



At Last the Question of What the Man Behind the Motor Car Can Do Is About to Be Decided.

AMONG motorists and those who hope to be in some not too remote future there is much interest in the question of the present time over the proposed international automobile race from New York to Paris. At first contact the proposition has the flavor of an ill timed bit of humor perpetrated by one who has exhausted all the accepted methods of producing a smile.

It seems, however, that it is not a joke. A project to make the trip from New York to Paris by automobile is not only in active development, but it is to assume the form of a great international race, a trial contest between the motor capabilities of every nation which desires to compete. Nor does it detract from the magnitude of the scheme to learn that this latest and most strenuous test of mechanical and human endurance is to be made by way of Alaska and Siberia.

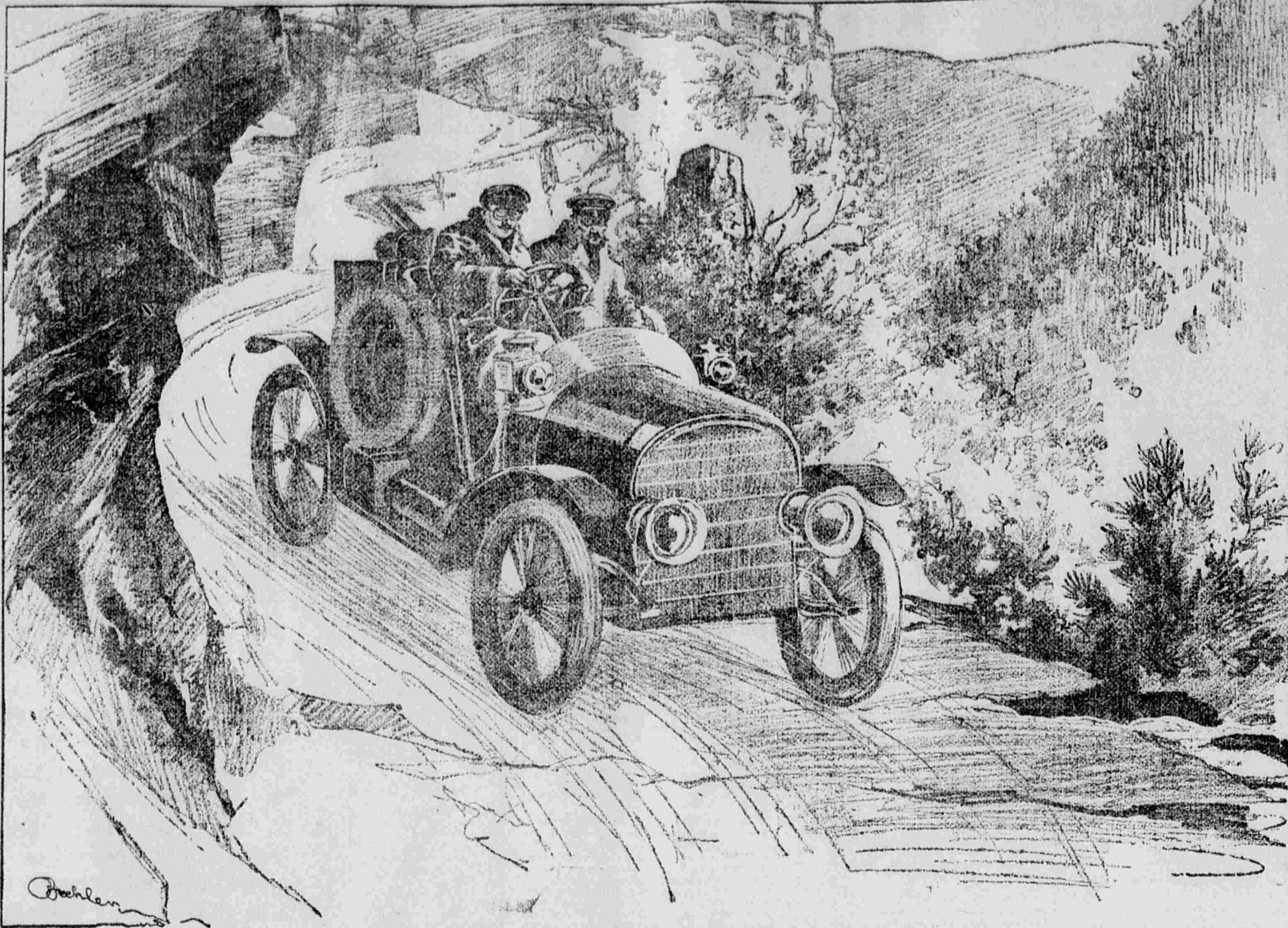
The whole business is invested with a cheerful disregard of difficulties that proclaims its Gallic origin. Such it is, in fact, being the offspring of the creative genius of Le Matin, a leading Paris newspaper, always keenly alert to extend its reputation as a doer of things hitherto undone. It is not impossible that its present inspiration came from the recent equally novel attempt of an American newspaper to reach the north pole by methods known only to journalistic enterprise. It is in France, where the notion of the remarkable contest originated, that a consulting committee has been organized for the purpose of preparing the rules under which the coming race shall be governed. As an earnest of the importance attached to the matter it may be stated that this committee includes such prominent Frenchmen as Francis Deland, one of the deputies of the republic, M. de Lobel, ex-director of the ministry of labor, Jean Charcot, the famous explorer, Marquis de Dion, president of the Automobile Manufacturers' union, and Charles Rabot, a member of the Geographical Society of France.

