

THE CAUSE AND THE MENACE OF "SPEED MADNESS"

A FAMOUS LITERARY LANDMARK OF LONDON

A most interesting deal in London real estate occurred when 6 Wine Office court was sold. It was at one time the home of the famous author of "The Vicar of Wakefield." and it was there



OLIVER GOLDSMITH'S HOUSE.

that Dr. Johnson appeared at supper dressed more neatly than at any other period of his career, for he had heard that Goldsmith had quoted him as an example of slovenliness. Goldsmith took possession of the house in 1760.

SNAKES AT A WEDDING.

There are perhaps few people as keen on innovations as the American, and this keenness is sometimes carried to strange lengths. Recently the curator of the New York Zoological gardens Raymond Dimars, was married to a woman who was an enthusiastic collector of snakes as her bridegroom. In order to emphasize this fondness for the skins of cobras, pythons, rattlesnakes and other reptiles were used at the wedding in place of floral decorations. The ceremony taking place in a veritable bower of snakes' skins. A living snake seven feet long was worn by the bride round her neck, and when the happy couple settled down in their new home it is their intention to have a sort of snake farm and, moreover, keep two large pythons in the house as pets.

AN ARMLESS WONDER.

Paul Desmule of Amphion, Tex., who has just been elected justice of the peace, is without arms, but performs wonders with his feet. With them he handles a knife and fork with dexterity and writes with ease. For six months he was county clerk and kept the records accurately. They are models of neatness.

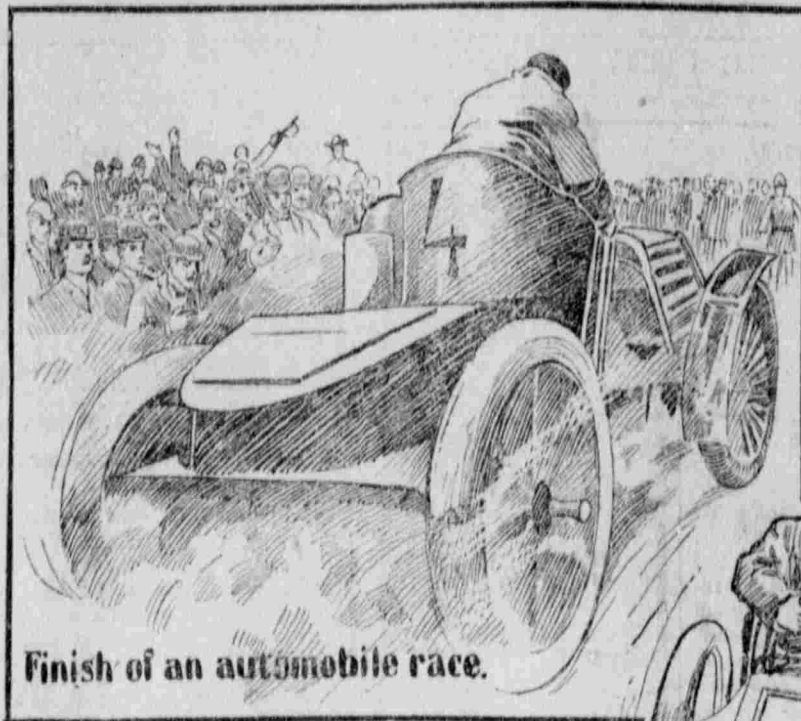
then broken bones, a fractured skull, death. Worst of all, velomania is deadly to others than those whom it directly seizes, as the graves of many equestrians and pedestrians bear abundant testimony.

