News From the Realm of the Motor Wise

BE CAREFUL WHEN APPLYING BRAKES

Sudden Jamming and Binding of Wheels Is Hard On Tires.

Scientists Assert That When Skid Is Avoided Better Results Are Obtained.

There are factors which affect the life of a tire that are not generally considered by the ordinary motorist He knows, of course, that gasoline and oil will disintegrate the rubber, and i he is careful and economical he makes sure to rub off the tread after each day's run over oily roads. He may know that the tires last longer when not in use if they are kept inflated, and the weight is removed from them b jacking up the car; for he has had these basic principles of the care of tires pounded into him ever since he became interested in automobiles.

Every tire has a certain pressure which it should be pumped when oper ated under certain conditions. It i not probable that large tires are pumped too hard very often, as this entails rather back-breaking work on the part of the man at the other end; but better service can be obtained when the tires are filled to the proper pressure, and the only definite method is to use a pocket gauge or an indica-tor attached to the pump. Now a gauge pressure of 90 pounds per square inch is equal to a little more than seven times the pressure of the atmosphere, and yet this is the strain which the average tire must withstand, even when at rest. But if the car is driven fast, the friction of the rubber on the road will heat the air in the tires until it expands and creates a pressure considerably above its original amount

Speeding Is Costly. But, while the above ill effects of fast travel may be easily overcome, by reducing the air pressure in the tire the wear on tires at high speeds out of all proportion to the distance covered. The man who rounds corners with care and then takes the straightaways at high speed is no exempt from tire trouble, for even on smooth road the slippage is more than would be supposed. At 30 miles an hour the slippage of ordinary smooth-tread tires on a good road is small, being less than two-tenths of per cent; but at double this speed th slippage increases to about 1.1 per cent, or over five times its forme

A little simple arithmetic will show that at this rate of travel each of the rear wheels slips more than 58 feet every minute. In other words, during each mile covered at a 60-mile-ar hour rate, a 36-inch rear wheel wil consider the car to be held stationary fective and economical. while the wheels are turned with the hour is maintained.

Drive Carefully. All the wear caused by the slipping and skidding is borne by the surface of the tire, and is very apparent at the most casual examination. But sometimes, when the tire appears to be in a perfect condition, a blow-out will occur while the car is travelling over the smoothest road, or even while it is standing peacefully in its gar-This will seem like a glaring defect in the tire itself, but in nine cases out of ten the damage was done days or weeks before when the car was driven over a rough stretch of road. To all the damage to tires caused by high speed, skidding, and rough roads must be added that one by careless driving in which the clutch and

the brakes are the gravest offenders. If the road is oily or wet, the force may be expended somewhat in slipping the wheels; but on a hard dry surface on which the tires have a firm matic tires are designed. grip, the entire energy is devoted toward slicing a patch of rubber from the lower surface of each rear tireinto the tread, and thus set up condi- long and grip well on wet or icy roads. have the device as a regular equipment

tions that will eventually result in

Applying Brakes.

istration and scientific and mechani eal proof that a car can be stopped more quickly if the brakes are ap-plied so that the wheels do not slide than is the case if the brakes are jammed on so hard that the tires run along the road. This is because the coefficient of friction-which is the factor on which braking depends-is high er for impending slipping than it when slipping actually takes placs. Of STEADY PRESSURE BEST course, in an exciting moment, when it is necessary to stop his car suddenly, it is not to be expected that the driver will member to apply his brakes only just so hard; but they can be adjusted so that the ordinary movement of the pedal and lever will set up the proper resistance which will stop the machine quickly and yet will not cause the wheels to slide. On muddy or oily roads it should be remembered that the wheels may be slid for 200 feet, when the car could be brought to stop in almost half that distance by the application of less pressure at the

STARTING ON SPARK HARD ON MOTORS

Explosion on Standing Machinery Is Apt to Have Serious Effect-Cranking Is Best.

