

# EDITORIALS

Opinions of Great Papers on Important Subjects.

**WORKINGMEN'S INSURANCE.**  
AFTER many years of agitation France has followed the example and model of Germany in adopting a general scheme of workingmen's insurance. Under this plan there is to be created an insurance fund made up by yearly contributions from workingmen of \$1.50, and from minors of 90 cents. Employers are obliged to contribute a like amount for each person in their employ. The fund thus raised will be increased by additions from the national treasury. The existing old age pension scheme will be consolidated with the new system, which includes, like the German system, sick benefits and accident insurance. All State employees in France already are pensioned (and this includes railroad employes, miners and seamen). The new system will add about 17,000,000 working people, or practically all of the working people of the country. It is calculated that the State will have at first to contribute about \$35,000,000 a year, but it is believed that this will be gradually reduced in a few years to about \$25,000,000.—Indianapolis News.

**THE POSTOFFICE DEPARTMENT.**  
THE Postoffice Department of the United States is the largest business enterprise in the world, in the expenditures involved, the number of persons employed and the service rendered. There are many things about it of peculiar interest. During the nineteenth century, and up to the present time, it has doubled its business every ten years, except in two of the decades. This fact in itself is deeply significant. It necessitates methods of management which can expand with equal rapidity, and they, in turn, require change as well as growth. No other business offers such a problem; nor is the end even in sight so long as population increases. There are many reasons why the Postoffice Department is just now a subject of serious study. It has always been conducted at a loss. It has long been considered that this would gradually be reduced in amount, until it should finally disappear. The facts, however, have not justified this belief. The ten-year doubling of the business has been accompanied by expenditures which have somewhat more than doubled during the same periods. That is not in accordance with the experience of the most successful private commercial enterprises, in which an increase of one-tenth in the number of employes is often sufficient to care for a two-fold increase of business. It is prob-

able that the next few years may see radical changes in postoffice organization and management. They are likely to include a divisional system, and a permanent superintendent, independent of political appointment.—Youth's Companion.

**IN YE OLDEN TIMES.**  
HOW many of us yearn for the time when as boys we dashed into the village store with: "Gimme a cent's worth of beeswax; here's y'egg!" and we like to think about the time when eggs were worth 5 cents a dozen and were sometimes such a glut in the market that the storekeeper would throw them into the river at night, though he bought them, as usual, for 5 cents a dozen traded in on cotton cloth and such like, rather than discourage the farmer. Free to all stood the barrel of whiskey in the village store with a pint cup hanging beside it, for it was many years before the temperance wave swept the country, and whiskey was worth only a shilling a gallon. Butter sold at 8 cents to a shilling, which, in Michigan, meant 12 1/2 cents or less. In a fine season potatoes brought about a shilling a bushel and the good provider filled his cellar with vegetables and apples, banked the cellar walls and trusted winter weather to be just cold enough to keep everything in perfect condition.—Pittsburg Live Stock Journal.

**ENGINEERING AND RECLAMATION.**  
TO GIVE a clear conception of the achievements of the engineer in the reclamation of arid lands for crop production, some statistics should be noted of the great scope of the series of projects. Nearly eight years have passed since the United States went into the business of turning the water upon the land, and up to date it has spent \$48,000,000. This money has been invested in twenty-eight projects, meaning dams, reservoirs, canals, machinery and the pay roll of the 12,000 workers in the irrigation service, from the engineers who surveyed the rivers and lakes, estimated the flow of water and planned the works, to the dollar-a-day man who fills the hundred miles of canal, serving a thousand acres, merely by twisting the wheel valve that lifts the water gate. Sixteen large rivers and seven lakes have been restrained to supply water to the arid lands in their vicinity, and at the present time 1,250,000 acres of reclaimed desert are being tilled and supporting 125,000 people.—Cassier's Magazine.

## AUTOS OF OLD DAYS OF MANY ODD KINDS

Coiled Spring Vehicle One of the First Efforts at Horseless Carriage.

