

SOME WIND-SPLITTING "MOBES."

The Automobile Age Seems to Be in Full Blast.

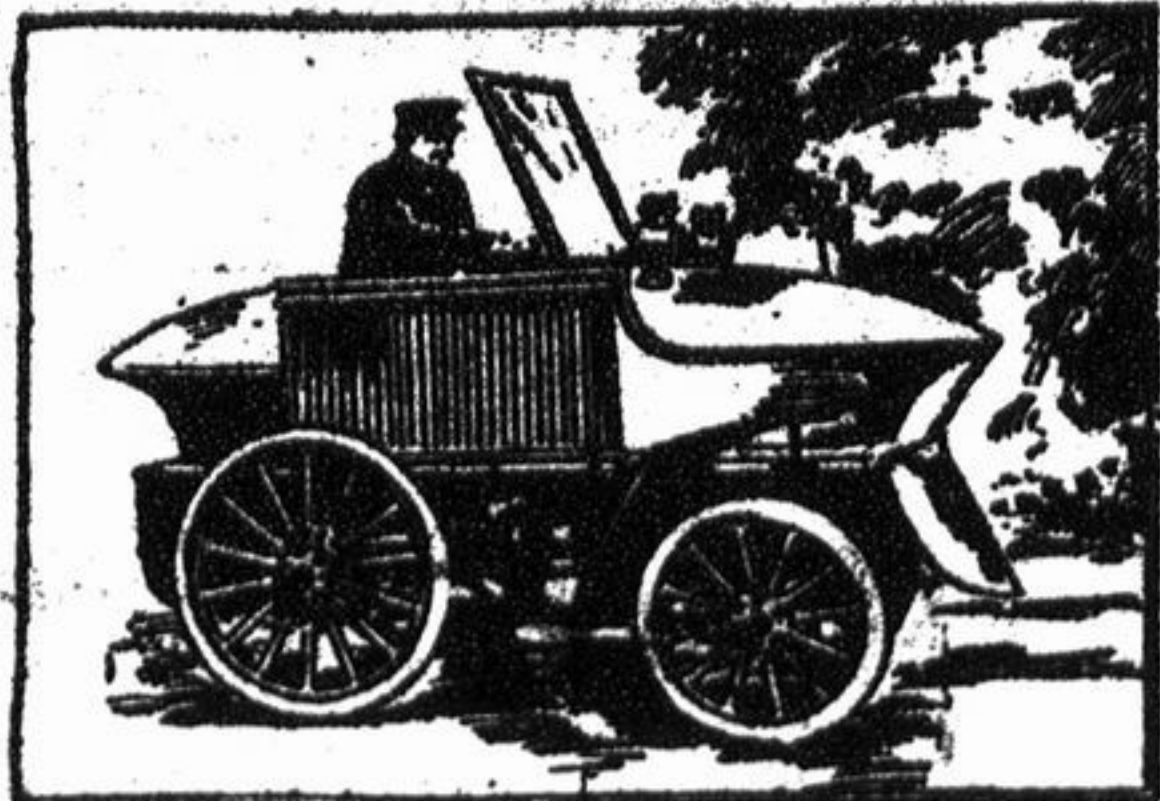
The speed contests for the automobile blue ribbon, which will take place over the French roads about Paris this summer, has set the motor-racing world by the ears, the foreign enthusiasts especially going to apparently unlimited expense in their efforts to secure what is likely to prove a winning machine. In an article upon this "sport of millionaires," which recently appeared in The Automobile Magazine, the statement is made that speed in an automobile depends not alone upon the development of great horse power, as asserted by some, nor upon the size of the driving wheels, as asserted by others (who point to the huge drivers on the modern passenger locomotive in support of their statement), but upon a combination of five factors, the absence of any one of which in the make-up of a vehicle designed primarily for speed might result in its defeat in a long-distance contest. These five conditions are (1) the horse power of the motor; (2) the number of revolutions made by the motor; (3) the weight of a vehicle; (4) the gearing; (5) construction of the moving parts, as well as of the entire carriage, in order to reduce friction and wind resistance as much as possible.