A practice which has been in vogue for some time is to open the throttle after the spark has been shut off when stopping the engine, and while it is still running under its own momentum to allow it to draw in a charge of gas in at least one of the ylinders. The spark is then switched n, when the driver wishes to start the engine, and in the case of a sixylinder motor, and very often in a our-cylinder, the piston will be firing position in one of the cylinders and the motor will start. While this does away with the necessity cranking the motor, it is not by any neans beneficial to it, as the shock of the explosion is taken up by the motionless parts and the consequent inertia is very great. fect of starting upon the spark very much the same as if the head of the motor were hit a very severe blow with a heavy sledge, muffled in such way that there is no metallic conact between the cylinder head and the sledge. The jar given to the moor is extremely heavy, and is hence o be avoided. The life of a motor which has been continually started ipon the spark will be decreased ma terially as compared with one which is always started by cranking

MOTORISTS PUZZLE OVER TYPES OF AUTO-SKIDS

Chains Will Bite Into Tires If Drawn Up Too Tight-Patented Treads Help Greatly.

distributed over the periphery of the automobile accidents, both slight and tire, and is not concentrated in one serious, that motorists necessarily spot, as is the case when the wheels must decide on some form of protecture locked by the brakes. But it may tion against it. It is, however, diffibetter be realized why tires go to cult to select from the many devices pieces if we reverse conditions and offered the one which will be most ef-

Anti-skid devices may be divided full load on the tires. The wear at 90 into two main classes, the detachable miles an hour is much more than it is and the non-detachable. Steel chains, at 60, for the slippage is almost five leather straps and removable steel times as great. And yet some tires studded leather treads are perhaps outlast a 24-hour race in which an the best known of the first lass. All average speed of nearly 60 miles an these are widely used, but tire manufacturers are agreed that all detachable anti-skid devices are expensive in the end, because of the wear and tear which they put on tires and machin-

Chains Will Bite.

If chains are fastened tightly to the wheels so that they have no freedom o slip back and forth it will be quicknoticed that the cross pieces are iting away the tread beneath them, and when removed will show the tire Ivory elephant. It comes in all sizes and marked with deeply gouged cross lines. Experience has proved that the them as loosely as possible.

Attachments such as removable tudded leather treads, while not likey to cut or gouge the rubber, are generally so cumbersome that they stroy resiliency. In other words, the tire instead of absorbing obstructions rebounds from them and thus transmits the shock to the chassis, defeating the very purpose for which pneu-

Satisfactory Tires. These conditions show the necessity for a satisfactory anti-skid. Many and that the power is not more suc- of these depend on some form of rubcessful in this respect is a tribute to ber elevation to check the skidding of the methods and materials of modern the car. The experience of motorists the methods and materials of modern the car, the caper non-skids are ex- that will show the operator from a gauge which have been bent in order to afstarting of a car injures the tires, the tremely satisfactory. Another form on the dashboard just the amount of ford clearance for other parts. Under manner in which many drivers stop is the type of anti-skid which has a gasoline the tank contains, and also the machine quickly is almost as hard rubber tread reinforced by a tread of show, by another gauge, the amount of ionally straighten out, thus altering on the rubber surface; for by sliding steel-studded leather. In this anti- oil. The news has been enthusiastically the wheels a few feet over a rough skid the leather tread is an integral received at the Detroit factories and fering with the application of the road, gravel and stones may be ground part of the tire. The steel studs wear many well-known cars in future are to

FADS AND FANCIES FOR THE MOTORIST It is a matter of mathematical dem-

Pillows, Lunch Baskets and Gar- SEE ments of Model Design Ready for Automobile Owner.

LITTLE CONVENIENCES

f You Care to Spend the Money You May Have Such Loads of Accessories.

One of the most practical pillows fo he car are those with the adjustable eather slip covers. They come in all have a diagonal olors, are fringed, The down pillow may have a white use with the leather case or without it

There is a folding hat case that ma be attached to the rail which is a great convenience, for when it is not in use is quite flat and out of the way, and when needed it will hold two hats secure from dust while the comfort of th soft automobile bonnet is enjoyed

For men there is nothing more usefu han the Ragian model coats of Scotel cheviot in the brown and gray mixtures They have leather buttons to match and outton close at the throat, if needed.

avorite for short trips where only a light uncheon will be required. It contains a sendwich case and a vacuum bottle only and is small enough not to be in the

The cold luncheon basket is quite

The new double wrist purses of Rus by a chain. They have two compart-

The shaded chiffon vells, with the satir striped borders and the shaded effects, are still the best liked, though there are ones promised for later in the sea son that may injure their popularity.

woods away from the car.