MACHINES THAT HAD LEGS

France Has Honor of First Using Steam Successfully—America's Pioneers.

Early in the dawn of human intelligence there came the dream of unrestricted, individual locomotion. It was toward the end of the thirteenth century, says R. T. Sloss in his "Book of the Automobile," that the learned Franciscan friar, Roger Bacon, wrote:



TREVITHICK'S STEAM-CARRIAGE, 1802.

"We will be able to propel carriages with incredible speed without the assistance of any animal." At the same time he predicted the coming of the steamship and the flying machine. The scientific character of Bacon's imagination has been completely vindicated in the ocean liners and the swift-flying automobiles and partially so in the recent efforts of Santos-Dumont and others.

The horseless carriage first took tangible form in the seventeenth century, when Johann Hauslach of Nuremberg contrived a vehicle propelled by a huge coiled spring, the action being on the principle of clockwork. Hauslach was known as "a manufacturer of chariots going by spring and making 2,000 paces an hour." The spring was controlled by a lever in the hands of the chauffeur, and in the absence of a steering device, the "chariot" could be propelled only in a straight line. Hauslach seems to have paid no more attention to the ornamentation of the body of his vehicle than to its propulsion.

**Sail Wagons of Holland.**  
About the same time probably the general utilization of the winds of heaven in the windmills of Holland suggested the idea of "sail wagons," used to some extent on the flat plains of that country. These were called "seylende windwagons," and consisted of the rigging of a ship attached to wheeled platforms.

In 1644 a patent of Louis XIV. granted to "Jean Theson the privilege of employing a little four-wheel carriage set in motion without any horses, but merely by two men seated." The proposition, in the absence of detailed drawings, is that the "men seated" propelled the vehicle by strenuous leg work.

Sir Isaac Newton is said to have invented a steam carriage after others had conceived the idea of propelling vehicles by steam power. The development along this line followed closely that of the steam railroad. The latter, however, appeared so much more feasible to the inventors that it was followed, and the steam carriage idea thrown into the background. Newton's idea was not original fundamentally, it is said, but copied after the original steam engine of Hero of Alexandria, who broke into the steam-engine business about 200 B. C. Newton's model was propelled by the reactionary force, or kick, of a jet of steam escaping from a nozzle in the rear.

**Early Work in France.**  
In 1769 Nicholas Joseph Cugnot, with state funds placed at his disposal by the Duc de Choiseul, constructed a steam gun carriage and the following year he produced an improved auto which is still preserved in Paris. The machine had but three wheels, the boiler overhanging in front on the theory that its weight would be counteracted by the load on the carriage. The engine was directly behind the boiler and consisted of two 13-inch single-acting cylinders. The movement of the piston was transmitted to the axle of the driving wheel by two ratchet wheels. The engine could be reversed at will. There was a steering gear, and the vehicle proved its capacity for carrying a load of two and one-half tons at a speed of three miles an hour. Napoleon Bonaparte caused the appointment of a commis-

sion of the institute to investigate the invention, but the revolution suddenly put an effectual check on the further development of the automobile. It is interesting to note that in the matter of the production of a practical automobile France led the world in the eighteenth century, as she now leads the world in the building of racing machines of tremendous power. Dr. John Robinson is said to have suggested to James Watt, the reputed inventor of the steam engine, in 1759, the idea of building a steam-propelled carriage. Watt, apparently, did not take kindly to the suggestion, for he did not adopt it; but in 1784 he himself patented a steam carriage.

**Legs Tried on Machines.**  
The first American inventors to tackle the steam-propelled vehicle problem were Oliver Evans of Maryland in 1773, and Nathaniel Read of Massachusetts in 1790.

Richard Trevithick of England in 1802 patented a steam carriage that was a distinct advance over previous efforts.