The apparently interminable search for the happy medium, where great power will not necessitate correspondingly and, perhaps, fatally great weight and size, combined with the efforts to reduce wind resistance to a minimum, have resulted in the building of some very curious examples of automobiles, many of which are almost absolutely useless except for the purpose for which they were designed—high speed—and they cannot consistently be classed under the head of pleasure vehicles.

Probably the most flagrant example of this sacrifice of beauty lines to the demon of speed is the racing "projectile" of M. Jenatzy (holder of the world's automobile kilometer record), an electric machine constructed as the result of a wager that he could design and build an electromobile capable of covering 100 kilometers within an hour. When it is remembered that this means an equivalent of about sixty-two miles an hour, this extreme effort to minimize wind resistance is apparently justified, as is the gentleman's selection of an almost absolutely level stretch of 100 kilometers of smooth road between Evreux and Lisieux, where the special trial will

away within the body of the projectile, the only thing in evidence being the necessary gearing. The seat of the operator may be so arranged as to permit of his assuming such a position as will keep almost his entire body well within the "bowels" of the projectile, thus still further reducing the wind resistance.

Another vehicle, the primary consideration in the construction of which was speed, is that of Count Chasseloup-Loubat, who was prominently mentioned as one of the French representatives in next summer's international races and has been the adversary of M. Jenatzy in many contests in years past. In this machine the effort to minimize wind resistance has not been carried to the lengths that it has in the "projectile," probably owing to the designer's unwillingness to decrease the size of the space devoted to the batteries and motor. The motor is a very powerful one and despite the fact of its being heavier, the vehicle is said to be the equal



DE PAIRAS RACE.

of which is herewith given. The wind shield feature is quite prominent in this racing machine, and, while almost completely covering the operators, tapers to a point in front. The company which builds this vehicle, in order to lighten it as much as possible consistent with the requisite strength to carry the weight of the motors designed to develop the twenty-four horse-power of which it is capable, has made extensive use in the body of partium, an alloy of aluminum and tungsten, whose specific gravity is almost identical with that of aluminum alone, but whose strength is very much greater. While possessing horse power exceeding the majority of racing machines, the Vallee has as yet been unsuccessful in winning races, which may be partly attributable to the facts that it is driven by a single belt and possesses no speed change gear—defects which will be remedied before its next appearance in a race. In this connection it may be stated that it is the consensus of opinion among those devoted to this "sport of millionaires" that vehicles developing a maximum of sixteen-horse power are better adapted to fast work on the road than are those possessing greater or less power.

A German racing vehicle, the first of the kind turned out of the famous shops at Cannstadt, and specially designed to bring the automobile blue ribbon to Germany, is that of Herr Jellinek, of Vienna, who races under the nom de plume of "Mercedes," and who won the Tourist de Nice race in 1899. This racing machine's four-cylinder motor is also capable of developing twenty-four horse power, and although it had not yet been tried in actual contest, the vehicle has in trial work shown sustained speeds of eighty-five kilometers (about fifty-three miles) an hour—a performance which, if duplicated in next summer's international contests, will very likely result in the discomfiture of the French chauffeurs. The machine resembles some of the French vehicles in general outline, having similar controlling and speed levers, dismounting gear, brake and accelerator.

Duke Sergius' Record.

Grand Duke Sergius, who represented the Czar of Russia at the festivities of the German crown prince in Berlin, is the uncle of Emperor Nicholas. He was born May 11, 1857, and was married in 1884 to Princess Elizabeth of Hesse Darmstadt. In his capacity as Governor of Moscow Sergius has made himself one of the most unpopular men in Russia. The people held him responsible for the awful disaster at the czar's coronation in 1896, when thousands of people were killed through faulty arrangements in handling the crowd.

In every way of M. Jenatzy's machine. Still another peculiar looking vehicle devoted solely to fast work is that of M. De Paiva shown herewith. "Windplows" in front and a glass shield set at an angle, behind which the operator may comfortably observe the road before him, are two features which will result in an addition of speed, if not of beauty to the vehicle, which is of the electric variety, and, although quite heavy is very powerful.

