THE ADVANCES NOT HELD

The Stock Market Irregular After the Opening Dealings.

London Gives a Firm Tone to the Early Transactions—Declines Later On, the Object of Attack Being Certain Railway Issues—The Industrials Comparatively Strong.

NEW YORK, June 27.—Today's stock market did not carry out fully the promises held out in the dealings of yesterday. After the opening of business the trading fell away in volume, and the subsequent price movements were uncertain and irregular. Substantial advances were made at the opening, chiefly in response to the tendency of the London market, which was notably strong in all its quarters.

The rise there was generally attributed to the favorable interpretation of the news from China. London followed up its local tendency, with moderate purchases in this market, although on balance its takings were not much in excess of 10,000 shares.

The local situation of itself comprised very little with any bearing upon the general market or particular stocks. Of the statements of railway traffic submitted today, that of the St. Paul Company attracted the greatest amount of attention on account of the large decrease in net earnings reported for the month of May. The decrease in net for the period amounted to $357,000, or more than 33 1-3 per cent.

This showing resulted, however, wholly from the heavier outlay for operating expenses in the month, the increase there amounting to $456,000, or almost 25 per cent. So, too, the company's statement for the eleven months of the fiscal year shows that while gross earnings increased $3,500,000 over last year's returns, all of this sum and over $700,000 in addition was expended in operations, or, more properly speaking, upon new construction. The more or less similar results shown in the New York Central's statement indicate the adoption by railway managements of a policy of extraordinary conservatism.

To what extent and for what periods the stockholders in these companies are to witness such dispositions of the huge earnings now being made is a matter of great interest. There would appear to be no question whatever that they are entitled to receive some tangible evidence of the prosperity of the companies in which they are interested, and it would almost seem as if this policy of conservatism was occasionally overdone.

At all events, it would appear that the present generation of stockholders is being forced to sow that others may reap, for beyond doubt, such tremendous diversions of earnings as are showing in current statements indicate appropriations upon the physical properties of a permanent character, and which might properly be charged to capital account.

Notwithstanding the noted variations in the dealings as compared with those of yesterday they still presented some points in common. A fairly good investment demand was reported, particularly in the standard issues. The industrial quarter was generally strong also, the buying in that quarter being apparently based upon the belief that the reaction in trade was culminating, and that, at all events, the industrials had already amply discounted any decline in the country's industrial activity which may be expected.

There was also a disposition evident to discount favorably the approaching meeting of the Democratic Convention with hopes freely expressed that the party platform would be made upon as radical lines as the most fervent extremist could desire. Whether with the course of the summer there is to be a recurrence of the political uneasiness which now seems to be subsiding is a matter for future determination. But apparently Wall Street has had its scare in this respect well in advance of the expected period, and it is doubtful whether it will shy twice at the same shadow.

The sharp advance in wheat which was attended by advices from the West regarding the condition of the spring wheat crop was to a great extent responsible for the reaction in the stock market in the afternoon. In addition to setting forth the damaged condition of the spring wheat crop, the Western despatches also contained predictions as to the final output of the wheat crop, which were of a most discouraging character. Being attended by aggressive selling for houses with Western connections, the market effect was considerable.

Pennsylvania Railroad was a particularly weak feature of the later dealings, with nothing definite attending its course.

New York Stock Market.

Corrected daily by W. B. Hibbs & Co., members of the New York Exchange, 1412 F Street.

