

LIVES IN HIS AUTOMOBILE

E. M. Pierce Makes Unique Record with Pathfinder Car.

AMERICA RIVALS THEM ALL

Noted Tourist Says This Country Cannot Be Surpassed for Scenery and Travel Even by Continental Europe.

E. M. Pierce of New York, who has been known throughout America as the man who has made use of his automobile both as an office and a home, has driven his car, which is a Pathfinder 40, more than 4,000 miles in fifteen months and is now on his way to do some more globe trotting to California. The big mileage the Pierce party has piled up to date is due to their remarkable trip last season, which consisted of a tour all the way around the United States in the same car.

This strenuous motorist stops at nothing, and after he leaves Canada will finally land on the Pacific coast, where he will spend the winter.

Good Roads Boosted.

"I am a booster of good roads and thoroughly approve all that is being done for a transcontinental highway," says Mr. Pierce. "I traveled through thirty-two different states last year in my car and have already this season covered New York, New Jersey, Pennsylvania, Ohio, Michigan, Indiana, Kentucky, Virginia and West Virginia, and everywhere find the roads to be in much better shape this year than last. This is prima facie evidence that the interest in good roads is not confined to any one locality, but that there is a general awakening throughout the country as a whole."

"Somewhere a false impression has been scattered abroad about the car I have been driving, but this is a mistake, as I have never owned another machine except the Pathfinder. I find that it is thoroughly able to stand all of the bange and rough work that my business demands."

Mr. Pierce's business interests are scattered in many sections of the United States, and naturally his interest in the good roads movement, and especially the transcontinental highway has a deeper foundation than that of the ordinary motorist who does not get out of his own locality.

Claims Unique Record.

Mr. Pierce claims a unique record on his ride from New York to Portland, Ore., which, he says, was negotiated without a mechanical adjustment.

On this summer's trip the Pierce party will retrace part of last season's route, especially in the southwest and southern California.

For pure touring enjoyment Mr. Pierce

asserts America is without a rival even in the old countries, which he has toured extensively. Here are some of his side-lights on road conditions on his border line tour.

"The best roads on our entire trip were in New York state and New Jersey. After leaving the east the Pacific highway proved to be a remarkable stretch of road. It is well sign boarded and kept in the best of repair."

American Beauty Spots.

"Signboards play an important part in safe traveling in the west as it would be impossible to get through the prairie without them."

"Through western Canada our trip was very trying, as we were forced to keep as close to the Canadian Pacific railroad as possible; at one point we were forced to cross a railroad bridge which was in the course of construction. There are many delightful side trips to be made in British Columbia.

"Between Portland and San Francisco we climbed the longest grade in the world, in the Cascade mountains. This is a continuous rise of thirty-five miles right out of Blaine, Idaho. The road is cut along the face of the mountains with an 800 to 900 foot drop on one side and a rise on the other side of the same distance. The Cascade mountains are beautiful and well worth the trip."

"We were caught in a sandstorm on the California desert and held up for more than twenty-four hours because of shifting sands which drifted high above the running boards. This was the most trying experience of the whole trip as we were without food and had to use the shovel a whole lot in order to get our car out of the sand."

"The roads for the rest of the journey were on the whole good, but the temperature was somewhat oppressive at the time of year we happened to be there. The scenic wonders that await the tourist in this country will amply repay the traveler for any hardships that are encountered. That is one of the main reasons I have elected to wind up this summer's tour in the southwest and southern California."

OUNCE OF PREVENTION IS WORTH TWO POUNDS OF CURE

An ounce of prevention may be worth a pound of cure, but there is at least one man who goes even further, and by giving the old adage another twist provides motor truck owners with a valuable bit of information. He is G. W. Bennett, vice president of the Willys-Overland company of Toledo, O., and his version of the saying, when advising owners and operators of the Willys utility truck, is, "An ounce of inspection is worth two pounds of cure."

It is Mr. Bennett's opinion that a regular, systematic inspection of a truck is an absolute preventive of trouble, for with such inspection the slightest indication of anything wrong can be in-

stantly detected and corrected. The inspection system advocated by him is simply going the prevention advice one better. His contention is that a few minutes in the morning, before the truck leaves the garage, given to inspection will save hours of time later, should anything that might thus be seen go wrong. The cost of this inspection, he of the driver's time, amounting to pennies, while the benefits accruing will save many dollars in repairs.

SOME REAL SCOTCH THRIFT

Canny Inventor Harnessed Mice and Made Them Spin Thread in Mill.

