

WASHINGTON, D. C., SUNDAY MORNING, OCTOBER 15, 1905.

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GEO. W. LINKINS, 800 19TH ST. N.W.

Steamer May Be Sold. It is reported that the steamer Westmoreland, formerly owned by the Weems line...

Lots! Lots! Come Out Sunday. NOTICE.

Sunday from 1 to 6 p.m. wagonettes will meet you at end of car line Congress Heights to show you through Washington Highlands.

Double your money—buy a lot in Washington Highlands. 1,200 Home Sites. Price from \$30 up. \$1 cash. \$1 per month. No interest. No taxes.

The healthiest, best located and cheapest real estate for sale in the District of Columbia. Follow the crowds and buy a lot in Washington Highlands. Special Bargain.

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Agents Wanted. Washington Highlands Co., 918 F St. N. W. Phone M. 1400.

FOR SALE

Very Valuable Property on 14th St. Northwest.

550 ft. front; finest location on this great thoroughfare; fine dwelling, barn, etc., etc.; containing in all about 10,000 square feet. Price only 90c. per foot.

O. M. BRYANT, EXCLUSIVE AGENT, Wardeur bldg.

DISTRUST OF GREAT BRITAIN.

New German Naval Program to Increase Germany's Defenses. BERLIN, October 14.—The disclosures in France of alleged British offers of alliance against Germany are so thoroughly believed here that the powerful Naval League with its 600,000 members and all the apparatus of agitation is already moving for a new naval program that shall further increase Germany's defensive resources against Great Britain.

Popular distrust of Great Britain has naturally widened to great proportions and the semi-official denials in London cannot overcome the convictions now formed that Germany had a narrow escape from a war in which although she would have been victorious on land would have resulted in her being crushed at sea and damaged along the coast with the consequent destruction of her over-sea commerce.

While time and money beyond Germany's resources would be necessary to equal Great Britain's present navy, not to speak of her future buildings, yet the feeling is that Germany must for defensive reasons build as many more ships as the country's finances will bear.

Accepts Russia's Invitation. Secretary Root has dispatched through Baron Rosen the Russian ambassador, to the Russian emperor the reply of the Washington government accepting the invitation to the second Hague conference.

SANE AND INSANE AUTOMOBILING

If a history is ever written of the automobiling season in the north, which may be said to have been brought to a formal and exciting close yesterday with the road contest for the Vanderbilt cup, not the least instructive chapter will deal with the wrecks that have marked the season's sport and the numerous fatalities, not to mention maiming and lesser injuries, that have resulted directly from the wrecks at one time or another straggling the highways and byways of the land.

Until the statistics of the season are compiled it will be impossible to state with any degree of accuracy the number of automobilists killed and injured. But the number will certainly prove well nigh appalling when it is taken into consideration that one can recall off-hand numerous newspaper accounts of automobile wrecks in each of which one or more lives were lost.

It was in the early part of June that an automobile was driven off a drawbridge into the Chicago river; three of the four occupants were drowned, the survivor being seriously injured. About the same time a locomotive crashed into a touring car occupied by Richard S. Sayer, a prominent New Yorker, and his family. Mr. and Mrs. Sayer were killed outright and the two children maimed for life.

Early in the month a locomotive wrecked at a grade crossing in Bennington, Vt. The touring car in which New York's third deputy police commissioner, Harris Lindsley, and his fiancee, Miss Evelyn F. Willing of Chicago, were riding, with the result that both were instantly killed. Hardly had the flowers on the graves of these victims been kept close to the earth when the news that Vinson F. Walsh, the seventeen-year-old son of the famous western mining millionaire, Thomas F. Walsh, had driven his automobile off a bridge into a creek near fashion's Newport, himself meeting instant death and causing serious injuries to his sister, Miss Evelyn L. Walsh, and his fiancée, Miss Kerrihan, one of America's leading horsewomen; Harry E. Oelrichs and Herbert C. Pell, Jr.