	Open	High.	Low.	Clos.
American S. & W.	30½	30⅝	29⅞	30
American S. & W. pfd.	69⅞	69⅞	69½	69½
American Sugar	112½	112½	111⅝	112½
American Tobacco	86⅝	87	86⅝	86⅝
Atchison	24⅞	25¼	24⅝	24⅞
Atchison pfd.	71	71¼	70⅝	70½
Baltimore & Ohio	70	70⅝	69⅝	69½
Baltimore & Ohio pfd.	79	79	78⅝	78⅝
Brooklyn Rapid Transit	56	56⅝	54	54½
Chesapeake & Ohio	25¼	25⅝	25	25
C., C., C. & St. L.	56½	56½	56⅝	56½
Chicago, B. & Q.	123	123½	121⅞	121⅞
Chicago & Northw'n	154	154	154	154
Chicago Gas	96	96	95⅝	95⅝
C., M. & St. Paul	110⅝	110⅞	109½	109⅝
Chi., R. I. & Pacific	104½	104⅝	103⅝	103⅝
Chi. & Great Western	10½	10½	10⅛	10⅛
Consolidated Gas	173½	174	173½	174
Continental Tobacco	22⅝	22½	22⅝	22½
Con. Tobacco pfd.	75½	75½	75⅛	75⅛
Federal Steel	39½	31⅝	30½	30⅝
Louisville & Nashville	74⅝	74⅝	74⅛	74⅛
Metropolitan Traction	147	147	146	146
Manhattan Elevated	86½	86½	85⅝	85⅝
Missouri Pacific	47⅝	48⅝	47	47⅛
New Jersey Central	122½	122½	122½	122½
New York Central	127⅝	127⅝	127⅛	127⅛
N. Y., Ontario & W.	19	19	19	19
Northern Pacific	51	51⅝	49½	49⅝
Northern Pacific pfd.	70⅝	71⅛	70⅝	70⅝
Pacific Mail	26⅝	27¼	26⅝	26⅝
Penna. R. R.	126	126	125	125¼
Reading 1sts	57½	57⅝	57	57
Southern Pacific	32⅝	32⅝	31⅝	31⅝
Southern Railway	11⅛	11⅜	11⅛	11⅛
Southern Railway pfd.	51⅛	51⅛	50⅞	51
Texas Pacific	13⅝	14	13½	14
Tenn. Coal & Iron	64⅝	66	63½	64
Union Pacific	49⅞	50¼	49⅝	49⅝
Union Pacific pfd.	71⅛	71⅝	71⅛	71⅝
U. S. Leather	8¼	8⅝	8¼	8½
U. S. Leather pfd.	66¼	66½	66¼	66½
Wabash pfd.	17½	17½	17⅛	17⅛

The greater part of the day in the stock market yesterday showed great strength and an advancing tendency in prices. Toward the close there was another advance in the price of wheat and the bears on the strength of this made another attack on the market and forced it down to below the opening prices. On the whole, however, the record of the day is a fairly good one. There was better buying for the public generally and for a number of important operators and financial interests who have either been out of the market or on the bear side recently. The decline at the close did not take away all of the gain of the week and was not of the precipitous nature of the slumps of last week when stocks were thrown over recklessly in all directions. General opinion favors the theory that the week will see before its close some further advance, especially if no new bad developments occur in China or in the spring wheat States. As to the market further away, there is no disposition in any quarter now to expect a boom for some weeks or even months to come. Prices may advance a few points or they may decline two or three points. Professionalism is likely to continue the most important factor in the situation until after the election. Or so at least some of the best authorities on the market predict. The advice given by shrewd people is to buy on every recession for investment, with the idea that prices are now far below intrinsic values all over the list.

A POPULAR MISTAKE

Regarding Remedies for Dyspepsia and Indigestion.

The national disease of Americans is indigestion or in its chronic form, dyspepsia, and for the very reason that it is so common many people neglect taking proper treatment for what they consider trifling stomach trouble, when, as a matter of fact, indigestion lays the foundation for many incurable diseases. No person with a vigorous, healthy stomach will fall a victim to consumption. Many kidney diseases and heart troubles date their beginning from poor digestion; thin, nervous people are really so because their stomachs are out of gear; weary, languid, faded out women owe their condition to imperfect digestion.

When nearly every person you meet is afflicted with weak digestion it is not surprising that nearly every secret patent medicine on the market claims to be a cure for dyspepsia, as well as a score of other troubles, when in fact, as Dr. Werthier says, there is but one genuine dyspepsia cure which is perfectly safe and reliable, and moreover, this remedy is not a patent medicine, but it is a scientific combination of pure pepsin (free from animal matter), vegetable essences, fruit salts, and bismuth. It is sold by druggists under name of Stuart's Dyspepsia Tablets. No extravagant claims are made for them, but for indigestion or any stomach trouble, Stuart's Dyspepsia Tablets are far ahead of any remedy yet discovered. They act on the food eaten, no dieting is necessary, simply eat all the wholesome food you want and these tablets will digest it. A cure results, because all the stomach needs is a rest, which Stuart's Dyspepsia Tablets give by doing the work of digestion.