The racing machine of M. Charron (built by the Panhard company), who will be one of the three representatives of the Automobile Club de France in the international races, is shown in the accompanying illustration. M. Charron is one of the most fearless "chauffeurs" in France, and among his many noteworthy performances may be mentioned the Marseilles-Nice in 1898, the Paris-Amsterdam in the same year and the Paris-Bordeaux in 1899. The peculiar virtue of M. Charron's flyer is that, unlike most other racing vehicles, ap-



M. JENATZY'S RACING "PROJECTILE."



CHARRON AND HIS VEHICLE.

probably be made. An examination of the illustration shows that the batteries and the motor have been stored

LIVES INSURED FOR CHURCH.

New Plan for Raising Religious Funds Adopted in Philadelphia. The intrepid insurance agent has invaded the sacred precincts of St. Mark's Protestant Episcopal Church. The commercial completion of the newest plan for raising church funds has aroused considerable interest in the most fashionable parish in Philadelphia. To procure money for church work, Dr. Mortimer, the rector, in conjunction with several members of the congregation, has been considering a scheme of insuring the lives of a number of wealthy communicants for the benefit of the church. The plan originated in the resourceful intellect of a society woman who asks out her pin money by "writing policies" among the residents of Philadelphia's Faubourg St. Germain. It was proposed to the heads of St. Mark's that some of the wealthy supporters of the church should insure their lives on the endowment plan, and that the church should be the beneficiary named in the policy. This would give a prospective fund of good proportions and would be splendid collateral for borrowing purposes. The members of the church taking out the insurance would, of course, pay the annual premiums. As the policies matured the proceeds would be paid over to the church. This plan is not entirely new, but this is probably the first time that it has been proposed to a church of the character and standing of St. Mark's. Philadelphia Bulletin.

Pinot Pot, Scrubber, Chopper or Whiskey. Of course they have their own tribal names, but they never use them in white men's houses, and if none of the aforementioned common objects serve to provide an appellation, the boy is usually Jim, Charley or John.

Convict Inherits \$14,000. Trenton (N. J.) correspondence Philadelphia Record: "A stone wall does not a prison make" is particularly applicable in the case of George Wright, of Camden, who has been confined in the state prison here for nearly a year. Although a prisoner, detained by the state authorities, Wright considers himself extremely fortunate, for he has just received word that his aunt, Mrs. Malloy, widow of Captain Mike Malloy, of Philadelphia, has died and left him the sum of \$14,000. Mrs. Malloy's wealth amounts to \$42,000, and \$14,000 is her convict nephew's share. Wright has only another month to serve.

Great Lengths of Wire. There are 1,200,000 miles of copper wire used in telephone service in the United States, and 4,000,000 calls are received daily in the telephone exchanges of the country. The wire would girdle the earth at the equator forty-eight times, or reach from the earth to the moon five times.

Hard to Deliver. Canadian school children have sent their sympathy to Agneside. But how will they get it to him?—Louisville Courier Journal.

SERVANTS IN SOUTH AFRICA.

The Raw Zulu Fresh from His Native Kraal in West. Only rich people can afford to keep white servants in South Africa. All ordinary folk, says a contributor to the London Mail, have to be content with the well-meant, if casual, ministrations of the native "house-boy." The best of all servants is a Zulu, especially if he is raw, that is, if he is fresh from his native kraal and totally unspoiled by the wiles of civilization. Such a boy is honest, sober, quick, clean and anxious to learn the ways of the "umlungu," or white man. He soon becomes as deft as an English butler, and as handy as an ideal housemaid. He does everything, from cooking to answering the door, and after a little practice he does it well. His knowledge of English at first is scanty, but he soon picks up a few words and mixes up Kaffir, Dutch and English in a quaint polyglot dialect. When they are new to their work the boys make funny mistakes. A lady once had a good but raw boy who did not understand the etiquette of visiting cards. Three visitors called. Two of them gave the boy half a shilling; the third did not happen to have one with her. The boy ushered the first two into the drawing room, but kept the third waiting in the hall, saying, "Two shillings got ticket. You no got ticket. You wait outside." The boys have all manner of strange names, usually chosen by themselves from some line or other of the words that they hear often used, such as "Stapleton," "Tickey" (three-penny piece), "Shilling," "Breakfast," "Kettle," "Billy," "Foot," "Bity."

STRIKING FIGURES.