That velomania is a recognized factor in present day automobilism is shown by the way the makers are producing ever faster machines in response to the popular demand. It is a far cry in speed, but not in years, from the first automobile long distance races. As the figures testify, the winner of the recent Paris-Madrid contest—or as much of it as was completed—averaged over 66 miles an hour. In last year's famous run over the Alps from Paris to Vienna the speed of the motor cars often exceeded 60 miles an hour, while in the Ardennes contest of 1901 a record of 57 miles an hour was made over a total distance of 318 miles. On the other hand it is not so many years ago that auto racers were content to average 15 to 20 miles an hour in distance contests. The difference is further emphasized when it is stated that the average motor car entering a race nowadays is equipped for a top speed of 85 miles an hour at the normal rate of the engine, but by pressing it 100 miles is possible.

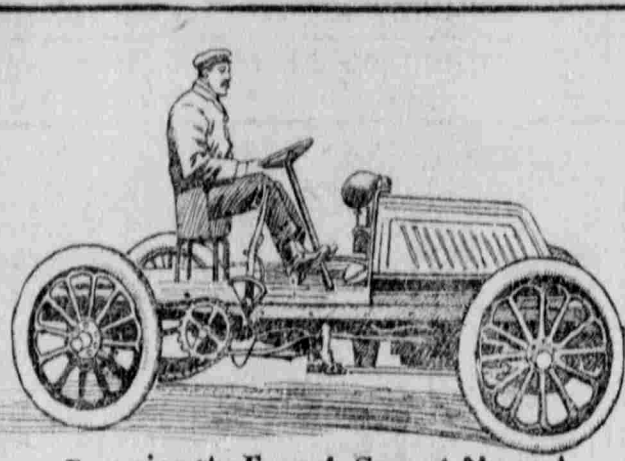
The velomania has had warnings in plenty, but the craze for speed records continues unabated, and it would seem as though there were no means of absolutely eradicating the disease so long as motors and motor cars are in existence. That they have come to stay there also seems no manner of doubt, but that the velomania will have things all their own way is another question. State and national legislation has done much to curb them and doubtless will do more. But in the end it will be found that the greatest good can be accomplished by those who are most interested in the future of automobilism—the makers and the automobile societies—for they alone all others have the opportunity to educate the embryo chauffeur, to teach him that the rights of pedestrians, sensible automobilists and other users of the highway must be respected.

Moreover, there should be the task of impressing upon him the necessity of acquiring a thorough understanding of his machine, not only before he attempts to make any speed with it, but before he undertakes to manage it at all. As a matter of fact the automobilist should take lessons in mechanics so that before he goes out for a day's run he may know that every part of his vehicle is in perfect order. Even if he employ a machinist, as the road racers usually do, it is well for him to be able at a pinch to do the machinist's work. He should further learn how to manipulate his car so that it will travel with the least strain, avoiding the spectacular methods of sudden starting and stopping in which so many novices indulge. And when he has learned all this he will also have acquired a sense of caution which will tend more to augment ease to render him immune against that most peculiar of modern diseases—velomania.