One of the fetching new dust coats irge mother-of-pearl buttons, the but- in the base pholes being corded with the ratine.

A comfort that the smoker will appre-

ially to round faces.

Among the spring offerings in gray I should then be given a turn. new diagonal cloth coat lined to the far and cuffs, and is shaped in at the car and in such places as may occur

There is another model in a tan Scotch netal buttons and deep pockets.

The English walking hats of white with black facings and fancies may then be cranked. seem to have come to stay. They are very becoming to nearly all types of

A new fetish for the car that is having its popular run just now is the carved s supposed to bring great wisdom to the owners of the car that carry it. It pest way to use chains is to attach teaches the driver never to cross a the machine, as caution is one of the strongest traits of the beast.

GASOLINE GAUGE LATEST WRINKLE

Another Contrivance Shows Quantity of Oil in Car. Auto owners frequently run out of

sought.



The Poor and the Coal Crisis in England-Women and children awaiting their turn at the coal yards for small

quantities of the precious fuel.

WHAT TO DO WHEN THE NEW CAR COMES

Don't Start In To Drive It Before Looking It Over a Little.

TO LUBRICATION

New Motors Always Take More Oil, So Don't Attempt to Economize-Some Real Wisdom.

The first thing that the delighted wner of a new car generally does is to start the motor going. This in reality should be about the last thing he does, according to the Automobile.

A tag will often accompany the car, stating that it has been put into such condition, as far as the lubricants are concerned, that a run of 300 miles may, be undertoken without a renewal of pending resignation. and have : ap catches to hold the pillow the supply in the grease cups or motoroiling system. The proverbial grain of ease or be covered in dark material to salt may well be taken with this statement, not so much on account of the fact that it is not apt to be true as that a mistake may be made which would cause a great amount of damage to the machine, if precautions in this respect are not made a habit as soon as it is purchased.

Certain well-defined steps should be taken just as soon as the car arrives so that the new owner will be sure before he starts out with his new car that his pleasures are not to be nipped take is to drain out the water which may be left in the radiator, from the time that the car was tested at the fa tory. The radiator should then be refilled with fresh, clean water, free from lime and all other impurities.

As to Cleaning.
The gasoline tank and carbureter should then be treated in the same manner, all the gasoline taken out and the tank refilled by pouring the gasodan velour are quite nice for automobile line through a clean piece of chamois shopping, as they do not slip off the lap like a bag, but are attached to the wrist water should always be passed through screen or filter, so that the system will not be clogged by pieces of solid material. After the water and fuel systems have been replenished with clean material the next step is to fill the lubrication system. A new car will require a greater quantity of oil than will an older car which has fully found itself.

The new owner should not spare the s very practical, for when the extra oil with the idea of economizing in this edibiles are removed after the meal the respect, as on a new car it will be ease closes and strops like a camera and found that the bearing surfaces have takes up but little room. It has a handle not worn to the same smoothness and at the top and may be easily carried if snugness of fit that they will have afthe luncheon is to be partaken of in the ter the car has been run for some time. The oil is poured in the filter-hole of the reservoir until the proper level is reached. This will be shown by s pongee, with collar and cuffs of white level-guage or level-cocks on the side atine. The model is the drop sleeve ef- of the oil tank. If the splash system ect with belt across the back and with of oiling is used the oil will be carried

Don't Mind the Smoke.

