

# AUTOMOBILE BENEFACTOR OF HUMANITY

### Every Man Should Buy Some Machine—Greatest Possible Addition to Life. Means Economy, Saving of Time

The following is an editorial taken from The San Francisco Examiner:

The man who makes a good automobile, efficient and cheap for the crowd or magnificent and dear for the few, is a benefactor of humanity.

Great events come upon us so quickly that we scarcely see their meaning. Few of us realize that the man who makes the telephone has done for the world what the automobile has done for the individual. The one problem of life is speed. He who can move, think, and act quickly doubles his life. The automobile doubles the life and power of the busy man. To be without an automobile, if you can possibly manage to get one, is to be out of date, cousin to the dodo and brother to the ox. The struggle for speed has been the story of mankind. The telephone conquers distance for the voice, the telegraph conquers distance for the written message. The automobile enables man to move about as rapidly as the bird—and now the intelligent citizen is asking himself, "What machine shall I buy?"

Let us give some reasons why every man who can should buy some machine—big, snorting and expensive, if he can afford it; smaller, less expensive, but the greatest possible addition to life, if the big one is too costly.

The automobile means economy. All that a man has in this life is time, and very little of that. The automobile adds to the power of an hour, adds hours to a man's day, doubles, triples and quadruples his efficiency. And this does not apply only to the doctor, with his many visits, or to the fashionable woman rushed in nine directions by calling, shopping and other pleasures and duties.

The automobile will do more for a small plumber than for a man of leisure. It will do more for the butcher, small contractor, or other little business man than for the richest citizen. Because the little man is more in need of the machine, that means more work accomplished. Long ago, when only "dudes," so called rode bicycles, the envious scattered tracks and broken glass along the roads. We used to tell the workers then that one day they would be the chief users of the bicycle and that statement is now a fact. We tell the workers today that the time is coming when to them more than to any other class the cheap automobile or motorcycle will be the greatest blessing, another "freedom of the serfs." A workman now can hardly believe that he ever opposed the bicycle as the amusement of the rich—but he did that. In a short time it will be unbelievable that vexatious laws and innumerable annoyances should have been devised to harass those engaged in developing the automobile. You can get a car now that will carry five men, eighteen miles for twenty cents worth of gasoline. The man who writes this, with fifty horses standing in the stable on his farm, bought two automobiles to send farm hands to their work. It was foolish waste to let the men jog slowly behind farm horses, and the machines cost less than the horses, even on a farm that produces the horses' food and does not yield gasoline.

The day is here when the smallest tradesman, builder, skilled mechanic, can own an automobile economically. Let a man care for his own machine—an intelligent boy of fifteen can do it. Let the owner consider that he is using his valuable property as he drives. The price is almost without limit. And the ownership of a car, far from being an extravagance, is an actual economy. It saves time and makes money during the week. It gives happiness to the entire family on Sunday. It is a healthful, useful pleasure that discourages pleasures that are harmful. The money that has carried hundreds of thousands of men no farther than to the corner saloon, would take the whole family out in the country on Sunday.

Whiskey and whiskey sellers have the automobile and well they may. The little man's car is here already. The workman's car is not far away. Within five years the tin dinner pail will rest beside the clutch and the brake at the bottom of a small car. The wife will drive her husband to work, take her children to school, do her marketing—no longer tied down to the prices of the nearest store.

Many a weary workman at the day's end, seeing the birds flying so easily to their nests, has wished that he too had wings. Now the automobile will actually give him wings. The day's end need no longer mean a weary tramp across country roads, or a long journey, hanging to a strap in the city street cars. One workman will take his friend home one day. The friend will do the same next day. And workers thus relieved of drudgery will have for their employers an added value greater than the cost of the gasoline. First we had the "White Streak" and the "Red Devil" toys for rich young men. Then we had beautiful, quite expensive timousness, ideal for nervous old ladies. Then we got the wonderful machines of low price, within the reach of the citizens of small means. Soon we shall have the workman's car—then the automobile job will be complete.

What reward, what praise can be too great for the men who have put genius, fortune, inventive power, courage and endless ambition into the

# FOOD SUPPLY OF ENGLAND

### Timothy J. O'Connor Points Out That No Matter How Long the War May Last The British Isles Will Not Suffer

(BY TIMOTHY J. O'CONNOR)  
DUBLIN, Aug. 30.—There seems to be an almost criminal disposition in some quarters to provoke a panic over rising prices of foodstuffs. At the first shock of the news of Europe's peril the corn markets became serious, mainly because the Baltic and Black sea grain cargoes have become an increasingly large factor of late years.

