

# THE DISAPPEARING HANSON

## Women Made It Popular, and Women and the Taxi Are the Causes of Its Falling Out of Fashion

"Where are the hansoms of yesterday?" is the refrain of some owners of what an old hansom calls the prettiest and easiest cab to ride in New York has ever known, and then those men grumble at the fickleness of the New York woman and her ability to make and mar a fashion. Women have had a lot to do with the setback of the hansom in New York, they say. Not that the hansom cab has disappeared, but it is likely to disappear entirely, but the spruce looking line of them formerly common on every principal thoroughfare

spacious a vehicle afterward seized every chance to get into one. Even when it developed that shilling fares such as London maintains were out of the question over here, the hansom's popularity continued to grow.

Before long fifty hansoms or more had their main stand around one big hotel which now is surrounded mostly with taxicabs. One cab company alone operated about five hundred hansoms, whereas the present owners of this particular company, which now goes by another name

goes I guess it is more a question of fashion than anything else where short distance trips are concerned. A customer who used to hire a hansom by the month stopped it because her daughter said a taxi was more stylish even to jostle around Manhattan in, for they don't often take long distance trips.

The Irish caddy whose hansom stood solitary the other day at the edge of Madison Square Park, a row of taxicabs in front of it, a row of taxicabs behind it, had plenty of time to generalize on the changes which had befallen his business and to regret that a dozen years ago when the hansom was in its heyday he had neither time nor inclination to talk about the fickleness of customers.

"Sure I had all I could do to get a bite and a sup at the right time," he said with pride.

His biggest problem was how to pick the most profitable of the transient fares and at the same time keep himself in readiness to meet the calls of regular customers whose daily schedule included a shopping tour or a drive in his rig. In those days he never suspected that the smartly dressed women who rode in his cab and gave him pleasant smiles along with tips would before long turn a cold shoulder to the hansom in favor of an automobile, and even now he can't understand why the hansom cab, so especially well suited to showing off a pretty face and a high class of regular customers, should have been anything but a commonplace as a taxicab.

"Most men don't care much what they ride in, so long as it gets them where they want to go," he said reflectively, "but ladies are different. It used to be a pretty sight, so many ladies and children driving along Fifth avenue in hansoms, then a steady but thick as many ladies are now, nothing in front to hide their fine silks and furs and feathers, for we did about as good a business in winter as in summer."

"Fares were easy to get then. About all any of us had to do of a morning was to drive slowly down Fifth avenue, keeping an eye on the houses in the side streets. We never had to wait long for some one to pop out and hold up a hand, and then we would wheel and be at her door before the lady could change her mind. We don't get so many of these customers nowadays."

"All the ladies liked to ride in hansoms, and up to 6 o'clock in the evening ladies were our best customers. I do get some of our best customers these days, because it costs only half as much to keep a hansom as to keep a taxi standing in front of a store, but I don't take many ladies driving in Central Park any more. And there are plenty of my old customers too who never go shopping now in anything but a taxicab, and my best customers now are men."

One of the first men to introduce the hansom into New York gave a good deal



AS IT USED TO BE.

of credit to certain fashionable women for the sudden leap into favor of a vehicle which many persons were afraid of at first. Said he:

"One of the first varieties which made New York sit up and take notice was a bunch of hansoms with red underclothes which were operated by four men, just from Paris, who took up their stand over by Madison Square. Well, they couldn't get any one to ride in their cabs. Some people thought they were dangerous because the driver wasn't in sight."

"That was about 1881, I think, and for some time hansoms didn't go well at all in New York. They were hard to sell. It was really a few women of the Four Hundred who got them out, men not taking them seriously at all. Fashionable women began going everywhere in them, and that settled it."

"Private orders began to come in, and in 1886 one and another company started building hansoms, and most of the livery stables commenced putting them on the streets. From '86 to '88 the private orders jumped up a good deal, customers in some cases suggesting alterations to suit them-

selves, and from then on to about 1900, when the hansom reached the top notch of its popularity, all sorts of varieties were introduced and of course there was a steady increase in the number manufactured. There were only one or two carriage builders, I guess, who did not take a hand at building hansoms.

