

WASHINGTON, D. C., SUNDAY, SEPTEMBER 1, 1907.



ANNOUNCEMENT!

First Call Sept. 3d to 17th.

The incorporators of the Federal American Banking Corporation beg to announce that the first call will be made for the first payment on account of the subscription to the capital stock of the corporation as of Sept. 1, 1907, payable Sept. 3 to 17, 1907.

The Federal American Banking Corporation

OF WASHINGTON, D. C.

A corporation being organized to do a general banking business, under authority and supervision of the Comptroller of the Currency of the United States, like a National Bank.

Terms of Subscription:

The stock may be subscribed for all cash or 10 per cent cash and 10 per cent a month, with interest at 5 per centum per annum.

Shares Can Be Subscribed for as Follows:

- 5 Shares, \$5 Cash and \$5 Monthly. 25 Shares, \$25 Cash and \$25 Monthly. 10 Shares, \$10 Cash and \$10 Monthly. 50 Shares, \$50 Cash and \$50 Monthly. 100 Shares, \$100 Cash and \$100 Monthly.

A glance at the price list of the various bank stocks of the city will demonstrate the wisdom of purchasing Washington City bank stocks. This is a rare opportunity to secure stock at par in small blocks in a Washington bank, to be operated under United States Treasury Department supervision and control.

It is confidently believed that the Federal American Banking Corporation, in devoting all its energies, under Federal supervision, to the development of a great general banking business, along new lines, is abreast of the most advanced thought, and has before it a field of great promise, much of which is as yet unoccupied in the National Capital.

Will Open for Business in September in the Splendid Seven-story Fireproof Building at the Northwest Corner of Twelfth and G Streets Northwest. Telephone Main 3538.

Shares—\$10 Each, Par Value. Subscription Books now open at the Bank Building, Northwest corner Twelfth and G Streets.

Joseph J. Collins, formerly of National Bank of Washington, Assistant Cashier.

Telephone Main 3538.

The Officers and Directors of the Corporation Are to Be Selected from the Subscribers to the Capital Stock, and Will Be Successful and Conservative Business Men of the National Capital.

INCORPORATORS

- HARRY P. HUDDLESON, Attorney, CHARLES W. DARR, Attorney at Law, Director National City Bank, Director Merchants and Mechanics Savings Bank. RIGNALD W. BEALL, Real Estate Broker, Vice President Moore & Hill (Inc.), Vice President Citizens' Savings Bank. WILLIAM T. GRIFFITH, Broker, Director Montgomery Co. National Bank, Rockville, Md., Vice President Poolesville (Md.) National Bank. GUSTAVE BENDER, War Department, Secretary of the United German Societies, District of Columbia. JOHN W. HOLCOMBE, Appointment Clerk, Department of the Interior. CORNELIUS ECKHARDT, Auditor Evening Star Newspaper Company. Subscriptions will be received at the bank, 12th and G Sts. N. W., or by the undersigned. RIGNALD W. BEALL, Vice President Moore & Hill (Inc.), No. 1333 G st. nw. CORNELIUS ECKHARDT, Evening Star, 11th St. and Pa. Ave. HARRY P. HUDDLESON, Marine Hospital Service. Committee on Subscription.

AUTO TOUR PLANNED

"Columbia Crowd" Going to Visit Seaside Resorts.

DRAGON COMPANY BOOMING

Philadelphia Concern Reorganizes and John Kane Mills Returns to Active Work of Presidency from Which Ill Health Caused His Retirement—Acme Motor Car Records.

Several local men having cars in the Dupont garage have planned an extended tour of ten days or two weeks that will take in the principal cities and seaside resorts as far north as New York.

