



Editorials

Opinions of Great Papers on Important Subjects.

AUTOMOBILE REGULATION.

ALTHOUGH many automobileists look upon being convicted of violating the speed laws as more or less a joke, nevertheless, if they fully realized the real seriousness of a criminal record against their names, possibly there would be fewer violations of the law in this respect. To be convicted of operating an automobile faster than the law allows means that the person convicted possesses a criminal record. Of course, his record of criminal conduct does not, ordinarily speaking, stamp him as a person not fit to associate with others; nevertheless, circumstances may easily arise in the future where it would be of value to him to be able to say that he had never been convicted of any crime. For example, if he should ever be put on the witness stand to testify in a civil suit, either as a party to or a witness, he may be asked if he was ever convicted of any crime. If he had ever been convicted of over-speeding, he would be compelled to answer the question under oath in the affirmative, and his reply could be used to impeach his testimony as a witness. The jury may discredit his evidence, and upon argument of counsel the conviction against him may be used. It is the ambition of every true-minded American citizen to have a clean and clear record, especially free from criminal conduct. To violate the automobile law constitutes a misdemeanor, a crime, and having been convicted of violating the law, the offender has a criminal record.—The *Houseless Age*.

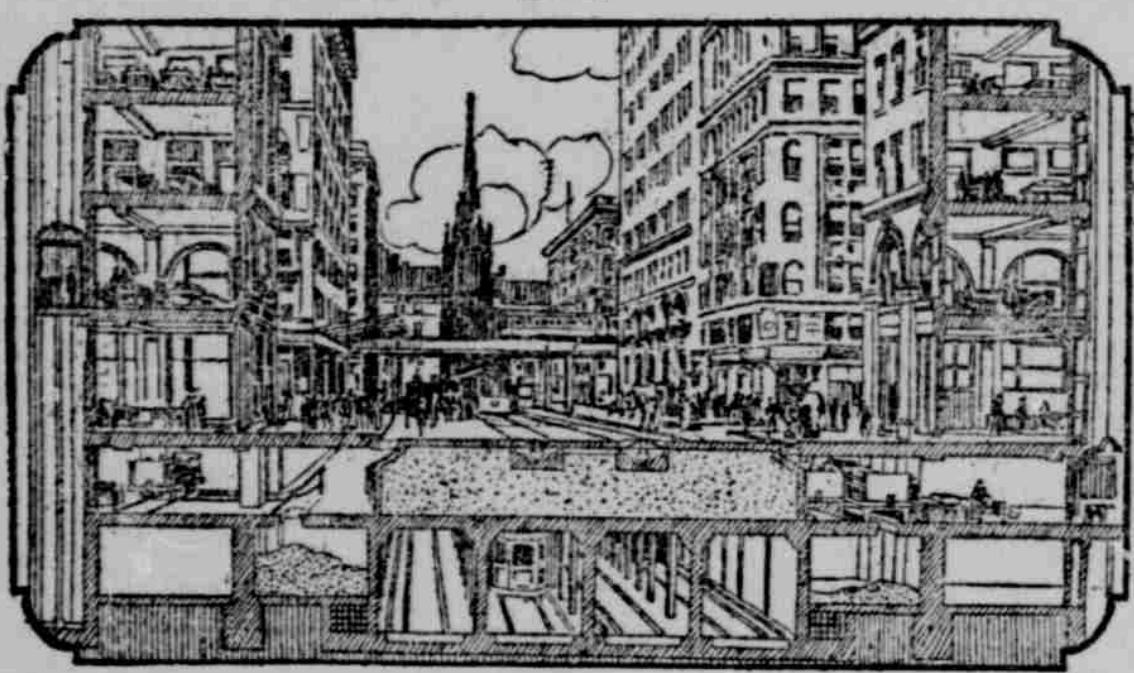
WHAT MAKES A NAVY.

WHILE the maritime nations of the earth are striving for the mastery of the seas through the building of gigantic vessels, we may content ourselves with the thought that here we have the men and the spirit that makes for victories. Since it is to be hoped that it will be long ere we shall be called upon to test our prowess against these latest developments in naval architecture, but if the time does come we can comfort ourselves with the reflection that a gathering of ships does not make a navy—now, as always, it is the man behind the gun.—*Washington Herald*.

WOMEN'S ABOMINABLE HATS.

IT is time to say another word or two about the shockingly ugly and offensive hats of the supposedly well-dressed women. The fall hats are worse than ever. They have greatly increased the pains and penalties of metropolitan life, as they not only offend the vision, but they interfere with personal liberty. When the woman who wears one of the incongruous hats goes to the theater, and reluctantly removes it as the curtain is rising, she places it on her lap, but it covers also the laps of the persons on each side of her. If one of these happens to be a solitary man, and there

PLANNING FREIGHT SUBWAY.



NEW FREIGHT SUBWAY RUN UNDER THE SIDEWALKS OF NEW YORK.