"A Frenchman, over here to sell a certain brand of champagne, made a good deal of talk by ordering bill for his own use a hansom which was drawn by two horses and dashing around town in it. The thing was big and heavy and cost a lot, all the materials being of the finest, but for some reason or other it never took any New Yorker's fancy. The one horse variety was considered safer and more comfortable."

"One of the first hansoms ordered from us for a bride was when W. E. D. Stokes, just married to his first wife, brought her in to look over our stock of hansoms and took one out. I remember that as she stepped into one that pleased her



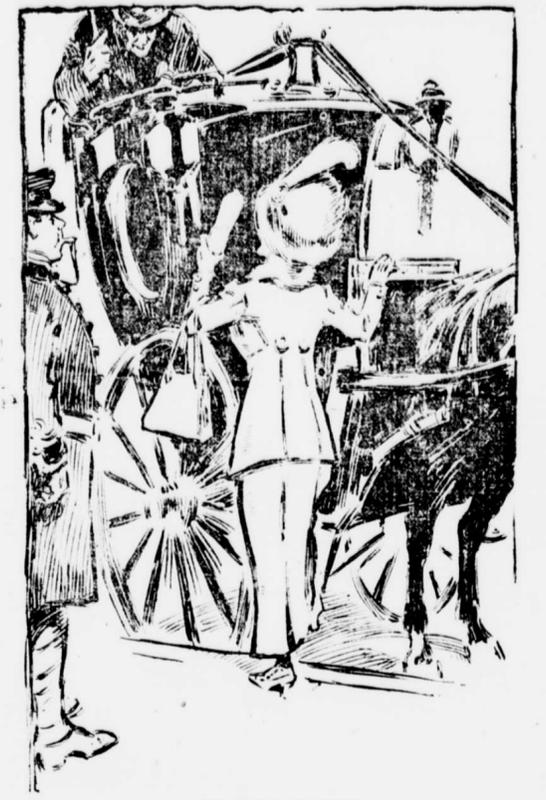
"SURE, AN' IT'S A HARD LIFE."

pretty well her hat brushed the top and she exclaimed:

"This won't do at all. It's too low."

"Of course we suggested making one to her order and Mrs. Stokes was delighted. The one we built for her was four inches higher and lined with gray doekskin to set off the black gowns she always wore. A few days later Mr. Stokes ordered another hansom with a black morocco lining."

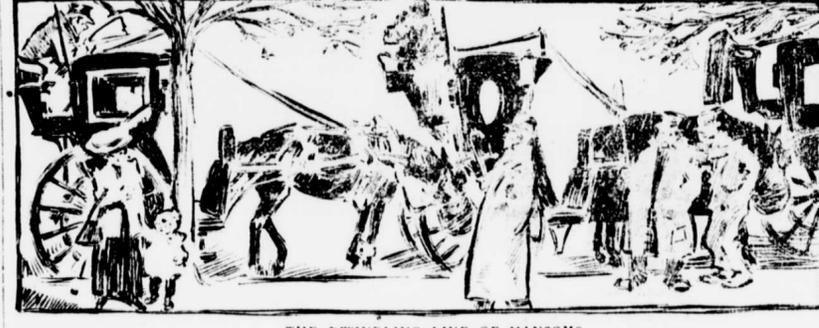
"There were several families in New York who purchased two hansoms each about the same time, and we were kept



THE WISE SHOPPER.

has dwindled surprisingly and a large proportion of the hansoms one does see have a down at the hood look quite foreign to the original examples which captivated Fifth avenue.

When the hansom cab arrived from England it caught the public fancy. The pick of New York society as well as ordinary folks took to driving in private and in hired hansoms, which for the next couple of years were perhaps the most conspicuous feature of Central Park and Fifth avenue traffic. Women who at first disliked the idea of showing themselves in so con-



THE DWINDLING LINE OF HANSOMS.

# COL. RUPPERT'S ST. BERNARDS

## THREE FAMOUS DOGS BROUGHT HERE TO BE EXHIBITED AT SHOWS

Col. Jacob Ruppert, who several years ago had the finest kennel of St. Bernards in this country, is again to take an interest in dogs and will exhibit at coming shows. He has purchased three handsome animals, two dogs and a bitch, which arrived here in good health last week. These three cost Col. Ruppert \$6,000. They were housed and looked after so carefully that each animal needs an attendant.

