

Friend Engaged to Count



DE MERODE.

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AMERICAN FAULTS TOLD BY AUTOIST

Englishman Who Visited U. S. Says He Was Struck by Disregard for Life.

ALSO CRITICISES OUR ROADS

Says Repairs Are Neglected Until It Is Too Late.

LONDON, Feb. 16.—The Hon. C. S. Rolls has evidently used the time which he spent in the United States to the best advantage, both from a commercial and educational point of view. At a luncheon organized at the Trocadero restaurant to welcome Mr. Rolls back to England, he told the friends assembled the lessons learned across the water. He said the first thing that struck him in America was the total disregard for human life.

Nobody seemed to get any shocks. That was about the only relief an automobilist had in driving a car in the States. He had hard words to say of the roads. Persons who had never been in America could not imagine what they were like, for a few bad ruts or holes in them were never heeded, no repairs being undertaken until the thoroughfare was in a practically hopeless state from end to end, so as to justify its being entirely shut up and made good on what might be called an "eternal standardization system."

Stronger Autos Necessary.

The consequence was that when auto-mobiling in America one needed considerable more clearance of the ground than in this country. Else he would bump the fly wheel, while the springs must be larger and stronger and equipped with a shock absorber. Furthermore, short-wheel bases were necessary, because they made the likelihood of skidding in snow less imminent.

Mr. Rolls was of the opinion that Americans led the world in the small-car trade, because they were past masters in the science of standardization as applied to manufacturing, but they failed comparatively at the production of high-powered machines because motor engineering has not yet reached that stage of development when it was possible to achieve by mechanical labor the refinement that is essential—highest grade of machine.

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Swedish Crown



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JAMES'S BOOK OBSCURE

AUTHOR MYSTIFIES ENGLISH

"The American Scene," Book on American Life. Written by an American, Puzzles Its Readers in England.

HOW IRISH MAKE TROUBLE

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IRISH MAKE TROUBLE

CAUSE POLITICAL DISPUTES

Affairs of Island Source of Dissension Between Branches of English Parliament.

LONDON, Feb. 16.—As the Government nears the crucial question, namely the Irish home rule bill, the differences between political parties in England become more acrimonious.

"Ireland," it has been truly said by Mr. Stead, "has been the despair and disgrace of the Empire," and the responsibility for the fact that Irish affairs have been for so long in chaos rests mainly on the House of Lords. England, Scotland and Wales have been governed by the House of Commons, Ireland has been abandoned to the tender mercies of the House of Lords.

To any who can afford to stand and take an outside point of view of the English position, the Irish question appears to be one which is far less intricate than we are usually led to suppose. It is peculiarly a Catholic question. Eight Irishmen out of ten belong to the Roman Catholic Church. Little wonder, therefore, that if the Government is carried out by an alien religion, difficulty and discontent should always ensue.

When Mr. Pitt brought in a Catholic emancipation bill as one of the great conditions of the union, it was the House of Lords who fought bitterly against the concession. The history of Irish legislation has been the history of opposition from the Upper House and the legislation which must be introduced in 1907 will probably be an exception. The struggle in England at this moment is between peers and people.

The House of Commons is hopelessly clogged and broken down by business of which the second chamber should relieve it, but the attitude of our second chamber makes it impossible. That the House of Lords will have to be reformed on lines which will in a measure approximate it to the conditions which obtain in the selection of second chambers in other countries, is undoubted.

The war which will rage around the Irish question will possibly hinder a great deal of the useful legislation the present Government desires to undertake. The establishment of children's courts has been foreshadowed by the home secretary. In this we are following the example of America and all those who are interested in the welfare of children sincerely desire to see an amendment in our manner of dealing with infant delinquents.

HERO OF BOER WAR RETIRES.

Gen. Kelly-Kenny, Snubbed by War Office, Quits the Army.

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No manufacturer could put a lump of raw steel in at one end of a machine and show first-class automobiles dropping out at the other end. Yet, in general, American makers do not seem to understand any other way of producing horseless carriages. This is largely to be accounted for because in the United States the cost of labor was so great that it was essential to employ as little hand-work as possible and it is by hand labor alone that the highest degree of refinement so far achieved in this branch of industry were arrived at.

Trusts a Trouble.

