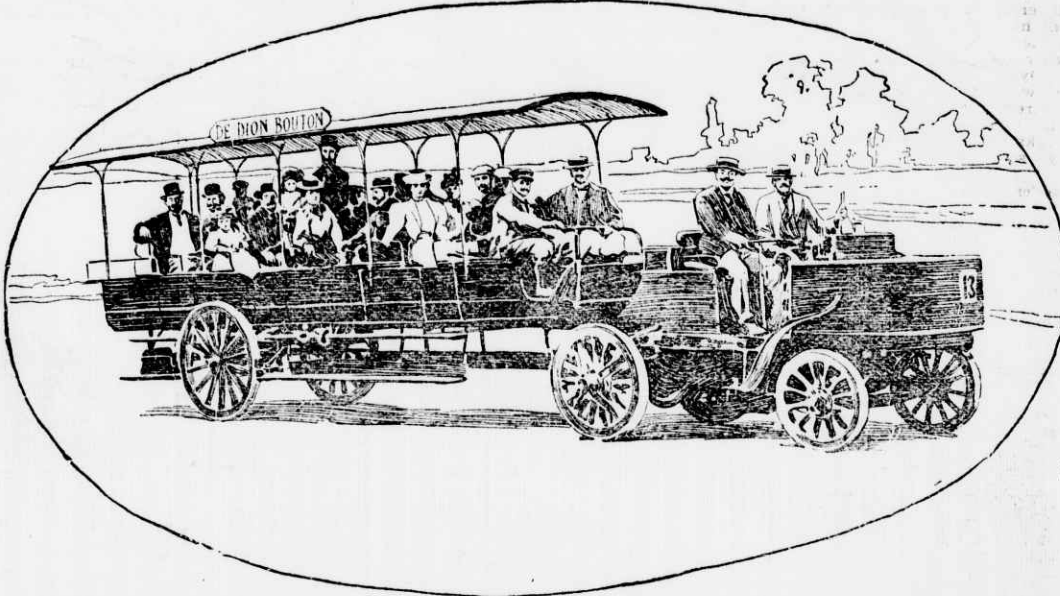


The American Automobile Abroad

CONTRACTS FOR TEN THOUSAND OF THESE VEHICLES FOR EUROPEAN USE HAVE BEEN PLACED IN THE DIFFERENT CITIES WHERE THE HORSELESS CARRIAGE IS MANUFACTURED.

When cable cars and electric cars were first introduced into practical use most people thought that the ancient prophecy of Mother Shipton regarding the movement of carriages without the aid of horses was very nearly accomplished. It took the automobile, however, to prove that that ancient beldame was wiser than

Little progress has been made as yet there with electric motors and the engineers are still baffled by the problems of storage of sufficient power and not too much weight. With the petroleum and the steam motors, they are much more successful. The energy and the skill that first went into the making of



AUTOMOBILE CARRY-ALL.

her generation and that in her prediction she prophesied better than she knew. The automobile has come to stay. And recent events go to show the American automobile is a better machine than can be turned out in France, the home of the automobile. Unless something extraordinary happens within the next ten years there will

the pleasure carriages that whirled up and down the Champs Elysees and the Bois de Boulogne to the alarm of pedestrians, and before which even bicyclists gave ground, have turned now to self-propelled drays and trucks, and these have been the chief subjects of recent experiments. For example, a tramcar with seats for

Autotruck company, with a capital of \$1,000,000 has been incorporated. With this capital it is proposed to place autotrucks, operated by compressed air, in the streets of the city.

In an interview, one of the directors of the new trucking enterprise has said: "We have built autotrucks and used them at our works in Massachusetts. We can haul a load of eight tons, twenty-five miles without replenishing the air. It is easier for our trucks to move eight tons than for three horses to haul six tons in an ordinary street. On wet asphalt horses are almost helpless and with the substitution of asphalt for paving stones the horse must go."

"From a sanitary standpoint and in the matter of cleanliness it would make a great difference in the city if the 150,000 or 160,000 horses in its streets were done away with. Our trucks will take up less room, and will move much faster than an ordinary team, and they are under such perfect control that there is less danger to life and limb than with horses."

The running gear is composed of four wheels instead of two, and their appearance is striking. Another striking departure from ordinary practice is embodied in the arrangement of the front wheels as drivers' wheels. Each cab is fitted with two two-horse-power electric motors, one of which is geared to each driving wheel. The motors are entirely enclosed, and are attached to the axle adjacent to the wheels.

The electric "cabby" is seated on top of the battery-box, from which point the various controlling levers are easily accessible to him. Under his seat is the controller. From this device a handle projects upward on the left side of the driver's seat, so that by moving this lever forward from its normal position the batteries and motors are variously connected, and several speeds result.