The news of the day was interesting, though not of any particular importance. The stories from the spring wheat districts were as gloomy as ever and the estimates of the crop made by the so-called experts were for the most part lower than at any time heretofore. It now seems certain that the damage done has been considerable, though it will not spell ruin to the crop by any means. Wheat declined several cents a bushel at the opening yesterday, at one time getting down to 81 cents and a fraction. In the afternoon there was a recovery of 4 cents, the close being 85. Careful market people believe that the advance to around 90 early in the week discounted all the bad news that is likely to develop and a little more. They predict that this price will not be exceeded at any time.

The earnings statements for the third week of June and the net earnings statements for May were nearly all good, the net statement of the St. Paul being a big exception. This showed that the company earned considerably less money last month than it did a year ago. Among the important people who are now believed to be operating on the bull side of the market are Washington Connor and Louis Bell. Both these gentlemen are large operators, whose influence in the market is great. And more than this, they represent other interests even more important than themselves. London was a large buyer yesterday. Call money rates are at their lowest. They were down to 1 1-2 per cent yesterday, and the 1 per cent rate of Tuesday is likely to occur again.

The grangers, as was to be expected, were strong in the morning, when wheat declined in price and sold off in the afternoon when wheat rallied. Part of the afternoon decline was due also, undoubtedly, to the May statement of the St. Paul Company. Although the gross earnings of the company for the month were much larger, there was a decrease of $358,000 in net earnings, the largest decrease yet. The large expenditures of the company for betterments, made at high prices, have counted for more with St. Paul than with any other system in the country. Conservative people remember that every dollar expended in this way for permanent improvements will show with big interest in the future running expenses of the system, but it is natural that the average speculator should fail to consider this so important as the immediate loss of net earnings. The St. Paul report is not bad enough to balance the fine figures of the Atchison for the same month, given out on Tuesday, but its effect on the market was more marked. Discrimination should be used in buying the grangers speculatively. They should be purchased on the declines, and not on the rallies, as it now seems fairly certain that the market for the present will be a professional one. The group is selling, however, below intrinsic values.

Atchison preferred is believed to be an especially good purchase at its present level. The stock has held up with great persistence even when the remainder of the market has been weak. Yesterday and the day before there was good investment and speculative buying in evidence at all times nearly. There is the best of reason for this. The system is doing an immense business and turning a large portion of it into profits. Its record in this regard during the past year has been the best in the railway world. The preferred stock has been put on a 5 per cent basis and a large surplus over this 5 per cent has been earned this year. The outlook for next year is especially good, as Atchison is not a spring wheat road and is a corn road. With all these favorable matters the stock is selling around 70, about the same price as that of Baltimore and Ohio common, which is not receiving any dividend and probably will not this year.

The reasons that make Atchison preferred attractive are in fact good arguments against Baltimore and Ohio common. There is nothing the matter with the earnings or the prospects of the Baltimore and Ohio, but the managers of the majority of the stock of the company are not in favor of declaring a dividend at the present time. It is felt by many shrewd observers of the market that the stock is likely to decline rapidly when the market is weak and to refuse to advance when the general market is strong. It was said yesterday that bets were being made in New York that the stock will sell at 55 before the end of July.

Ice stock has been weak. It is selling below 30, and on Tuesday it reached a new low level, 27 1-2. The decision of Justice Chester at Albany yesterday was considered a blow against the stock, as it means that Referee Nussbaum will resume his investigation of the trust. An appeal is expected, but it seems unlikely that the investigation will be stopped.

The Reading gives notice of another advance of 25 cents in the price of anthracite coal to take effect on July 2. This, with the generally most satisfactory conditions in the coal trade, made the anthracite coalers all strong yesterday. They were quiet, however. The statement of the Reading Company for May made a fine showing. The net earnings increased $163,952. From July 1 the net earnings have increased $1,227,024.

The iron stocks were fairly strong all day yesterday, closing slightly better than the general list with reference to the Tuesday close. There has been investment buying of these securities without doubt at their recent low levels. No news regarding the iron situation was given out yesterday.