But there is no need gratuitously to assume that the daily bread of the Londoners must necessarily rise to a famine figure. It should be borne in mind that the whole question was exhaustively investigated ten years ago by a royal commission on the supply of food and raw material in time of war. It was then shown that the stock of wheat within the United Kingdom would not fall below a seven weeks' supply at any time of the year, while in September, the harvest month, it was seven weeks' supply. Moreover, there is usually afloat on its way to these shores such a cargo of wheat as will average another four to seven weeks' supply, and only the unimaginable contingency of the British navy meeting with such a reverse in the first days of the war as to lose even temporary command of the seas could hinder the supplies already on their way from actually reaching us.

So much for the fantastic nonsense which is finding its way into print concerning the household loaf in danger. The question also inevitably revives old proposals for establishing national granaries—a scheme which did not, by the way, find much favor with the royal commission. What was suggested, as offering less ground for objection from a general economic or trade point of view, was a scheme for providing storage-room rent free, or otherwise subsidizing Irish farmers to retain their harvest crops in stock at the disposal of the government.

It has been estimated that the average weekly consumption in the United Kingdom is 630,000 quarters of wheat, and that on September 1, with only an average harvest, there will be an eight weeks' supply in the farmers' hands. There will be, besides, the wheat stocks held in warehouses at the principal ports, and the stocks held by millers and bakers. The latter stocks are never large and would quickly be exhausted, but the stocks at ports of import can only be materially reduced when the navy is no longer able to keep open the trade routes. And against any imminent shortage of Russian supplies of wheat and grain must be set what is declared to be a record American crop and the great Canadian harvest.

Then it must not be forgotten that Ireland is one of the chief sources of food supply of Great Britain. Take the item of meat—meat of all kinds, beef, mutton, bacon, poultry, coming in, whether alive or dead. Ireland supplies between one-third and one-half of the total quantity of meat coming from all the other countries of the world put together. Last year the value of the meat entering Great Britain from Ireland was \$115,000,000. The next largest supplier of meat, the Argentine, is \$40,000,000 below this figure. Ireland sends more than one-third of the eggs and more than one-sixth of the butter supplied to Great Britain of all the other countries combined. Bulking the food and drink stuffs of all descriptions produced in Ireland and consumed by men and animals in Great Britain, the value is over \$150,000,000 annually; that is, more than Great Britain receives from any other country.

Then, it is certainly not realized by most people that Ireland furnishes 75 per cent of the horses for the British army, and that these are the best military horses in the world. Buyers from all the continental armies have been coming to Ireland for years; they are to be seen at all the fairs and shows; and they buy the Irish horse not merely as a remount but to breed from in order to improve their own stock.

The agricultural wealth of Ireland represents progress—progress recent and striking. That progress has been achieved mainly through the intelligent energies of the Irish people themselves, set free from the industry-killing bondage of a bad land system, and guided and trained through native institutions of government, national and local, in which the opinion of the people is represented. In other words, the progress is an accompaniment, if not in some measure a result, of the partial self-government the Irish people have in recent years been enjoying, and the advance in agricultural wealth is most marked over the southern and western parts of the country.

The progress might be illustrated by many facts. For example, in 1904 the value of the export from Ireland to Great Britain of meat of all kinds was \$50,000,000. In nine years the Irish farmers had so developed that item of production that the value of the export in 1913 was \$115,000,000. The value of the annual export to Great Britain of poultry and eggs has been increased in six years by \$5,000,000. A gauge of the increase of agricultural wealth is the amount of deposits and cash balances in the Irish banks (joint-stock and post office savings banks),

making of the nation's automobiles? These men are in the highest sense benefactors of their kind. Long life to them, more success to them. They see ahead and know that the automobile age is just beginning. Our six million farms alone mean six million automobiles—he who doubts that is a baby. The great work has only begun. Three cheers for the automobile, which cheers ten times over in health, cash and happiness every dollar that it costs.

which has risen in 13 years, since 1900, by \$125,000,000.

An idea of the general development, industrial as well as agricultural, may be obtained from the increase in the annual volume of trade; in eight years the total of the exports and imports of Ireland, which now amounts to over \$700,000,000 has risen by \$175,000,000. These are great, even astonishing figures, which anyone may study in detail in the official returns.

