

# Automobile Owners of Washington

Washington, with its broad asphalt streets and easy grades, has come to be recognized as the ideal automobile city of the United States. Over two thousand licenses for motor cars of all types have been issued in this city, no other community in the country has as many automobilists.

In response to the general demand for a list of automobile licenses issued in the District, The Washington Herald has secured a complete record from the District Building, part of which appears in this issue. The list will be continued each Sunday until The Washington Herald's readers have been given the license number and the name of the owner of every car in the city. The first list appeared last Sunday.

A perusal of the list should prove interesting to the general public, showing as it does the number of prominent people who own one or more automobiles. Cabinet officers, members of the diplomatic corps, and a large number of persons socially prominent are included in the list of motor car owners, as well as mercantile and commercial establishments, and many persons not in the public eye.

## PARTIAL LIST—PUBLIC OWNER.

- 134. Howard W. Stein, 118 K st. n. w.
- 135. George W. Wille, 235 Dakota Circle.
- 136. Joseph L. Saks, Saks & Co.
- 137. C. E. Foster, 906 G st. n. w.
- 138. J. L. Hays, 1724 Columbia Capital st. n. w.
- 139. L. E. Acker, 1245 Pennsylvania ave. n. w.
- 140. Carl Cass, 311 Pa. ave. n. w.
- 141. Wm. C. Smith, 1416 F st. n. w.
- 142. W. W. DeLoach, 308 F st. n. w.
- 143. J. M. Hays, 1724 Columbia Capital st. n. w.
- 144. L. E. Acker, 1245 Pennsylvania ave. n. w.
- 145. Taylor Green, 1215 14th st. n. w.
- 146. Howard G. Rhine, 1215 14th st. n. w.
- 147. Samuel Bechtel, 1215 14th st. n. w.
- 148. Francis H. Debar, 215 Conn. ave. n. w.
- 149. Thomas J. Pugh, 217 Conn. ave. n. w.
- 150. C. F. Selmer, 138 9th st. n. w.
- 151. C. F. Little, 1215 14th st. n. w.
- 152. J. S. Truett, 189 9th st. n. w.
- 153. John H. Draper, 189 9th st. n. w.
- 154. W. W. Briggs, 189 9th st. n. w.
- 155. Adams Express Company.
- 156. John Cannon, Kensington, Md.
- 157. J. M. Deane, 125 14th st. n. w.
- 158. E. Simpson, 125 14th st. n. w.
- 159. C. & S. Stoddard Co., 102 Conn. ave. n. w.
- 160. H. B. Street, 411 East Capitol st. n. e.
- 161. J. W. O'Connell, 125 14th st. n. w.
- 162. P. L. Brown, 125 14th st. n. w.
- 163. J. L. Woodbury, 125 14th st. n. w.
- 164. J. S. Hamilton, 125 14th st. n. w.
- 165. E. H. B. Street, 411 East Capitol st. n. e.
- 166. W. H. Sperry, 125 14th st. n. w.
- 167. Oscar T. Phillips, 187 Rhode Island ave. n. e.
- 168. Frank Polver, 187 Rhode Island ave. n. e.
- 169. A. L. Chino, 187 Rhode Island ave. n. e.
- 170. W. W. Jewett, 187 Rhode Island ave. n. e.
- 171. C. L. Duff, 187 Rhode Island ave. n. e.
- 172. J. E. Powell, 187 Rhode Island ave. n. e.
- 173. F. P. Vule, 187 Rhode Island ave. n. e.
- 174. Wm. Kennedy, 187 Rhode Island ave. n. e.
- 175. Wm. A. Demer, Columbia National Bank.
- 176. W. H. Bayler, 187 Rhode Island ave. n. e.
- 177. National Auto, 171 14th st. n. w.
- 178. National Auto, 171 14th st. n. w.
- 179. H. G. Mather, 171 14th st. n. w.
- 180. Henry C. Carter, The Farragut.
- 181. H. Blumberg, 171 14th st. n. w.
- 182. P. J. Brennan, 306 K st. n. w.
- 183. Harry E. Chadler, 125 14th st. n. w.
- 184. E. W. Davis, 145 F st. n. w.
- 185. Wm. S. Park, 125 14th st. n. w.
- 186. J. H. Wood, 125 14th st. n. w.
- 187. H. B. Street, 411 East Capitol st. n. e.
- 188. H. B. Street, 411 East Capitol st. n. e.
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- 200. J. H. Wood, 125 14th st. n. w.