At one time yesterday morning, Sugar stock seemed inclined to go off again, but it recovered and closed the day without net loss. The advance of 10 points in the price of Refined Sugar means that the difference between the price of raw and refined is now 91 cents a hundred pounds. Taking Mr. Havemeyer's statement that refining costs 50 cents a hundred pounds (and undoubtedly it is a more liberal one) it is seen that the net profit is 41 cents per 100. At this rate and supposing that the trust is now refining 30,000 barrels a day, the profits are about $37,000 a day. The company is making more money than it ever did before.

Washington Stock Exchange.

Sales—U. S. 3's, registered: $40@109; American Security and Trust: 10@200; Capital Traction, scrip: $103@106 1-2; Capital Traction: 100@102 7-8,* 20@102 3-4,* 3@102 5-8;* Washington Gas: 50@52 3-4;* Mergenthaler Linotype: 5@181,* 10@181 3-8,* 120@181 1-2;* American Graphophone: 35@11 3-4, 5@11 5-8; Pneumatic Gun Carriage: 100@15 cents. After call—Mergenthaler Linotype: 5@181 3-4.*

GOVERNMENT BONDS.	Bid.	Asked.
U. S. 4's, 1907, Q. J.	114	114¼
U. S. 4's, 1907, Q. J.	115	115¼
U. S. 4's, R., 1925	134	134¾
U. S. 4's, C., 1925	134	134¾
U. S. 5's, C., 1904, Q. F.	113	....
U. S. 5's, R., 1908, Q. F.	109¼	109¾
U. S. 5's, R., 1908, R. C. F.	109⅝	109⅞
DISTRICT OF COLUMBIA BONDS.		
6's, 1902, "30-year funding" gold	102	....
7's, 1901, "Water stock" currency	102	....
Funding currency 3.65's	121½	....
MISCELLANEOUS BONDS.		
Capital Traction R. R. 4's	106¾	107¼
Met. R. R. 5's, 1925	118	122
Met. R. R., Cert Indebtedness A	108	....
Met. R. R. Cert Indebtedness B	108	....
Columbia R. R. 6's, 1914	118	....
Columbia R. R. 2d mort. 6's	110	....
City & Suburban R. R.	105	....
Wash. Gas Co., ser. A. 6's, 1932-'27	*113	....
Wash. Gas Co., ser. B. 6's, 1931-'29	*113	....
U. S. Elec. Light, Deb. Imp., 1907	104	....
U. S. Elec. Light, Cert. Indebt.	104	....
Ches. & Pot. Tel., 1896-1911	103	....
Ches. & Pot. Tel., Con. 5's	105	106
Am. Sec'y & Trust 5's, 1908	100	....
Wash. Market Co., 1st 6's, 1892-1911, $7,000 retired annually	110	....
Wash. Mkt. Co. Imp. 6's, 1912-'27	....	....
Wash. Mkt. Co. ext. 6's, 1914-'27	....	....
Masonic Hall Ass'n 5's, C, 1908	104	....
Amer. Graphophone Deb. 5's	104	....
Anacostia & Potomac 5's	100	....
NATIONAL BANK STOCKS.		
Bank of Washington	260	....
Metropolitan	625	....
Central	290	....
Farmers' & Mechanics'	230	....
Second	160	....
Citizens'	160	....
Columbia	160	....
Capital	159	160
West End	116	....
Traders'	130	135
Lincoln	116	....
SAFE DEPOSIT AND TRUST COMPANIES.		
National Safe Deposit & Trust	132½	135
Wash. Loan & Trust	155	156½
American Security & Trust	200	....
Wash. Safe Deposit	70	75
INSURANCE STOCKS.		
Firemen	28	....
Franklin	35	....
Metropolitan	78	....
Corcoran	63	....
Potomac	65	....
Arlington	130	....
German American	200	....
National Union	10	....
Columbia	12	....
Riggs	7¼	8
People's	6	6¾
Commercial	3¾	4¾
Colonial	....	115
TITLE INSURANCE STOCKS.		
Real Estate Title	80	85
Columbia Title	4½	5
Washington Title	3	....
District Title	3½	....
RAILROAD STOCKS.		
Capital Traction	*102¾	102⅞
Capital Traction Co. Scrip	106½	107
City & Suburban	32	40
Georgetown & Tenallytown	30	....
GAS AND ELECTRIC LIGHT STOCKS.		
Washington Gas	*52⅝	52⅞
Georgetown Gas	52	....
TELEPHONE STOCKS.		
Chesapeake & Potomac	65	69
Pennsylvania	....	....
MISCELLANEOUS STOCKS.		
Mergenthaler Linotype	*181¾	181⅞
Lanston Monotype	12¼	12⅝
American Graphophone	11⅛	11⅝
American Graphophone, pfd	12	12⅝
Pneumatic Gun Carriage	.14	.15
Washington Market	....	....
Norfolk & Washington	155	175
Lincoln Hall	....	....

