dr. Jones selected a mile of track between Cloverport and Stephensport, at Holt's bottom, for the test, and a car for his use preliminary to the trial was placed at his disposal.

Few English College Songs.

The conspicuous scarcity of characteristic songs in British as compared with German universities is probably due to other causes besides the relative indifference to musical culture of British youth. The undergraduate of Oxford or Cambridge does not take himself with that prodigious seriousness which characterizes the student of Bonn or Jena, and is not naturally inclined to regard his university career as a separate idyllic phase of existence deserving of a reverent and enthusiastic treatment.

Brings Cargo of Volcanic Dust.

Capt. Nibbs, of the British ship Lena, which arrived at New York from Barbadoes, has a cargo of volcanic dust which he is willing to dispose of at a reasonable figure to folks who want mementos of the eruptions of Pelee and La Soufriere. While the ship was at Barbadoes on May 10 a rain of dust, lasting several hours, fell on the ship, covering the decks and awnings several inches thick. The skipper needed more ballast, so he got his men to shovel seven tons of the dust into the hold.

An Unexpected Windfall.

A card in the newspapers has apprised the Martin family of Hoboken that they are heirs to more than \$3,000 growing out of a \$200 deposit in a savings bank over 30 years ago. The father, who was a railroad, lost his bank book for the \$200 shortly after the deposit was made. Eventually he forgot all about the matter. The money kept accumulating and after his death the bank officials advertised for the heirs.

Imitations.

People worry over most imitations because it requires a microscopic inspection to distinguish them from the real things. As regards the imitation Panama hat, however, says the Chicago Record-Herald, the case is entirely different. Another problem for Santos-Dumont.

Danger in Horseless Carriage.

A horse is a vain thing for safety—but, says the Chicago Tribune, so is a horseless carriage.

HUDSON PALISADES.

Scientist Says That They Are of Volcanic Formation.

Prof. Hamilton Harbert, of Pennsylvania University, Declares They May at Any Time Suffer Fate of Pompeii.

Prof. Hamilton Harbert, of the University of Pennsylvania, who is visiting at Peekskill, N. Y., has aroused interest in the Hudson river town by proclaiming that it is possible that they may at any time suffer the fate of Pompeii, Herculaneum and St. Pierre. The village of Peekskill, the professor says, is situated on the remains of an ancient volcano, probably in its day the largest the world ever saw.

According to his theory, there poured out of a vast rent in past geological times streams of molten matter which solidified into the present Palisades. The Palisades, Prof. Harbert says, are formed of "trap" rock, which is identical with volcanic rock all over the world. The professor continues:

"Volcanoes are caused by the gradual sinking of solid rock into the earth's interior, where it comes in contact with the internal forces. The evidence that New York city is sinking is found in the condition of the Hudson river. Soundings made by the government in New York harbor prove that once the Hudson plunged into the Atlantic from an elevation three times as great as Niagara falls."

It is Prof. Harbert's belief that as the river continues to carry silt and deposit it on the ocean's bed, the bottom will sink more and more, and the adjoining land with it.

MUST FIGHT TO RIDE ON CARS.

Americans Endure Most Unpleasant Experiences While Traveling in Italy.

Americans who are planning a visit to Italy may be interested in the remarks of a writer in the London Times concerning the increasing horrors of railway traveling in that country. The practice which this writer says that foreigners are finding most annoying is the failure to provide a sufficient number of railway carriages and the consequent overcrowding. "During a large part of the year," he says, "at every important station comes a struggle—pushing, pulling, quarrelling, fighting the way in and out of carriages. Those who travel first-class are as much imposed upon as the rest and again in first-class carriages for long distances, besides those who were jammed together on the seats. Men and women get to the stations half an hour ahead of time and wait, even when it is raining, in order to be able to fight their way aboard the minute the train stops."

The writer adds that even between cities like Venice and Florence there are few, if any, trains, the passengers being turned out of one and wedged into another, solely, he believes, in order that the railroad employees may be able to mulct them in fees. Underlings are encouraged by their superiors to "work" the passengers for all they are worth, and the writer speaks of having seen a well-dressed official ordering baggage hidden in an out-of-the-way waiting-room so that he might get a tip for unearthing it.

SUPREME COURT STATISTICS.

Examination of the Docket Shows That No Headway is Being Made Toward Clearing It.

Statistics of the term of the supreme court of the United States, which has just closed, showing that the court is making no headway in a matter of clearing its docket, a collection which it was hoped would speedily follow the establishment of the various circuit courts of appeal with final jurisdiction in numerous classes of cases. At the opening of the term the second Monday of October, 1911, there were 336 cases on the docket. During the term 382 cases were docketed, and 175 were disposed of, leaving still undisposed of at adjournment 343. Of these 19 have been argued and are under advisement. Among these latter are two involving the legality of the law forbidding the transmission of lottery tickets and drawings by express, one involving the oleomargarine law of New Hampshire, and that presenting the question of winding up the affairs of the Harmony society at Economy, Pa., involving the distribution of several million dollars now controlled by Mr. Duss, who is entertaining himself and the people of New York as leader of a brass band in that city.

