

COMING DOOM OF THE HORSE

Burdens of the Noble Animal Going to Motor Trucks and Carriages.

THRESHOLD OF THE HORSELESS AGE

Growing Demand for Automobiles at Home and Abroad—Wholly Satisfactory and Proving Test at Liverpool.

LIVERPOOL, Sept. 9.—Whether it means the doom of the horse as a draught animal is what all this part of the world is wondering. Long ago France, England and finally America reluctantly made up their minds that the advance of the automobile would do away with our "gentle friend" as a motive power for pleasure and light driving.



MOTOR-TRUCK WITH TRAILER CARRYING FOURTEEN TONS, ONE OF THE PRIZE WINNERS AT THE LIVERPOOL TRIALS.

wholly mechanical motive power, might be properly and successfully used in light traffic, but they have looked to horses for strong hauling. Certainly the horse was never bred that could have accomplished in the same time and at the same expense what the "auto-truck" (that is the name which has been given to them) did the other day in their official trials here.

To deliver merchandise direct from the ship to the shopkeeper, to do away with the many handlings and transfers now necessary in shipping goods; to the Liverpool more closely to New York and Chicago; to bring all the world's centers of trade and industry nearer and easier—these were the ultimate aim of the second contest between auto-trucks held by the Liverpool Self-Propelled Traffic association.

Five systems of heavy horseless vans were given the severest tests possible, and they scored in consequence the most notable success that the automobile has ever registered in all the world as an industrial agent. People said it was impossible that the mammoth autotrucks would ascend hills rising one foot in nine while bearing a total of more than seven tons in weight; but it was done, and one system took two gold medals to prove that the autotruck can rapidly go up and down rocky slopes with heavy loads, where the strongest teams of horses would slip and stall and fall.

The severest tests. Everton Brow is the steepest and most difficult hill in Liverpool and its equal can hardly be found in all the United Kingdom. It is paved at different points with macadam, asphaltum, stone and wood, all of which are more or less trying in a test of this kind on a steep gradient. In addition, it takes three turns, one of them being an acute angle, and had the road been made to order as a hill-climber, it could hardly have better served its trying purpose. Three separate hill-climbing tests were made on the first of the three days of trial.

As a starter each wagon was sent up empty and down again. Then they were loaded with sacks of corn, and in each trip up and down the car was stopped by signal on the most precipitous part of the rise and descent. To add to the difficult undertaking the hill was watered in its steepest portions and on the sharpest turns. Some of the five contesting cars slowed around with their hind wheels and skidded a bit on the difficult turns, and two of them had to make a double start before they got away for the climb. One of the heavy vehicles threw the spectators into a fever of excitement by a threatened bolt when on the most dangerous part of the hill, and a runaway, an upset and a steam explosion seemed imminent for a minute or two. But the driver stuck pluckily to his fractious mount, and by whirling it in a backward circle was at last able to bring the vehicle under control to try again, and successfully. It was the meriting incident of the contest, and proved the value of a good man in charge of the machine.

Quicker Than Horses at Starting. At the whistle the engines of the cars were stopped going up and down, and the first complete arrest on the descent was made in eleven feet. The next driver kept his heavy van well in hand and pulled up in nine feet, but the fourth machine beat them all in its prompt response, which set the wheels motionless in six feet after the whistle sounded. It was quicker time than the best trained team could make. On the upgrade some of the stops were made in the space of eighteen inches.

Advertisement for Blatz Beer, featuring a bottle illustration and the text 'WARM BIRD AND A COLD BOTTLE OF Blatz THE STAR MILWAUKEE BEER'.

led out, over all sorts of highways, for the Liverpool country road contests. Two days were given to this under the dragging burden of heavy loads, and the engines moved steadily along the route, bearing a few minor mishaps, at a speed varying from four to six miles an hour. At present the law does not allow a greater speed to that class of engines. Two judges and followers traveled by special automobiles, the freight wagons being officially stopped on several of the steepest grades, both up and down, and the time was telegraphed back to Liverpool from specified points. Besides the regular corps of men, the winning Thornycroft carried seven passengers, aside from its driver, and led the way throughout. All the vehicles received their stores of fuel and water before starting and were not permitted to take on more, except that water was provided at fixed points, if necessary.

Question of Economy. Cost of present means of transport is particularly evident in a commercial city like Liverpool, where thousands of cotton bales, boxes of produce and merchandise of all kinds are moved daily at an enormous expenditure of money. Goods landed from ships have to be carted from the quay to warehouses or railway sidings, transhipped upon the railway wagons, conveyed therein to inland towns and carted once again, and

sometimes twice to their destination. While such a tedious and expensive journey may be inevitable where the goods must be conveyed for long distances it is obvious that any method of transportation which would receive the goods in Liverpool and carry them over all sorts of roads right to their purchaser up to fifty miles away, would be a boon in economy to merchants and manufacturers, thus also lessening the cost to the consumer. The American who travels in this part of England could almost imagine himself in the bustling United States by the signs of enterprise displayed in such towns as Liverpool, Manchester and Birmingham, in contrast to foggy old London, tramping along half a century behind the times. Brick methods of business prevail hereabouts, and it did not take long for the keen business men of Lancashire and Yorkshire to see the possibilities which last year's autotruck demonstrations opened up for the saving of time and money in the handling of goods. Therefore, the supporters of this year's exhibition were some of the leading commercial people of this city, who are now aiming to tie Liverpool trade to Manchester and all the country round by putting on lines of freight wagons to give a cheap and rapid delivery service from the wholesalers to their provincial customers.