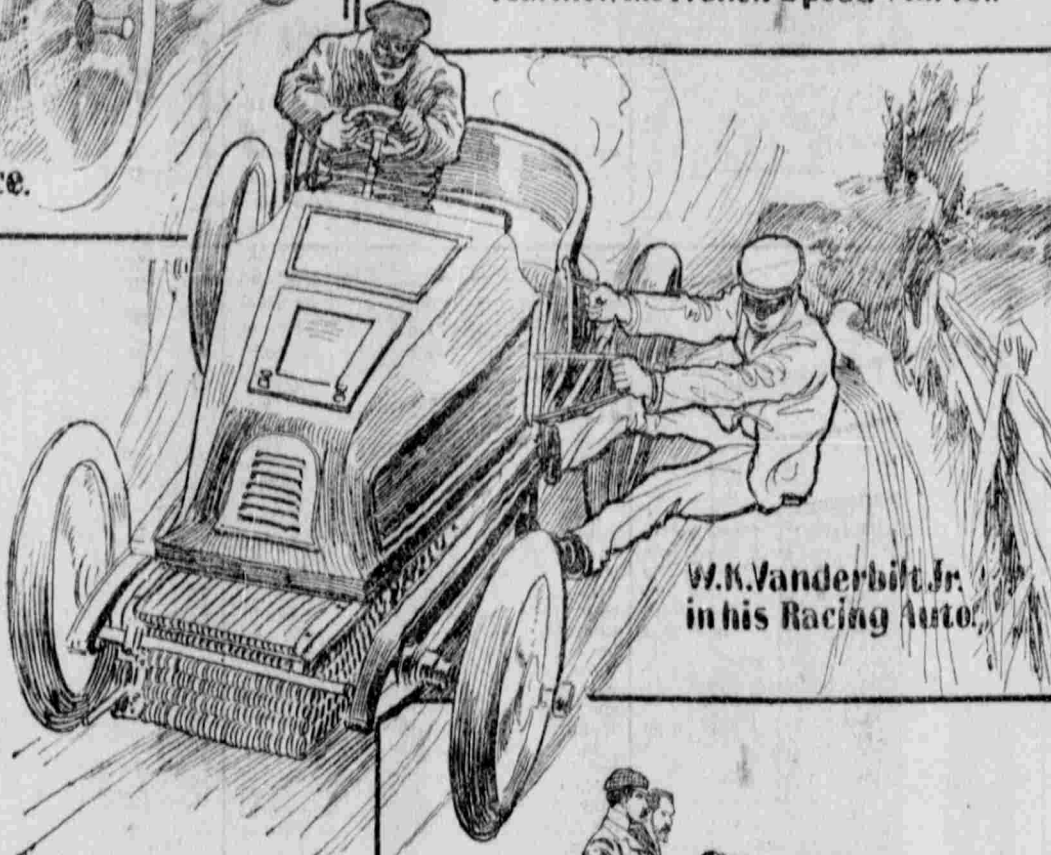
H. ADDINGTON BRUCE.



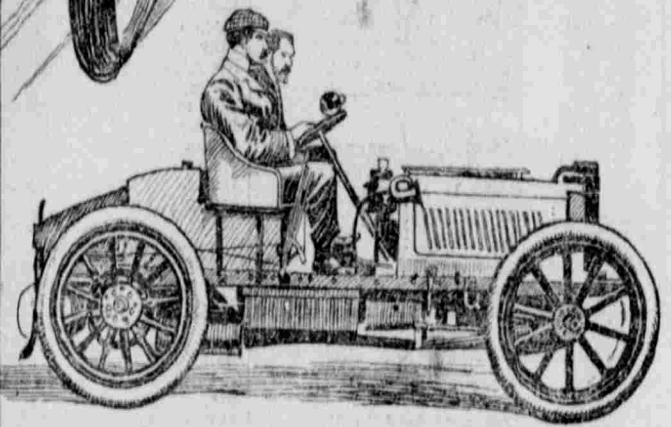
Finish of an automobile race.



Fournier, the French Speed Marvel.



W.K. Vanderbilt Jr. in his Racing Auto.



S.F. Edge in his 60-miles-an-hour machine.

more or less seriously injured, was the result of velomania pure and simple, for the accident occurred in the course of "speed trials."

It should be remembered, however, that velomania may in such cases be definitely ascribed to the desire to win prizes, or, as is so often the case, to secure bonuses offered by the makers of the various machines in the event that their autos establish new records. But prizes or dollars do not come into the account at all so far as the vast majority of speed enthusiasts are concerned. What may have a good deal to do with it is the ambition to reap a dubious glory by emulating the feats of fliers of the Vanderbilt-Keene-Winton-Fournier-Champion type. Certain it is that the "mental microbe" begins its deadly work so soon as a man becomes the possessor of an automobile, inciting him to feats which in his normal condition he would not even dream of attempting. From being contented to amble along the country roads at a staid, conservative pace, he gradually increases his gait until he may finally put himself on the back in the consciousness that he is in the same class with the locomotive.

