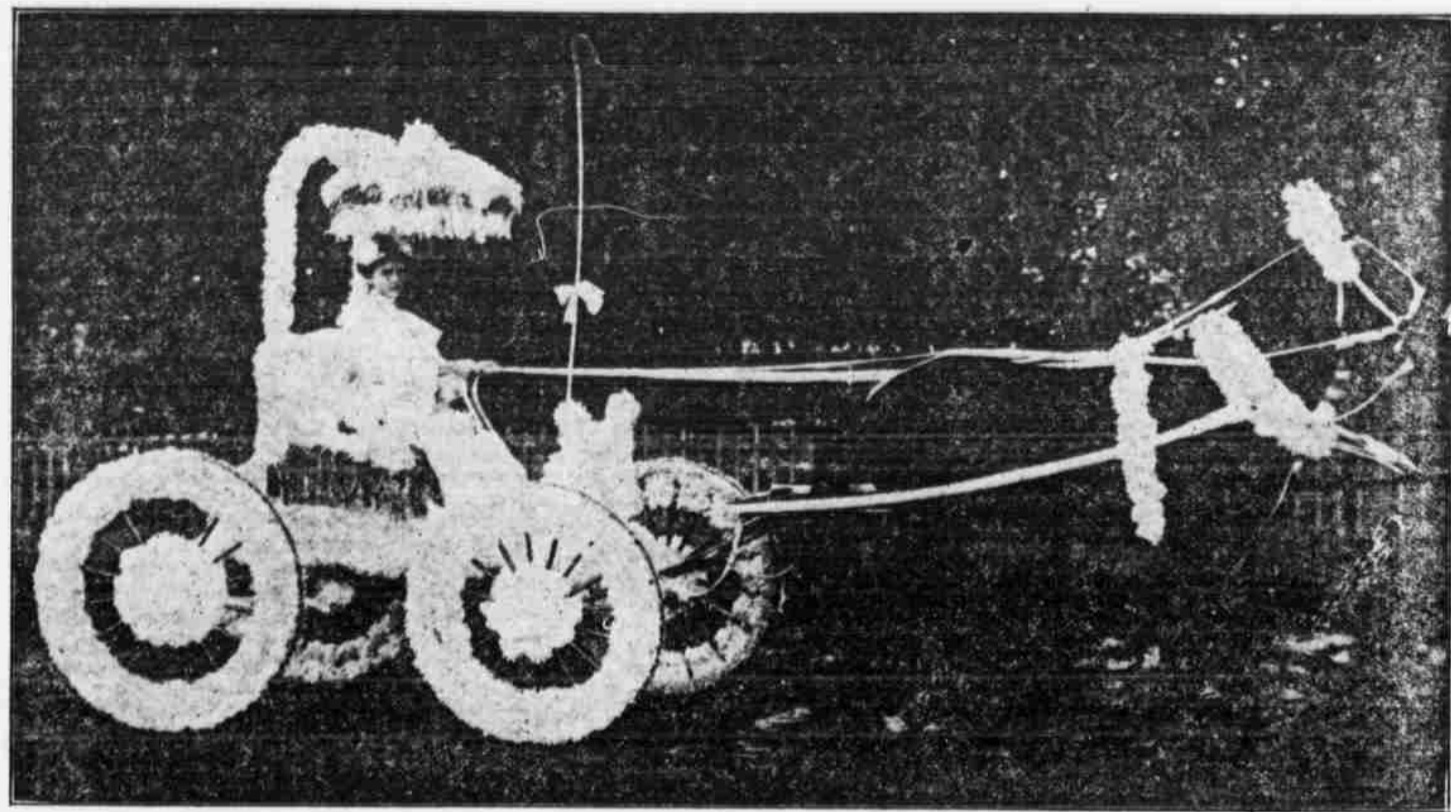


People and Things of Public Interest

AUTOMOBILE racing is not a novelty by any means, although Omaha has just had its first taste of what may be called the real thing in this line. One of man's ambitions, traceable from his earliest days, has been to eliminate the quantities of time and space, or rather to make them one. The mere fact that the attainment is out of the question adds zest to the pursuit, and impels man to further endeavors. Not a means of transportation has been discovered but it has been put to the test to determine in how short a time it can cover a given distance. Naturally the automobile was subjected to this test very early in its career, and for several years the sporting columns of the papers have been filled with accounts of the wonderful performances of the reckless men who drive their machines a furious speed over tracks and along the roads in the endeavor to lower the time record for the distance. Now and then the accounts of these affairs have slopped over into the columns devoted to casualties, and some rather appalling lists of killed and wounded have been published. Note, for example, the Paris-Madrid road race in France, which was stopped by the French authorities at the end of the first day's running.