Similar committees are to supervise the arrangements in all countries interested in the race. The active Russian committee has already been selected and consists of a number of prominent officers headed by Prince Khilkoff, ex-minister of communications. Among the honorary members are included such noted personages as M. Stolypin, president of the council of ministers; M. Kozlovoff, minister of finance, and M. Dornoff, minister of war. The membership of the American committee has also been announced.

Widely Discussed.
In the meantime everybody and his friends are discussing the possibilities and impossibilities of the undertaking. Many there are who declare that under no conceivable circumstances can the scheme be accomplished. On the other hand, there are scores of other practical men who have made a study of arctic travel and are familiar with the rigor of Alaskan and Siberian winters who maintain that the daring project can be carried to a successful conclusion.

Of course everybody knows what may be expected of an automobile in

THE GREAT MOTOR CAR RACE FROM NEW YORK TO PARIS



MAKING THE DESCENT THROUGH A ROCKY MOUNTAIN PASS.

a temperate climate. It is even no longer a matter of experiment in regard to the conduct of a well built machine in the torrid zone. Up to the present time, however, almost absolutely nothing is known of the adaptability of the motor to such a climate as that of Alaska or Siberia. The antarctic expedition sent out from England last fall under the leadership of Lieutenant Shackleton included a specially constructed motor car for polar use from which great things are expected, but it is too early to look for the outcome. It will be recalled also that this form of locomotion is a prominent feature in the marvelous explorations of certain imaginative writers. This element of uncertainty will contribute very markedly to the interest in the race, and it is certain that the progress of those who enter the competition will be noted very closely from the moment they leave New York for it is already decided that the start shall be made in America—until Paris is reached.

There will be no great difficulty in maintaining communication with the various competitors so long as they are within the reach of the telegraph. After the start it will be possible to keep in touch with them until Nome, Alaska, is left behind. That far northwestern point marks the limit of such communication, the last hundred miles being covered by wireless. After the racers leave Nome no further word by telegraph need be expected from them until they reach Yakutsk, on the Siberian railway.

The difficulty of propelling the machines over this long and untried course is admitted to be very great, but there is still another formidable matter to be considered. Granted that the machines may be driven successfully across this frigid waste, will it be possible for the contestants to endure the hardship incidental to the trip? It is incredible that all who enter the race will be able to reach Paris. It is likely that there will be numerous falls by the wayside and

more or less retreating of steps. It is even possible that only one or two contestants of superhuman courage and fortitude may arrive at the goal. One thing, however, is certain—for those who do accomplish the feat there will be abundant glory and honor from all quarters of the earth. Their names will be recorded in sporting annals as victors in the most trying test of physical endurance ever devised by the ingenuity of man.

It is hardly possible to invest a man with all the qualifications essential to the accomplishment of this feat. He must be perfect mentally and physically. He must be resourceful beyond the ordinary endowment of his species. It is not difficult to see that ultimate success will depend more on the man than the machine than on the machine itself. It matters little how capable the machine may be if the man who is to guide it is lacking in any absolute requirement.