Pride! That seems to be the basic element of the velomania germ. To be able to boast that one has traveled a given distance in a minimum time is undoubtedly a great incentive to the development of velomania. Undoubtedly, moreover, there is a certain thrill, a sensational pleasure, in watching the white streak of roadward leap, as it were, out of the horizon to greet the flying red devil or white ghost; in noting the momentary embrace between streak and machine, and in racing on, ever on, the earth apparently hurrying itself at you with every turn of the wheels. It is great, glorious! You forget the fate that befell the Pairs, the fate that

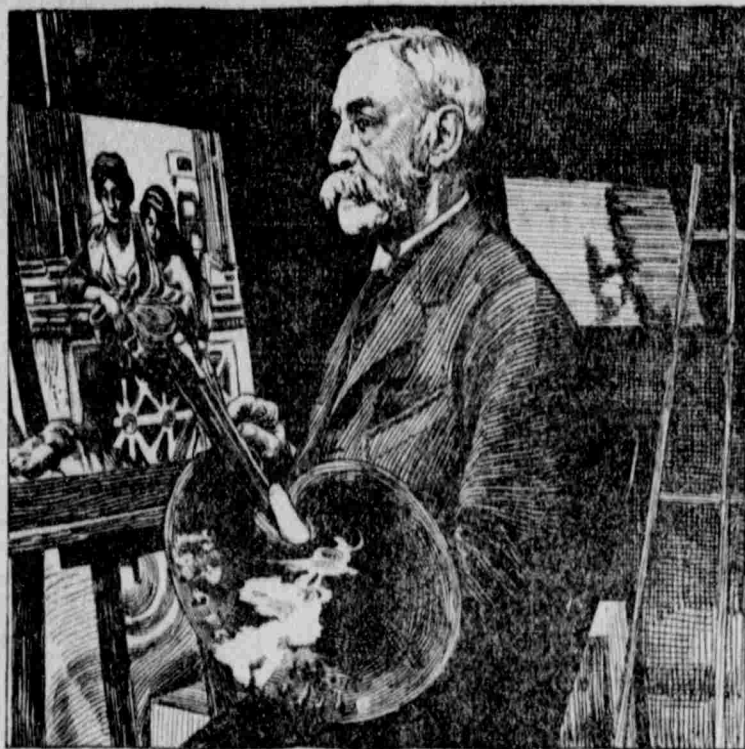
has befallen so many other speed victims. And when you are once home, seated in your easy chair and thinking the trip over, it is possible that you may shiver at the foolhardiness of the trip, but it is certain that if you have once tasted the exhilarating delights of scorching you will repeat the mad dash the next time you grasp the lever. Prevention is the only cure for velomania—resolve never to indulge the desire to go faster than is compatible with your own safety and with the rights of others.

Many are the dangers that beset those afflicted with the dread speed madness. A bursting tire, a broken nut or bolt, a rut in the road, may cause a fatal accident. Then there is the eternal white streak of roadward and the

flashing past trees, fenceposts, telegraph poles. Even the man of iron nerve may become dizzy at sight of the kaleidoscopically changing landscape, may momentarily lose control of his machine, may allow it to swerve

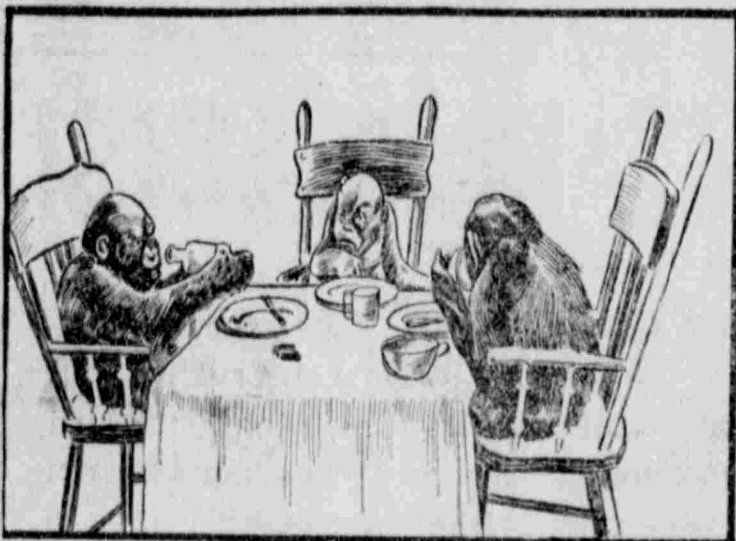
INTERESTING PERSONS, SCENES AND THINGS OF NOTE