The first part of last month was marked by a fatal accident peculiarly like the Walsh accident in that the automobile was driven off a bridge, near the little New Jersey town of Aco, and also strikingly like the Lindsley-Willing tragedy, in that the two victims, Nell Wolfe and Miss Marie Hamill of Philadelphia, were affianced. But why continue to recall parts of the gruesome record? Suffice it to say that persons who have kept close to the earth when the season's wrecks are pretty well agreed that scarcely a week passed without its fatality and certainly not without its own share of Philadelphia, were affianced.

Naturally, so many serious wrecks have caused the question to be raised, What has been the general cause of them? Wherever two or more automobilists who have gathered together, this query invariably crops out, and before it has been put aside another question usually comes to the fore. What will be the ultimate effect of these fatal wrecks upon the automobile situation in this country? Automobilists are pretty generally agreed that the wrecks are in nowise due to any structural defects in automobiles. What, then, is the true explanation of the blood-stained jumbles of machinery that have caused the country to raise its hands in horror?

"Simply recklessness—nothing short of criminal recklessness on the part of a very small minority of the country's automobilists," said a leading automobile manufacturer, who has been giving much time lately to efforts to discourage reckless driving. "I will go further and call this particular form of recklessness the most fiendish that the human being is capable of."

"To make perfectly plain to you the real depths of the recklessness, and its folly, let me contrast for you the methods of the trained locomotive engineer and the reckless amateur driver of a motor car—the one who brings whooping disaster upon the heads of all reputable automobilists of whatever community.

"Before a man is accepted by any railroad as a locomotive engineer he must not only have become thoroughly acquainted with the locomotive, but the division of the road over which he will run the delicate and fearfully made mechanism. This he does by serving a more or less lengthy apprenticeship as fireman. Then, once seated

on the right hand side of a locomotive's cab, does he immediately pull the throttle wide open and 'let her out' the full distance of his run? Not he. "Whenever he approaches a curve he brings his engine to that speed at which he constantly watched with numerous eagle eyes and kept up to the highest standard, and along which numerous signals are set and many trusted men are stationed to aid and guard the engineer in his flight, no matter whether that be fifteen miles an hour in the limits of some town or city; or ninety miles across a stretch of prairie, with scarcely a roll in it. And yet, in spite of all safeguards that are thrown round the running of a locomotive, accidents happen—terrible accidents, that startle the country and excite the world."

"Now, the locomotive is a mechanism of multiplied horse power. So is the automobile—and it is just as capable of reaching a speed of thirty miles an hour, or fifty, forty, sixty, eighty miles an hour. But mark the primary condition under which the automobile is run—over a roadbed prepared with never a thought of it and guarded not an automobile's length of the way. Couple to this the fact that it is impossible for the average automobilist to have even a cursory knowledge of the machine's mechanism, and it is very difficult to comprehend that nothing short of fiendish recklessness is the sole cause of practically all automobile wrecks and accidents, with their frequent attendant fatalities and never-failing injuries.

"Not long ago a man of my acquaintance, who had never traveled, only a kind Providence kept him from wrecking his machine while taking two exceedingly sharp and unexpected curves at startling speed, he was finally struck a deep rut on a straight stretch, the chine swerved suddenly, struck a stone pile on the roadside full tilt and was hurled, as if from a catapult, into a nearby field, was picked up unconscious and spent the better part of two weeks getting him on his feet again.

"The reckless automobilist, of which this man was a typical specimen, has no sense into his head, and he knocked out his mania for speed, utterly overlooks the patent fact that speeding on a road not built for it and of whose twistings and turnings and other peculiarities he is rather more, than less, ignorant, is humanly certain to result in an accident to machine and man alike. Such an accident is a matter of time, and it is a matter of time that two and two makes four. For if locomotives and wrecked on specially prepared roadbeds and despite all manner of safeguards that human ingenuity can invent and apply, how can it be otherwise than that wrecks and accidents should mark the flight of the reckless automobilist, speeding, as he does, with the same abandon that characterizes him on the finest and straightest of well-kept macadam stretches?"