By this time it came to be believed that ordinary wheels were insufficient to secure traction, and mechanical legs were devised as propellers. The Gor-

don machine, patented in 1824, was a six-legged affair, the pedals being operated by steam. Goldworthy Durney about the same time produced a steam carriage which used legs as auxiliaries. The steam coach patented by Walter Hancock and named the "Autopsy" was placed in commission, with four others, between Stratford and Paddington in 1836 and did a lively passenger business. The more recent development of the automobile is better known. In 1886 Charles E. Duryea conceived the notion of propelling a carriage with a gasoline engine, and

until it was compact enough not to break down under pressure. "Then we wrapped ourselves in our blankets Arizona fashion. We placed one corner of the blanket on the left side, just below the heart, and turned around until the body was covered five or six folds deep. This left plenty to spare at both ends, which was disposed of by giving the blanket a turn around our feet and knotting it, and folding down the upper end around the head as a sort of cape.

"We lay down in the hollows we had prepared—'graves,' the westerners called them, and found that we were amply protected from the wind. The latter blew the fine sand over us, and in time our blankets were hidden from sight. There was no danger of our being choked, however, as we used our saddles as pillows, which kept our heads at a sufficient elevation from the surface of the desert.

"When we opened our eyes at dawn the ground was covered with a heavy frost. It must have been very cold during the night, but we had not felt it. We jumped to our feet, shook ourselves free of the sand that had sifted into our clothes, and lighted a fire. The desert was very desolate and white.

"Two hours later it seemed like a different world. The sun had dissipated the frost like magic and the sand was blinding hot. That is the most singular thing about the Arizona desert at high elevation. One passes from winter to summer overnight.

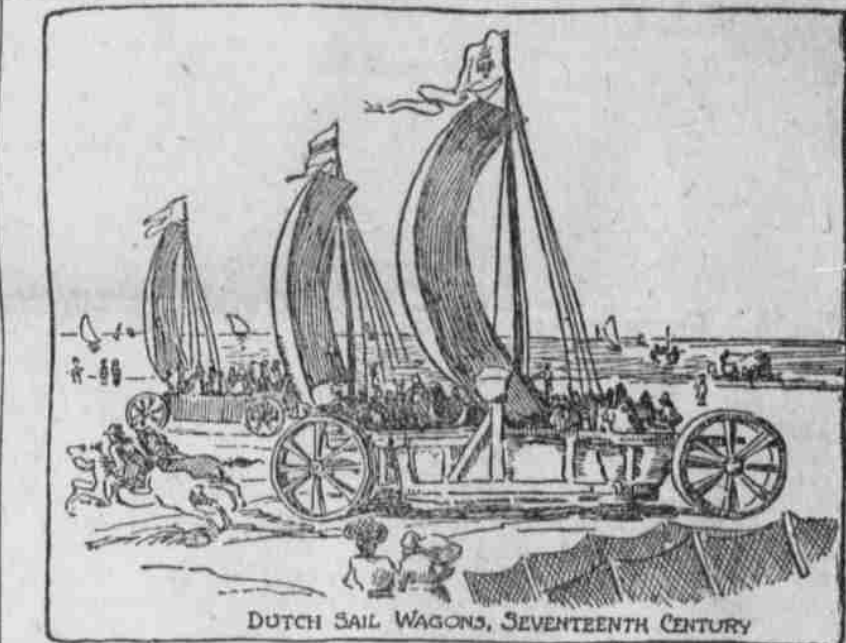
"While my bones ached for a few days from sleeping in those artificial sand hollows, I soon grew accustomed to it, and I pass on the hint to those campers who may find themselves obliged to spend the night on an unprotected plain."

### BACH'S MUSIC.

Some Advice as to How It Should Be Interpreted.

The interpretation of Bach must always be noble, broad and firm, rather too hard than too soft, explains Ferruccio Busoni, the great pianist, in the delineator. Affected methods, such as a "soulful" swelling of the phrases, coquetish hurrying or hesitating, too light staccato, too smooth legato, pedal debauchery—all these are vicious and out of place here. If used with a proper sense of proportion a certain elasticity of the tempo, giving the interpretation greater freedom, will improve the playing of Bach materially.