LATEST PORTRAIT OF SIR EDWARD J. POYNTER.



This portrait of Sir Edward J. Poynter, the famous English artist, is his latest and is by many considered his best. Sir Edward, who has been president of the Royal Academy since 1896, may soon pay this country a visit and is assured of a royal welcome from his American colleagues. He is a most versatile man and in addition to his paintings, the best known of which are on classical subjects, has designed sets of British coinage as well as architectural, tile and mosaic decorations. He was born in Paris in 1836.

MONKEYS WHO DINE AT A TABLE.

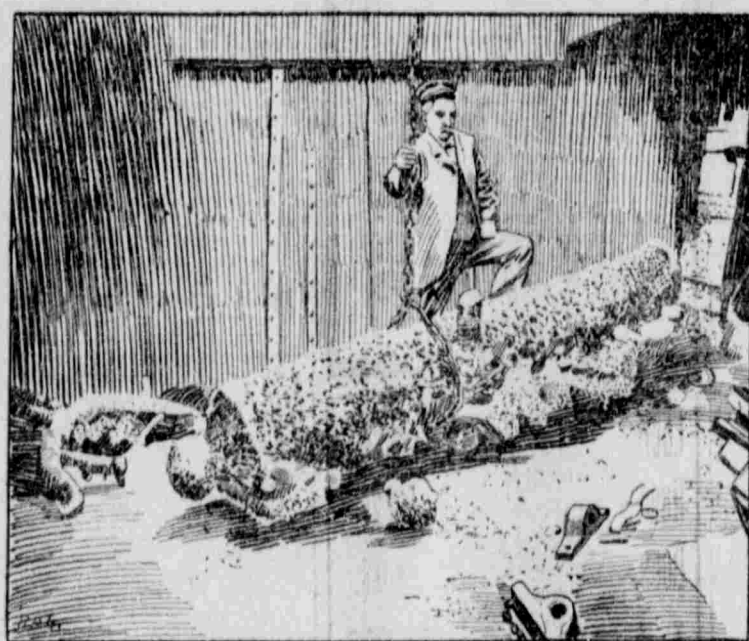


The New York zoological garden in Bronx park boasts three very intelligent monkeys—Dohong, Pretty Peggy and Polly—who were caught by the camera while enjoying a meal at fresco. Their table manners may not be the best in the world, but they have learned to use a fork and to drink out of cups and saucers without disgracing themselves or their tutors, Curator Dittmars and Simian keeper Miles. The trio dine in public only twice a week, on Saturdays and Sundays, and on those days are watched by admiring hundreds.

INTERESTING FACTS.

There are 201 monuments to Bismarck in Germany and other countries in Europe. The new 39,000 candle power light on the Bass rock in the Firth of Forth is seen at a distance of eighteen miles. Dr. Ehrlich, an eminent German scientist, recently found 24,000,000 bacteria on the skins of a pound of cherries and 16,000,000 on the skins of the same quantity of grapes. A pneumatic tire carriage was built in London in 1845, and a set of solid tires, which are still in existence and which were built to order in 1871, are said to have cost no less than \$1,200 for the set.

CANNON WHICH WAS SUBMERGED NEARLY ONE HUNDRED YEARS.