The party of twenty will go four in a car in five Columbias, model 48, and the start will be made from the Dupont, where they are all quartered. Abe Cohen will have with him in his car F. C. Berens, E. N. Bowman, and W. Lawder. Thomas E. Miller will have P. F. Carr, August Brill, and William F. Rick; Adolph Loehl, Joe Fagan, John Hurly, and Thomas Heurberger will go in Mr. Loehl's machine; Judge Wright, Otto Jacob, and William Fry, with Frank P. Hall, and R. T. Warwick, Fred Klein, and Samuel Kimbley with E. H. Neumeier, Jr.

The party will start Sunday morning, September 22, and will take the Cumberland pike to Frederick, Md., their first stop. From Frederick they will go to Harrisburg, Pa., thence to Reading and Philadelphia and New York. After a few days in the metropolis the return will be made by way of Lakewood, Atlantic City, Lancaster, York, and Baltimore. Many similar trips have been undertaken by this company, whose growth has been interesting. E. H. Neumeier, Jr., was the first man to purchase a Columbia trip, and he took his friends on frequent trips. Liking the machine, the four others purchased a similar make and model, and each member bringing his friends, a party grew. It is known now as the "Columbia Crowd."

Abe Cohen, with four persons in his machine, made a record run to the Rockville Fair Thursday. He made the entire distance from the Dupont garage to the Fair Grounds in forty minutes, including the time from the starting of the motor until it was stopped in the Fair Grounds. Considering the slow running in the city and District, this is remarkable, as the distance is approximately seventeen miles. In the machine with Mr. Cohen were Capt. Schaffer, of the D. C. N. G.; Judge Pugh, Sol Richard, and Dr. Hollingsworth.

A recent reorganization of the Dragon Automobile Company, at Philadelphia, is reported, one of the details of which is the return of John Kane Mills to the active work of the presidency, from

which he retired last spring on account of ill health. While there has been no radical change in the interests involved in the company's work, there has been a readjustment, which will insure increased activity from this time forward in the building and marketing of the well-known Dragon car. The list of officers is as follows: President, John Kane Mills; vice president and treasurer, Henry Rawley; second vice president and sales manager, A. L. Kull; secretary, Francis Rawley; general manager, J. H. O'Brien; directors, J. P. Grimes, Pittsburg; Francis Bumpkin, Philadelphia; John Kane Mills, New York; Henry Rawley, Philadelphia; A. L. Kull, New York.

For a long time officials of the Acme Motor Car Company, at Reading, have been noticing that touring cars of their make, equipped with their standard body, when driven on the roads, seem to distribute little dust over the occupants of the automobile. They had never made comparisons, however, with other cars, and it is only within the last month or two that they have come to realize, owing to the peculiar construction of the back, that they have achieved, quite by accident, a dustless touring car. This is not the first time that improvements in utility have resulted from peculiarities of construction unintentionally, but it is a comforting fact to representatives of the company that the Acme car is as nearly dustless as it is possible to make one. Looking back over the record of sales for a year, President Sternbergh thinks that this fact has had a great deal to do with the steady demand for their cars.

Evidence is not wanting that at least some of the high-priced, high-powered cars do not demand excessive expenditures for upkeep. Leonard B. Keeler, of New Orleans, in the early part of 1906, was induced to purchase a Peerless car. He kept a careful record of maintenance expenses. At the close of the year he discovered that the actual total cost for the year was \$18.51. This gives the cost per month as \$1.54, and as he traveled 6,544 miles, it makes the actual cost per mile but eight-tenths of a cent.

Great interest is being taken in the races for automobiles to be held at Baltimore to-morrow. A considerable number of entries have been received, according to Edward A. Cassidy, general manager of the meet. For the 50-mile race, a Stoddard-Dayton, Autocar, White Steamer, Crawford, and a Dragon, while for the stock event for cars at \$1,500 or less, a Lambert and a Maxwell will try conclusions. There are six motorcycles entered in the motorcycle race, and for the 5-mile free-for-all there are two Pullmans, a Logan, Autocar, and a Stoddard-Dayton. The automobile championship will call out two Stoddard-Daytons, two Pullmans, a Logan, and an Autocar. The list of officials to date is as follows: Referee, W. S. Belding, M. Rowe, F. W. Darling; judges, Osborne I. Yellett, Raleigh C. Thomas, James S. Reese; starter and clerk of the course, Fred J. Wagner; assistant starter, Howard A.