"Don't deceive yourself into believing that this is not the customary result of recklessness, because the number of accidents to automobiles and their occupants is relatively small compared with the whole number of machines in use; close on to 25,000 automobiles are licensed in the state of New York alone. Rather, let this be evidence in your mind in support of the decent automobilist's statement that the number of reckless drivers, both professionals and amateurs, is considerably less than 10 per cent of the whole. Once the public generally arrives at this conclusion by the very simple method of comparing the ways of the careful locomotive driver and the heedless motor car driver, the present prejudice against him as a class will vanish and the public will get after the real criminals in so determined a fashion that they will speedily forsake their evil ways."

This manufacturer agrees fully with Mr. S. M. Butler, secretary of the Automobile Club of America of New York, that reckless automobiling, with its attendant fatalities and accidents to both driver and non-user of the machine, would be appreciably lessened at once and practically wiped out in a short while if our legislators would pattern after the French legislative methods of dealing with automobilists.

"Give the reckless drivers time, and they will weed themselves out, and thus solve the most serious automobiling problem now confronting the public," said Mr. Butler, grimly. "But it would undoubtedly take some time for all the reckless fellows to kill themselves off, even though they do not constitute, in my belief, 10 per cent of the whole number of motor car drivers. However, they can be got rid of much more speedily and just as effectively if only the various state legislatures can be brought to see the light, and this club, as well as the national body, is doing all that it can to make them see the light in the interests of all concerned—that is, everybody."

In France, before a person is permitted to drive an automobile, of no matter what horse power and speed, he must first pass an examination in order to prove to the

Mr. J. Dieter, for many years in the Wall Paper and Decorating business in Baltimore and Washington, is now connected with the Decorating department here.

Carpets Underprice.

THE head of our carpet department sent the accompanying message to the advertising man regarding his list for today's announcement.

This was well displayed in large type especially the price should draw a crowd J.R.G.

Extra Quality BRUSSELS—all-wool choice patterns, in parlor, dining room, hall and stair. Regular values, 90c. and \$1.00 yard. Sale 68 1/2 c.

Very Best io-wire ALL-WOOL BRUSSELS Carpets; a beautiful line to select from—parlor, library, dining room, hall, stair and chamber patterns. Regular value, \$1.10 yard. Sale 79c.

Superior BRUSSELS CARPETS—the best carpet made in America for the price; will not fade or sprout; a choice line to select from—parlor, dining room, library, hall, stair and chamber patterns. Values, \$1.15 and \$1.25. Sale 89c.

Wool VELVET CARPETS—a very serviceable quality—dining room, hall and chamber patterns. Regular value, \$1.00. Sale price, 69c.

Extra Quality VELVET CARPETS—Imperial Smith and other makes—a particularly fine line of parlor, dining room, hall, stair, library and chamber carpets, with borders to match. Regular value, \$1.25 yard. Sale 97 1/2 c.

Wilton VELVET CARPETS—the best quality Smiths, Beatties and Royals—an opportunity to secure a bona fide \$1.75 quality at a great sacrifice. 25 patterns in this line. Any room you desire carpeted can be selected from \$1.23 1/2 this lot. Sale price, 69c.

Genuine ROYAL WILTON CARPETS—colors through to the back of fabric. Sold with a guarantee. A very elegant variety of patterns. Suitable for parlor, dining room, hall, stair, library and chamber; patterns with borders to match; good value at \$2.50 to \$2.75 yard. Sale price, 1.47 1/2 yard. Sale price, 87 1/2 c.

Alexander Smith's AXMINSTER—the prettiest parlor carpets made; in rich floral and many oriental patterns; 15 patterns, with borders to match. Good values at \$1.25 yard. Sale 97 1/2 c.