To an ingenious Scotchman goes the credit of being the first person to harness a mouse and make him a money-earning factor. He was David Hutton, a native of Dunfermline, and his unexpected death alone prevented him from carrying out his experiments on a much larger scale.

Hutton erected a small mill at Dunfermline in 1820 and began the spinning of thread. Just how he made use of the small rodents is set forth in a pamphlet called "Curiosity Coffee Room."

"In the summer of 1821," he wrote, "I had occasion to be in Perth, and, when inspecting the toys and trinkets that were manufactured by the French prisoners in the depot there, my attention was involuntarily attracted by a little toy house with a wheel in the table of it that was running rapidly around, impelled by the gravity of a common house mouse."

"For one shilling I purchased the house, mouse and wheel. Including it in a handkerchief, on my journey homeward I was compelled to contemplate its favorite amusement."

"But how to apply half-ounce power (which is the weight of a mouse) to a useful purpose was the difficulty. At length the manufacture of sewing thread seemed the most practicable."

Though Mr. Hutton proved that an ordinary mouse would average a run of 104 miles a day, he had one mouse which ran the remarkable distance of eighteen miles in that time.

A half-penny's worth of oatmeal was sufficient for its food for thirty-five days, during which time it ran 302 miles. He kept two mice constantly engaged in the making of sewing thread for more than a year.

This thread-mill was so constructed that the mouse was able to twist twine and reel from 100 to 200 threads a day, Sundays not excepted. To perform this task it had run 104 miles a day, which it did with perfect ease every other day.

On the half-penny's worth of oatmeal, which lasted for five weeks, one of these little mice made 1,200 threads twenty-five inches long, and as a penny was paid to women for every hank made in the ordinary way, the mouse at that rate earned it cents every six weeks.

Allowing for board and for machinery there was a clear yearly profit from each mouse of \$150.

It was Mr. Hutton's intention to apply for the loan of the Dunfermline Cathedral, which was empty, where he planned to set up 10,000 mouse mills and still leave room for the keepers and several hundreds of spectators; but this wonderful project was never carried out because of the inventor's sudden death—New York Press.

BOOSTING THE PUBLIC WEAL

Tired and Retired Business Men Lets Out a Few Artistic Knocks.

"Here let me live, and when I die beneath these trees I wish to lie, where mockingbirds and swallows put up the sort of song that knocks," said the wild man of the woods as he claved a robin's nest out of his whiskers.

"I was just thinking this morning, as I needed a curio for luncheon, how blessed a thing it is to be away from the busy haunts. I happened to stray to the edge of the woods and saw in the distance about fifty automobiles going along in procession. The autos were loaded with human beings who wore white plug hats and linen dusters, and on each car was a big banner with the words 'Squashville is a Good Place to Live.' I realized at once that the Squashville Boosters' club was in action."

"The members of that club go piroetting around the country every once in a while in that imbecile way. They visit the country towns and march up the main street of each in their white plug hats and linen dusters and with their green umbrellas. They make a few speeches telling what a good town Squashville is and then they pile into their autos and go to the next hamlet and give the rude forefathers another song and dance."

"They think this sort of thing does a great deal for Squashville, and maybe it does, but I never could see it. Somebody has to pay for all this junketing. Who foots the bill? Not the hermit in the deep tangled wilderness. No, my friend, the tired business man is the goat."

"I used to be a tired business man in Squashville. I owned and edited the Alhambra restaurant, next door to the Weekly Palladium office. Let me tell you at once, without circumlocution, that running a restaurant is no joke. By the time a man has taken in \$1 at that business he has earned \$5. It was simply disgusting the way I had to work, day and night, in order to break even. And

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Along the forest's virgin aisles I walk in rapture, miles on miles; at every turn delights unfold, and wondrous vistas I behold. What noble scenes on every hand! I feel my ardent soul expand; I turn my face toward the sky, and to the firmament I cry:

"The densed mosquitoes—how they bite! The woods would be a pure delight, would lure all men back to the soil, if these blamable brutes were bled in all. They come forth buzzing from their dens, and they're as big as Leghorn hens, and when they bite they raise a lump that makes the victim yell and jump."

"What wondrous voices have the trees when they are rocked by morning breeze! The voices of a thousand lyres, the music of a thousand choirs, the chorus of a thousand spheres are in the noble song one hears! The same sad music Adam heard when through the Eden groves he stirred; and ever since the primal birth, through all the ages of the earth, the trees have whispered, chanted, sung, in their soft, untranslated tongue. And,

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