Armor Plate No Protection.

According to the Boersen Courier, Berlin, Herr Krupp has brought to perfection a gun the projectile from which is capable of penetrating the best and thickest armor plate manufactured. Emperor William has already witnessed trials of this gun, and has exacted a promise from Herr Krupp to reserve it for the use of the German navy.

A Hypnotist Who Failed.

A Wisconsin hypnotist thought he could subdue a bull by looking into the animal's fiery eyes, says the Chicago Record-Herald. If the hypnotist gets well he may be able to explain what happened on the theory that the bull must have winked.

Fables on Kingly Robes.

One of the ecclesiastical garments which King Edward will wear when anointed and crowned is embroidered with palms. The symbolism will not be inappropriate, now that peace is made in South Africa.

EDISON'S NEW MOTOR.

Invention Will Give Renewed Impetus to Automobile Machines.

Wizard Perfects Storage Battery Which Will Propel Vehicle 100 Miles Over Average Roads Without Recharging.

Thomas A. Edison has announced that he has solved the problems now confronting automobile manufacturers. The inventor has designed an electric battery which will run an automobile over average roads at high speed for 100 miles without recharging, and which is many times lighter than any battery now in use. None now built can cover more than 35 miles without being recharged.

This practically revolutionizes automobile manufacturing. The new machine will be almost noiseless, without odor, and half as light as any on the market. It will be able to traverse long distances without trouble, and, with the exception of its cost, will make the automobile just what its most ardent advocates have prophesied.

"I have solved the automobile problem," said Mr. Edison, "and the 100-mile-without-a-charge vehicle is right in sight. 'What I want to see is a first-class little automobile,' he said, 'the equivalent of the one horse and buggy which every man with a fair income can easily afford to purchase now. 'The rich, of course, can afford to pay any price, but what we want is a reliable automobile within the reach of men of limited means. As about 90 per cent. of the population fall within the latter category, they are the people I want to see get their own automobiles. At present the street car is the poor man's coach, but it will not be so much longer. 'I have been credited with saying that we have put the horse out of business, but that is not strictly accurate. What I intended to say was that with the perfection of the electric storage battery we may say good-by to the horse for commercial purposes. The storage battery will propel all delivery wagons, the sphere of its usefulness is unlimited. I am confident that electric vehicles will soon supersede all others for city work. 'S. M. Butler, secretary of the Automobile Club of America, said: 'The new machine, so far as I am informed, greatly increases the storage energy and decreases the total weight of the vehicle. At present electric machines are hampered by the immense motor weight. They are also at fault because they must be recharged at least every 35 miles. Mr. Edison has overcome this, I understand, and has given a great boost to the automobile world.'"

WOULD WED AN APE.

Minister Tells Girl Graduates What is Preferable to Marrying to Reform a Man.

"Before I would marry a man to reform him, I would sooner wed an ape to develop," said Rev. Peter Ainsless, of Baltimore, a minister in the Christian church, in addressing the graduating class of Hamilton Female college at the Lexington (Ky.) opera-house the other afternoon. The class consisted of young women from places throughout the south, daughters of wealthy stockraisers and planters. The preacher's statement caused a titter in the class, which finally spread to the audience. There is a division of opinion as to the advice of the minister. He had undertaken to advise the pretty girl graduates on the subject of matrimony. He began by admonishing them not to act hastily in selecting a husband. He declared that there would be fewer tears shed after the union if the step was taken after due consideration.

RELICS OF THE STONE AGE.

Prof. Leeds and Party of Native Discover Implements in Large Cave in Washington.

While prospecting for copper on the shores of Prince William sound, Washington, Prof. Leeds and a party of natives discovered a large cavern in which they found 14 wooden canoes, each canoe containing a body. Stone implements were found beside the bodies, and stone slabs covered the canoes, everything indicating that the bodies had been placed there during the stone age. The find proved as mysterious to the natives as to Prof. Leeds. Their tribe has inhabited the shores of Prince William sound for centuries, yet they had never heard of the cave, or of the people interred there. Prof. Leeds did not disturb the bodies, and carefully marked the location. An expedition is being organized by Capt. Storey, of the Alaska Packers' association, to thoroughly explore the cavern.

Not a Popular Diet.

Loonets as diet are only to be considered tolerable, of course, with the understanding that they shall be of the variety that appear only once in 17 years, says the Chicago Inter Ocean. Most people, however, would prefer the 70-year kind.