In America the high speed contests have been confined almost exclusively to the race tracks, with the result that but very few serious accidents have been recorded. On the tracks the machines are nearly always driven by men who make it their business and who have trained every faculty to the sensation of traveling at tremendous speed for short time periods, so that they are safe, if the machine only holds together. The most noted of this class in America are those who were in Omaha last week, Barney Oldfield and Alonzo Webb. Both of these men graduated from the ranks of the professional bicycle riders and brought to their new avocation the advantage of training in a sport fully as exacting and almost as exciting as the one in which they now shine. Oldfield has driven red devils and green dragons and the like on almost every track in the country and has made records that are not equalled by those of any other



MISS GRACE HARTMAN AND THE FLOAT WITH WHICH SHE WON FIRST PRIZE IN THE FLOWER PARADE DURING THE CARNIVAL AT DEWITT, NEB.

chauffeur in America, at least. On the Omaha track he gave two wonderful performances, lowering his own time for a mile on a half-mile track twice. One he did it in a trial against the record and again he did it in competition. His performances seem the ultimate limit in foolhardy daring. While his machine is built expressly for racing, and is undoubtedly safeguarded as far as human ingenuity and forethought can do so, yet he voluntarily assumes the terrible risk of accident, depending on the steel and rubber of the machine holding together, while he subjects it to the most terrific strain he can put upon it. Dashing around the track at the rate of almost sixty miles an hour, he guides his frail machine from side to side

around the turns and down the stretches with precision and accuracy, and apparently thinks no more of it than the ordinary amateur does of turning a street corner at a slow pace. Not less spectacular than the performance of Oldfield was that of Webb, who, while he did not make any new records, was a splendid second in the races with his more noted opponent, and who furnished one really sensational bit of entertainment for the large throng assembled on the second day. One of the tires on a front wheel exploded while he was driving a machine at its utmost speed and rendered it impossible to steer. The machine swerved from the track and against the fence, going through before it was stopped, but the plucky Webb hung to

his seat and stopped the racer before it was damaged to an extent that could not easily be repaired. Two hours or such a matter afterward he rode downtown on the machine that had given the people such a fright by its unruly performance.

On Thursday and Friday of last week DeWitt, in Saline county, held its annual August carnival. Of all the fiestas of the lesser Nebraska towns not one is more largely attended, nor more worthy of patronage than this celebration of DeWitt's. The flower parade and trades display was elaborate and beautiful. Herewith we present the picture of Miss Grace Hartman, who took first honors in the flower parade, winning the \$30 prize.

The Age of a Bride

The Age of a Bride.
A recent contribution to the press Dorothy Dix gave many excellent reasons against early marriages. Now her views are reinforced by Edwin Warfield, the governor of Maryland. In an interview in the Baltimore Sun he is quoted as saying somewhat jocularly that 25 years was the best age for a woman to marry, that that was the age of Mrs. Warfield when he married her. Continuing more seriously, he said:

"I do think that many lives are made failures by persons marrying before their characters have been formed. You know, 'whom first we love we rarely wed.' This is a very true saying. Young people are impressionable and romantic, and, if left to their own free will, are apt to rush into matrimony without properly considering the grave responsibilities of married life. Many cases have come under my observation where youthful and hasty marriages have resulted in unhappiness, discontent and lives of drudgery. The old saying, 'Marry in haste and repent at leisure,' proves too often true. Young men and women should remember that the romantic attachments of youth are not generally lasting.

"I would not wish to be regarded as laying down ironclad rules concerning the exact age when a girl should marry; it might be at 22, 24, 25 or 26 years—it all depends upon the physical and mental development of the girl. I mean rather to indicate that a girl should not marry until she was over 21, and of an age to comprehend the responsibility of the marriage state and to make an intelligent choice of the man whose companionship will be either a help or a hindrance to her life.

"There are many serious questions to be considered in deciding upon this most important step. Health, heredity, environment, taste, social tendencies, all should be carefully weighed if a happy married life is desired. Girls should not be carried away with the good looks and fascinating manners of men. The man a girl would marry when she leaves school is usually not the man she would select after she has seen more of the world.

"Marriage for the purpose of settling a daughter in life is, as a rule, a failure and an unhappy one. No parent, and especially no true and loving mother, will wish to push her daughter into matrimony before she is fully matured and fitted for the grave responsibilities of married life. Young girls just out of school are not equipped for the ordinary household duties of wives and for the cares and trials of motherhood. They should, after leaving

school, spend some time with their parents, giving those parents the pleasure of their companionship and learning something of the every-day work that will be theirs as wives.

"The girl who marries too early misses many of the pleasures of life. She is doomed to spend her youthful days in the trying and vexing cares of motherhood and household duties, with broken health and run-down nerves before she has passed her teens. Such marriages are unfortunate. They are entered into without due consideration and frequently before the husband has fully established his business ability and the earning capacity that will enable him to provide for the increasing wants of married life. Girls should be taught that there is more in life than getting married; that when they leave school they owe some service to their parents, and that they should spend some of their days in making the lives of their fathers and mothers easier and brighter.

