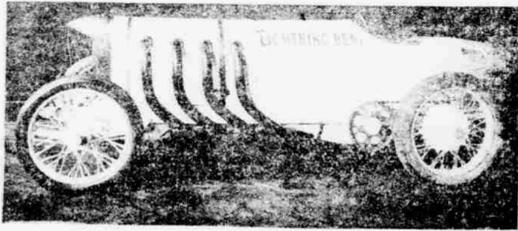


The Fastest Thing on Wheels



THE CAR THAT HOLDS THE WORLD'S SPEED RECORD.

In this machine Barney Oldfield covered a mile in 27.13 seconds at Dayton, Florida, on March 16. This is the fastest locomotion ever recorded.

That this title now rightfully belongs to the automobile, we are reminded by the writer of a leading editorial in The Engineering Record (New York, March 26). Motor-driven vehicles of all kinds, including steam and electric locomotives, are now led in the race for speed records by the rubber-tired car that has no rails at all to run on. Says the paper just named:

"It is especially worth noting that the automobile speed record, which has remained for four years at a rate of 127.6 miles per hour over the measured mile, has again been raised, this time by a gasoline automobile of 200 rated horse power. The figure touched 131.72 miles per hour, the measured miles being covered in 27.33 seconds. This puts the locomotive record of 120 miles per hour quite in the shade and

passes even the top speed obtained in the Zossen electric-locomotive tests of 1902. Thus the general speed-record passes into the hands of the automobile in spite of the fact that it does not have the advantage of a smooth track on which to run.

"The long threatened increase in railway speeds to sensational figures is yet far from coming to pass, and the 100-mile-an-hour train seriously projected nearly twenty years ago is still in the air. The stern chase of the automobile is likely to be, as usual, a long chase. These transcendental speeds are perhaps likely to be long in coming as a matter of common transportation, but every raising of the record ought to be a stimulus toward faster trains in those cases where speed really becomes of practical importance. The mechanical possibilities are still very far ahead of practice and the fundamental question has become merely one of commercial desirability."

U. S. OWNS GREATEST STAMP COLLECTION

Complete Sets of Every Nation's Stamps to Be Found in the Washington Museum.

WASHINGTON, April 9.—Many men in the course of the different hobby periods of their youth were struck with the stamp craze. Nearly all will recall the days that were spent in scouring the neighborhood for new varieties, the hours at posting and counting, as well as the many other tasks they somehow imagined themselves duty-bound to perform.

This fact—that nearly all men at some time in their life were stamp collectors—is said to account for the popularity of the official stamp collection of the United States postoffice department, maintained in connection with the postal museum in this city.

Postoffice department officials say 100,000 men will every year to see the museum stamp collection.

The postoffice department museum is not by any means a new institution, but many notable additions have been made to it in the last year. Consequently it is now quite full of interesting objects. It contains almost everything from a lock of Charles Darwin's hair to models of the big battleships of the navy, but by far its most interesting feature, according to the officials in charge, is the stamp collection. Few visitors miss that sight and many "hobbyists" spend hours poring over it.

Uncle Sam Big Collector. Uncle Sam as a stamp collector is a most singular success. He not only has a complete set of his own stamps, but a complete collection from every other stamp-issuing country in the civilized world as well. His collection is valued by the department at \$298,000, but stamp dealers say it would demand a figure many times that sum if placed on the open market for sale. The fact that Uncle Sam's stamp collection is absolutely complete is a statement difficult to comprehend, even to those who have been collectors themselves. Most of those who were

collectors in years gone by will remember how many empty places there were in their albums when they gazed in the possession of 1500 and 2000 specimens. They will recall how new varieties above the 2000 mark cost from \$5 to \$50 each; also the small fortunes placed on some of the special 1-cent 1896 issues—the kind which the dealers' catalogues related had only been printed to the number of 100 or so, and but six or seven were known to be in existence.

Well, Uncle Sam's stamp collection possesses all of these besides the thousands of common kinds. Although it has taken hard work, many years and a tidy fortune to do it, the collection today stands absolutely complete. The only varieties yet to be added are those to be issued.

Stamps Worth Thousands.

Few of those who visit the postal museum and view the official stamp collection of the government appreciate the monetary value of some of the specimens. Those who have been collectors will recall that some of the ugliest stamps scheduled in the catalogues were those whose value was placed at thousands. This is true of Uncle Sam's collection.