Extra Quality Hartford and Smith AXMINSTER CARPETS—a choice of 20 patterns, in suitable styles for parlors, libraries, dining rooms, halls, stairs and chambers. Cheap at \$1.65 yard. Sale price, 1.10 1/2.

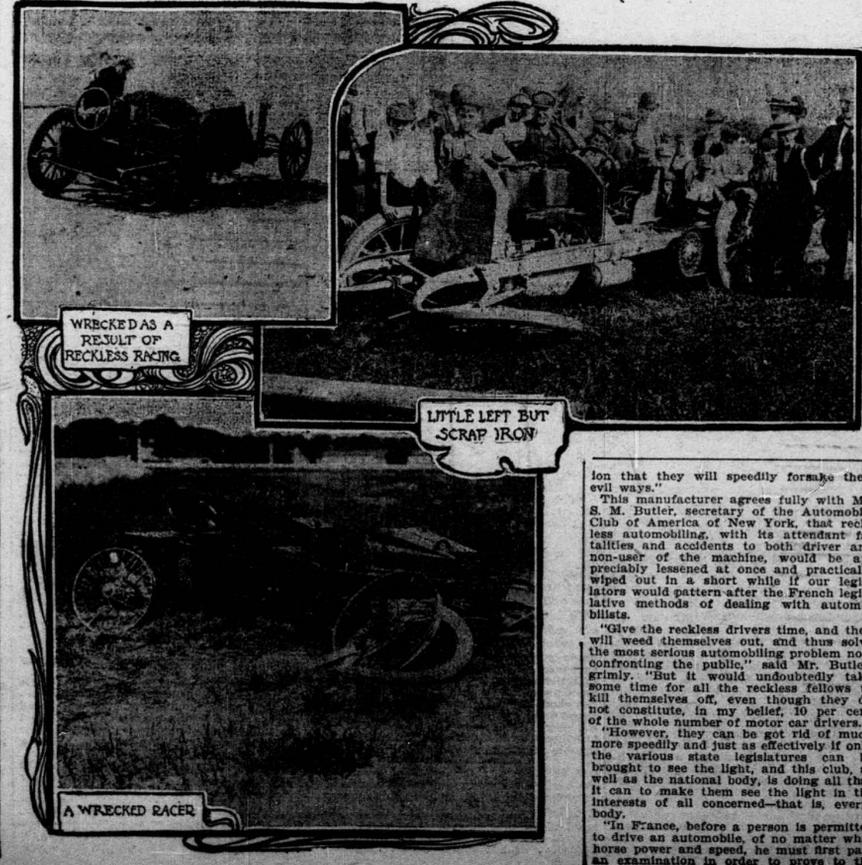
Bigelow, Imperial and French AXMINSTER CARPETS—the best carpet made in America. An opportunity to secure one of these elegant guaranteed carpets at wholesale price. We invite your special attention to this line—and offer 25 patterns in styles to suit any room. Either Persian or handsome floral patterns. Value, \$1.39. \$1.85 to \$2.50 yard. Sale price, 1.39.

BRUSELENE REVERSIBLE CARPETS in mottled weave— 1/2 yard wide. Regular 35c. Sale price, 20c. yard. 5/8 yard wide. Regular 40c. Sale price, 25c. yard. 3/4 yard wide. Regular 50c. Sale price, 30c. yard. 1 yard wide. Regular 60c. Sale price, 40c. yard.

COTTAGE CARPETS, yard wide; stripes and plaids; dining room and kitchen carpets. Regular value, 35c. yard. Sale 18 1/2 c.

OLD-FASHIONED 3-PLY CARPETS—the old-time quality—only a few patterns of these; a rare carpet to find in any stock. Wear guaranteed. Regular value, \$1.25 yard. Sale 87 1/2 c.

