

# Long Drive on Automobile

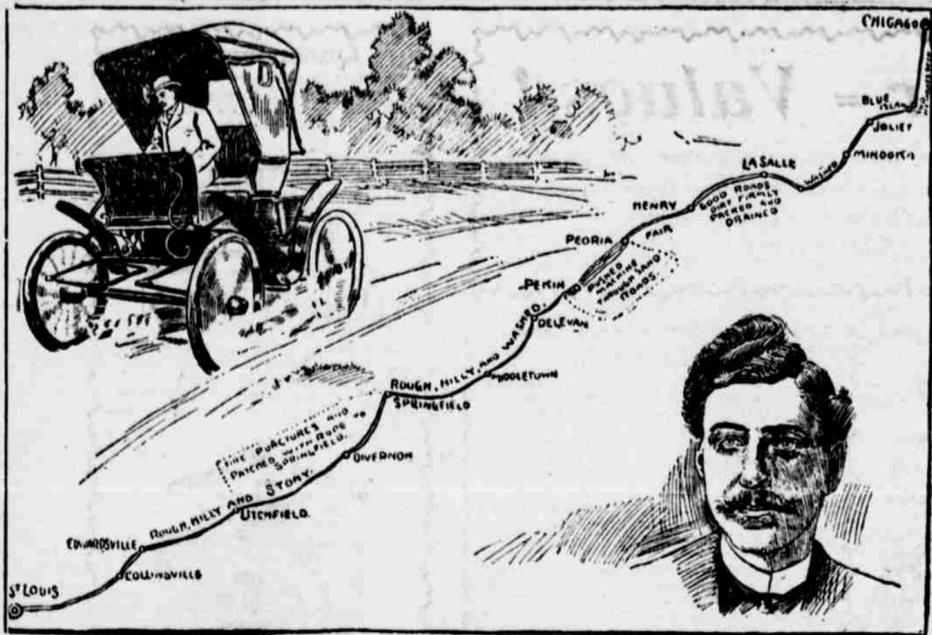
## A Trip to Chicago from St. Louis Made in 36 Hours

John L. French of St. Louis is the first man to make a trip from St. Louis to Chicago on an automobile. He made the distance of 450 miles in thirty-six hours, notwithstanding the fact that he encountered bad roads and was frequently retarded by following wrong directions. He traveled without a chart, and did not try to use the most direct route. He made the journey to prove that the horseless carriage could be used satisfactorily on dirt roads of the country and that it could be depended on to climb hills and to wheel through deep mud.

The automobile in which the long drive was made is of phaeton pattern and weighs 1,000 pounds. It consumed eighteen gallons of gasoline at a

cost of \$2 for the trip. The average speed was twelve miles and a half an hour, and the only accident was the puncturing of a tire.

"When I left St. Louis I decided to take the roads as they came," said Mr. French, when seen after his arrival in Chicago. "The farmer may understand all of the highways and byways of Illinois, but I found the roads a perfect labyrinth. The persons whom I met on the journey, and from whom I humbly inquired the best route to Chicago so often misdirected me that I lost much time. Owing to the section divisions, the roads are short and I found that I had to turn a corner every ten minutes. As the speed of the automobile had to be decreased in order to make each turn, I could not cover as great a distance as if I had been on a straight road. I am sure that I could make the trip in much better time if I were to repeat it, as I know the route now."



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"Leaving St. Louis at 8 o'clock in the morning, I spent the night at Divernon, eighty-five miles away. I ran 125 miles during the day, but lost fifty miles by going out of my way—according to directions given me by persons of whom I asked information. I took luncheon at Staunton. Near Litchfield one of the tires was punctured and I had a bad time until I reached Divernon. The country people had never seen an automobile, and my machine created a great deal of excitement. Men, women and children rushed out of the houses to look at the horseless carriage. I was surprised when I saw the astonishment with which the automobile was examined. Even the horses were amazed, and many times I was compelled to stop my vehicle in order to prevent runaways. The dogs barked at me, but they fled in terror when the machine whizzed by them."