But the progress is more suggestive of the problem to be considered in the quality than in the quantity of the production; and in certain other ways. Ireland, which 15 or 20 years ago was supposed to be the most backward country in Europe, is now visited by commissions of inquiry from other countries, who go back and recommend their own governments to imitate the Irish methods. Northern and Southern fishermen have worked together in this advance, meeting regularly in national representative bodies, in which they deliberate side by side.

# RETURNS FROM SEAT OF

(Continued From Page One)

paing. Women drove the taxicabs and drays. They kept the shops. Many shops were boarded up, their owners having gone to enlist and having no one to leave in charge. I never saw such enthusiasm.

"Pretty soon we got glimpses of troops. These men were not so hysterical as the most of the populace, but they displayed a sort of 'do it or die' spirit. They mean real harm to the Germans, over there in France."

"We waited thirty-six hours on the benches of the Gare du Nord, while soldiers filed into the depot and boarded train after train. The government had seized the railroad, and all traffic was reserved for the military. But finally we got accommodations—no, not accommodations, either. We just hung on until we got to Calais, and then we jumped ourselves in a boat for Dover.

"London was almost as wild as Paris. England had not yet declared war, but the people were mad, I tell you, plain staring mad. They shipped us 150 miles north to a village called Newbury, and there we stopped seven days.

"Then Liverpool. I had six weeks before reserved on the Mauretania, but when that ship fled into Halifax, we all got wires canceling our sailing date. Then I went to Dublin, hoping to get a boat out of that port.

"It was good in Dublin, but I thought it would be better in Phoenix, so I finally went back to Liverpool and succeeded in landing in the steerage of the Campania. The first and second cabins, meant to carry 350 people, had 800 for that trip. So you can imagine how we were in it. Doctors, attorneys, professors, millionaires, and just us—we were all packed in together."

Forbes recited the tale in a very earnest and effective tone of voice, for he was not a little awed at the imminence of the calamity he had seen in the making. And when he had done, he thought of how fine it was to be back in this peaceful Phoenix.

### GET A WAR MAP TODAY—

The way The Republican war maps are being called for is indication of the fact that they will not last long and then some days will elapse before the second consignment is received. Therefore if you want a war map, get it in line and order it today.

### LEIPZIG REPORTED CAPTURED

(Associated Press Dispatch)  
VANCOUVER, August 30.—The Leipzig is reported, has been captured with a loss of 120 men by the Montcalm and Rainbow, according to a newspaper extra. The Esquimault naval station refuses to confirm or deny the report.

### APIA SURRENDERS

LONDON, August 30.—It is officially announced that Apia, a seaport of Upolu, Samoa Islands, and capital of the German part of the group, surrendered on August 29 to a British force from New Zealand.

### FRENCH HERO OF '70 COMMANDS BRIGADE



General Paul Pau. General Paul Pau is one of the eleven members of the French military board of strategy and is a hero of the Franco-Prussian war of 1870, where he lost his right arm. He is now in active command of one of the French brigades.

# SOMETHING NEW WAS GREAT HIT

### Cafe Chantant Yesterday Innovation That Appealed to Many Amusement Lovers of Phoenix—Set- ting Was Splendid

Something new has come to town, come to town to stay. It arrived last night in tip top condition and put everybody in a good humor which it made its first appearance at Riverside park early in the evening. The new comer is the Cafe Chantant and it made a great big hit from the start off. Dinner was served in the dancing pavilion and covers were laid for some seventy people. It would have been hard to find a lovelier place for a summer night's dinner than the big breezy pavilion with its soft colored lights and beautiful outlook. Around the front and sides and back of the pavilion hundreds of people were seated to enjoy the music and vaudeville acts that gave the dinner its name, as to its success there can be no question and the entertainment will be repeated twice during the week in the form of a Cafe Dansant instead of Chantant. The Sunday dinners will be the same as last night with a first class vaudeville attachment; but on the week day affairs, first one next Wednesday, dancing between courses will be added to the attractions.

### Mothers' Day

This is Mother's Day at the park again. Every Monday the park is open to children under fifteen and all women without charge until five o'clock and a special price of fifteen cents for using the pool is made until that hour for children under fifteen. This is done to give all mothers and their children an opportunity to enjoy the park at practically no expense and make the park a real playground for the people. The pool received its usual Sunday scrubbing last night and today there is deep water, clean and clear as crystal. The great volume of absolutely clean pumped water that flows through the pool constantly, hundreds of gallons every minute, provides swimming that is absolutely ideal under the most sanitary conditions that can be found anywhere in the country.