M. B. Moser & Sons, F Street, Corner 11th.



satisfaction of the authorities that he thoroughly understands the mechanism of the automobile, and knows how to work it, and is fully aware of its capabilities for causing wear or woe.

"It has been proved in many cases that the more expert a certain class of automobilists become, the more liable are they to run their machines recklessly, paradoxical as this may seem. Largely to deal with just this class of drivers, France has taken off all legislative speed limits, paradoxical as this may also seem, and set down in the statutes instead that any automobilist is liable to arrest at any time for disorderly driving.

"Under the New York law it is reckless driving to approach a curve at a rate of more than four miles a distance that a good walker can cover in the same length of time, and which a walking horse, hitched to a buggy, can get over in three-quarters of an hour at the most. The law also provides that if a driver sends his car hurtling at a speed exceeding ten miles an hour in certain parts of a borough and fifteen miles in other parts, he is a reckless driver.

"Now, note this: There is no provision in the law to punish the automobilist, who, glorying in his expertise, in a crowded city intentionally shoots his car in and out among the trucks and street cars and over crossings with constant and great danger to pedestrians and others, but at a rate of speed that is dangerous to the lives of the bystanders. Yet here is this man going scot free, while a trap is set by country constables for the automobilist who travels over a piece of road at the rate of fifteen miles an hour instead of the statutory ten, but who, during the time that he maintains this speed, does not pass nor overtake a dozen persons and vehicles at the outside.

"It is just such injustices as this and that of limiting the legal rate of speed to a ridiculously low number of miles per hour, as in the case of intersecting roads in New York state, that have given rise to a considerable percentage of all the reckless driving that is indulged in. The college boy, you know, who has a lot of schoolboy rules over him, invariably takes a keen delight in fracturing them; it is on the same principle that some automobilists, otherwise sane in all things, develop into reckless drivers, endangering their own and the lives of the public.

ates. It says expressly that an automobilist is liable to arrest at any time for disorderly conduct. That means that the expert driver who endangers life and limb in a crowded thoroughfare, while going at the very conservative rate of four or five miles an hour, is as liable to arrest every bit as much as the driver on a country road who falls to accommodate his speed to the conditions of the road, such as the state of the road itself and the travel upon it. Under this law it is not disorderly conduct for a driver to send his machine at a clipping rate over a stretch of good road clear of vehicles as far as the eye can reach. It is, however, disorderly conduct for him to run into a vehicle or persons while taking a curve at any except conservative speed. Threefold increase of arrest on the back of an automobilist's license lead to the revocation of the license; and so, as a general rule, the Frenchman is content to speed only where it is safe to do so, and, no matter what the circumstances surrounding him, continually has the fear of the law before his eyes. Driving under this law, he is yet able to go far in a day—from a hundred and fifty to two hundred miles—with little or no danger to himself or any one else.

"Indeed, reckless driving, I am authoritatively informed, is now practically a thing of the past in France, and such accidents as occur are due almost wholly to unavoidable circumstances similar to those which in this country lead to the large majority of accidents attendant upon the driving and riding of the horse.

"What's needed to solve this problem of reckless driving, with its attendant fatalities and accidents, is sanity. The present speed laws in this country are far from being sane. The speed law in France has been proved by results to be sane. Let our legislators give us some such sane law, and I firmly believe the large portion of reckless drivers will develop sanity in turn. Those that do not will speedily kill themselves, and then the problem will be solved definitely and finally."

Bids for Cement Walks. Bids were opened yesterday at the District building for laying all cement sidewalk in the District during the fiscal year ending June 30, 1906. Four firms contested for the business—their figures, as submitted, being as follows: Cranford Paving Company, \$66,735; Brennan Paving Company, \$109,500; Rudolph & Blome, \$104,850; and Drew & Sheehan, \$105,050. The lowest bidder, it will be seen, is the Cranford Paving Company, and the contract will doubtless be awarded to them in the course of a few days.