"At Divernon I patched the punctured tire with rope and went on to Springfield. After leaving Divernon the roads were much improved for a long distance. In Springfield I had the tire mended, and then I decided to come to Chicago. I came through Sherman, Middleton, San Jose and Delavan. From Middleton to San Jose the roads were good. At Pekin I wheeled into deep sand as far as Chillicothe. Near Peoria I was compelled to get out and push my machine."

"From Chillicothe to Henry the roads were fine. I spent the night in Henry. The next morning I had a splendid drive to Seneca. I ran into a heavy storm at Minoka, and the trip for the remainder of the way into Chicago was through mud, in some places six inches deep. My brother joined me at Joliet, and the additional weight made little difference with the speed of the automobile."

**Largest Bell in World.**  
The Chinese have claimed to have the largest bell in the world, in a Buddhist monastery in the vicinity of Canton, but a bell in the Moscow cathedral

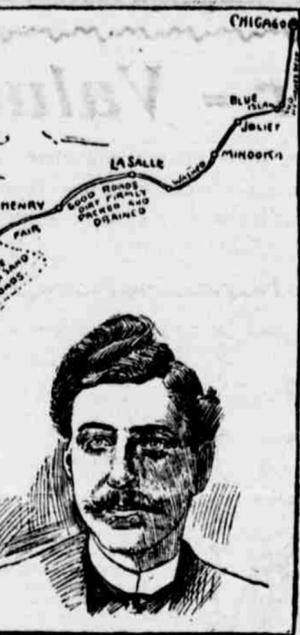
### TIMBER GROWING SCARCE.

Timber Stand Will Supply Consumption About Fifty Years.

In the manufacturing investigations of the eleventh census, made in 1890, lumbermen and mill owners were asked how much timber land was owned

than half a billion acres. The stand of timber upon it, therefore, may be in the neighborhood of 750,000,000,000 feet (B. M.). With that estimate in the west, 630,000,000,000, the total stand in the country would appear to be, approximately, 1,380,000,000,000 feet (B. M.). In 1890 the cut was about 25,000,000,000 feet, and since then the annual cut has somewhat increased. The present stand would therefore supply the present rate of consumption for about fifty years. As a random statement, then, it may be said that we have timber in stock sufficient to last the present demands of our industries for nearly two generations. Some species, however, which are applicable to certain purposes, such as the southern pine, the redwood, and the red fir, will last longer than others, and some species, like the black walnut and the white pine, are already very nearly exhausted.—Henry Gannett in Forum.

**Great Guild of Workingwomen.**  
The women's co-operative guild of



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by them, and what was the stand of timber upon it. These questions were quite generally answered, and the replies showed that a total area of 27,664,826 acres, or about 43,200 square miles, was reported upon, with an average stand upon it of 7,830 feet per acre. Nearly all of this area was in the eastern states. The stand of timber averaged by states ranged from 3,000 up to 41,000 feet per acre, the latter stand being in the state of California. The average stand in the southern states, including pine and hardwood, was 6,000 feet, and in New England 6,500 feet. These figures of average stand, however, are misleading, since they represent not the average of the timber land of the country, but the best of it, quality having largely determined the selection of lands. It would, therefore, be unsafe to accept these figures of stand as the average, even for the lands which are covered with merchantable timber. The average stand of the wooded regions of the eastern country must be far below these figures. Indeed, estimates of the stand of southern pine show the much lower average of about 3,000 feet per acre for the entire region. Judging by the above facts and numerous other straws of evidence which it would be tedious to enumerate here, I have come to the conclusion that the average stand upon the wooded lands in the east probably does not exceed 1,500 feet. The area of woodland in this part of the country is a little less

England, an organization claiming to be the only one made up of working women that holds annual congresses, held its seventh annual congress at Woolwich in August. The guild has a membership of 12,809 and has 273 branches. Its delegates represent all parts of the kingdom. Subjects debated were "The housing problem," "Factory legislation," "Women and local government," etc.