The St. Bernards are the most picturesque of all the big show dogs. Their history is full of traditions which are fondly nurtured by all dog lovers and they are handsome and good natured.

The three recently purchased by Col. Ruppert are Young Stormer, Splendidus, who is well named, and Princess Nan, and all three are champions.

Champion Young Stormer is the best of the trio. In the dog world the title champion is bestowed when the dog has beaten all in what is known as the winners' classes and he has no more to defeat. This dog is now in his fourth year, having been born on May 24, 1908. He is a dark orange in color, with white markings and black shadings. His sire was Stormer and his dam Cora Pearl, a champion. Going back through his long pedigree he has champions among his grandparents, great-

grandparents and as far back as champions were known. Young Stormer cost Col. Ruppert \$2,500. He has already won many prizes and promises to win many more. In his first year in the show ring he captured eight firsts and a second, three firsts having been won at the Crystal Palace show. Last year he won two championships, six firsts, six seconds and a third, and this year he has won three championships, seven firsts, two seconds and two thirds, so that he has a fine collection of colored ribbons. He was bred by W. H. Jones at Worthenbury, North Wales.

Splendidus is two months younger than Young Stormer. His father was Hampton Lord Montgomery and his mother Zeta, a daughter of Privatesman. He too has several champions, among his ancestors and through champion Wolfman is related to Young Stormer. Splendidus cost \$2,000. His winnings include the one hundred guinea cup at Cardiff and championships and firsts at the London, Taunton, Shrewsbury and Cardiff shows. He is a very handsome animal and his colorings are orange and white.

Princess Nan was born January 11, 1908, and is a daughter of Duke of Benleigh and Lady Pearl. Lady Pearl is a daughter of Stormer and in Princess's pedigree

are many champions. Princess Nan is one of the smooth coated type, while the two others are rough coated. She won the novice prize at the Richmond show in 1909 and prizes in the open and limit classes at the Crystal Palace show in the same year. In 1910 she won in the open at the Crystal Palace show and the championship at the Crystal Palace. This year she won the championship at Crut's show and at the Ladies Kennel Association and at

Shrewsbury, Col. Ruppert paid \$1,500 for Princess Nan.

These long, high sounding names are only used in the stud book and in benching the dogs. In the kennels simpler names are used. Champion Young Stormer is known as Alp. Splendidus answers to Rory and Princess Nan is just Nan.

These three will doubtless be on exhibition at the next show of the Westminster Kennel Club.



CHAMPION YOUNG STORMER.



PRINCESS NAN, SPLENDIDUS, YOUNG STORMER.

# THE LADY WITH A SUIT CASE. NEW YORK'S OLDEST VILLAGE.

She Meets a Brakeman Whose Intelligent Helpfulness Pleases Her.

"A woman's greatest trouble with a suit case," said the woman traveler, "comes when she tries to carry it down the steps of a car to the station platform; the case will wedge in the steps or catch and drag, and she needs help."

"As a rule she gets it, after a fashion, from the polite brakeman, who, standing on the platform, is likely most commonly to place his hand under her elbow to steady her as she steps down. But this is purely perfunctory and does little good; what the woman wants in such circumstances is help with the suit case, and that I got from a brakeman yesterday."

"As I came down the steps this brakeman reached up and he didn't take the case from me, that would have unbalanced me, he reached up and placed his hand under the suit case and as I came along he steadied it and kept it straight and at the same time partly supported its weight."

"Really that was a great relief; he really helped me; he enabled me to step down from the car to the platform quite comfortably."

Salem in Washington County Settled in 1704 and Incorporated in 1803.

The village of Salem, Washington county, population, 1,250, boasts of being the oldest of the 48 incorporated villages in New York State. The first settlers came from Massachusetts in 1764, and in 1803 the village was incorporated by act of the Legislature.

Washington is a county of half shires, the only one in the State having two county seats. They are Hudson Falls and Salem, where alternate terms of court are held. Salem, besides being the oldest village, takes pride in possessing the oldest incorporated academy, 1791, in the State. Washington Academy at Salem was the fourth to be chartered by the State Board of Regents, and is now the oldest by reason of the passing out of existence of the three incorporated before it.