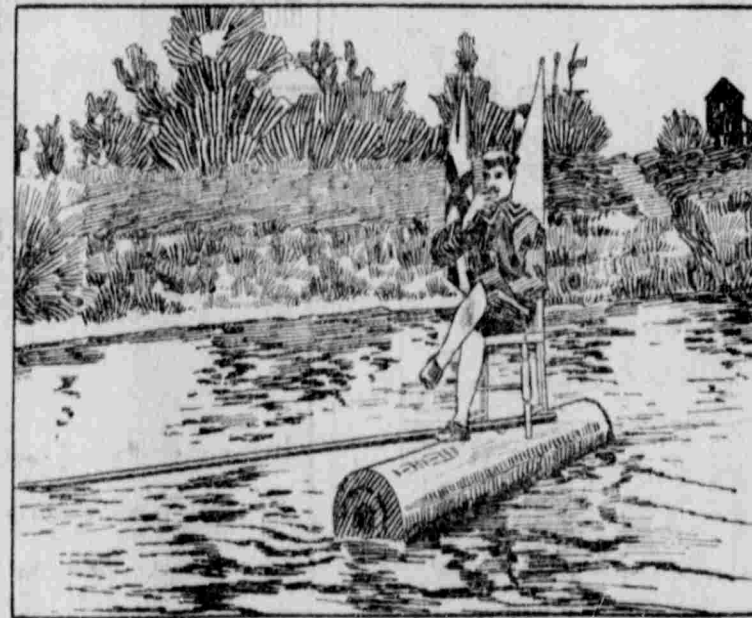
It is nearly a century since his majesty's war ship Anson was wrecked in Mount's bay, an inlet of the Atlantic on the extreme southwest coast of England, and divers have just brought to the surface some interesting salvage from the old man-of-war. The illustration shows the first gun recovered by Captain Anderson, who led the corps of divers engaged on the work. As will be seen, it shows very plainly the marks of the cannon's long sojourn beneath the surface of the ocean.

QUEEN DRAGA OF SERBIA.



Alexander, three years ago, she has taken a prominent part in the management of the kingdom and naturally has been in evidence in the Balkan affair, in which Serbia is deeply concerned. The illustration presents the latest portrait of Queen Draga, whose romantic love affair was at one time the talk of Europe. Before her marriage to the king the queen was Mme. Draga Maschin.

TOM BARTON, WORLD'S CHAMPION LOG ROLLER.



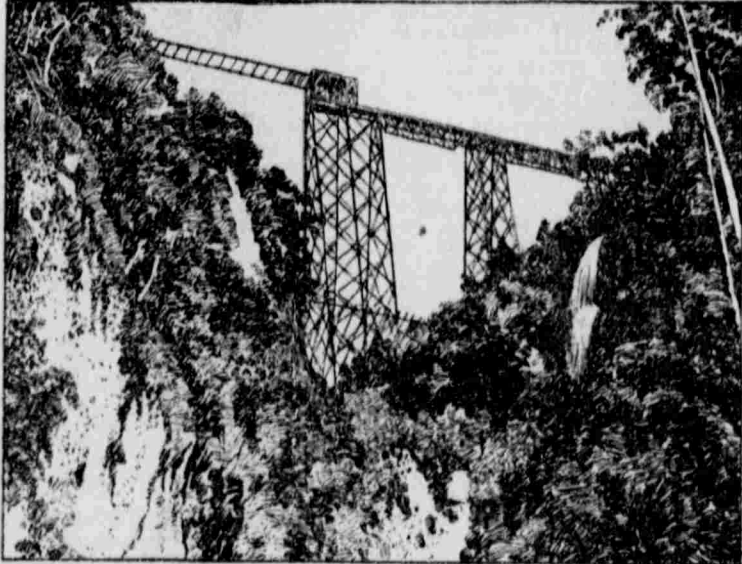
There probably never was a more curious craft than that depicted in the accompanying illustration nor a more dangerous one unless the right person has it in charge. It is a tin cylinder ten feet in length and twelve inches in diameter. With this "craft" Tom Barton, the champion log roller of the world, recently established a new record, traveling five and one-half miles in two hours and forty-five minutes. Barton is a marvel of grace and agility, and it is one of the prettiest sights imaginable to see him guiding his unique boat down a river.