# LONELY PACIFIC ISLANDS.

Lonely Pacific Islands. Which is the loneliest, most desolate, and most inaccessible island on the face of the globe? Many people would doubtless plump for one of the Crozets, which were recently brought into notice owing to the wreck thereon of the Norwegian exploring ship Catherine, and the subsequent rescue of the castaway crew by the Turakina, a British steamer dispatched from Cape Town, for that express purpose.

But Hog Island, the westernmost of the group, and the one whereon the wrecked men spent most of their time, is by no means an undesirable place of residence, abounding, as it does, in hares and rabbits, penguins, albatrosses, and sea elephants.

Sea Islands, in the same seas, says the Baltimore Sun, is far more isolated, as well as more barren, but it possesses, as does Hog, a shelter bay for castaways, and it is visited by whalers occasionally. So, too, is South Georgia, but it has no shelter bay, and as it is out of the track of shipping, anyone unlucky enough to be cast away thereon would stand a very poor chance of ever getting off alive.

Bouvet Island, in the same sea, is visited even more rarely, and on the last occasion when a ship touched there five corpses were found frozen on the beach, grim memento of some unrecorded tragedy of the sea. Possession Island, in its turn, is still lonelier and more inhospitable than Bouvet.

But probably the palm in this direction must be ascribed to Dougherty Island, on which, so far as is known, no landing has ever yet been effected. It has only been sighted twice in a century, and is officially described in the British Admiralty Sailing Directions as "the most remote and isolated spot on earth."

Public Ownership Failures. Lack of Success Reported from Several Towns. Many Experiments in Lighting Have Been Costly—Large Profits Not to Be Expected.

Among the recent municipal-ownership failures may be enumerated the following: Muncie, Ind., plant abandoned and bonds not paid. La Grange, Ill., plant sold to a company. Elgin, Ill., municipal bonds so high that contract was left to company. Jonesboro, Ind., plant turned over to bondholders. Alexandria, Va., plant leased to a company for thirty years. Ashabula, Ohio, \$88,000 plant deposited \$40,000 in fourteen years, advertised for sale.

Brantford, Mo., plant sold for 25 cents on the dollar, city taking pay in light and water. Caswell, N. Dak., plant sold for two-fifths cost. Shiloh Springs, Ark., \$30,000 plant leased for \$600 a year. Peru, Ind., council investigating committee after lamps cost \$207 a year and advised that the city abandon the business and sell the plant.

Lafayette, Ind., plant leased for five years. Hamilton, Ohio, gas plant shut down and State examiner reported deplorable financial conditions and abnormal costs due to faulty construction in electric light plant.

Bloomington, Ill., increase from \$38 to \$62 in yearly cost of arc lamps in ten years, although cost should have been less. Easton, Pa., mayor favors letting private contract if city cannot maintain service and business men petition for such a contract.

Lakewood, Ohio, expert accountant found cost of arc lamps about double the price offered by a private company. In Massachusetts, according to the 1906 report of the commission, twenty-four of the fifty-six private electric light and power companies in the State paid no dividends; one paid a dividend of 2 per cent; one a dividend of 4 per cent; one a dividend of 4 1/2 per cent; four a dividend of 5 per cent; eleven a dividend of 6 per cent; three a dividend of 7 per cent; one a dividend of 8 per cent; one a dividend of 9 per cent; and two paid dividends of 10 per cent.

In some States with some kinds of corporate form of the face value has been paid. In Massachusetts, however, where a smaller percentage of the face value has been paid, many years past have been issued only upon approval of the commission, to pay for actual improvements in a plant, these figures can safely be accepted as indicating very nearly the true state of affairs.