It would not harm in the latter case to pour a little more oil in the base iate is the alcohol cigar lighter that chamber than was originally intended crews to the car, and is always ready if the car has just been bought, even if hen needed. It requires no match, be- it does make the car smoke a little. This is providing, of course, that the ter. During the last few weeks, he said, mons. There is the eause of Welsh dis- ate support of my colleagues in car is not in a municipality where the the heartfelt sympathies of every honest establishment, and on behalf of the Lib- cabinet, and by the courage, A very effective bonnet is one of anti-smoke law is enforced rigidly, or man and woman in the country had gone eral Government of that day I introduct and devot haded slik that is corded like the old-that it is not in some place where out to Mr. Asquith in their wish that ed and carried a considerable distance a cheering.) fashioned bonnets of our grandmothers the smoke will do any other harm. A he might be able to reconcile the con-known as the "calash." It has a veil few drops of oil should be put on the flicting interests of capital and industrial to match and is very becoming, espe- valve push-rods and all the grease- labor. Those who knew the Prime Mincups should be inspected to see that ister's courage and determination and they are filled with non-fluid oil. They love of fair play thought with confidence

A few drops of oil should be dropaistline. It has an old blue velvet col- ped in the other oil holes all over the and drain out any accumulated sedieviot that is also lined to the waist. ment.. The gearshift lever should then It is loose except for the belt that holds be put in the neutral position and the to the figure at the back. It has large switch put over on the battery side if batteries are used for starting purposes; if not, the switch should be put on the running position. The motor

FOR THE AMATEUR **CHAUFFEUR**

Muffler explosions - and back-firing bridge or other passage before he tests still are apt to be confused in the lay it to see if it will hold the weight of mind. Muffler explosions, be it understill are apt to be confused in the lay stood, result from the discharge from the cylinders of quantities of unburnt gases, while back-firing invariably is caused by the ignition of a body of gas n the intake manifold, which is on ts way to the cylinders. The two dificulties are caused by conditions as directly opposed as are their manifestations.

On some cars it sometimes happens gasoline while far from the nearest that the brakes fail to retain their adanks. A gasoline gauge long has been justment for any length of time. many cases this difficulty can be One has been placed on the market traced to one or more connecting rods ionally straighten out, thus altering

The entire ignition wiring of a car

The touring car holds a long lead over the runabout in the estimation of southern buyers, and when there is a choice between five-passenger and seven-passenger cars, the latter usually gets the major part of the atten-

CANADA LIKELY TO RAISE DUTY

To Be Planned.

the duties on finished automobiles to tions. over 50 per cent, and to decrease the to establish factories in that country. Many have done so, but many mak-

Asquith Will Remain Head of His Party Colleagues Tender Prime Minister a Luncheon

Testify Their Personal Affection for Their Chieftain -Mr. Asquith Speaks of Recent and Future Changes in the Second Chamber—The By-Election Reverses Not Serious -Future Problems.

on March 8 by 500 prominent Liberals second chamber at a luncheon given in his honor at Covent Garden Opera House, London. should deal first with its powers and elections culminating in what the Tories While the passing of the Parliament act later on with its construction. Well, was the chief subject of the celebration, there is no need to pursue that arguit also served to demonstrate in striking fashion the loyalty of the entire cabinet

death blow at the recent rumors of im- ing the lifetime of the eldest politician over the auditorium stalls, the theatre vance, and although much remains to be had been converted into a banqueting done in the reform of our electoral syshall of magnificent proportions and tem, which will make the House of Comfaultless acoustic properties. At one end mons what it is not today, a truly rep-

large enough to accommodate about a with efficiency and with impartiality the hundred guests, including the members functions appropriate to such a bodyof the cabinet. The first tier of boxes, although these things remain to be done, nearly forty in number, were filled with ladies, the royal box being occupied by Mrs. Asquith and Miss Violet Asquith, can command against the notion that in with a party of a dozen friends. Higher in the bud by an unforeseen accident. again was the orchestra. Rose-garlanded When the car arrives the first step to lights, gilded chairs arranged round small tables, a profusion of flowers, and, above all, the memories of the place, is a vast improvement on anything we helped to create an atmosphere of high festival.

> seated at a table in the centre of the legislation. If by any mischance the stage, had on his right Mr. Asquith, Lord Crewe, and Sir Edward Grey, and on his we should be once more without any left Mr. Lloyd George and Lord Morley. The general gathering was completely representative of all shades of Liberal- thing like fair play for Liberal and pro- stake whatever reputation I have as a sm, both inside and outside the two gressive legislation. (Hear, hear.) There Houses of Parliament. Forty members is, I believe, with the ample safeguards if and when they have the chance—the of the upper chamber were among those provided by the Parliament act, no more Tories, who are now making party capiwho helped to celebrate in this way the passing of the Parliament act.