*Ex-dividend.

THE CHICAGO GRAIN MARKET.

Wheat Opens Strong, But Falls Off Toward the Close.

CHICAGO, June 27.—The opening in wheat was lower, but the market immediately turned strong on replacing of lines sold yesterday and the market rallied over 4 cents from the bottom, but sold down on the close on realizing by early buyers. The volume of trade was not quite so large. There were rains in the Northwest, but they are too late to be of any benefit. The Liverpool market showed weakness early, but gained in strength late and closed 1-4c lower. Paris was 1c a bushel lower and other Continental markets showed declines. The cash demand continues poor here, but the seaboard reports a better export demand, 40 loads taken today.

Corn has been strong all day, at its best 2 cents over Tuesday, and closing about 1 3-8c over. The shipping business has been the most substantial basis of the strength. Sales today were 500,000 bushels at least, and sales in three days have probably aggregated 2,000,000 bushels. Liverpool was up 7-8 to 1 1-4d. The seaboard reports 62 loads for export.

Oats opened at a fractional decline, but recovered, the close being about the same as Tuesday. The market has largely been a changing one. There has been a fair cash demand all week, with about 300,000 bushels sold daily. Our receipts were 220 cars, with 356 for tomorrow. The Northwest continues bullish. Oats feels sympathy with the corn and wheat strength.

There was a very large speculative demand for provisions, with this buying led by two prominent local operators, and notwithstanding heavy selling by some of the packers the market closed strong at the top of a big advance. The prospect of falling of in hog movement was the new bull incentive today.

Chicago Grain and Provision Market.

Corrected daily by W. B. Hibbs & Co., members of the New York Exchange, 1412 F Street.

	Open.	High.	Low.	2:15
WHEAT—				
July	82	84⅝	81⅛	83⅛
August	83¾	85¼	82¼	84⅝
CORN—				
July	41½	43⅝	41⅜	42¾
August	42¼	44⅛	42⅛	43½
OATS—				
July	24¾	25⅝	24¾	25⅝
August	25½	26⅛	25⅛	25¾
PORK—				
July	12.40	12.80	12.40	12.80
Sept	12.60	13.05	12.50	13.02
LARD—				
July	6.90	7.02	6.90	7.02
Sept	7.05	7.20	7.05	7.17
RIBS—				
July	7.05	7.20	7.05	7.27
Sept	7.15	7.30	7.15	7.27

New York Cotton Market.

	Open.	High.	Low.	Close.
July	9.29	9.31	9.21	9.23
August	9.10	9.10	9.04	9.07
Sept	8.74	8.75	8.69	8.69
October	8.56	8.59	8.51	8.59

THE B. & O. DIVIDENDS.

No Action to Be Taken on Common Stock This Summer.

NEW YORK, June 27.—Recent fluctuations and weakness in Baltimore and Ohio stocks in Wall Street have been attributed to a tacit understanding reached by the directors to take no action on common stock dividends this summer. This view of the situation is encouraged by persons very close to the controlling powers in Baltimore and Ohio. Chairman Salomon and President E. R. Bacon, of the Baltimore and Ohio Southwestern are still in Europe and an official statement was made today that there would be no meeting of the Baltimore and Ohio directors until the first Thursday in August.

Marguerite Miller Awarded Damages

Marguerite Miller was awarded damages yesterday in the sum of $4,500, against Littlefield, Alvord & Co., for personal injuries alleged to have been sustained by reason of the negligence of the defendants. The plaintiff asked $10,000 damages, but was only awarded the amount named. In her testimony, Mrs. Miller stated she was injured while a passenger aboard one of the cars of a local street car line in September, 1898. The car in which she was riding, she stated, collided with a wagon owned by the defendants. As a result of the collision the tongue of the wagon struck the plaintiff and injured her seriously.