### KITE FLYING.



**Ball-Rooms for Apartment Buildings.**  
Convenience of apartment life in New York has been yearly increased, and there seemed to be no detail in which it could be improved until the enterprising builder of an upper west side block thought of a feature which has hitherto been lacking even in the most expensive houses. Only half a dozen New York apartment houses are so built that it is possible to entertain in them on any but a modest scale. Large gatherings are, as a rule, out of the question. Now an architect has planned a building which is to be supplied with a large ball room sufficiently spacious to accommodate several hundred guests, and there are also rooms of smaller size for less elaborate entertainments. The builder who set aside so much space for this purpose believes that it will be an excellent investment, as the increased rent of the apartments is expected to pay for the loss of practically the space needed for an entire apartment.—New York Sun.

**One Sign Told the Truth.**  
A countryman on a visit to Glasgow, while walking along Argyle street, reading the sign boards and the tickets in the shop windows, said to his companion: "Hoo can a' these ham shops be the best and cheapest? Every yin o' them says that and the same wi' the clothes shops too; they are jist a' lot o' leasers." They continued along the street until, coming opposite a plumber's shop with a big bill in the window with the words, "Cast-iron Sinks" printed in large letters on it, he exclaimed: "Well, Jock, here's yin that tells the truth at any rate; but any danged fool kens that castron was dink."

### Paper Shingles in Japan.

Paper shingles have been introduced into Japan by an enterprising Tokio firm as a substitute for the wooden article. The new idea is a slag of thick-tarred pasteboard, more easily managed than ordinary shingles, and costing only half as much.

### A PUEBLO LEGEND.

Story of Deliverance of the Pueblos by the Palefaces.

Through all the grotesque darkness of Pueblo superstition, writes Marion Hill in Frank Leslie's Popular Monthly for October, runs a bright thread of poetic legend; and one legend, since it is woven around the ruined estufa in the ruined Pueblo of Pecos, has a right to be told here. Pecos was founded by the man-god, the great Montezuma himself, and he therefore probably felt a protective interest in it; at any rate when the usurping Spaniards lay upon the conquered Pueblos a cursed rule of restraint and wrong, Montezuma invoked against them the aid of his brother gods in heaven. These told him to plant a tree upside down beside the chief estufa of Pecos, and to light a holy fire upon the altar, and if the fire were kept burning until the tree fell, then would there come to the rescue of the oppressed a great pale-face nation, and deliver them from the Spanish thrall. So the fire was lit, and a sentinel was posted to guard its sacred flame; and the tree was planted—under the circumstances the planter would be excusable in planting the tree as insecurely as possible. But year after year passed, and the tree remained standing. Sentinel succeeded sentinel, and the flame lived on. Generations withered away, yet deliverance seemed no nearer. One day there came a rumor from old Santa Fe that the city had surrendered to a white-faced people. Was this the band of deliverers? That day at noon the sacred tree toppled and fell. Spanish rule was no more. The prophecy had been fulfilled. If there be an unbeliever of this legend, let him go to the ruins of Pecos and see for himself that whereas the city was built upon a mesa so barren that no trees are there nor ever have been there, yet across the crumbling estufa lies the fallen body of a pine of mighty growth. The like of it is not for many miles around. Whence then did it come?

### SUASION IN DOG.

Minister Overcame the Animosity of a Belligerent Canine.

A clergyman who went up into the country to preach and lived there a considerable time had occasion in his ministrations to drive regularly over a certain road. At a house on that road lived a big bulldog, which always came out and attacked him viciously, says the Cleveland Plain Dealer. The minister stood this for a good while, until finally, as he drove past one winter night in a low sleigh, a means of correcting the dog by moral suasion occurred to him. He stopped his horse in the road before the house. The dog rushed out madly, barking and threatening to jump into the sleigh. The minister sat in his sleigh and paid no attention. The dog retired, returned to the assault, retired again, and a third time rushed out to the attack, but did not touch the man. Then he returned to his doorstep and lay down, apparently utterly crestfallen and disgusted with such a man; and, as he paid no further attention, the minister drove off. After this the minister drove many times past the house, but the dog paid no attention to him and never seemed to see him at all. He was cured.