Three times the great assembly rose in a body and cheered the Premier with whole-hearted enthusiasm-once when he such as there has never been beforeentered the theatre, again when he rose will go further, there is a reasonable certo respond to the toast of his health, and tainty-that legislation on popular lines empire for the last seven years, and yet again when his spoke, with a slight will, without fatal mutilation and with- when an individual like myself has, for quiver in his voice, of his intention to remain in public life.

A remarkable scene occurred after the last of the toasts had been drunk. Persistent cries of "Lloyd George" brought the Chancellor to his feet in order to testify that Mr. Asquith had won the personal affection of his comrades more completely than any other political chief of modern times. Even after the National Anthem had been played there were further importunate demands, this time for The Foreign Secretary's assur-"Grey." ance that he could say "ditto to Mr. Lloyd George" was the signal for a great

The Premier's Speech After the toast of "The King" had been this country from a great industrial and

national calamity. Mr. Asquith, who was received with raistline and buttons well over on one to the owner as necessary. Before loud cheers, said: "I should have been side." starting it is well to open the drainloud cheers, said: "I should have been ock in the bottom of the carbureter celebration had not fallen in the week which is now drawing to a close, for we meet today under the shadow of great national anxiety. Those of us who are responsible for the government of the country have for a time imposed on our shoulders a weighty addition to the load of responsibility which it is at all times hard to sustain. The nation at large and all political parties at Westminster have shown that what is most needed is pa-

tience and self-restraint. "We of the Government have not spared, and are not sparing, any effort in our power to bring about peace, and I speaking for myself, still entertain the hope that the controversy may be settled -as it certainly ought to be settled-by an agreement based on the principles of equity, and honorable to both parties. "We are met to celebrate the passing into law of the Parliament act. We bedeal more than a mere addition to the statute book of the realm-we believe it to be a landmark which records the completion of one stage and the opening of another stage in our development. Legislative Anomalies.

"We have all been taught from our earliest infancy to rejoice that we live under the happy dispensation of a bicameral constitution. In theory, until ernment of Peru in a military capathe passing of this act, our two chambers were co-ordinated and co-equal. In the extension of the suffrage and the placing of our Government on a democratic basis, it has been admitted in practice, even by the most extreme reactionaries, that the will of the people must in the end prevail.

"Side by side with this admission, Providence in its kindness (such was the Tory theory), or perhaps good luck, or the fine unconscious political instinct of should be carefully examined from time the British people, had evolved and perto time, says a driver who pays par- fected a safeguard to protect the nation ticular attention to his machine, for against the caprices and anti-popular signs of we in the insulation. At excesses of the elected representatives, certain places the wires are exposed those whom they had themselves selectto continual, if slight, friction, which ed to give expression to their opinion. will ultimately break through the in- That safeguard was the House of Lords, sulation and establish a short circuit. a body resting for the most part, so far Application of a little insulating tape as the title of it smembers to sit there will often save much trouble in this was concerned, on the hereditary principle, and becoming increasingly of late years dominated by a single political party in the state. "I quite agree with those who say that

you must judge political institutions not by their inherent reasonableness, but by their actual working. Nothing, for instance, is more theoretically vulnerable than an hereditary monarchy in a democratic state, but the veto of the Crown, which was previously exercised in Tudor and Stuart times, has fallen by agreement into disuse, and the hereditary monarchy, established on a parliamentary foundation, and with its prerogative con-Fifty Per Cent on Finished Autos Said fined and limited by constutional conventions, is today recognized by all of us as Putumayo rubber should never see the an effective and indeed an invaluable hold of a British vessel, or figure of The Detroit Free Press says: An factor in a democratic policy as broadly the sale sheets of a decent London attempt is being made in Canada to based, as deeply rooted, as firmly secure market. There was a firm, I believe pass an act of parliament to increase and safeguarded, as any of our institu-