French; timers, W. J. C. Dickey, W. H. Raach, William Blome; scorers, Harry A. Mayar, C. Howard Millikin, R. H. Keating.

John Kane Mills, president of the Dragon Automobile Company, claims that the word "automobile" is a hybrid derivation, being a mixture of Greek and Latin. "Either call the darn thing an 'ismobile,' which is pure Latin, or an 'autokineticon,' which is good Greek. The Dragon is a pure-bred animal, and should have a pure-bred name, and 'autokineticon' is certainly majestic enough to be worthy of our product," he said. "I suppose you would call a garage a 'smelotopus,' a place where you smell smells," retorted A. L. Kull, sales manager.

He is dignified; a garage ought to be a good place for cars, at least if you are if you are on your job and see that your agents keep good garages, which I know you do. They are, therefore, utopias for machines or 'autokineticon'.

The first 1908 Acme six-cylinder car is now being tested on the roads near Reading, Pa., and its extreme speed and strong hill-climbing powers surprise even the builders. This six-cylinder car will develop between 50 and 60 horsepower. It has a somewhat longer wheel base than the 1907 four-cylinder model, and as it is hung much lower, it does not have that "up in the air" appearance. The clearance of the car is about the same as the old model. One feature of this is the new Acme carburetor. Before adopting the six-cylinder idea, the Acme Company made exhaustive investigations of this construction, and became convinced that the six-cylinder is the proper principle of high-powered cars.

A. E. Aebly of Brooklyn, general manager of the Carbon Steel Company, has established a new touring record between New York and Boston. In a 50-horsepower Pope-Toledo he made the run in ten hours.

The White steamer was awarded first prize in the "dust competition" held on the new Brooklands race track, England, in this competition the contesting cars were driven at a uniform speed over a 100-foot section of the track, which was covered with a layer of finely powdered limestone. After each car had made its trial, the layer of dust was restored to its original condition. In addition to the observations made by a competent corps of judges, each car was photographed at precisely the same point in its trial, and the resulting photographs were studied at leisure by the committee. An electrical apparatus was used to "snap" the camera, in order that the photographic data might be absolutely uniform. To insure uniform speed—twenty miles an hour was the specified pace—an endless cord with pieces of cloth attached was run on two pulleys and driven by a constant-speed electric motor. This cord was suspended directly over the course, and the driver took his pace from the moving pieces of cloth. If this pace was too fast or too slow, he was sent back for another trial. By these precautions, every car had a fair trial, and the re-

sults are considered authoritative, confirming officially the general opinion that the White steamer raises less dust than any other car.

Sir Chentung Liang-Cheng is one of the most ardent motorists of the diplomatic corps at Washington.

The Infanta Isabella of Spain has just purchased her second touring car.

A flat road cheereth the spirit, but a flat tire cheereth it.

The new German law prohibits any person under eighteen years of age from driving an automobile or motorcycle.

Never apply the brakes suddenly. There is always grave danger of stripping the tires from the wheels or of straining the motor.

W. L. Edison, son of the famous inventor, Thomas A. Edison, himself an inventor of note, has entered the automobile business.

For killing a woman in an automobile accident in Germany, nineteen-year-old Emil Jerome Sloan, a New York college sophomore, was sentenced to three months in jail.

D. F. Levy, the New York broker, who recently took four friends with him to Chicago and back in his car, figured the expense at \$2.79, or five mills per mile per passenger.

So successful was the recent Atlantic City carnival and show that already plans are under way for a similar event at Eastern next year, a season when the resort always is crowded.

If every motorist understood how vital important to the life of his car was the lubrication it would not be so generally neglected. The regular use of oil saves repair bills.

The Automobile and Driving Club, of Catonsville, Md., a recently formed organization, has taken a lease of property in that town, which it will remodel into an up-to-date clubhouse.