### THE FISH KNEW HIM.

A School of Ten Thousand Followed a Man to Be Fed.

Mr. Albert Jeffries of Ayray, Col., tells a new fish story. He has recently started a hatchery on the Beaver creek, five miles above Gunnison, Col., and has a number of pools constructed to hold his fish. To keep the fry in the pools he put screens at the lower ends. Bits of liver, which he used as food for the fish, caught in the meshes of the screens a few days ago, causing an overflow and permitting the escape of about 10,000 trout. Planning to recapture the whole lot the following day he went to look for a place where he could build a dam further down the stream. He was much surprised, he says, to find that the whole school of little fish were following him as he walked along the bank. He turned back and the fish turned and still followed him. He kept on until he reached the pool from which they escaped, and an assistant let down the screen, making the whole school once more prisoners. Mr. Jeffries' explanation is that the fish were hungry from twenty-four hours fasting and instinctively followed the man who had previously fed them.

### Return Stolen Money with Interest.

Nearly thirty years ago Jonas Silverman, a farmer living near Springfield, O., was swindled out of \$1,500 by sharpers while on a train near Valparaiso, Ind. The criminals escaped and ere long one of the three died. The other two drifted to the Klondike a year or two ago, became rich and have just returned to the states. They hunted up Mr. Silverman, paid him the \$1,500 and gave him \$1,000 more by way of interest on the forced loan.

### THE KING OF COOKS.

HOW HE MADE OVER \$100,000 IN THE KITCHEN.

A Skilled Cook May Reveal in the Income of a Cabinet Minister—Sketch of Charles Ranhofer, Who Was Born a Cook.

It is one of life's many perversities that the man who eats a dinner is often poorer than the man who cooks it, and that, while a man of high intellect may have a hard struggle to earn a few hundred pounds a year, a skilled cook may revel in the income of a cabinet minister. It must be assumed, however, that these incomes are within the reach of any but men of "culinary genius," the Napoleons of their profession, who are as great artists in their way as a Millais or a Leighton. These are the men who "put brains in their sauces," and compose a new dish with as much loving care and skill as Mr. Swinburne puts into one of his sonnets. One of the greatest of these "kings of the kitchen" has just died, but not until he had coined his art into £100,000, and had enjoyed for at least thirty years the income of a minister of the crown. Charles Ranhofer was born a cook, just as Byron was born a poet; and he held his art in just as high reverence. Even as a boy, when he was learning the mystery of washing dishes, he would say, "What is more important than our food? Nothing. Then can there be any higher art than its proper preparation? Persons who eat three times a day often consider the art of cooking as a matter of little importance; but isn't a mistake in cooking that affects the health more vital than one in architecture that may offend the eye?" After a period as chief baker to Mercer, of the Boulevard du Temple, young Ranhofer, whose fame was now known throughout Paris, was taken into the kitchen of the Prince of Alsace, of which he was quickly made chief. It was in 1856, when Ranhofer, even then not of age, went to the United States, that his fame became world-wide, and he began to feel the power of an autocrat. "It is a wonder," this heedless boy said, "that you have not entirely ruined the national digestion with your careless