"At two general elections we made it duties on parts not assembled, thus our business to convince, and we sucforcing the automobile manufacturers ceeded in convincing, our countrymen that the House of Lords-a partisan and non-representative body, habitually sub- honor to the insurance company that ers still pay the present duty and turn missive to the first chamber when its had this healthy doubt. All honor to out the finished cars on this side of political friends were in power-was both every British company that shall re in its opposition and in its inaction fuse to draw profit from the forests tionals,

The Prime Minister was entertained | nothing better than a caricature of

The -Lords' Death Warrant. "We told them quite plainly that we ment-the citadel is evacuated, the gar- and cheers.) rison has capitulated, and there is no one now so argumentatively poor as to to Mr. Asquith, and the respect and af- do it reverence. (Laughter.) The Parfection in which he is held by the Lib- liament act was the death warrant of the eral party. Incidentally, also, it dealt a House of Lords as we have known it dur-

"That was an enormous step in adthe stage, surrounded on three sides resentative body, and in the setting up by a charming "back cloth" of lake and of a second chamber, reasonable in size them, I protest with all the emphasis I the meantime we are living in a state of suspended constitutional animation." "The state of things we live under,"

said Mr. Asquith, "is not perfect, but it have ever known. The House of Lords still has great powers-very great powers-of destroying and delaying Liberal Tory party came into power tomorrow. effective or real second chamber at ail. likelihood than ever there was of legis- tal and avowedly lation seriously and deliberately disap-But there is a chance, a chance single one of its fundamental principles. out undue delay, be effectively attained.

tself. tained, that it was a means to other ends. and emphatically declared to the electors, as they intend to persevere, to the end. if they gave us this new power, it was our intention to accomplish A Long-Standing Debt.

"There is our long-standing debt to Ireland-(loud cheers)-and it is a great know that I shall be encouraged, and satisfaction to me personally to know might say inspired, in my attempts to that at a very early date it will be my legislate, as I have been sustained durenthusiastically honored, the chairman privilege to introduce our bill dealing ing all those arduous years, by the unproposed the health of the Prime Minis- with that matter into the House of Com- failing, and I think I may say affection-

measure as far back as the year 1895. national education. These are matters which were clearly placed before the country at both the last elections.

"But it is said when we express our intention to proceed with this great problem, 'Oh, but look at the bye-elections. Since October last they have been going steadily against you, and only this week one of your own colleagues sustained a notable defeat in Manchester. Those of us who have been a long time in political life are very familiar with the lessons one way and another that may be drawn from bye-elections. remember we had a series of similar byeat that time regarded as 'the crowning mercy of glorious Peckham.' (Laughter

"There was hardly one of these results," he remarked, "which was not reversed at the following general election. But it was important to ask what was the real cause of those recent electoral rebuffs. Every competent and fairninded observer knew that those elections had been fought mainly on the insurance act. They were told when the insurance bill was introduced that it was saw more clearly than Mr. Lloyd George and his colleagues that in its early ountain scenery, formed a low dais and composition, and qualified to perform months, perhaps in its early years, such tributory principle, with burdens actual imminent, with benefits prospective and although we hope and intend to do and contingent, must, from the point of the party electoral written down for the time being not as an asset, but as a liability. And so undoubtedly it had proved. affect their satisfaction as a Government and as a party that they had been able to form would be found in the long run to be the greatest boon ever conferred by Parliament on the working people of this

"In view of some improvident things which have recently been said," Mr. Asquith resumed, "I will venture to pre-But for the first time we have got some- dict with the utmost confidence, and will political prophet upon it, that the Tories. winning bye-elections proved by public opinion passing into will not venture to lay a finger on a

have carried on the Government of this "We never claimed," he proceeded, duties and of responsibilities which that the Parliament act was an end in venture to say no one who has not at We always said, always main- tempted to discharge them can adequate We have got the means; let us see that say when you have been in that position hey attain and achieve the ends. I need with every possible temptation to seek not enumerate with any detail the great ease and freedom, you may be sure it is purposes which our party has had before nothing but a sense of duty and a sense for many years, and which we plainly of honor that drive them to persevere. "For myself, I will only say this, that whatever service I am capable of ren dering to the country and to my party is at your disposal-(loud cheers)-and

Horrors of the Rubber Trade in Peru and Bolivia

[D. MacCammond in the London Daily News.]