THE SUBLIME PORTE.

Everybody has heard the expression "the sublime porte" used in connection with Turkey, but it is doubtful if many know whence the term is derived. The phrase comes from an entrance to the grounds about the sultan's palace bearing the name of the sublime porte, or gateway, an excellent view of which is given in the illustration.



THE HIGHEST BRIDGE IN THE WORLD.



Here is a picture of the bridge which enjoys the distinction of being the highest in the world. Its building is also said to have involved considerable engineering skill, but that fact will be forgotten long before its extraordinary altitude shall have ceased to be a subject of comment. The bridge spans the Gokteik gorge, in upper Burma, and is 800 feet above the sea level. It is built on a natural foundation of rock, which unfortunately is beginning to go to pieces, and the entire structure will soon have to be replaced if it is to be kept from pitching into the terrific chasm which it spans.

GENERAL BOOTH'S LATEST PORTRAIT.



The camera has caught General William Booth, the veteran head of the Salvation Army, in a characteristic attitude, addressing the room of the east end of London. Although in his seventy-fifth year, the general is as active a worker among the poor as many a man his junior and possesses a rare combination of foresight and tact that make him successful where others would fail. Like most hard workers General Booth leads rather an ascetic life, being a teetotaler and a non-smoker. He eats but little, it having once been said that as a rule his dinner consists of but a vegetable soup.

AN AMERICAN GIRL'S SUCCESS ABROAD.



EDNA MAY IN THE TITLE ROLE OF "THE SCHOOL GIRL."

Until recently we had not heard from Edna May for some time, but judging by the glowing accounts of the English critics she has made the hit of her career in her new play, "The School Girl." Miss May, it will be remembered, achieved fame in a single night. An actress playing the leading part in "The Belle of New York" was suddenly taken ill, and Edna was called out of the chorus to enact her role. So well did she fill the part that she has been a stellar attraction ever since. She went to England with "The Belle" company, scored heavily in London and returned to New York to play "The Girl From Up There," which did not seem to be a startling success. Since then she has been acting almost exclusively in London.

The Spanish palace of the Escorial may be estimated at 120 miles. To walk through all these would take four days. There are about 40,000 different surnames in England and Wales, or one for 650 inhabitants. Light passes from the moon to the earth in one and a quarter seconds. Six hundred and eighty thousand acres, or more than 1,000 square miles, of land have been reclaimed from the sea in Lincolnshire, England; and at the mouth of the Humber about 200 square miles. In Italy automobiles are not allowed to go faster than fifteen miles by day and eight by night. Australia has 62,000 square miles of coal bearing land in the eastern portion of the

wood weighs eighty pounds. These casks, which were recently invented by a resident of Algeria, are nonconductors of heat and cold and the staves do not warp. There are 2,064 languages in the world and more than 1,000 religions. The number of men is about equal to the number of women. The average length of human life is about thirty-three years, and of 1,000 persons only one reaches the age of 100 years. A full grown elephant can carry three tons on his back. One thousand tons of paper are annually used to make tickets on the New York elevated railways. It is estimated that in London 49 per cent of days are wet. The distance through all the rooms in

said to have cost no less than \$1,200 for the set. In parts of Australia where the average rainfall is not more than ten inches, a square mile of land will support only eight or nine sheep. In Buenos Ayres the same area, with thirty-four inches of rain, supports 2,500 sheep. Casks of cork wood weigh only thirty pounds and a similar cask of ordinary

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