There is the type known as post-office receipts, which are not really stamps, that are worth thousands of dollars each. These were issued before the "sticker" kind of stamps were invented and are among the most valuable in the government collection. There are many other of these "priceless paper" kind of stamps, as well as thousands of the commoner specimens.

It was related that the stamp collection is not the only interesting feature of the postal museum. A second popular section is the exhibit of equipment used in the handling of the government mails. There is a comprehensive display of the many kinds of transportation facilities, including nearly everything in the way of a conveyance from the dog sledge and pony express to the modern type of all-steel mail cars. A life-size model of a rural carrier, including his horse and wagon, is shown, as well as many excellent photographs of mail trains, etc.

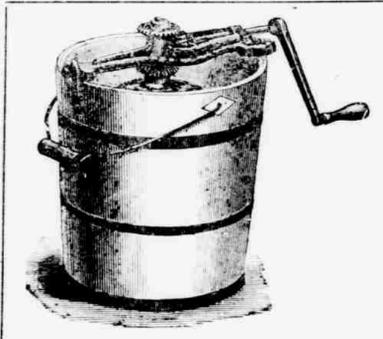
Dead Letter Exhibit Rare.

In connection with this exhibit is shown the collection of articles from the dead letter office. Recently a microscope picture sometimes have been added to the exhibit. These show through motion pictures the various operations of the postal service from the time a letter is mailed to the hour of its final delivery.

The dead letter exhibit has been taken to the world's fair and exhibitions held in several American cities. On each instance it has proved a strong drawing card, and the department receives many requests to loan the display out to smaller exhibitions.

The postal museum includes many articles of a historical character. Included in the collection are models of the battleships and naval vessels of the original models of the Maine, Monitor and Merrimack and other famous ships. A model of the first steam vessel to carry the mail across the Atlantic ocean is also shown. The name of this ship was the Southerner, and

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before its maiden voyage but one steamer, the Savannah, had made the trip. The Southerner is of further interest historically, as it was the first ship to cross the ocean on steam motive power alone. The Savannah was equipped with both paddle wheels and sails, and on its early trips traveled with the wind, more than went ahead under steam. The Southerner, however, sailed entirely on steam.

Stage Coach Feature.

Another interesting historical feature of the museum is the old Montana stage coach. This was captured by Indians in 1877, but recaptured by General Howard after a fierce battle. General W. T. Sherman used the coach in traveling from Fort Ellis to Helena, Mont., in 1877, and it later carried as passengers Presidents Garfield and Arthur.

The postal department has been called upon to contribute many articles, but the only genuine infernal machine ever detected in transit is on display in the museum. This was directed to Captain Eulate of the Spanish man-of-war lying outside of New York harbor just before war was declared with Spain.

Extra precautions have been taken by the postoffice department; the bomb never reached the Spanish com-

mander. Fearing such an attack, the postal officials advised the captain not to receive any mail until after it had passed through the hands of an expert. He assented and the bomb was detected and confiscated in time to prevent its explosion.

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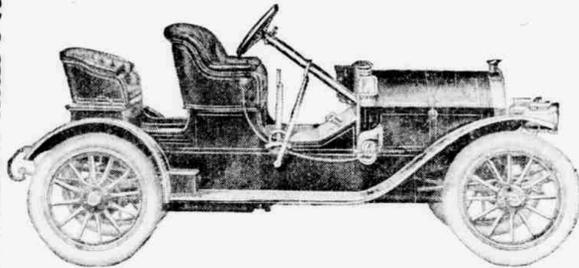
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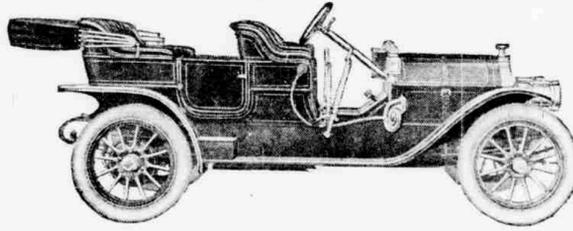
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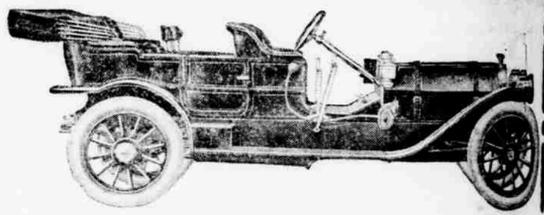
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