The modernization of Bach's compositions by such masters as Liszt and Tausig and many others is accepted by all clear thinking masters as not derogatory to the master's style. It affords rather a completeness of ex-



DUTCH SAIL WAGONS, SEVENTEENTH CENTURY

two years later partially produced a light buggy driven by a two horsepower engine. His first complete vehicle was brought out in 1892.

### SLEEPING OUT OF DOORS.

How the Traveler Passes the Night in the Arizona Desert.

"People drop into a loose habit of speaking about the right and the wrong way of doing a thing," remarked the experienced camper, according to the New York Times. "As a matter of fact, there may be a dozen good ways and as many bad.

The ease with which Bach's music lends itself to this adaptation is proof of his comprehensive genius. He was not for his day, but for all time.

Bach's "Prelude" and "Fugue No. 10," important and not too difficult, show the man-sided branching of the present day piano technique. The legendary tradition of playing Bach without the use of the damper pedal is obsolete.

### The Porter's Dilemma.

The porter was greatly perplexed at High Plover, says a writer in London Opinion, a lady with a large retinue entered the train. She was a middle aged, tall, angular, tailor-made woman, and she looked sternly at the commercial traveler in the seat opposite through her lorgnette. Before sending herself she opened the carriage window, and sent it down with a bang. At Hilsdon Cross another woman came in.

She had fluffy hair, and an appealing look in her blue eyes. She sat down and glanced at the open window and shivered pathetically; then she looked at the commercial traveler.

"I shall be frozen to death!" cried the fluffy-haired lady.

"If this window is closed, I shall suffocate!" cried the other woman.

The porter opened his mouth. He started to raise the window. Then he retreated. Dazed, he turned appealingly to the commercial traveler. Both the women also turned to the commercial traveler. That gentleman rose, passed by the ladies, opened the door to the platform, and went out, followed by the porter.

"And what, sir," said the porter, "would you say as 'ow I should do, sir?"

"It's quite simple," said the commercial traveler. "Leave the window as it is, open, till one lady is frozen to death; then close it and suffocate the other. I'm going forward for the rest of the trip."

### Experience Would Tell.

"I want an easy chair," said the householder, entering the store.

"Yes, sir," said the salesman. "What sort?"

"I don't know yet," was the answer. "Let me look into the boss' office and see what he has. He ought to be a judge."—Buffalo Express.

Never proclaim yourself a failure. Leave that to your friends.

## BRITISH HEBREW CHURCH.

Legends of an Ancient English Sect Located at Glastonbury.

London is mildly interested just now in an attempt to revive in corporate form the ancient British-Hebrew church, first formed, tradition says, at Glastonbury, among Hebrew exiles, by Joseph of Arimathea, in A. D. 35, the year of their persecution. The legends of the sect affirm that the ancient British people descended from a load of Hebrew exiles who reached Ireland under the leadership of the prophet Jeremiah and Tophi, the daughter of Zedekiah, the last king of Judah. Through her marriage with Hermon the pedigree of King Edward II is traced back to David, king of Israel and Judah.

A settlement of these Hebrews practicing Hebrew rites was in being at Glastonbury when, according to tradition, quoted by Baronius, a Roman historian, and Maelgwyn of Llandaff, a writer of the fifth century; Joseph of Arimathea, Lazarus, the Virgin Mary, Martha, Mary the Magdalen and others found refuge in this colony and made their first converts to the Christian faith ten years before the founding of the Church of Rome. From the fact that the word "Hebrew" means "those who have crossed the flood," they infer that the epistle bearing that name was addressed to the Hebrew Christian church in England.