Five International Delegates Who Held Race Experiments. In attendance upon the conference as delegates are two men who, in their missionary work, have been through as grave perils and as strange experiences, probably, as any living beings, says the New York Sun. They are Robert Laws, doctor of divinity and medicine, who comes from the missions on the shores of Lake Nyassa in Africa, and Dr. John G. Paton, whose life work has been among the cannibal South Sea Islanders of the New Hebrides. "One of the greatest rewards of your work," said a missionary from Japan to Dr. Paton upon being introduced to him, "must be the knowledge that by the spread of Christianity the practices of cannibalism have been rooted out." "It would be," said the venerable missionary, "if it were only so." "Are there still any cannibals remaining in the New Hebrides?" asked the other in surprise. "There are plenty of islands, unfortunately," was the reply, "where cannibalism is constantly practiced, and human flesh is esteemed the greatest delicacy obtainable. The life of an unarmed man wouldn't be worth a moment's purchase on any of those islands. A thing that constantly surprises me," added the doctor as his questioner turned away, "is the prevailing impression here that cannibalism is a thing of the past. Where the missionaries have gained a foothold the practice has been eradicated, though I have known of sporadic outbreaks in the vicinity of the missions. But people here at home do not seem to comprehend the vast extent of the South Sea Islands. There are thousands and tens of thousands of natives who have never seen a missionary and who, perhaps, have never seen a white man of any kind. They eat human flesh to-day, as they have from time immemorial."

FASHION'S PARASOLS.

Some of the Latest Fancies in Season's Parasols. If the woman who uses a parasol would be particularly far in advance of her feminine rivals this summer she will buy herself the very latest creation in parasol ignominy, the sunshade with square edges. It is not a thing of beauty, perhaps, but at least it is strikingly odd and to be odd is at least to be noticed. The square parasol is covered with a bandana handkerchief in the gaudiest pattern obtainable and the effect is certainly bizarre and unusual. The newest handles for the season's parasols are club shaped, and some of them are adorned with bunches of flowers and fruit. Among the elaborate handles wooden ones are seen mounted in gold and silver and set with real or imitation jewels. Ivory, coral, and lapis lazuli are also cut up into the parasol handles. Parasols for morning service are always of plain design and material. Silk is, of course the rule. For carriage use a white satin sunshade is always a desirable requisition and it may be beautified by lace butterflies and flowers appliqued upon the silk. One of the fancy shades shows a parasol formed of stitched bands of white tulle put together with strips of insertion and hemstitching.—Chicago Chronicle.

Sound of a Thunderstorm.

It is generally agreed that the sound of a thunderstorm cannot be heard if at a further distance than between fifteen and eighteen miles, although Sir Richard Phillips has stated that thunder may sometimes be heard as far off as twenty-five miles. Lightning he says, is reflected 150 or even 200 miles. The velocity of lightning is so great that the sounds produced at the various points of a flash may be regarded as simultaneously produced. As compared with the sounds of cannon-firing the fire of artillery has been heard some 379 miles away. When fired amongst the mountains of Erzgebirge the people at Antwerp heard it quite distinctly. To a certain extent this can be accounted for by reverberation. The report of cannon travels particularly far, as it communicates vibration to the soil.

Swiftest Ocean Current.

Among the twenty-five known great ocean currents, or rivers of the sea, it appears that the swiftest in its course is the branch of the great equatorial current as well known as the Gulf Stream. It speeds at various places varying from four and a half to five miles an hour, with its waters at a mean temperature of 51 degrees Fahr. After running 3,000 miles towards the north, as far as 60 degrees north latitude, it still preserves, even in winter, the heat of summer. The influence of this warm body of warm water upon the sea and coasts it washes cannot be overestimated. It covers the ocean with a mantle of warmth and serves to mitigate the rigors of our European winter. The existence of this wonderful stream was first discovered in 1492 by Ponce de Leon, a Spaniard.

Durban as a Winter Resort.

Durban is a winter resort and contains some of the finest residences in the world. They afford a good ocean view and are surrounded by tropical trees, flowers and fruits.

Looking for More Trouble.

It is pretty certain that people are never really as miserable as they think they are.

SCENE OF COMPLICATIONS IN THE FAR EAST.



THE WAR WITH THE BOXERS.

Severe Battle in the Empire of China.