The journey across the American continent has now been made so many times by automobile that the difficulties of the undertaking are pretty well understood. Great as they undoubtedly are, they are no longer regarded as insuperable. Last August an enthusiastic automobilist made the run from coast to coast in 15 days, 2 hours and 10 minutes. This is remarkable indeed when it is remembered that the journey by railway consumes almost five days. It must not be expected that the contestants will equal this feat. The start is to be made in February, and there will be numerous delays from the frequent and severe storms which are certain to arrive at that season of the year.

SOME CURIOSITIES OF LONDON'S NEW DIRECTORY.

Special Correspondence.

LONDON, Jan. 16.—London keeps on growing and so does its directory, the 1908 edition of which has just made its appearance. The London postoffice directory, it is claimed, is the biggest book published. The one hundred and ninth edition of it weighs 12½ pounds, is eight inches thick and contains 4,638 pages. One wonderer says much longer it will be necessary for the publishers to keep pace with the increase of the population of the metropolis and confine the record of it to a single volume.

Like the dictionary the "P. O. D." is a book of solid merits. It is full of fascinating facts. For one thing it makes clear why not even the oldest inhabitant could know his way over the whole of London. Nearly every street is repeated once at least. Many of them appear over and over again. There are, for instance, no less than 38 High streets, one borough alone containing five of them within its boundaries. Yet if a letter is addressed to any one in High street, London, without anything to indicate what particular district it is in, the infinitely painstaking postoffice department will, if need be, make 29 attempts to find the correct High street before giving up the job. There are 22 John streets to perplex the inquirer who knows only that the person he seeks lives in one of them. There are 14 King streets, but they are really evidence of progress in street nomenclature. There used to be 49 of them, but 35 have had to accept less exalted titles. And there used to be 43 Queen streets, of which only 11 remain, which is still just a too many.

SMITHS IN THE LEAD.

But it is its record of names that makes the P. O. D. a veritable storehouse of unique and interesting information. Nowhere else is the fecundity of the Smiths, compared with that of folk bearing other patronymics so strikingly revealed. There are many pages of them. Taking an average of 50 names to the column, there are nearly 3,600 of them, which, of course, does not include their families. And this too is evidence of their aristocratic descent, the Smiths, Snythas, Snythas and the Snythas Smiths. The Joneses are hopelessly outnumbered by the Smiths, their clan monopolizing a mere 200 of columns, and even the Browns and the Brownes together can muster only 154 columns. The Robinsons fill only 10 columns.

WHITES AND BLACKS.

There are 450 Whites and only 54 Blacks. Greys and Greens are fewer still. There are 130 Hells, but only one Peal. Agriculturists will be interested to know there are four Acres and 97 Fields in London, which has also 18 Farmers, 12 Plowmen and three Cows. There are 58 Frosts and five Fogs.

ONLY ONE TEAR.