The service at present consists entirely of Biblical readings, followed by a sermon. There is no singing. Baptism is administered by means of immersion on profession of belief and the Passover supper is observed annually on the fourteenth day of the Jewish month of Nisan, the elements being pure grape juice and pierced unleavened cakes. For officers a plurality of elders are elected, one of the present holds of the office being a cousin of the late Cardinal Wiseman. He also holds the office of angel, or messenger, a post corresponding to that of preacher.

Professing, in common with other Protestant churches, that the Bible only is their sole rule of faith and practice, the British Israel Ecclesia, as they designate themselves, are anti-Trinitarian in theology. They hold, nevertheless, the doctrine of the divinity of Jesus Christ and the sanctity of the Holy Spirit. They also hold strong views on the necessity for observing Saturday as the Sabbath, and look for the establishment of a Messianic kingdom on earth in which the Jewish race will be predominant.

For further confirmation of their tenets they point to the fact that the word British is from the Hebrew "brit," a covenant, and they conclude therefrom that the British race are the covenant people. The stone in the British coronation chair in Westminster Abbey, they assert, is not Jacob's pillow, but part of the rock from which Moses smote and out of which water flowed.

## Wit of the Youngsters

Little Margie's mother was playing one of Wagner's most strenuous pieces on the piano, and after she had finished, Margie asked: "Mamma, were you playing a piece or dusting the piano?"

Little Joe—Mamma, I wish you would lend me 50 cents. Mamma—What do you want for, dear? Little Joe—Uncle Tom is going to give me a bird dog, and I want to buy a cage for him.

Minnie, aged 5, was spending a week in the country and heard her grandma say the hens were not laying as well as they had been doing. "Well, don't worry, grandma," said Minnie. "I s'pose they got tired of laying and thought they would stand awhile."

### Spooks Her Husband.

Among the many letters in the New York Herald, this appeared the other day:

The writer, though a woman, has no sympathy, and little patience with the demand made so loudly and persistently nowadays for woman suffrage.

What women should insist upon is the right to be the absolute ruler in the home. I have practiced this doctrine during the nine years of my married life, and with most excellent results. I have four children and I am obeyed and respected by them and enforce discipline by corporal punishment whenever I think it is needed.

I also demand obedience in domestic matters from my husband, and when he is naughty or disobedient I take him across my knee just as I do my youngest boy. My husband is older, larger and stronger than I am, but submits to my discipline without question, knowing it is for his good. WIFE AND MOTHER.

### Brooklyn, April 11, 1915.

### Ezra Hay's Anticipation.

"'Tis curious I'm glad to have the spring 'GHT here," says Ezra Hay. "So's I kin plow again, an' git 'My garden' under way. I like to see things comin' up. And growin' ev'ry day; But I've got other reasons, too." Says Uncle Ezra Hay.

"I've been cooped up all winter long. Hain't been out anywhere; Hain't even been a show in town. This winter, I declare. But follerin' the plantin' time."

An' Mister Robin's song, It won't be very long fore The circus comes along.

"I don't mind stayin' in so much. Nor workin' hard all spring. With knowin' that fore very long I'm goin' to hev my ring. An' that is why I'm glad it's spring. So's I kin till the ground; But more becuz the circus folks Will soon be comin' round!" —Boston Herald.

### The Only Change.

My lady is perfect quite. Her name is Brown, her hair the same. Her disposition's sweet and bright; There's naught I'd change—except her name. —Catholic Standard and Times.

The police force of London arrested last year more than 168,000 persons.

## SOME OF THE WORST SELLERS.

Hard to Give Reason for Comparative Failure of Certain Books.

Every one knows the names of the best sellers, which as a class began to make the staid publishing profession wild with excitement about a decade ago. But, their why and wherefore is hard to determine, especially when one sees how close to them in all respects are many books which, with no derogatory intention, may be called the worst sellers.

Antedating "Dr. Jekyll and Mr. Hyde" by some years, Julian Hawthorne's "Archibald Malmalson," the story of a man who led two separate existences, though thrilling, unusual and full of dramatic possibilities, nevertheless sank into oblivion, scarcely having found out what living was.