Lesson from Mount Pelee.

Mount Pelee was 1,000 feet higher before the eruption than it is now, says the Chicago Record-Herald. Mount Pelee, however, is not the first thing that has lowered itself by too much blowing.

Chinese Fear Rats.

The Chinese, according to Pearson's Weekly, fear rain, believing that the rain drops breed vermin.

AN AWKWARD MEETING.

The Englishman Had Met the Chaparrone Before and Knew About Her Will.

"In Chicago the other day," said a well-known Washington club man, "I happened to be present during the progress of about as remarkable an exhibition of what may be called social courage on the part of two persons, a man and a woman, as I ever saw."

"At the home of a singularly gracious and quite celebrated Chicago hostess I met an old friend, an Englishman. We were chums at Oxford 20 years ago. He was a fine fellow as a boy, and I found him an equally fine fellow as a man. I hadn't clapped an eye on him in ten years, nor heard of him in that time. I had last met him in Dallas, Tex., in 1892. He was the proprietor of a huge ranch in the Texas panhandle, and had become a rich man in the cattle business. While he was entitled to use a prefix of nobility to his name, he didn't, and he was known, and still is known in Texas as elsewhere in this country, as a plain 'Mister.'"

"I was glad to meet him again. I discovered that he was stopping at the same hotel where I was registered. He was visiting Chicago on business and for fun. We went around a good deal together. "About a week after our first meeting in Chicago at the home of the gracious hostess I have alluded to, she asked us if we wouldn't take a party of young San Francisco women, visiting her, to an afternoon concert at the Auditorium. Engles, of 40, just wouldn't go, though? We were delighted to have the chance to carry off such a bevy of delightful young women. "The chaperon of the girls was a black-haired, black-eyed, extremely handsome woman of 35. Our hostess presented us to her when we called, with the motor carriages to pick up the women on the afternoon of the concert. "She was a very winsome and a very able woman, that chaperon. I got on famously with her. My friend, the Englishman, didn't seem to make quite so much progress with her as I did, which caused me to experience a certain unworthy feeling of triumph; but I attributed his reticence, not to say his silence, to the natural shyness of the Englishman. "She addressed herself almost entirely to me, which I considered odd. It struck me as a bit peculiar that she didn't endeavor to coax my friend the Englishman into conversation by at least rallying him on his diffidence. She only occasionally made a remark to him, however, and when she did he answered her with courteous but seemingly intentional brevity. This was on the way to the concert and during the concert's intermissions. "In Chicago it is the custom to repair to a restaurant for a sip of tea and a wafer after the afternoon concert, and we followed the custom. I found myself becoming quite sentimental with reference to the black-haired chaperon. She was a 'miss.' I had caught when presented to her. I marveled that so lovely a woman should have remained a 'miss.' It seemed absurd. "We chattered at a great rate, almost a rate equal to that of the young woman from the coast, the chaperon and I. While we were taking the tea the chaperon seemed to suddenly take it into her head to tease my English friend. He flushed under the twitting. Englishmen don't like that sort of thing, even from the lips of a pretty woman—but he soon recovered himself, regained his natural poise and aplomb, and when that happened he virtually took the floor. He said a good many clever things in the quiet, diffident way of the thoroughbred Englishman, and he seemed willing enough to engage in a match of wit with the chaperon. Their repartee, before the tea was finished, was quite delightful to listen to, and all of us enjoyed it hugely. The chaperon's eyes began to snap just the tiniest bit shortly before we rose to leave the table, and then there was just the least bit of asperity in one or two of her merry barbs thrust at the Englishman. He didn't seem to notice that, however, and we rode to the home of the entertainer of the Young California woman and the chaperon in very fine feather. "When we made our departure I confidently expected my English friend to become enthusiastic over the cleverness, not to mention the mature loveliness of the chaperon. I was surprised to find him, on the contrary, grumpy and non-talkative. "Delightful lot of young women, those," I said to him. "Um," he replied. After a pause I said to him: "Did you ever meet a finer woman or a more nimble wit than Miss—, mentioning the chaperon's name. "The Englishman turned scarlet, as I could see even in the waning after-noon light that filtered into the carriage. "Yes," he replied, briefly. "That seemed a most astonishing reply to me. I couldn't understand it. 'You're being a lucky man, then,' I said after another pause. "Miss—, naming the chaperon, 'was my wife for five years. The decree was granted in San Antonio two years ago. Here's the hotel.' "That was all. We climbed out of the auto and dressed for dinner. He didn't mention the matter to me again, and I certainly did not reopen the subject. "Oldest of Known Writings. The oldest piece of writing in the world is on a fragment of a vase found at Nippur. It is an inscription in picture writing and dates 4,500 years before Christ. The University of Pennsylvania has secured it.