People returning from the coast and other resorts are loud in their praise of conditions at Riverside and the great chut there it is conceded excels anything that can be found at any coast resort either in the east or west. Another thing that causes a lot of favorable comment is the slippery pole at the west end of the pool, which provides fun for thousands, both bathers and the rocking chair fleet and causes more laughs in a minute than one usually finds in a good comedy.

### Alden's Band Concert

A classical program was the order of the day with Alden's concert band at Riverside park yesterday afternoon, and it proved a decided treat. The opening number after the march "Thomas Mignon Polonaise was the most artistic rendition heard here for a long time. The success or failure of this selection lies almost entirely with the reed instruments. Some of the clarinet passages here are known as the most difficult of execution ever written for hand work. But the boys rose to the occasion in an admirable manner, and showers of applause were spontaneous at the conclusion.

Manager Alden played a beautiful cornet, by request, using "The Holy City" as the vehicle. Alden has long established himself in Phoenix as a cornet player and whenever he is up for a solo the audience is assured of a most pleasing number.

Paderevski's Minuet next received attention. This perhaps is the best known of all the famous compositions of this genius. It is seldom that a band of the size of Alden's attempts anything of this magnitude, but the rendition yesterday was executed with open arms. Roy Porter's execution of the cadenza here on the clarinet was a brilliant piece of work, and brought forth no end of the most flattering praise.

The "popular air" program was not overlooked. The melody of Irving Berlin's hits was perhaps the most pleasing. Berlin is possibly the best known of all the writers of popular songs, and the melody played yesterday was most happily chosen. It contained no end of songs that are heard everywhere and on more than one occasion the crowd blended its whistling efforts with the music of the band.

### FRENCH COURTESY

A Boston woman was talking of Paris. The question of the relative courtesy of nations came up.

"Well, it would take a very good illustration to persuade me that any people beat the French," she remarked. "I'll give you an example: I was walking down the Champs Elysees, and wanted to find a particular street called the Rue de la Clochee. Not knowing just where to turn off into the side street, I asked a young Frenchman who passed me if he could direct me to it. He assured me, with a thousand pardons, he did not know.

"A few minutes later I heard hurrying feet behind me, and there was my Frenchman.

"Madame," he said, sweeping off his hat and bowing profoundly, "did you not ask me the way to the Rue de la Clochee? I was sorry that I did not know, but I have seen my brother and asked him, and I am sorry to inform you, madame, he did not know, either."

"I hear you married Thompson's divorced wife.

"Yes."

"How did you come to do that?"

"Thompson recommended her highly. He said his only trouble was she snored, and you know I'm deaf."

Boston Transcript.

# THE WAR WITH NO PARALLEL

### Nothing in History With Which Great European Struggle May Be Given Comparison—Nothing Like It Was Imagined

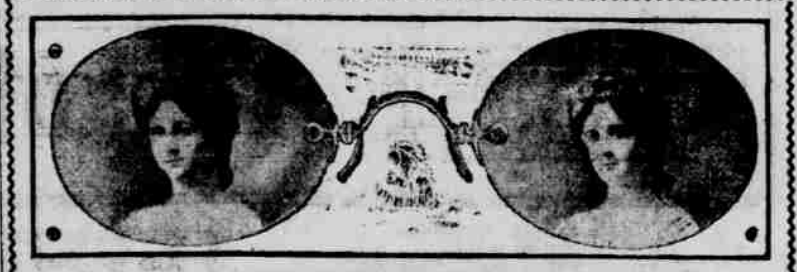
(By W. Hamilton Rhodes)  
LONDON, Aug. 30.—The Standard has this to say regarding the probable duration of the war: History knows no parallel to the contest now in progress. Compared with the forces that are engaged the semi-mythical heroes that are supposed to have swept through Asia under Genghis Khan and Timur and other conquerors seem insignificant. Their marauding multitudes were not whole nations armed. A war in which the contending armies are reckoned in millions is without precedent in the annals of humanity. What it must involve in the shape of national ruin, individual suffering, social disorganization, and the destruction of life and property we cannot yet imagine. We shall soon begin to learn.

There may be one gleam of hope amid this darkness as of the grave. The war is calamitous beyond all example. It seems, however, that it must be short. It is, indeed, hazardous to attempt to forecast the course or result of any war. The prophets are usually wrong. In the war between Austria and Prussia in 1866 the odds were laid heavily on Austria everywhere. In 1870 most people in England thought that the Germans might put up a good fight, but would be beaten in the end.