"The same advice pertains to young men. I have known of cases where young men, because they married too soon and before they had established themselves in permanent positions, were compelled to give up good opportunities for advancement because family ties and environments kept them down to one locality. The realization of the mistakes of marrying too early has discouraged many a young man, blasted his future, brought disappointment to himself and deprivation and suffering to his family.

"I believe in marriage, and would like to see every man and woman mated in congenial companionship for life, but I am opposed to early and thoughtless marriages. "Do not understand me as fixing any age limit as the period for marriage, though the proper period, in my judgment, is between twenty-one and twenty-six. I only speak from my own experience. I was 28 years old when I married and my wife twelve years my junior. We are happy and contented with our lot and have four children—three girls and one boy—all vigorous and healthy physically and mentally. Hence my reasons for advocating a mature age before marriage."

No Further Delay

The commander of the forces besieging Port Arthur turned to a subordinate.

"Have all the American presidential and vice presidential candidates been notified of their nominations yet?" he asked.

"They have, general," responded the subordinate.

"Then let the assault on the fort begin at once!" shouted the general, the light of battle flaming in his eyes.—Chicago Tribune.

Peat Turned Into Coal

TURN back the pendulum of time and make the period between carboniferous age and the present of twenty-eight minutes duration. No more waiting for countless centuries for nature to furnish the fuel to heat homes, furnish power for factories, carry on the mechanic arts and breed strikes in Pennsylvania. A Chicago engineer has solved the problem of changing marsh mud into anthracite coal and making it a marketable product all within two minutes less than half an hour after it is taken from the bog.

During the last week practical demonstrations have been made in this city with peat fuel manufactured by the process patented by J. Campbell Morrison, consulting engineer of the United States Peat Fuel company, after four years of experimenting. The results have shown a heat efficiency equaling, if not surpassing, that possessed by the higher grades of anthracite coal. Chemical analysis has shown a combination of hydro-carbons and volatile substances giving thorough combustion; physical analysis a specific gravity approaching and in some cases exceeding that of hard coal, so that a ton of peat fuel will take no more room in the cellar than is required for a ton of coal. The peat fuel can be produced at less than 50 cents a ton.

There is nothing new in the idea of utilizing peat, the soil that covers thousands of acres of waste land throughout the United States to the depth of from three or four to fifty feet, as fuel. The trouble has been to develop a process economical enough to make it an article of commerce. The elimination of the moisture in the raw product has been one of the drawbacks. Another has been the compressing of the dried peat into cubes or blocks that would withstand the weather and not disintegrate in shipment.

From the tests made Mr. Morrison seems to have solved all these problems. A centrifugal separator for the removal of part of the moisture at a low cost and a drier that reduces the remaining moisture to approximately the percentage contained in anthracite coal have overcome one obstacle. The other and most important improvement, wherein the commercial value of the finished product rests, has to do with the compressor that packs the ground particles of peat into blocks for the market.

In the systems heretofore employed the peat briquettes, or tablets, have been formed by a fixed pressure, which has not given them sufficient density. By the system demonstrated last week the density sought is obtained by a yielding pressure—an impact and a slide by a ram of great power.

This combines the atoms and molecules

of the separated peat particles and gives them a chemical combination like that of the coal dug from the ground. The sliding pressure, aided by steam heat on the outside of the cylindrical jacket through which the fuel cubes pass, also forces the natural tar and paraffine in the peat—six pounds of the former and two pounds of the latter to the 100 pounds—into a glazed exterior that renders the block impervious to moisture.

The scientific experts can show long tables of figures, showing the constituents of coal and peat and the chemical changes that produce them. For the layman, it is sufficient to remember that the beds of coal lying hundreds of feet beneath the earth's surface are the formations of ages of decomposition of vegetable changes. In peat there exists the same elements. The modern scientist simply has produced machines to do nature's work of ages in a few minutes.

More than that, the scientists offer to show that they have improved on nature. Practical tests made at the shops of the Weir & Craig Manufacturing company, where the plant invented by Mr. Morrison has been installed, showed that there is none of the waste, through smoke and escaping gases, in the use of peat fuel that attends the use of both hard and soft coal. There were no clinkers and the percentage of ashes was much lower than in the case of coal.

One particularly interesting test was made with an ordinary cook stove. A fire first was built with four pounds of kindling and six pounds of hard coal. A thermometer was placed in the oven and readings made at regular intervals through a peep-hole. When the fire had died out and the stove was cool another fire was built with four pounds of kindling and six pounds of peat briquettes, and readings again were made. They showed that the average heat obtained was 10 per cent greater with the use of peat, while the duration of effective heat was 20 per cent greater.

Several engineers in charge of the motive power of railroad systems and other experts has been witnessing the tests, and great interest has been aroused in the new fuel.—Chicago Record-Herald.

Francis' Early Life

David R. Francis, president of the St. Louis fair corporation and ex-governor of Missouri, began life as a newsboy and to the sharpness which he acquired while acting in that capacity attributes a good deal of his success. There was a convention of newsboys at the fair the other day and President Francis told them of his boyish experiences, much to their delight.