In opening the cab under ordinary circumstances it is necessary to use these three controlling levers only, but to reverse the vehicle a switch is operated by the heel of the foot, which arranges the motors so as to operate in the reverse direction. The automobile cabman needs no hitching post. Should he leave his seat, he carries away with him the safety-switch handle, by removing which the connection between the battery and motor is broken, and the cab cannot be started. This switch also serves as an emergency stop when running.

The batteries for each cab are held in a single tray or box, which is loaded into or unloaded from the cab by machinery. Each set of batteries for a single cab weighs about twelve hundred pounds. The cabs are fitted with electric side-lights outside, and electric reading-lamps inside. Loaded with a fresh battery equipment, the electric cab can travel from twenty-five to thirty miles.

WINNER OWNS PHOTOGRAPH.

One of the queerest lawsuits ever placed on record is now being tried in New Haven, Conn. To recover a photograph of herself, Miss Gertrude Mills is suing her aunt for its possession, the aunt claiming in her turn that it was freely given her, and therefore remains her property. To this statement Miss Mills has another word to say: "I want it distinctly stated that I never gave her this picture, and she had no business with it. The suit I have begun is a replevin suit and damages are placed at \$5. The picture is worth possibly 50 cents."

"I have several times asked my aunt to give me the picture, and she has always refused. Now I propose to see if the law will not protect my interests and give me this photograph."

Miss Mills is a bright, prepossessing young woman of 19 or 20 years of age. Her father, James Mills, is proprietor of a restaurant at 112 State street, and her aunt runs a rival restaurant across the street.

This is one of the oddest suits ever brought before a Connecticut court. Both sides have hired counsel and propose to fight the case to the bitter end. The trial will come up some time this week before Justice A. C. McMathews. Several times there have been suits for slander entered by the parties to this case, none of which has ever come to trial.

Recently when the family dissensions began again, Miss Mills, though a party to them, acting under parental instructions, demanded of her aunt this photograph. The aunt refused to part with it, claiming, in spite of the girl's denials, that it was given to her, and as a gift she has the right to keep it, and will do so. Then the suit in replevin followed.

CHAMP CLARK'S LUNCHEON.

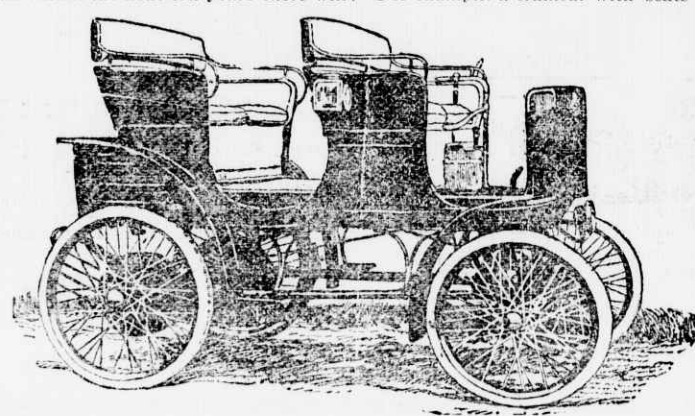
Champ Clark, who outdraws Speaker Reed, ordered pumpkin pie and coffee in the house restaurant the other day at Washington. Although the quarter slice was as big as the ordinary Bowers pie, the Missouri representative made four bites of it. He poured his coffee into a saucer and drank from it like a thrashing hand in the wheat season.

Representative Bradley of New York, who always likes a little innocent fun, asked: "Clark, can you give me two tens for a five?"

"Not today," said he, as he replaced the saucer on the table and walked out, while Bradley and his companions were convulsed with laughter.

REGARDING SLEEP.

The observations of medical men, whose inquiries have been directed to this point, have decided that from six to eight hours is the amount of sleep demanded by persons in health. Some constitutions require as much as eight and others no more than six hours of repose. But eight hours is the maximum for all persons in ordinary health, with ordinary occupations, or the liability of disease, or a decayed constitution, more than this is required. Let eight hours, then be regarded as the ordinary period required for sleep by an industrious people like the Americans.



A TWO-SEATED ROADSTER.

be ten thousand automobiles of American manufacture in use in the European cities. And to pay for these fifteen millions of dollars will be sent to America from the pockets of Continental capitalists to pay for the construction of these horseless carriages. The contracts for this great number of vehicles were signed recently by Count de Jotemps of Paris, the president of the American Motor general agency of Paris. Most of these contracts were made with Massachusetts firms which turn out steam, gasoline and petroleum motors. A Chicago concern is to manufacture only electric motor-cycles, or horseless carriages, for the Parisian company.

Count de Jotemps in an interview is quoted as saying: "The American patents on horseless vehicles are the only ones of practical value on the market. In Europe we have nothing that can compare with the American motor-vehicles, either in lightness, easy-running qualities, rigidity, or stability. We are satisfied that America will furnish the horseless carriage in the future, and it is our idea to control the supply."

