

New-York Tribune.

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CHEAPER THAN HORSES.

HORSELESS CARRIAGES DO MORE WORK AND COST LESS MONEY.

THE CONVENIENCE OF CHARGING THEM FROM THE REGULAR ELECTRIC WIRES—THE NEW VEHICLES FOR DOCTORS.

There are young men in New-York who can remember when the only telephone line in the city connected a room in The Tribune Building with the American Institute. People used to come to that room and listen to others talk, sing or whistle at the other end of the line, and exclamations of wonder and surprise were heard whenever the imperfect instrument was examined. The telephone was looked upon at that time as a scientific toy, and in much the same light as the motor vehicle is regarded by many people at this time. But the telephone has become a necessity, and, in the same way, many people predict that the horseless carriage will cease to be looked upon as a novel plaything and take its place among the necessities.

In some parts of Europe the horseless vehicles have become popular and comparatively cheap, and, the novelty having worn off, they are employed in a practical way. In New-York the horseless carriage has not yet become popular, and the vehicles which are seen on the streets are for the most part the property of cab companies, by whom they are rented to the people who wish to enjoy the novel sensation. But the facts that the few motor vehicles which have been sold to private individuals have given satisfaction, that the cost of maintaining them is small and that the streets of New-York are gradually being improved so that the vehicles will run without jolting, make manufacturers believe that there will soon be a boom in that direction.

C. J. Harrington, superintendent of the Electric Vehicle Company, said that his concern had recently ordered one hundred additional carriages, and that there would be room in their place to store and take care of a number of vehicles for other people.

"It costs much less to keep a horseless wagon than an ordinary outfit," he said, "and it can do more work. The horse, if driven more miles on one day than he is able to cover without over-exertion, will be worthless the next day, while the motor wagon can be recharged when its electric supply is exhausted and go right ahead again. We shall ask \$1 for every twenty-five-mile charge, and will also receive a fixed amount for taking care of the vehicle and keeping it clean and in repair. The cost of running the vehicle will depend on the number of miles."

Among the few people in New-York who drive motor vehicles are Oliver H. P. Belmont and W. E. Buzby. Mr. Belmont's turnout created some excitement at Newport last summer, and was one of the sights of the place. Mr. Buzby guides his horseless vehicle along Riverside Drive nearly every day. Its builder, Andrew L. Riker, said that it showed no more wear than an ordinary vehicle which had travelled half as many miles. This carriage is kept in Mr. Buzby's stable, where its motor is supplied through the regular Edison current at the regular rates. The bill for charging it the first month it ran was \$10.35, and it ran six hundred miles in that time. The average cost for electricity is two cents a mile, but the price would be considerably less if the owner of the vehicle had his own electric plant. This fact has been demonstrated by J. R. Whiting, of Stamford, Conn., who has an electric generator for lighting his house. His horseless vehicle is charged by this generator, and this brings the cost down to less than one cent a mile.

Dr. William H. Hutchinson, of Brooklyn, has ordered a horseless stanhope phaeton, and he will be one of the pioneers of his profession in the use of this style of vehicle. But the greatest additions in the line will probably be in the shape of business wagons. One company has an order under way now for a delivery wagon for a large department store at a cost of \$2,000, and if the vehicle proves satisfactory the concern will take fifty more. The wagons will make twenty-five miles a day and can be run at the rate of two cents a mile, or at a cost for motive power of not more than 50 cents a day. Aside from cost of storage and repairs, the cost of maintaining one of these delivery wagons a year was placed at the following figure by Mr. Riker:

Interest on investment.....	\$100
300 working days at 50 cents.....	150
Total	\$250

This is less than it would cost to keep horses to draw the vehicle.

A PERSISTENT TRAIL HOUND.

From The San Francisco Call.
The most insistent and persistent trail hound in Arizona is owned by Sam Krutzenstein, who lives on the Santa Cruz River in Pima County, and makes his living by hunting mountain lions for the \$20 bonus that the Territory pays for each hide. Near Benson, the other day, Sam's dog treed a big lion and sat down under the tree to await the arrival of his master. Sam struck a bear's trail, however, and did not go to the dog

for three days. When he did go both lion and dog were still at the tree and both of them were nearly dead of thirst and starvation. Sam says this is but one of many such instances in the history of his dog, who will never voluntarily leave a treed animal, not even for thirst when there is a spring close by the tree.

PERVERTED.

THE SAMPLE PACKAGES WERE ENJOYED, BUT NOT IN THE USUAL WAY.

There was given the other day in an uptown street an illustration of the way in which articles are often hopelessly perverted from the uses for which they were intended by their makers. It was at the noon luncheon hour. The Italian laborers who, in accordance with the prevailing fashion, were engaged in tearing up the pavement, had suspended their labors and were partaking of their midday meal as they sat on the sidewalks and the steps of the houses.

Presently a man who carried a large basket came around the corner. He started down the street, distributing from the basket at each

PRICES OF HOLIDAY GOODS.

NEW TARIFF HAS MADE LITTLE DIFFERENCE TO CONSUMERS.

MOST OF THE IMPORTED STOCK NOW ON HAND WAS BROUGHT IN BEFORE THE LAW TOOK EFFECT—CHANGES MAY BE FELT NEXT YEAR.