Many Cholmondeley achieved success with her "Red Potage," but sold very few copies of "Diana Tempest," which most critics find not only inferior to the successful work but even superior in interest, dramatic strength and construction.

Yet the best sellers passed it by and no one could tell the reason.

"The Garden of Allah" added jewels of a very material kind to the crown of its author, Robert Hichens. But "Flams," by the same author and also regarded as the better piece of work by many critics, fell by the wayside and has not sold more than 3,000 copies since its first publication in 1894.

"Belshazzar," written by Howard Sturgist, younger brother of the author of "The Folly of Fenharrington," would naturally be supposed to appeal to that great class among which novels dealing with English society at first hand is generally popular. But undeniable signs of intimate acquaintance with English society and work admittedly well done did not keep the book from shooting wide of the mark of public favor. Yet it resembles so closely many others that hit and hit hard that one wonders what the reason was, all the more since one of the best known of English dukes, but thinly disguised, is to be recognized in the principal character.

Of a decidedly different order, "The Hill," by Horace A. Bachel, a boy's book, has been compared very favorably by critics to "Tom Brown" itself, the New York Sun says. Much was expected of it, as it was thought to fill all the requirements it was expected to meet—but alas!

Many novels buried under the overwhelming flood of best sellers can thus be ferreted out and when laid open to inspection appear much as the best ones themselves—often being an own brother. And next often no one can find the explanation.

### Resolutions.

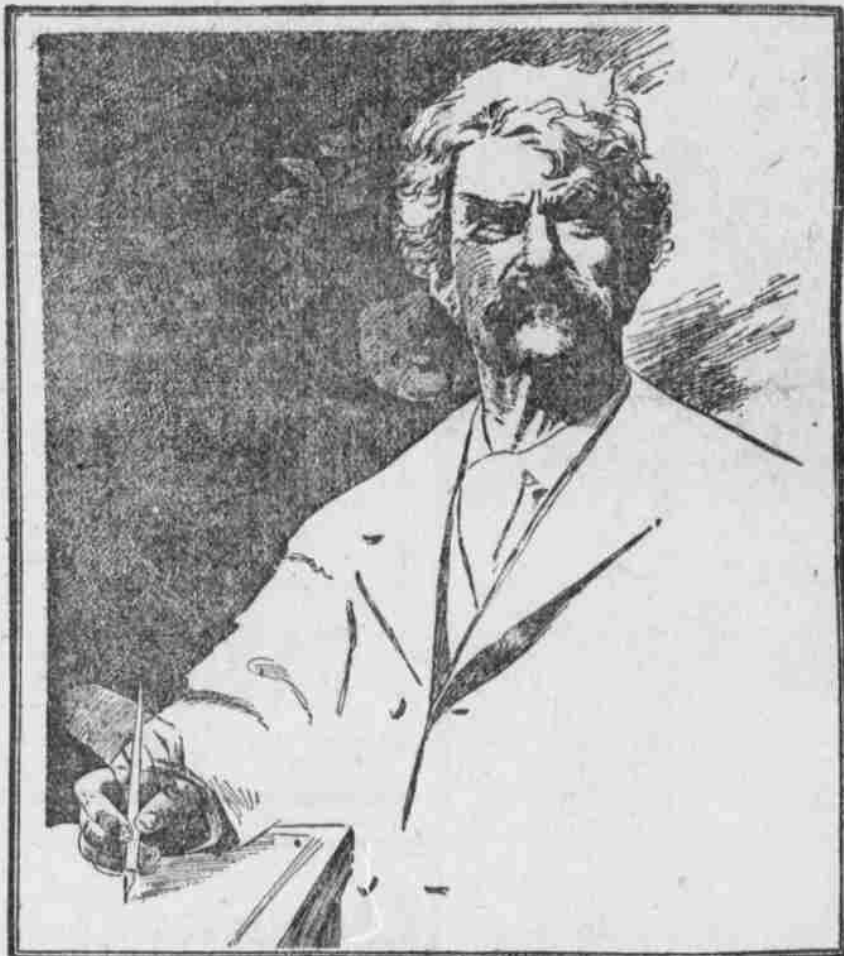
I ain't goin' to git mad. When the gas man comes around, With a bill that looks as I'd furnished Gas for half the town. I won't fume an' flare an' throw a fit. An' tear my hair an' cuss. When the stovepipe comes a-tumblin' down, An' makes an awful muss.