MANY NATIONS TAKE A HAND.

Peking Club-House Burned and the Belgian Legation Roughly Handled in the Streets—Twenty Missions of the Various International Complications.

All the telegrams indicate that the situation in China has not in the least improved. On the contrary, the disorder has spread from the neighborhood of Peking to the capital itself, which is growing turbulent in anti-foreign demonstrations. In addition to the burning of the Peking club the secretary of the Belgian legation has been roughly handled in the streets. Hostile crowds continue to demonstrate against the legations. Two thousand international troops are approaching the city.

A special dispatch from Tien-Tsin says it is reported that the dowager empress has fled to the Russian legation at Peking. The American board of commissioners for foreign missions at Boston has received a cablegram from Peking City confirming the press dispatches that Tung-Cho has been abandoned by the missionaries, and that the missionaries are safe at Peking, but that the native converts have been massacred and scattered. There were sixteen missionaries at Tung-Cho, nineteen native helpers, 213 native communicants, 360 native adherents and 450 Sunday school members. The total number of pupils in the educational department of Tung-Cho was 220. Of the sixteen missionaries four or five are known to be in this country on furloughs.

Admiral Kempff has 200 marines ashore, and 100 more will be sent from Manila. Russia is acting alone. Other naval forces are under orders of the British admiral. The American minister is to act independently of other nations, but concurrently.

Three Killed by Bomb. Striking street car men were shot down in St. Louis by prominent citizens Sunday evening. The citizens, acting as part of a posse comitatus, came into collision with a marching band of strikers. The killed are: Edward Burkhardt, former conductor on Delmar avenue line; side of head shot away; died at hospital. George Rice, formerly motorman on Delmar avenue line; lives at 2605 Kosciusko avenue; shot through abdomen; died at hospital. Edward G. Thomas, former conductor on Chouteau avenue line; shot through left lung; died on way to hospital.

Women Dodge Color Question. The General Federation of Woman's clubs, in session at Milwaukee, has refused to take further action in the color controversy. "We of the north have sympathy for the negro," said Mrs. John K. O'Leary of Atlanta, Ga. "We believe the negro children should be trained in kindergarten, and we are working for that. We believe negro women make the best servants in the world." Have there come any from the southern states only.

GENERAL ANDRE.



NEW FRENCH MINISTER OF WAR.

Pope in St. Peter's Cathedral. The pope went to St. Peter's cathedral Sunday to participate in the ceremony of veneration of two Italian saints recently canonized. Thirty thousand people were present. He was borne on the sedia gestatoria, surrounded by seventy cardinals and the papal court. He seemed in good health, and when giving the blessing to the pilgrims rose from his seat briefly as if he wished to reassure the congregation regarding his condition.

At Kansas City, Mo., Thomas Kern, aged 24 years, an employee of the smelting works at Argonne, fell into a large pot of molten metal and died a few hours later in hospital. Kern fell into the pot in a fitting posture. His companions shouted with horror while the man held his hands on either side of the red-hot metal and tried to raise himself out. Other workmen hurried to his assistance and removed him.

Many Die by a Collision. A head-on collision of cars on the Oakland Beach electric road at Fremont, R. I., Sunday, resulted in the immediate death of four persons and the wounding of four scores of others, some of whom are in a precarious condition. Among the latter is Leonard Gos. Charles O. Mizushi, the list of victims follows: Arthur Lawson, George W. Baker, 15 months old; Lewis C. Sanborn, Providence; Dr. R. B. Burroughs, Worcester.

Death Due to Potent Ointment. Mrs. Edward Shubert, residing in the town of Genoa, Wis., failed upon cakes in which she placed an ointment, intending to use them to kill rats in the barn and other outbuildings. The poison she placed in the cakes in the pantry without warning the family. While she was out of the house her brother, Max Webb, ate one of the cakes. He died within an hour.

Success Man Says He Won. W. D. Bender, who died at the Chicago Hill mansion, Chicago, Sunday, destroyed \$40,000 worth of government bonds before his relatives could intercept. He accumulated the sum in California years ago. Six months ago he became an inmate and a gambler in the Nevada. When word was given that the bonds were to be redeemed, Bender announced to his relatives that he had won.