At a cost of \$100,000,000 another stupendous subway system is to be constructed under the teeming streets of New York. The subway will be constructed along the East and North rivers, from the Battery to 20th street, and cross-towns lines. In addition to the main subway station there will be branch lines running beneath the sidewalks in the downtown sections. Merchants can load their goods on the freight cars that will run through connections with their basement floors. It will then be possible for a Broadway merchant to ship a box of merchandise from the basement of his establishment to any point in the world.

The new freight subways will have connections with all of the railroads, and incoming freight will be distributed under the sidewalks direct to the merchants' basements. It is proposed to use ten-ton cars in the new line, and the motive power will be electricity.

WHY HE WROTE HOME.

Although Harold Moody could not be said to be making his fortune in the city, he was at least earning his living. During the first few weeks on so his letters home, while frequent enough, did not show any traces of longing to be back. Now, nearly half a year later, he wrote much more often, and through the fortnight before Christmas the postman brought to his mother or father almost daily an envelope addressed in his clear hand.

"I wonder why Harold writes so often now?" said his mother one evening to her husband, who was rereading the last letter from their son. "Lonely, I guess." "I shouldn't think he'd be lonely," said the woman. "To be sure, he doesn't know more than one or two people besides Cousin Agatha, but he's so busy during the day in the office, and likes to read so well in the evenings that I don't see where he has the time to be lonely."

Her husband looked up at last from the letter, folded it carefully, and placed it in the envelope which he thrust back into his breast pocket. "Let's figure it out, Dorothy," he said. "I've been there, you know, and I can tell just about how he spends his time."

"He's a shy boy, and a good one, I know, so there's lots of idle 'tum-saments,' as they're called, which he doesn't go near."

"First thing in the morning he wakes up. There isn't anybody to wake him except an alarm clock—remember his letter about how it went off too early? Then he has to get his breakfast at a restaurant, alone—there isn't any boarding house that's any good, he says. Of course he reads the paper while he's eating, but a paper isn't much for real company."

"At the office he says good morning to half a dozen people, but most of the day he works alone. Did you ever stop to think that women talk or sing a lot while they work? I don't suppose they do in offices, come to think of it. No, of course not."

"Well, he's alone all day. Sits or walks in the park after lunch, he says, and gets some fresh air. Takes a walk after office, and gets dinner somewhere or other."

"There's a young man who rooms across the hall from him that he eats with sometimes, when he can get off early enough. After dinner he can

is another woman with the same kind of a hat on the other side of him, he soon feels that he might as well have been born a turtle."

The hats are not handsome; their shapes are abominable, especially those of the inverted footpath form. No woman looks well in one. In fact, they lead the effect of indecency, if not indecency, to the most innocent countenance. In order to set them off properly the wearer must stick huge quantities of false hair on her poll. The most unsophisticated man knows that the hair is false and distorts the effect. Why do supposedly self-respecting, well-bred women so disfigure themselves, offend the artistic eye, and make nuisances of themselves in public places?—*New York Times*.

RAILWAY ACCIDENTS IN GREAT BRITAIN.

THE general report on railway accidents in the United Kingdom for the year 1907 has been published as a blue book. In all, 1,117 persons were killed and 8,811 injured by accidents due to the running of trains or the movement of railway vehicles, as against the average for the previous ten years of 1,160 and 6,765, respectively. The outstanding feature of the report is the great increase in non-fatal injuries, which has mainly occurred in the cases of accidents to railway servants. This state of affairs is, however, in great measure due to the more regular reporting of non-fatal accidents to railway servants, enforced by the Board of Trade of December, 1906, in which a more comprehensive definition of disablement has been adopted. It is also noted that the number of railway servants has increased by 40,000 between 1901 and 1907, and that a considerable number of accidents occurring in goods sheds and warehouses previously returned as factory accidents have been included in the Board of Trade returns for the last year.—*London Spectator*.

PAY TEACHERS BETTER.

THE scarcity of teachers—of women teachers—is but the further working of the influence which sent men out of this profession. For women, too, are finding greater rewards in business life. We know of women teachers who have, in the summer vacation, equalized their salaries by taking up a business venture temporarily. Such experience means a surrender of teaching to-morrow. Moreover, the preparation for teaching runs through three years at least—to take out training school requirements. And then the salary is \$10 for ten months. Whereas the stenographer, after six months' study or less, can command \$40 for twelve months, and in three years, if she has merit, has out-topped the highest salary schedule of the local teacher. If the cities intend to maintain a school system which shall serve, the people must pay the teachers salaries somewhat similar to those commanded in the business world.—*St. Paul Dispatch*.

Now, Lucille, it's your turn!"

"But I don't know any ghost stories. Let somebody else tell one!"

"Oh, there needn't be anything like a tall live ghost in it. Just anything that's thrilling and mysterious!"