The Liquid Sozodont Every Morning. SAVES THE TEETH Liquid & Powder Every Night. NEW SIZE, LIQUID, 25¢; POWDER 25¢ AT THE STORES OR BY MAIL P.O. BOX. 247 N.Y. CITY.

MOTOR CAR TRAVELING

Delights Far in Excess of Railroad Train Riding.

Charms of Freedom Experienced by the Drivers of Horseless Carriages—Glories of Driving Long Distances Through Forests, Valleys, and Villages—Helper to Good Roads Plans.

The motor car unquestionably exercises an extraordinary charm upon those who come within its "sphere of influence." It is worth while, then, to say a word or two in explanation of that charm, and to make the public realize that the motor-car enthusiast is not a mere crank swayed merely by fashion and novelty, but has reasons for the faith that is in him.

The essential and controlling charm of the horseless carriage is that it increases one's freedom of action and reduces the friction of life. A metaphysician might describe it as forming part of a reaction toward individualism and simplicity of action engendered by the temporary triumph of collectivism as applied to transport. The railway train is necessarily collectivist. A passenger train starts and reaches its destination owing to the combined volition of a large number of people who want to travel from, let us say, Bath to London, or between places along the Great Western Railway. But in order to satisfy those volitions and make them executive they have to be marshaled and organized and so in a sense shackled. A railway train, with its guards and drivers, and fixed places of stoppage, is a creature of strict rules, and those who travel in it must temporarily surrender their private wishes, or a part of them, in order to cooperate with others. The man who takes out his motor car and drives it along the road is, as it were, a freeholder, with all the freeholder's freedom—though, doubtless, also with some of the freeholder's limitations and weakness and isolation. Still, the charm of freedom remains, and allows him to start when he likes, stop when he likes, and be independent of his fellows. This charm, of course, belongs also in theory to any carriage from a donkey cart to a landau, but in practice it does not operate in such cases except over very short distances. The lust of time-saving is too powerful and gives the advantage to the train. No horse can go at the rate of twelve miles an hour for three consecutive hours, and at the end of the three hours be ready and able to go on for another three or eight or ten hours. It is its tirelessness which makes the motor car quite a different mode of transport from a horse and gives it its superiority. In the case of a motor car you have a method of moving from place to place as tireless as a train, one which for short journeys and cross journeys is as quick as the train and yet one which is individualistic and independent.

Cross-Country Journeys.

In the abstract this explanation of the charm of the motor car may sound fantastic and unreal, but put a concrete case of a person living either in the town or in the country and it can easily be proved. Let us suppose A to live in the country and be anxious to make a cross-country journey to a place some thirty miles off. Unless he is very exceptionally placed he will; to accomplish that journey, have first to drive to his local station, and then to take his ticket and go a journey which will very likely take him an hour and a half's traveling, and half an hour's waiting at junctions, and then another drive from the railway station of arrival to the house he wants to visit. In all probability the whole cross journey by train will take him at least three hours, and will require to be taken at one time, and one time only, in the day, and must, therefore, cause him a good deal of trouble, friction, and annoyance. He could not possibly avoid this worry by using a horse carriage, for no horse could go sixty miles in a day without injury. If, however, he has a motor car he can do the journey in two hours and a half, and be able to start when he pleases and return when he pleases. Who can deny that such freedom has a charm? The reason for this charm may be explained yet in another way. Though the country is covered by a network of railways, we do not, unless we are stationmasters, live on the railways. The road is, as it were, the first wife of man, and though some sixty years ago he took a new wife home, he never discarded the first, and she has in reality always remained nearest to him and has always held his home. Nothing can take that away from her. We live on the roads and they are part of and parcel of our daily bread. We look down the road for the home-comer or the newcomer. Our gates open on the road. The road is always with us. But the motor car belongs to the road and makes us free of it and able to use it for our pleasure, or our convenience, or our profit in a way which we could not attain before. Or, to be more correct, the motor car has restored the road to us. While railway traveling was so immeasurably quicker and easier than road traveling, we were forced to give up the pleasure our fathers had taken in the road, for mankind in general cannot or will not lose time. Now, however, the road has been revived. To go back to our metaphor, the motor car has given the road a crown of price that has once again made her find favor in the eyes of her lord and master. The second wife has come to look old fashioned and dull, and the first wife, never really rejected, renews her charms. Especially is this the case in a country like England, where the roads are veritable storehouses of emotional force.