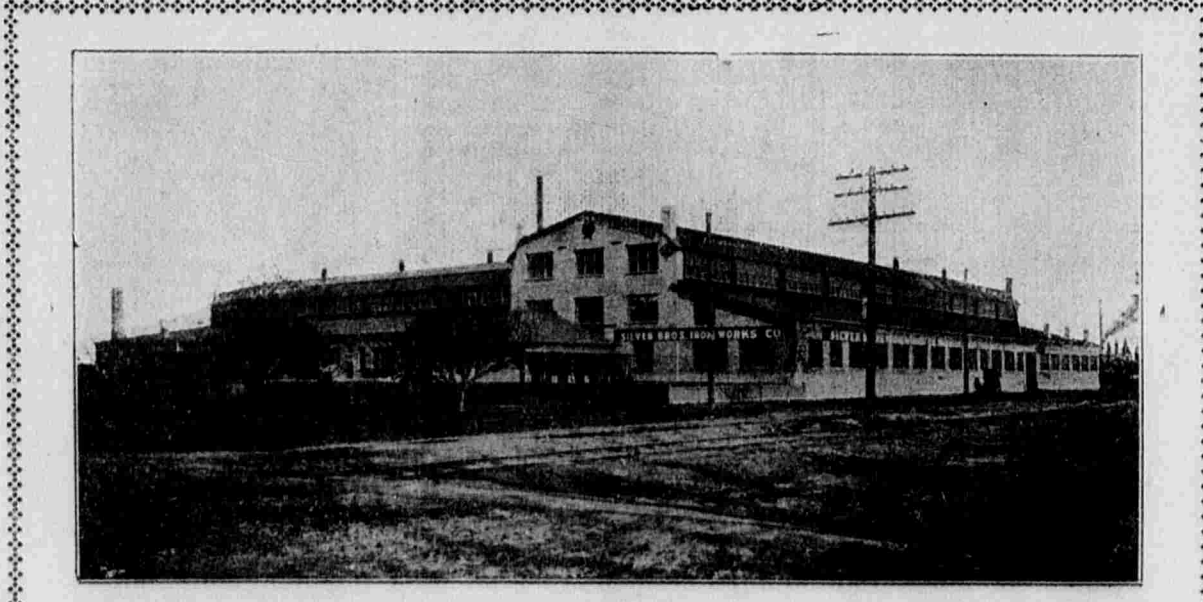
Two columns shelter the Foxes. There are some 12 Joys, 23 Gays, and only one Teal. 15 Friends are all that can be found in London and 11 Easians. There are three columns of Cooks and one of Carpenters, and pessimists will note there is at least one Man. Animal names are also to be found, viz.: 55 Bulls, two Bunnies, two Rabbits,

ONE OF UTAH'S THRIVING INDUSTRIES.

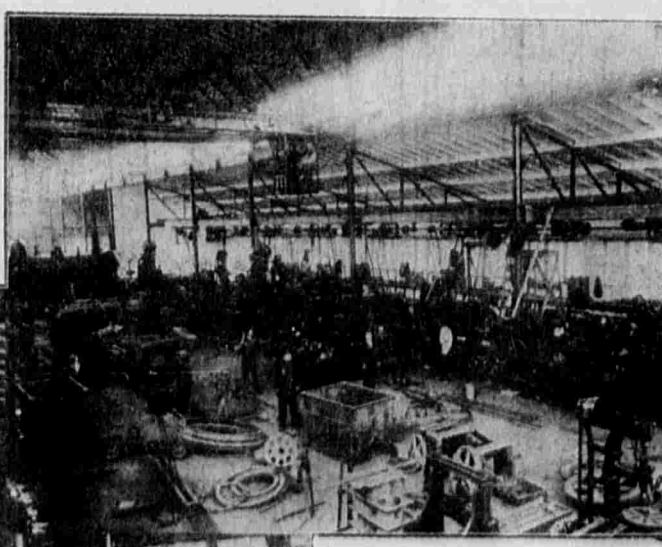
IF YOU are harboring any forebodings as to the future prospects of local industries, just board a Poplar Grove car and tell the conductor to let you off at Fifth West and Seventh South, walk straight into the office of Silver Bros' Iron Works and ask to be shown through their establishment, and if you do not come out thoroughly relieved of all pessimism, you can put it down that your case is incurable. Be sure to go into every department. Let the manager, Mr. Jos. A. Silver, or the assistant manager, Mr. James W. Silver, serve as your guide, let him tell you that there is between \$400,000 and \$500,000 invested in these big iron works although the capitalization is but about \$200,000.

Take a bird's eye view of the entire grounds, which occupy an area of nearly six acres, crossed and recrossed by switch lines from the R. G. W. tracks. In the pattern department the most improved machinery for turning, sawing and planing are installed. In this division, with a floor space of fifty by sixty feet, between 40,000 and 50,000 feet of white pine lumber are handled annually. Then see the fifty foundry men at work and the largest crane in the state with a span of 75 feet and a capacity of thirty tons. If you are here in the afternoon you will see the smelting furnaces at work turning out, if taxed to their capacity, ten tons of metal per hour and consuming 240 pounds of coke to every 2,500 pounds of metal. In the course of an afternoon the output will vary from eight to fifteen tons.

After leaving this mammoth department you are ushered in to the "shops" which present a veritable wilderness of machinery which, with its hammering, clanging, squeaking, grinding, rolling, rumbling, and pulsating seems almost possessed of human intelligence. Overhead another of their massive



MAIN BUILDING.