**The Chocolate King** OF ANTICOSTI AND HIS LITTLE NAVY

M. Menier of chocolate fame, who recently attracted much attention and criticism by evicting the Canadian fishermen from his island of Anticosti, in the Gulf of St. Lawrence, is now said to be fortifying his little principality, and the Canadian authorities are looking rather askance at the proceedings of the "man who would be king." Menier bought the island several years ago and paid five cents an acre for the 3,000,000 acres which it contains. Then he set to work to build up his domain and establish himself as Lord Paramount and the law and the lawmaker generally for Anticosti. He has gone so far that the Canadian government has cautioned him not to exceed his civil rights, and his status is a burning question at Ottawa. He lives in a castle, when he is on the island, and having driven away the Newfoundland and Canadian "squatters" has peopled the land with Frenchmen, who are more amenable to his law than to that of the Dominion. He has a navy of two armed vessels, which vessels alone are allowed to carry supplies to the island and to fetch away its products. These gunboats, when not employed in trade, have been cruising about the island waters with shotted guns run out, warning all fishermen to keep outside the "three-mile limit," for the Prince of Chocolate and Grand Duke of Anticosti asserts that his jurisdiction, like that of other sovereign rulers, extends a marine league from his shores. Menier has spent vast sums in the improvement of Anticosti, and it is surmised that the French government is

cooking and hasty eating. I must teach you something." And he proceeded to revolutionize American cooking in New York, Washington and New Orleans. In 1860 he returned to Paris, where he reigned for two years as emperor of French cooks before again returning to America and entering the service of the famous Delmonico at an initial salary of £2,000 a year. Even Delmonico had to take the role of subject to this kitchen autocrat. "You are the proprietor," Ranhofer said to him. "Furnish the room and provisions, tell me the number of guests and what they want. I do the rest."

Ranhofer was now recognized as king of the world's chefs, and he was consulted by all the world's epicures. He founded a school for chefs, and counted among his pupils such giants of the kitchen as Lalouette, Hederer, Laperruque, and Wendling. His dinners were a new heaven to epicures, and furnished the talk of the world's clubs. Some of his dinners have passed into history. It was Ranhofer who prepared the famous "Swan Dinner," at which the seventy-four guests were enchanted by the spectacle of a number of gaily decorated swans swimming gracefully in a miniature lake in the center of the table. This dinner cost a "king's ransom," and was enthusiastically described by one of the guests as "an exquisite poem from the first course to the last." Ranhofer, too, prepared the dinner which Sir Morton Peto gave, in 1865, to a hundred prominent men of New York. The dinner cost £4,000. The saloon was smothered in the rarest and costliest exotics, the menu was printed on embroidered satin in letters of gold, and much of the wine cost £5 a bottle. But Ranhofer, although he was petted and almost worshiped by many of the greatest of the earth, always recalled with especial pride the dinner given to Charles Dickens in 1860 by 200 journalists. "After the dinner," the great chef used proudly to relate, "he asked to see me, and his one word 'Perfect' with which he opened the conversation, told the whole story. Think of a man who knew better how to dine than any man of his time telling me that my dinner was perfect! Why, I have been seeking perfection all my life, and I am told that I have reached it by a man who could write out a mutton chop in a way that makes the reader's mouth water."

### Population of London

The population of the city of London within the municipal and parliamentary limit, is very much smaller than most people imagine, and strange to say it is decreasing as years go on. In 1881 it was 50,658, in 1891 it had fallen to 37,705, and in 1896 it was only 31,148. This is due to the fact that the city is devoted entirely to business, and the tradesmen and others who have their shops and offices there are gradually moving out into the suburbs. It is only the residents in a district that are included in the census, so that no matter how many people are there during the day, if they live elsewhere they are not

counted in the population. The real population of London, however, is very much larger than the above. Using the term in its widest sense, the city may be said to include all the territory within the Metropolitan Police district. This extends over a radius of fifteen miles from Charing Cross, and embraces an area of upwards of 688 square miles. The population of this district is not shown in the census of 1896, but in 1891 it was 5,596,101, exclusive of the city proper, or, including the city, 5,633,332. In the middle of 1898 the total population of London, as estimated by the registrar-general, was 6,408,321.

### To Lengthen the Rails.

The new tendency in railroading is to lengthen the rail. The present standard length is thirty feet, and a sixty-foot rail has been tried in its stead. This length showed good results, but did not afford space enough for expansion in hot weather. The longer the rail, the fewer joints in the track and the fewer joints. But the matter of expansion in hot weather is troublesome, and it is believed that the standard length will be 45 feet.