San Francisco automobile owners are seriously discussing the advisability of requiring their chauffeurs to furnish bonds as a protection against damages caused by their incompetency or neglect.

The wealthiest of all automobilists in the National Capital is said to be Ambassador Creel, of Mexico, who likewise is said to be the richest man in his country has produced, with a fortune upward of \$200,000,000.

The car which bore the hoodoo number "13" went through the Glidden tour without a scratch. It pulled three disabled cars out of ditches, helped others in cases of tire troubles, and acted the Good Samaritan generally.

A strenuous campaign is planned by the Automobile Club of Philadelphia to secure the co-operation of all motorists within and without the club to bring about a strict observance of the automobile speed laws of Pennsylvania.

preparing a set of road maps of the central portion of their State and will post direction and danger signs along the roads included in the maps.

A favorite costume for motoring worn by Mrs. Nicholas Longworth, the President's daughter, is a tan coat of English make and close fitting, with a black hat, the sides being drawn together by a flaring veil of pale lavender color.

A complete list of automobile licenses in the United States, compiled from official records to June 15, shows a total of 202,630. New York heads the list, with New Jersey, Massachusetts, Texas, Pennsylvania, and Illinois following in that order.

Motorists who wonder why their cars eat up more gasoline on some occasions than at other times should remember that it is a combination of gasoline and air that supplies the motive power and see that their carburetor admits enough air.

During his tour of Europe King Chulalongkorn of Siam is making use of five automobiles, which he utilizes for his favorite shopping expeditions and for transporting himself and his extensive suite as they flit from one point of interest to another.

WILL WATCH FLEET PRACTICE.

Coast Artillery Officers Ordered to Provincetown, Mass.

In accordance with the policy recently agreed upon between the army and the navy, for an exchange of naval and Coast Artillery officers to witness the drills of the Coast Artillery and the fleet, respectively, for the mutual benefit of the two services, a board of officers of the Coast Artillery Corps has been designated to proceed to Provincetown, Mass., at the proper time to report to Rear Admiral Evans, commander-in-chief of the Atlantic fleet, September 14, for the purpose of observing the battle practice of that fleet, which will be held in Cape Cod Bay for a month, beginning at that time. The board is composed of Maj. John D. Barrett, Capt. Henry D. Todd, Jr., Capt. Percy P. Bishop, Capt. Henry J. Natch, Capt. James F. Newell, Capt. Stanley D. Bartek, Capt. Charles L. Kilbourne, and Capt. John W. Gulick.

CREEL TO BE INAUGURATED.

Mexican Ambassador Will Become Governor of Chihuahua.

Senor Enrique Creel, the Mexican Ambassador, will arrive at his home in Chihuahua the first of next week, where he will be inaugurated governor of that State next Friday, according to a telegram received here.

The subject of Japanese immigrants slipping across the border from Mexico, through the cactus and chaparral, which has been under consideration between this country and Mexico, is understood to have been looked into by the Ambassador during his recent journeys through Texas, Arizona, and New Mexico, and he will take up the matter with his home government.

Strangers in Washington will find desirable rooming and boarding houses advertised in The Herald.

WHISKERLESS EPOCH, THIS

Clean Shaven Faces Are the Rule for Health, Is the Modern Edict.

This is a whiskerless generation, says the St. Louis Post-Dispatch. Nine men out of every ten wear neither beards nor mustaches, and the ratio between the smooth shaven and mustached men on the one hand and the bearded men on the other is one to one hundred or even greater.

The Spanish-American war called a brief revival of beards, the Van Dyke being a fad among military men, and a few young men who did not serve in the army but who followed the lead set by the soldiers. But the old-fashioned bushy beard, or "burnsides," and the goatee, were under the ban. Beards to-day are worn almost exclusively by elderly men.