Although Continental Europe has taken a deep interest in automobilism, as it is styled there, for many years in England horseless vehicles are still in the main the amusement of a few men of wealth and leisure that chance to fancy them. The few electric cabs in use in London are so conspicuous, with their bright yellow bodies and their glaring lamps, besides the sober black hansom that they seem more numerous than they really are; while a self-propelled wagon or dray in actual use for ordinary commercial purposes is so uncommon that wayfarers turn to watch its progress and gather curiously about it when it halts.

There is an automobile club in England that makes occasional runs and congratulates itself annually on the increase of the carriages that amuse its members. But it is very much like the petty societies that cultivate peculiar breeds of dogs, and it is little concerned with the commercial utility of horseless vehicles.

On the continent, however, and especially in Paris, self-propelled vehicles have become commonplace and encouraging results are increasing the use of them in ordinary business. Several companies of metal-workers, with factories already partly equipped for the purpose, have undertaken the manufacture of them for commercial ends in earnest, added the necessary machinery and tools, and gradually trained their workmen to readiness and precision in their new task.

For the time, the cost of the additional plant, of the improvement of methods, and of the pursuit of better mechanical devices, with the charges that patent royalties impose, keep the price of horseless wagons and drays high; but it is lower than it was at first; competition is decreasing it; and some of the conditions that now maintain it will necessarily pass with the progress of the new industry.

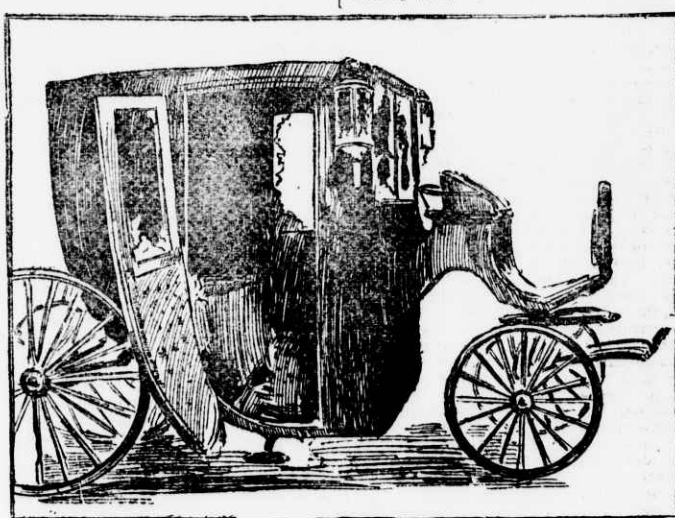
fourteen passengers, has made a series of journeys successfully, if none too economically; while several sorts of drays with petroleum motors have proved in the actual routine of business their ability to carry heavy loads at as high a speed as the conditions of traffic and municipal regulations permit and at less cost than that of horses.

Their chief drawback has been the frequency and the slowness of repairs; but with allowance for loss from these breaks in regular service, several merchants that have tried them on a considerable scale side by side with ordinary vans agree that they are the more economical by 10 per cent.

The introduction of the automobile into the United States was first made noticeable by a number of the Newport fashionable colony who made their appearance on Ocean avenue last summer in the most approved French fashion of horseless carriages. This was quickly followed by the forming of horseless carriage companies in several of the larger cities, and now the horseless carriage is almost as familiar a sight as is the hansom or ordinary horse cab.

In New York there has recently been established a public electric cab service which has proved to be not only practical but economical for its patrons and a paying investment for the backers of the enterprise. Indeed so successful has this system been that the famous old ramshackle stages on Fifth avenue in that city are to be superseded by automobiles.

Close upon this project and marking another step in the advance of horseless vehicles comes the incorporation of a company for the purpose of placing horseless trucks in the streets of the city. As a beginning the New York



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Trains leave Butte for Anaconda as follows:
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No. 3--Great Northern railway, Helena Local 12:30 p. m.
No. 5--Anaconda Express 5:00 p. m.
No. 7--Great Northern railway, Pacific Express 10:40 p. m.
Train No. 4 connects at Silver Bow with the Oregon Short Line train for all points east, west and south.

Northern Pacific trains leave Anaconda as follows:
No. 104--Atlantic Express, for St. Paul and all points east 8:15 p. m.
No. 102--Pacific Express, for Portland and all points West 5:00 a. m.
Northern Pacific trains arrive at Anaconda as follows:
No. 103--Pacific Express, from St. Paul and all points east 7:55 a. m.
No. 105--Atlantic Express, from Portland and all points west 10:05 p. m.

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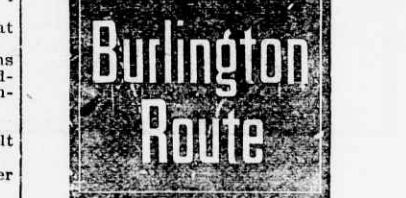
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