Dr. if when I have gone to bed, The telephone should ring, An' to my bare an' tender feet, I'd quickly have to spring. To find there's nothin' doin'. An' they're rung me by mistake. I'll simply swaller down my rage. An' hear the cold an' shake.

An' all the other cares of life I'm goin' to ignore. There ain't no pestery troubles Goin' to hurt me any more. For I've made resolutions. That I'm goin' to keep or bust, An' I'm never goin' to worry Or git mad until I must. —Indianapolis News.

What has become of the old-fashioned man who sat around down town until noon, and then said, as he started away: "Well, I'll go home and see if the neighbors have brought in anything?"

## MARK TWAIN'S LIFE REVIEWED.



STAYED IS THE HAND THAT MADE THE WORLD LAUGH AND WEEP

Born near Hannibal, Mo., November 30, 1835. Left school to work as "devil" in his brother's printing office in Hannibal when 12 years old.

Worked as an itinerant printer in different cities in the Middle West. Became a pilot's apprentice on the Mississippi river, under the direction of Capt. Horace Bixby, of St. Louis.

Served a few weeks in the Confederate Army and went West with his brother Orion, who had been appointed secretary of the territory of Nevada. Worked in Nevada mining camps and as correspondent and writer for the Virginia City (Nev.) Enterprise and the Sacramento (Cal.) Union.

Published his first book, "The Jumping Frog of Calaveras County," in March, 1867.

Made famous by "The Innocents Abroad," published in 1869.

Married in 1870 to Miss Olivia L. Langdon, of Elmira, N. Y., whom he met while on a cruise in the Mediterranean, and who died in Florence, Italy, in 1904.

Organized the C. L. Webster Publishing Co. in 1884, and lost almost his entire fortune through the firm's failure in 1894.

Given the honorary degree of Doctor of Laws by Oxford University, England, in 1907.

Retired to his villa, "Stormfield," near Redding, Conn., in 1908, to live with his daughters, Clara and Jean.

Journeyed to Bermuda late in 1909 and returned broken in health and spirit. He failed rapidly after the sudden death of his daughter Jean, December 24, 1909.

### HOW THEY MARRY IN ARAN.

Marriage Customs in Which a Man Doesn't Choose His Wife.

In her article on the Aran islands, off the coast of Ireland, in Harper's, Maude Radford Warren tells of some amusing marriage customs obtained there.

"The marriages are made by the parents, and frequently the couple never speak to each other alone until after the wedding.

"But ought a man not to choose his own wife?" Darragh Shuan, the fisherman, was asked.

"Let you listen to me," said Darragh Shuan, leaning back on his curragh on the beach of Inishmore. He pointed first to a thin line of green on a plateau of rock, and then to a tiny cottage lonely against a gray crag. "If that field were my father's," explained Darragh Shuan, "and if I was thinking of a girl in that cottage there, and if my father did not like the girl, then he would not give me that field. Then what would I be doing? It has to be."

"It has to be—that is the word of the islands.

### Courtroom Etiquette.

"Now, your conduct during the trial may have considerable effect on the jury."

"Ah, quite so," responded the ultra swell defendant. "And should I appear interested or just mildly bored?" —Kansas City Journal.

Doesn't it often occur to you that the devil has a grudge against you? What is a positive fact?