The beard naturally is a sign of strength and fighting proclivities. The buffalo who roamed the plains, led the herd on its wanderings, headed the charge when enemies were met, wore a black goat-like cluster of long hairs under his great chin. The lion has a tawny beard and great shaggy mane, which add much to the ferocity of his appearance. Male goats and deer have very well-developed beards, especially the elk. Many of the more powerful of the ape and monkey tribes are similarly adorned by nature.

The ancient Saxons and the Northmen wore their hair flowing and uncut, and long beards fell upon their great muscular chests. It was the sign of a serf or slave with them to cut the hair or the beard. The "free-necked man" and the warrior was as proud of the profusion of hair on his face and head as he was of his courage.

But the ancient Roman who stands out among the men of all history as the arch type of personal and national force was smooth shaven and his hair was worn short.

In England, Germany, and Russia the beard is worn most. It has not been a very popular adornment in America except during the civil war, and for some years after the war, by men who took part in the events of that time. Beards and war go together. Men wear beards when they go to fight. But the Japanese, who administered such a drubbing to Russia, are a beardless nation.

This is an aseptic age. The microbe is a great bug-a-boo of our modern civilization. Physicians, who are the only persons that ever really saw a microbe, declare that the beard and the mustache are regular happy homes for these invisible enemies of the flesh. The doctors tell us that germs grow in "burnsides" like tadpoles in a stagnant pool. That is one of the greatest reasons why facial-hair adornments have been mowed from the cheeks and chins of our countrymen.

Few will heed the medical man when he pronounces against the kiss, the great joy of so many lives. But many will heed him when he assails the germ-laden lambskins. No man wants a flowing beard with a company of microbes laughing and dancing on every silken strand thereof. Better a smooth face, though the chin lack pulchritude, than glossy "mutton chops" and the companionship of multitudes of microbes.

Yet there are a number of public men who brave the microbe for the sake of the whisker. Notable among them are Gov. Hughes, of New York, and James J. Hill, the great railroad man. Gov. Hughes' whiskers are of the silken variety. They extend in artistic points one from either jaw and are parted in the middle. His friends and admirers look upon them as the embodiment of beauty. They are the greatest whiskers the world ever saw, unless perhaps the ideal whiskers that Michael Angelo presented to Moses when he chiseled his famous statue of the great legislator.

On the other hand, the cartoonist and the jokesmith have made free with the Hughes whiskers. The graceful points have been exaggerated absurdly. They have been discussed flippantly. Yet the whiskers have ridden the storm and floated triumphantly, like a banner, into the politics of the Empire State.

Mr. Hill's whiskers, on the other hand, are the busy type, just like plain farmers wear in the great Northwest, through which Mr. Hill's freight trains run.

A famous pair of whiskers abroad is that belonging to his majesty, Leopold, King of the Belgians. They are long and white and glossy and just above them in the center is a nose like the beak of an eagle. The eyes of the King to rick and piercing and the ensemble of whiskers, nose, and eyes forms a countenance not easy to forget.

Though there are some notable exceptions, some great men who wear whiskers, the average business man, clean-shaven, open-faced employee. He wants to see just what they look like, and being by nature often and training always a physiognomist, he does not like to have his study of faces interfered with by tufts of hair.

One exception is the young doctor. He cultivates whiskers with the same enthusiasm and assiduity that the suburbanite cultivates his backyard garden in the spring. The whiskers on the young medical man's face are supposed to indicate a sort of Esculapian dignity. They spread themselves before the public and proclaim that Dr. Youngman is no novice. He can cure you. Just observe the whiskers.

Along with the tendency to mow all beard from the face there is an increasing baldness among men. Along with smooth-shaven faces go shiny pate among a large per cent of the men. Civilization is removing us farther and farther from our ancestors in appearance. We deliberately shave our beards and the faults of effete civilization cause our hair to forsake us. But nobody ever heard of a man getting bald on his jaws. Many would welcome that with a glad cry. But it cometh not.

If you are in need of anything, put a want ad in The Herald, and see how quick you get results.