Japan had many supporters in 1904, but on the whole it was believed that the chances were in favor of Russia. When the Balkan war broke out those who were held enough to predict that the Slav states would break the back of the Turkish resistance in a few weeks were scoffed at by the military experts. In the present case there are many incalculable elements. The Germans are supposed to be relatively worse than they were in 1870 and the French better; but how much better and how much worse?

The Russian mobilization is an unknown quantity; it is impossible to say how long it will take to translate the enormous paper strength of the empire into effective units at the front. The Austrian army is an unknown quantity, too; nobody can really say how it will stand the test of action. And then there are all the accidental and personal factors which render every war to some degree a game of chance. A supreme military genius on one side or the other may make all the difference. But these great armies will be led by men who have been trained in peace. The Buonaparte or Marlborough may be in any of the camps; or in none of them.

But though so much is uncertain, though we do not know what an hour, a day, a supreme moment of achievement or hazard may bring forth, there seems some basis for the prediction that this cosmic struggle cannot be protracted. It may be accepted almost as an historic axiom that the smaller the force engaged, relatively to the size and resources of the combatant nations, the longer will the war be. The medieval Hundred Years' War between England and France, the Thirty Years' War in Germany, were waged with what were mere fractions even



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of the smaller populations of those days.

As the armies have grown national the campaigns have grown shorter. The Seven Weeks' War of 1866 between Austria and Prussia began the new phase; the Franco-Prussian War of 1870 might have ended quickly but for the heroic, though hopeless, defense of Paris, prolonged after the military position of France was irremediable; even the savage little Balkan peoples fought themselves to a standstill in the first two months. In the old days fifty thousand troops could keep the field for years, since there was the whole national reservoir of men and material to supply them with clothing and munitions, to replenish the wastage of disease and death.

"Food for powder," as the cynical phrase went, was cheap; it could always be got, so long as too much of it was not wanted at once. With all the wealth and manhood of Britain to draw upon we could manage to provide Wellington with some 30,000 British troops in the peninsula. We could even throw away nearly 40,000 men in the miserable Walcheren expedition without being perceptibly the worse for the loss.

But in this war there is no reserve of national power—of man-power and of money-power—upon which the drafts can be continuously made; for all the resources of the belligerents, whether human or material, must be cast with reckless prodigality into the scale at the outset. There is no time for economy, no scope for holding back anything that can be made available at the moment.

The entire adult male population of fighting age in France and Germany are being hurried towards the points of concentration as fast as trains can take them. The number of troops in the zones of action is only limited by the facilities of transport. Modern strategy aims at delivering overwhelming blows at the opening of a campaign. For this it will sacrifice everything else, including the capacity to carry on the long, slow, patient struggles of the past. All the energies of the nation, physical, moral, and economic, are keyed up to such a pitch that the tension cannot be maintained for long any more than the runner can start for a three-mile race at the pace of a hundred-yard dash.

It is a desperate sprint, not a long-distance contest which is attempted. Money as well as blood will be poured out like water to set the mighty machine going, to increase the impact of its stroke. All the national vitality is concentrated upon the effort. But can it last? Can any community, unless

indeed, it be the amorphous, invertebrate mass of Russia, endure the strain for more than a comparatively brief period? Industry, in a society which has passed beyond the primitive peasant stage, cannot be suspended for long without bringing it close to positive starvation.

Even the premonition of war has nearly paralyzed the world's credit system and shaken the whole edifice of finance and commerce. What will happen a little later, when nearly all production, except for military purposes, is at an end among three hundred millions of civilized people? None of the belligerents can afford to ruin themselves, even to achieve victory. How near that point the continental governments can venture to go, and how heavily they can try the patience and patriotism of their subjects in the process, is one of the appalling problems to be solved in the dark and terrible months that lie before us.

### ACCURACY AND SPEED IS WHERE HOOPER EXCELS



Harry Hooper. Harry Hooper, who plays right field for the Boston Red Sox, is one of the speediest men in baseball and is noted especially for his accuracy in throwing.

## Censored War News Reveals One Fact

In the meagre reports from European war centers, this fact stands out—that all Europe is arming and that food supplies are already becoming scarce.

Prices here in America are rising to keep pace with European demand, but regardless of demand, the price will not advance on

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