Winding Around Roads.

The English roads are like wood-fringed rivers that run twisting and turning through their villages and towns. No one can travel down fifty miles of an English road without coming upon a hundred beautiful and unexpected things and seeing those things in the best possible way and as they ought to be seen. When we see scenery from the railways, or, at any rate, the near-at-hand scenery, we are, as it were, looking at the brocade of the landscape on the wrong side. We see the pattern awry and upside down. We cut across the roads, not wind down them. We see the old church or the old manor house not in a picture composed by centuries of usage and of kindly human courtesies. Things as seen from the railway are for the most part set on wrong, face the wrong way, and, as it were, "grate on the sensitive ear with a slightly mercantile accent." The coal shed or the chimney of the heating apparatus is turned toward us in the train, and not the best line of gables or the old lych gate. Of course these things have always been seen by the users of the road, but not in the same profusion as they will now be owing to the use of motor cars. To put it plainly, the dweller in a country district, even when he uses a bicycle, does not really know the roads for more than a radius of fifteen miles from his home. With a motor car he will have a knowledgable road radius of at least thirty miles. The person who does not bicycle has, of course, an even smaller radius. Ten miles there and ten miles back is generally the driving limit.

But we must not be content to deal only with the charm of the motor car by reason of the freedom of movement which it confers. The "motor-carist"—to use a hideous but convenient word—has to consider which form of car, both as regards shape and method of propulsion, confers the charm in the greatest perfection, and on this we would say a word or two. Opinions will, of course, differ, but we believe that the most useful shape is that of the victoria. A victoria with a good hood, a little seat that can be put up, and a regular box seat for two, gives almost all that can be desired of comfort and practical convenience. The owner can, when he likes, sit on the box and drive himself.

When he is tired of that, or too busy, he can sit inside at his ease and is able to get in and out with the rapidity only possible in a victoria. But, granted the victoria is the best all-round shape, what is the best method of propulsion? He would be a bold man who would venture to try to decide such a question off-hand; but this much may be said: If the storage of electricity could be made easier and quicker, and generally improved, electricity would without question be the ideal driving force. A car charged with electricity can be driven by a child. There is practically nothing to get out of order or go wrong. A hard-working goblin has been imprisoned in the accumulators, and for the number of miles which he is condemned to serve the car is bound to run. Nothing is easier than to drive a properly made electric motor car. Unfortunately, however, the accumulators can as a rule only be charged to run some fifty miles, and when that period is reached the car must rest five or six hours while the electricity is being resupplied. But this means that the car is not tireless, but capable of exhaustion and requiring rest—defects which go to break the charm of freedom which is especially delightful in a motor car. Some day, no doubt, electricity will be properly broken in to the work, but as yet man has not mastered the lightning.

Methods of Propulsion.

The other forms of force are the steam engine and the gas engine. Very possibly the steam engine will triumph, but as yet although there are some good steam cars, the best results do not belong to the steam but to the gas engines. Propulsion obtained by utilizing a series of explosions of "petrol" at present holds the field. The motor car driven by "petrol" produces not only the highest speed, but is the most practicable and the most trustworthy. The "petrol" driven car does not want to rest like the electric, but will run as long as it is wanted, provided only that the tanks of "petrol" can be filled up from time to time. For the present, then, "petrol" is the best source of power and will be generally employed by those who wish to be able to make long journeys at a quick pace, and to be independent of external help, other than the purchase of oil. But, as we have said above, the ingenuity of the inventor will no doubt very soon greatly improve both electric and steam propulsion.

Probably in the end all three forms will prevail, and will be employed each for the purpose to which it is best adapted—just as we have traction by horses, donkeys, mules, and ponies. No one method will have a monopoly. In the same way, no doubt, horse traction will still go on for very many years, though it cannot but dwindle in amount. The motor car has, as we have said, come to stay, and we may be certain that it will gradually become the normal method of transport for distances up to, say, fifty miles, for the very good reason that it so greatly increases individual mobility. The motor car will, in fact, do more fully what the bicycle began—i. e., give the nation back its roads.—The Spectator.

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