In point of population White Plains, Westchester county, incorporated 1806, is the largest village, having 15,949 residents, while Saddle Rock, Nassau county, only chartered this year, has but 77 population. The largest township in area in this State is the town of Johnsburgh, Warren county, with a population of 2,315.

# AFTER THE MOTOR BALKED

## NEW JERSEY FARMER WHO DIDN'T HOLD UP A STRANDED AUTOMOBILE PARTY

The rural population has grown so proficient in the art of siring up the luckless automobilist who has met with a mishap, estimating to a nicety the amount of the holdup for which he will stand by without abandoning his machine by the wayside and seeking the hospitality of a neighboring field for the night, that instances of rustic simplicity and ingenuousness are worth recording.

James, his wife and a friend set out on Saturday for a little spin through the hills of northern Jersey. He had a new car which was running smoothly, the weather was fine and altogether he was well pleased with life. No untoward incidents marred the pleasure of the party till late in the afternoon, when they were on a lonesome country road somewhere on the other side of Greenwood Lake. The motor chose this unseemly spot to balk.

James argued with it for the best part of an hour, but it firmly resisted his persuasions. At the end of this time, as it was rapidly getting dark and a storm was imminent, James's wife insisted that they give it up as a bad job and proceed on foot to a farmhouse which was discernible half a mile down the road. James consented with reluctance, for he knew these farmers of old and had other uses in mind for his next month's salary check; incidentally he was convinced that another ten minutes of physical eloquence directed at the motor would produce results. However, he consented, as is customary with married men.

Arrived at the farmhouse they were greeted by the proverbial hayseed clad in overalls, a corn planter and a long chin whisker. The situation was made clear to him, and in return he imparted the information that his name was Joshua Saunders, that his team was to the fair with B, that it was eight miles to the nearest station and that it looked like rain. He thought, however, that the old woman could give 'em some vittuals and a bed.

There being nothing else for it the Jones party entered and prepared for a night on the farm. Mrs. Joshua proved to be a hospitable, motherly soul and soon had them seated at an appetizing country repast, which according to Jones beat anything he'd tackled since he visited Aunt Lucy at Westford, Conn.

In the course of the meal Joshua suggested that he had a keg of beer in the icehouse if any of the party would like to have it. Jones, who had a mental vision of an extra five going on the bill. Anyhow the dinner was fine, the beer was good and Jones sank into his luxurious leather bed almost reconciled to the arbitrary action of his motor and

# MONEY BACK ON THE ELEVATED

Lucinda Discovers That You Can Get It In Some Circumstances.

"Did you know," said Lucinda, "that you could get your money back on the elevated? I didn't till yesterday."

"There was a woman came along with a small dog, which she was leading by a leash, and of course she didn't have any trouble buying a ticket because the dog was down on the floor when the ticket seller couldn't see it. But it was different when she came to the ticket chopper with the little dog trotting after her."

"I think if she had picked the dog up and tucked it away under her arm perhaps the ticket chopper would have pretended he didn't see it, and let her go by, but somebody coming up leading a dog was too much and he said to her, 'You can't take the dog through, madam.'"

"Not the dog?" she said.

"No, madam," said the ticket chopper. "Dogs are not allowed polite about it, but she saw he meant it and so she turned around and started back, with the dog following her with me, she said she went to the ticket seller, and then she let me through and I will take the dog back, and she pushed in her ticket and the ticket seller took it and pushed out a nickel without a word."

# SLED FOR SUMMER COASTING.

Made With Wheels in Place of Runners for the City Boy's Use.

A novelty in playthings is a sled on wheels designed for summer coasting. It has a regular sled body. The wheels are not high and they are placed under the sled just as runners would be, the two rear wheels on a stationary axle, and the two forward wheels on an axle that is pivoted and connected with it above the top of the sled a crossbar like the crossbar on a flexible flier sled, by which the wheeled sled can in like manner be steered and guided.

The wheeled sled has steel spoked wheels, some with metal rims and some rubber tired. Obviously it is not intended for country use on soft dirt roads, but for city or town, where there are asphalt street pavements or paved sidewalks.