Every Possible Test Made. Rigid tests were made at the Liverpool steamship docks on the ability of the drivers to maneuver their wagons in such necessarily small spaces as are met in directly loading and unloading vessels. A marked bay, about half as long again as a motor wagon, was arranged some twenty feet

from and nearly opposite to a gate, into which they must back. Entrance was made in their working parts, and there is evidently more security to the rider, as well as to the mechanism. The English autotruck is also being improved by the influence of its energetic American rivals, and the notorious ugliness is being slowly worn away, with a plenty of room still for improvement. American sporting dogcarts are becoming especially popular for their lightness and beauty and European manufacturers are now and more sending across the ocean for their fittings. Even such parts as rawhide pistons are being imported from Chicago. As usual, the Germans are countering the American articles, and with their usual lack of success.

Evolution of the Automobile.

The evolution of the light and graceful automobile of France into the heavy and still ungainly looking autotruck of the British is an interesting study. In France the machine is one for pleasure and luxury, but in this country it has been rapidly adapted to the serious business of life. Among the hundreds of automobiles I have seen dashing about Paris and through the Bois de Boulogne, there was rarely one that served its owner other than in pleasure. On the contrary there are but a few hundred pleasure automobiles in all the United Kingdom, and in the streets of London a rider of one of these is still stared at as a curio. France is, therefore, first in its adoption as a pleasure machine, while England leads the world when solid work and utility is under debate. While Europe is keenly watching the American developments, it is not unlikely that the west will be for some time a rival in the use of the machine generally, by the inferior roads in most parts of the states. The League of American Wheelmen will likely find the automobile a powerful ally in the good roads agitation.

All of these demonstrations are exerting a powerful stimulus to automobilism in this country, and international races with the French are being held frequently. A few days ago, when I was at Bichenham palace, the young duke of Marlborough was dashing about for the first time on a new machine, while his youthful American wife (Miss Constance Vanderbilt) and the babies looked on approvingly from their seats upon the porch. Trips to the limits of the land are being

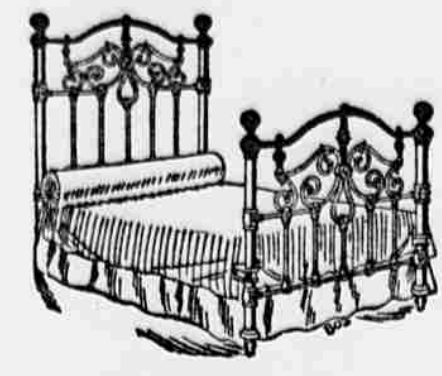
Count de Dion and the other makers there. The American carriages are better covered in their working parts, and there is evidently more security to the rider, as well as to the mechanism. The English autotruck is also being improved by the influence of its energetic American rivals, and the notorious ugliness is being slowly worn away, with a plenty of room still for improvement. American sporting dogcarts are becoming especially popular for their lightness and beauty and European manufacturers are now and more sending across the ocean for their fittings. Even such parts as rawhide pistons are being imported from Chicago. As usual, the Germans are countering the American articles, and with their usual lack of success.

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RESTAURANTS MAY BECOME DRUG STORES

Prospective Solution of Various Problems that Vex Housekeepers and Caterers—Features of the Promised Departure.

The food of the future will be concentrated or compressed. Science has already done wonders in demonstrating the large amount of water in all that we eat, and the possibility of getting rid of it, so as to have the food in the smallest compass possible. Already the housewife finds many of her problems simplified by utilizing the extracts which are increasing in the market from day to day. Will this condensed food solve the servant and expense problem? It looks as if it would be largely instrumental in doing so. When instead of having to buy a soup-bone, and soup-bunch, and cooking it for three or four hours, you have simply to swallow a little capsule or pellet as plate of soup, and the matter of housekeeping is very much simplified.

But the scientists have done very much more than this. They can at the present moment save us hours of time and needless trouble and expense by providing a dinner of seven courses that will all go on a dinner plate and can be swallowed in five minutes. The best part of it all is that you will be better nourished than if you had sat at the table for two hours, for all of the precious portions of the food have been extracted, and you swallow only that which you can and will assimilate easily.

When the woman goes shopping she need no longer sit and fume for an hour waiting for the slow waiter to bring her chicken and ice cream; but she will simply ask for a glass of water and a little salt, put a lozenge of beef extract in it and have a more nourishing lunch than ever before, and that without losing a minute as by a present proposal when the Government markets will be fed by mechanical vans, and when all the brewers and other heavy teamsters will emulate the stout-brewing Guinnesses at Dublin by adopting this method. It would go a long way toward settling the crowded streets question, the most habitually troublesome problem before the London city council. EDWARD PAGE GASTON.

Some Late Inventions. Dentists will appreciate a Missourian's invention, which will enable them to see their work more clearly, consisting of a rubber dam for use in the mouth, covered on one side with a light-reflecting coating of aluminum bronze. Petroleum cannot be exploded in a new can invented by a Belgian, the nozzle being interposed near its base by a flat strip of iron having a narrow slit, which will prevent the passage of flame, but which allows the oil to flow freely. A handy gate has been designed which can be opened without exertion, a pivot pin being in the side of the gate on which the gate is hung, with weights suspended on an arm at the rear of the gate to counterbalance it in any position. Street car conductors will appreciate a new fare register designed for their use, and the cost to the company is lessened by its use, the new apparatus being held in the hand by a spring which will impart a turning motion to the rod, which fits at the lower end into a slot in the head of the top.

Street car conductors will appreciate a new fare register designed for their use, and the cost to the company is lessened by its use, the new apparatus being held in the hand by a spring which will impart a turning motion to the rod, which fits at the lower end into a slot in the head of the top. Playing cards can be rapidly and evenly shuffled by a Boston man's device, which is formed of a circular box fitted with a central stem, on which it revolves, with a detent at the top of the box, which is to permanently hold back a portion of the cards as they revolve.

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