The shopping district of New-York City, to which people come from all parts of the metropolis for their holiday purchases, has its harvest time during the months of November and December. The crowds on the streets and in the stores give the observer only a partial idea of the business which is done in the great stores, because a large amount is done by mail. Through the publication of stock lists and prices in the advertising columns of the daily papers the people in remote parts of the country become posted on the styles in New-York. They send their orders, and where the amount purchased weighs

the purchaser the same value that he received last year. There are always toys at fixed prices, from the penny whistle to the \$100-doll. There are just as many 10, 25, 50 and 75 cent toys this year as there were in previous years, and the only place where the advance is seen is in the high-priced toys. There it makes little difference, because the people who buy them usually know nothing about the price until they receive the bill. The manufacturers on the other side know that certain goods cannot be sold above a certain price, and in cases where a 25-cent article could not be reproduced at the proper figure it was changed or cheapened in some way. On the whole, the higher duty will have no bad effect on the toy business."

A large dealer in children's outfits said that the advance in importation charges had been anticipated to such an extent that prices had not been advanced, and that articles purchased last year at this time could, with few exceptions, be duplicated at the same prices. Imported underwear is higher by 10 or 12 per cent, but domestic wool underwear has not advanced materially.

In the carpet line there has been some change, and purchasers of rugs will have to pay 10 cents a foot more now than they did last year, and an advance of about 45 cents a yard on Wilton carpets. Domestic Wiltons, however, are sold by most dealers at the prices which ruled last year.

"Our goods are a little higher this year than they were before the new tariff law went into force," said a large silver goods manufacturer. "They are better than they ever were, and the stock is larger. But the reason for the decline is we manufacture in this country and have improved machinery and cheap silver."

The head of the silk department of a large retail drygoods store said that \$1 would buy the same silk now that it did last year. "Provided," he added, "that the purchase is made here, where we knew what was coming and bought ahead. The real effect of the new increased import duties will not be felt by the purchasers until next year," he said, "and by that time our idle mills will be in operation, our people will be making more money, and they will never know that they are paying a few cents a yard more for goods."

In the china and glass line there has been a slight advance in the rate of import duty, and certain grades of goods are a trifle higher than they were last year. Some of the imported articles will cost the purchaser about 15 per cent more, but, which serves as a partial offset, the line of domestic goods has been enlarged and improved.

Many people thought that the prices of men's clothing would go up as soon as the new tariff went into operation, but inquiry at some of the leading concerns shows that the changes are few and unimportant. One large dealer said that no change would be experienced by the consumer until next year. "An overcoat or a suit of clothes of any kind," he said, "may be bought to-day for the same amount as was paid last season. There is absolutely no change in prices from last year in low-grade goods, and in the higher grades of clothes, which require imported stock in the manufacture, we have made no advance, because we own the material at the old figures. You will find just as many suits from \$8 to \$15 as last year in the establishments where such goods are handled, and you will find also that there is no change in the quality. In other places, where business suits were made for \$35 last year, the same price will be asked to-day. What the prices will be next year no one can tell, but as advance stocks will probably be exhausted then, the prices will be a little higher."

EXPLOSIVE SEA SHELLS.

From The National Druggist.

Walking along the beach on Mobile Bay, a young woman, a relative of the writer, picked up a handful of little shells, left by the tide, and among them several shells of a small marine "snail," the largest of which was probably a half-inch in diameter and the smallest some three-eighths of an inch. She dropped them into her pocket and forgot all about them until several days afterward, when an unpleasant odor in her wardrobe attracted her attention to them. On taking them out of the pocket some fell on the floor, and in recovering them she placed her foot on one. The act was followed by an explosion, quite sharp, and loud enough to be heard all over the floor on which her room is. Astonished, she concluded to try another, and the same result followed. The shells were then brought to the writer, who on examination found the mouth of each firmly closed by a membrane of greater or less thickness, formed by the drying of the animal slime. This had probably occurred soon after removal from the moisture of the beach, and the little inhabitant of the shell dying, the gases of decomposition had quite filled its internal space. On exerting a little pressure by squeezing the shell between two blocks of wood quite a loud explosion was produced, the fragments of the shell being thrown several feet. Subsequently, on trying the experiment, out of a dozen shells only two failed to explode. The conditions most favorable to success in making the experiment seem to be removal from the beach in very hot, dry weather, which causes the slime to be exuded in greater quantity than usual and dries it up rapidly as it exudes.



AN ELECTRIC VICTORIA, OWNED BY W. E. BUZBY.



AN AUTOMOBILE TRAP, OWNED BY J. R. WHITING, OF STAMFORD, CONN.

house a small package of one of the new cereal products at present being advertised as greatly superior to coffee as a beverage. He merely laid these packages on the window-sills and did not ring the doorbells. After him, at a discreet distance, followed one of the Italians, evidently deputed to the task by his companions. He carefully gathered up all of the samples and carried them to where the group of workmen sat. Clearly, the Italians knew what the packages contained, for they were opened, not curiously, but in a matter-of-fact way. The brown, finely ground contents were transferred promptly into the pipe-bowls of the assemblage, and, having been set alight, were soon going up in smoke—affording as much pleasure, apparently, to the sons of toil as if the cereal substitute for coffee had been the finest golden Virginia.

JONAH'S DISCOVERY.

From The Chicago News.
First Mate—What was the greatest ocean race you ever heard of?
Captain—Whales.

less than four pounds they have it sent to them by mail at a cost of one cent an ounce. By this method people in the far West and South do their shopping in New-York at a nominal cost, and their holiday presents have double value because they come from the great market. While the faraway business has been a good in most of the large stores this year as it was last year, the home trade has been slightly behind. The reason for the falling off has been charged by some merchants to the operation of the new tariff, but the unsettled weather has really been the cause.

The proprietor of one of the largest toy houses said that the import duty on his stock had been raised from 25 to 35 per cent, but that it made little or no difference in the price of toys. "The man who laid away \$10 with which to buy toys," he said, "will get just as much for his money as he got for the same amount last year. In the first place, we had the greater part of our stock purchased before the new law went into effect, and saved the higher duty in that way, but even if we had not done so we should be able to give