one of the incidents this officer depunishment for not bringing in their quota of rubber, had been penned with wire on to an earthenware oven used for making bread and slowly

baked. This took place at a station of the Peruvian Amazon Company, Limited, and the agent who performed this daslieve that that act is something a great tardly act had been educated in London, although, happily, not a British

My informant described the agonies of the two little Indians as they writhed in this infernal torment, and finally, in pity, he took his rifle and shot them both. For this act he was dismissed from the service of the company, and he is now serving the Gov-This crime was only one of crimes

without number, committed at this

particular station of the Devil's Par-

adise, where, as I say, the agent re

sponsible had been commercially trained in London, and held certificates of two London schools. All these crimes had their origin in the lust of gain-the wish to get rubber and the greatest quantity of rubber possible in the shortest possible time and so a pressure was put upon the Indians to compel them to collect it that inevitably degenerated into the most revolting cruelty the mind can imagine. This rubber still comes from the Putumayo, and still comes to London and is still conveyed under the British flag. Nothing has happened on the Putumayo itself shake the hold of the agents of the Peruvian Amazon Company from off their Indian victims. Whole tribes are still held in a bondage that is grimmer and far more dreadful than anything that took place on the Congo. I know of incidents beside which the foregoing murder of the two small boys is literally child's play.

And the product of this orgy of crime and madness and bestjallty comes to London under the British flag, and is bought and sold by worthy London citizens. Surely, if San Thome cocoa could be boycotted because it was produced by slave labor a London insurance firm, that hesitated to insure this rubber on the ground that it was "bloody rubber," and the Peruvian Amazon Company had some difficulty in effecting this necessary commercial transaction. Al'

All the rubber of the Peruvian Ama- of the Putumayo or prosper upon the zon Company, Limited, is conveyed to slaughter of Indian families. There are other Devil's Paradises in that part of the world. One on a big put upon the market through London scale, and equally with headquarters brokers. A Peruvian officer recently in England is known to me. But let told me that all this rubber was pro- us begin with Putumayo, and, as duced out of blood and corpses, and there is no pity to be found in Peru for those poor Indian slaves of the scribed was where two small Indian rubber fiends, let us transmute pity boys, of seven or eight years old, as into terms of barter, and refuse to carry, buy, or sell any rubber coming from the Putumayo until we get in exchange some government of civilized men to take charge of the dis

> It is a pity Mr. Roosevelt, instead of going to Uganda to shoot 4,000 head of innocent and defenceless creatures had not journeyed up the Amazon in quest of the most ferocious and dangerous big game left for the hunting of well-armed men. The rubber dealer, or "cauchero" of the Amazon woodlands can shoot back, as well as torture Indian men, women and children, and I can imagine no more healthy and enthralling sport for a millionaire duke or a fastidious sportsman than to fit out a yacht with a crew of decent, well-armed ads and to steam up the Amazon until he reaches the "big game" haunts. He will have a fine run for his money, and will leave in those phantomhaunted forests something memorable. something eternal—the assurance of life to the hunted and the terrifled, the assurance of justice and death to the murderer and the coward."

D. MacCAMMOND. London, Feb. 29.

MAKES A NEW SHIPPING MARK

Ford Motor Company Sends Away 350 Cars in One Day.

Detroit, March 23 .- When the last of 350 model T cars had been rolled into a freight car at the Ford Motor Company's shipping docks in Highland Park last Thursday, the world's record for auto shipments was broken-The Ford Motor-Company was the holder of the old record of just an

even 300 cars in one day. Last May when the Ford production eached the highest total in the hisory of the automobile business-6.013 cars made and shipped that monthno single day's shipments reached the tremendous total recorded Thursday.

One year has made a vast change in the makeup of the Cleveland Club. Many familiar faces are missing and as many new ones have come. Strangely enough the 1911 Portland delegation, composed of Ole Olson, Gus Fisher, Gene Krapp and Vean Gregg, is still intact. The coasters all made good. In direct contrast the 1911 Toledo trio—Hi West, Earl Yingling and Grover Land—has vanished. Not one of the three is with the Naps this year. West and Land are with Toledo, and Yingling with the Brooklys Nationals.