This statement as to dividends, of course, does not show what earnings may be put back into the property in the shape of new construction and extensions. In this latter connection it is of interest to note that the combined balance sheets of the Massachusetts companies show a surplus of 10.76 per cent on the entire capital stock in the 1905 report, but this is less than the surplus showed the year previous.

These figures simply demonstrate what is known to every well-informed man in the business, namely, that electric light is a very nearly the true state of affairs. This statement as to dividends, of course, does not show what earnings may be put back into the property in the shape of new construction and extensions. In this latter connection it is of interest to note that the combined balance sheets of the Massachusetts companies show a surplus of 10.76 per cent on the entire capital stock in the 1905 report, but this is less than the surplus showed the year previous.

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# NEW DIAMOND FIELDS

Hordes of Seekers After Fortunes Are There. Great Finds in Cape Colony. Adventurers from the World Over Are in Africa Searching for Diamonds in New Grounds That Give Every One a Chance at Riches—Everybody Digging.

One of the greatest sensations in South Africa to-day, and in the public eye, is the discovery of diamonds in hitherto undeveloped districts in the Province of Griqualand West, Cape Colony, and at old diggings, where in former years the crudeness of appliances, mode of working, and cheapness of diamonds caused them to be abandoned, and where now, under new conditions of mining and increased value, the stones are found in paying quantities. Thousands are flocking to the new fields, in the hope of making a fortune, says a Johannesburg letter to the New York Evening Post.

This matter has excited so much public interest that the writer determined to proceed to the districts and investigate for himself. Several days were spent in going over the whole area and making personal inspections. These fields consist of the old diggings along the banks of the Vaal river and the newly discovered alluvial deposits, parallel to but some miles from the Vaal river.

The old diggings stretch for many miles, and where the old debris, years ago abandoned as unprofitable, is being reworked by improved machinery, more than paying the cost of removal, are discovered stones of fair size, unusual brilliancy, and often great value. This is especially the case at "Old Pail," opposite the little village of Barkly West on the Vaal, about eighteen miles from Kimberley, where the Prial Diamond Mining Company, which has acquired the majority of the ground and thrown it open to the public, under generous terms, with the result that these once quiet banks of the Vaal have been almost entirely transformed into a bustling hive of activity, and in fact, in finding the precious stones, digging from noon till night with an energy and hope that is the great fascination of the diamond and gold digger. It is all reminiscent of California in the forties.

Among the miners who are flocking to the Vaal river are the men who have been driven from the mines, who have lost their money, and who are looking for a new chance to make a fortune. Some are working individually as single claims; others have formed syndicates on a larger scale, and are working in partnership. It is not profitable, some of course, are not so fortunate, but all keep on working, with the hope that is so ingrained in men of this class, and so seldom could a more prosperous or optimistic crowd be found than among this band of workers along the Vaal river.

Men from all parts of the world, nationalities, and classes are to be found here, and among them are the British, Americans, Australians, Canadians, Germans, living in the midst of a harmonious, and in many respects, professional man, ex-army officer, retired actor, pugilist, sailor, cowboy, and navy, all toil together side by side with a vim and good fellowship gratifying to behold, and crime is practically unknown among them.

The finds I saw were on a fairly level average, and in some instances rich, with the stones of great purity and value. In one pocket some thousands of dollars' worth of diamonds were found, and it is often admitted having cleared \$1,500 out of a week's work. He had in his possession stones worth \$500 from a three days' work.

The revenues derived from the Vaal river diggings, while the large proportion of the diamonds are sold to the Prial Diamond Mining Company, and the balance to the Kimberley and party in Barkly, comprising no less than eighty square miles, all of which has proved to be diamondiferous to a paying degree, and the wash of phenomenal richness many thousands of dollars already discovered.

The diamonds found here, however, are essentially different from the river stones, both as to color and shape, and are peculiar in that they show no sign of being water-worn of "travel," as is the case with those recovered from the Vaal river diggings, while the large proportion of the diamonds are sold to the Prial Diamond Mining Company, and the balance to the Kimberley and party in Barkly, comprising no less than eighty square miles, all of which has proved to be diamondiferous to a paying degree, and the wash of phenomenal richness many thousands of dollars already discovered.

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