Another trouble of the American manufacturer was the producing of the necessary specialized and high-grade steels through one or the other of the gigantic trusts, which would not deign to manufacture particular sorts unless orders were given in quantities of thousands of tons at a time. The grades of steel that answered excellently for ordinary engine work were not satisfactory for auto purposes, in which a combination of lightness with extreme strength was essential.

There were three or four American built cars that were really excellent machines, but many of the parts embodied in them were imported. Such foreign makers as set up works of their own do not seem to be doing very well, because those autoists who were willing to pay the necessary price for American-built machines would rather have those imported from Europe, for they would then know they were equal to the best of that make.

Mr. Rolls displayed good sportsmanship in giving his rivals in England many valuable hints in what he had learned in America. The matter of obtaining suitable steels, he said, would be satisfactorily settled and they were mostly deficient because those who made them had overlooked the fact that no amount of four-cylinder practice would furnish you the necessary experience to make six-cylinder cars, hence the difficulties experienced in connection with the ignition and carburation, the whipping of extremely long crank shafts and so forth.

It behooved British firms to get known in America as quickly as possible, that they might have sufficient good will to justify them in setting up works of their own, to be ready to face all competition when it came. There are very few six-cylinder cars in America today. When he considered the nature of the roads in the United States, he marveled that any cars were used there at all. The fact that there were great numbers of them in service was an indication of the enormous future there was for motor traction in America, now that the States had started to build special highways for this form of traffic.

There were very few commercial vehicles, and those nearly all electric. With one or two exceptions the carriage work was poor and expensive, and it was cheaper to import high-class bodies from London and pay 45 per cent duty on them. Another curious point he noted in these days, when covered cars were all the vogue over here, was that unless Americans kept more than one machine they usually had the open sort.

QUAKE BETRAYS A CONVICT.

Fugitive Murderer From Italy Discovered Among Names of Injured.

STOCKHOLM, Sweden, Feb. 16.—with influenza. She is the wife of a marriage was Princess Von Boden.

JAMES'S BOOK OBSCURE

AUTHOR MYSTIFIES ENGLISH

"The American Scene," Book on America Written by an American, Puzzles Its Readers in England.

LONDON, Feb. 16.—Mr. Henry James

nothing if not analytical. He is one of those men who are employed in digging deep in order to find the meaning of things, and his recent book on America as complicated and elaborate as a psychology in his later novels.

"The American Scene" is by no means easy reading, but to those who understand and enjoy Henry James's methods, the book will be an unflagging delight. That it will be of interest to readers both in England and America is undoubted. Americans will be curious to see the impression made upon their own countrymen after so many years' absence, and English readers will be impatient to know how our older civilization has affected his point of view on his return to the new country.

The result is what all would expect who know anything of America. The impressions are individual and disconnected. There is no dogmatism or generalization. He is concerned with his own personal impressions, and each impression is detached and separate.

In New York Henry James finds that "will to grow" writ large, "with an expression of things lately and currently done on a large, impersonal stage and on the basis of inordinate gain."

He speaks of the new " remorseless metropolises that operate as no madman's ancient prison towers, thrilling us on their historic page ever operated, challenging the poverty of the East Side," as summing up the social conditions he says "It is all like a children's party in its confidence and innocence, enormously vivid and naive, foolish and yet with certain pathetic attraction."

Boston gives him a sad sense of loss as he changes from the old Boston of the days of simplicity and ideals. Philadelphia still charms him. Baltimore has the quiet beauty of the South.

The book is full of suggestion, although he gives us no clue to the situation. He leaves every reader to form his own conclusion, he simply states his personal impression. Many quarrel with the obscurity of the language, and undoubtedly when he tells us that he endeavors to find a place to put his luggage, and describes it as "I sought a place of temporary deposit for my impediments," we feel somewhat overwhelmed by words.

Probably the most interesting part of the book is where Mr. James gives his impression of the want of religious life in America. He deplores the absence of the ancient cathedral, and he is like Americans who are anglicized, "more British than the British."

AUTO TAKES SUBWAY TRADE

Underground Roads Suffer Through Popularity of New Vehicle.

LONDON, Feb. 16.—After all the abuse that was heaped on the noisy, evil-smelling, nerve-destroying autobus a