SHOPS AND MOULDING DEPT'S.

CAUGHT IN THE RAIN.

Then a cold and a cough—let it run on—get pneumonia or consumption that's all. No matter how you get your cough don't neglect it—take Ballard's Horehound Syrup and you'll be over it in no time. The sure cure for coughs, colds, bronchitis and all pulmonary disease in young and old. Sold by Z. C. M. I. Drug Store, 112-114 South Main street.



THE WORKING FORCE.

cranes holds in mid-air one of our mammoth railroad locomotives, and will deposit it in another part of the huge building with as much ease as one would lay down a delicate flower. Everything known to the phase of industry seems to be represented in this little busy world, enclosed within four brick walls. Then there are the forges and rotary shears, the bending machines, which twist into any desired shape ponderous rails; steam hammers which quickly reduce massive red glowing metal into thin sheets with the facility that the baker kneads his plastic dough. Crowds of busy men on the outside can be seen loading and reloading; consignments being made to companies, large and small, in every part of Utah and throughout the entire west.

Wherever mines are operated in this intermountain region, you will find structural machinery bearing the stamp of Silver Bros' Iron Works. Great, massive and ponderous as are some of their castings, still the finest metal contrivances and devices are among their daily output. The range seems to be from the common ordinary bolt to the huge pillars and beams of the skyscraper. Each mail brings new orders; already there is work for months to fill present demands. There are 200 skilled mechanics, drawing annually \$240,000. There is an air of optimism here; every blow means business, brighter prospects, spread of prestige for one of Utah's biggest industries—Silver Bros' Iron Works.

WAGES IN ENGLAND.

Summary of Results from a Parliamentary Investigation.

Consul Albert Halstead of Birmingham reports that a parliamentary paper by the labor department of the board of trade on changes in rate of wages and hours of labor in the United Kingdom in 1906 refers to the first half of 1907 as well as in preliminary fashion. In this respect the report says:

"During the first six months of 1907 the changes in rates of wages reported continued to show upward movement, there being net increases in all groups of trades. Altogether 1,550,000 work people were reported to have had their wages changed, of whom 1,100,000 work people had a net increase of \$24.18 per week, and 204 a net decrease of \$122 per week. Thus the net effect of all the changes was an increase of \$224.20 per week, compared with a net increase of \$129,330 per week in the corresponding period of 1906. The most important changes in rates of wages reported during the six months were increases in the coal-mining and textile industries. The former affected work people employed in all the principal coal-mining districts in Great Britain. In the textile group advances took place in the wages of 145,000 card and blowing-room operatives, spinners, doublers, reelers, winders, warpers, etc., employed in cotton manufacture in Lancashire, Cheshire, West Riding of Yorkshire, and Derbyshire; of 17,700 jute operatives, preparers, etc., in the north of Ireland. The majority of the other work people affected were in the metal and engineering trades. Work people in government departments, the police, agricultural laborers, seamen, and railway servants are not included in the foregoing figures.

"The changes reported during the first half of 1907 show that 6,106 work people have had a reduction in wages amounting in the aggregate to 16,234 hours per week, while 466 work people have had their aggregate working time increased by 1,805 hours per week.

In 1906 the net result of all changes in wages reported to the labor department was an advance of \$281,770 a week, or \$6,905,532 for the year. This compares with decreases of \$54,781 and \$1,464,777 for the years 1905 and 1904, respectively.

WHY COLDS ARE DANGEROUS.

If you would be immune from disease, keep the system healthy. Each successive cold weakens the constitution and renders it more susceptible to more work. Chamberlain's Cough Remedy will cure your cold promptly and restore the system to its normal condition. For sale by all druggists.

THE CHICAGO CLEANING CO.

Has not consolidated, but has removed to its spacious quarters at 37 Post-office Place, four doors west of post-office. We are better prepared than ever before to do unsurpassed work in cleaning, dyeing, and repairing of ladies' and gents' clothing. We have a special department for cleaning and pressing gentlemen's suits, \$1.25 per month. We guarantee thorough satisfaction. Phone for our wagon, Bell 2607; Ind. 2653.

BANKERS AND MERCHANTS.

We can furnish engraved or printed stationery promptly. We do "right" work at "right" prices. THE DESERET NEWS.