"Well," replied Lucille, thoughtfully, "the most thrilling story I can tell is something that happened to me last summer."

"Good!" "A real experience!" "This is the best of all!" cried several voices.

A group of college girls had gathered about the big fireplace in the reception hall. The room was unlighted except for the flames that leaped from the great logs, illuminated the eager, happy faces and threw wavering gleams into the distant dark corners.

The listening group drew a little nearer the fire and turned expectant faces toward Lucille, who leaned forward from her pile of cushions.

"Since I have been back at college this year I have said very little to anyone about the incident, for the reason that I have wished to recover from its effects as soon as possible, but I think I can relate it to-night."

The look of interest grew more intense as Lucille proceeded.

"You know that after college last June, I started on a trip through the far West with a party of friends. We spent several weeks in traveling and had a most delightful time. After reaching California the party broke up, and I planned to remain a few weeks with a friend who was to come East with me and pay me a return visit.

"I had been with my friend only a few days when I received a letter from my mother, saying that she had not been well, but was now recovering. I was therefore utterly unprepared for the telegram that came three days later, summoning me home at once, as my mother was in a very critical condition.

"I started at once and alone. You can imagine the apprehension with which I began the long journey. It seemed as if I could never cover the vast distance, and the train seemed to crawl as we dragged through the heavy clouds into the second day."

"At last we reached a wide stretch of prairie country. I had slept little the night before, and the strain was beginning to tell upon me. When darkness came I took a simple sleeping-pillow and went to my berth early. The powder had an almost instantaneous effect, and I was soon asleep. Then began a series of haunting dreams. I seemed to pass through calamity after calamity, indefinite and awful. At last the dream took tangible form. I was on the swiftly rushing train. A terrible collision was about to happen. In the distance I could hear shouting, followed by several sharp explosions. Another moment and the crash would come! Then with a struggle to my eyes I awoke."

"In the meantime I continued my way. The morning light was now sufficient to give me a clear view, and

from forty to eighty pounds per horsepower of energy exerted, according to the inclination of the wings. The inventor is confident of his ability to produce a machine which will fly by the muscular power of the rider. Wings built on this plan have been attached to a heavy boat, and enormous rates of speed have been attained by this means of propulsion alone.

Can it be possible that Col. Achieshevsky Kronglik has read Andrew Lang's early novel, "The Mark of Cain?" The description of the flying machine is so much like that which figures in the first chapter of his unjustly neglected work of fiction that a comparison between the two naturally suggests. Russian military men are often clever linguists, and Col. Kronglik belongs to the highly educated scientific corps of the imperial army. If the machine proves of practical value after further trials, the Scotch poet, novelist, critic and historian should insist on a share of the honor, even if he cannot profit materially by the invention.

ARMY'S NEW MARCHING SHOE.

The new marching shoe for the army has been manufactured and is to be tried at one of the Western posts where there is a large force of troops, the members of the military command representing naturally a variety of shapes and sizes of feet. By this means it will be possible to ascertain whether the different sizes of the new army shoe will meet all the demands likely to be made upon it by those of the military service. Great care has been taken in the development of this new marching shoe, which is of the russet type, with a top not so high as that of the old marching shoe. There are fewer lacing holes, and these are of a size which will easily admit of lacing. The shoe is made on a last which gives the greatest freedom for the foot, being of square toe and of a shape which has, by inquiry, been found to represent the greatest comfort to the wearer in walking. There has been much criticism of the army marching shoe, especially from those on duty in the Philippines, where there is a good deal of walking to be done, and some of the marching is over the roughest country. The changes which have been made embody the suggestions which have come to the war department from various sources, and it is believed that the objections which have been made have been completely obviated.

A WEEK'S EXPERIENCE.

The year had gloomily begun for Willie Weeks, a poor man's Sun.

He was beset with bill and bug, and he had very little

Mon.

I've nothing here but ones and

Tues.

A bright thought struck him, and said:

The rich Miss Goldrocks I will wed.

But when he paid his court to her, she lisped, but firmly said, "No."

Thur.

"Alas," said he, "then I must die!"

His soul went where they say souls

Fri.

They found his gloves and coat and hat, and the coroner then upon them

Sat.

—Success Magazine.

A HARD JOB.

"Didn't you say six months ago that Miss Tipkins wouldn't marry you, you would throw yourself into the deepest part of the sea?" Now, Miss Tipkins married some one else three months ago and yet you haven't—"

"Oh, it's easy to talk, but let me tell you it's not such an easy matter to find a home."

"He states that a vacuum is created by the upward sweep of the wings, and the ensuing rush of air provides a base upon which the downward stroke exerts an effective power."

"The machine used to accomplish these astonishing results is of the winged type, strips of tin being substituted for feathers. Col. Kronglik contends that the action of propellers in the air involves an enormous waste of power, owing to the elusive nature of the medium, whereas his apparatus, based on the scientific principle of the flight of birds, overcomes this difficulty."

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