



LAUNCHING A SUBMARINE BOAT FROM A MAN-OF-WAR.
After an imaginative sketch by an English artist.

UNSKILLED DRIVERS.

THE MORE COMMON BLUNDERS OF NOVICES.

TOO IMPETUOUS WITH POWER AND BRAKE—TOO CARELESS ABOUT LUBRICANTS AND INSPECTION.

Although those who use horseless carriages for pleasure rather than mere transportation turn them to account at all seasons of the year, interest in this form of sport experiences a marked stimulus in the spring. The roads are in better condition than in winter, and the attractions of the landscape are much greater. The harvest of the automobile manufacturer, therefore, has now begun once more.

With rare exceptions, those who go bowling over country roads and through parks in this class of vehicles are either possessors or prospective purchasers. A few houses let automobiles in the country hire out horses and buggies, but they do so reluctantly, and only where they are confident that the man understands how to manage the machine and is otherwise trustworthy. But the great majority of chauffeurs actually own their automobiles, and have taken lessons both in their construction and operation. In the quickness with which men and women learn to manage these machines there is a great difference. People who already have a little knowledge about machinery acquire proficiency more rapidly than others. The manufacturer of an automobile, or rather the house which sells it, sends an expert out with the buyer for two or three long runs. Most people master the art of managing the vehicle in a day or two, while some need three. Again, one is likely to discover things, after the first few days, which he did not note when they were first explained to him. Hence, experience is necessary to put the final touches on the chauffeur's education. While he is securing that experience, he is likely to make a number of rather foolish mistakes. Makers have sought to design their machines so as to render them "fool proof." But that is practically impossible. After all, a certain amount of caution and common sense is requisite in this form of sport, just as in driving spirited horses or in yachting.

One of the most common errors of the novice is to develop, or try to develop, injudiciously high speed. Perhaps unwittingly, he swings his lever over to apply the full force of his propelling mechanism—electric motor, gasoline engine or steam engine, as the case may be—all at once, instead of beginning gently and going faster by degrees, as a locomotive engineer does. This is a risky performance. If he is at a standstill and has a pretty heavy load of live freight, he may injure the machinery at the very outset, and be compelled to postpone his diversion for a day

or two. All of which is vexatious, and, if one has invited guests, mortifying also.

Even when speed has been developed gradually, it may be embarrassing to the inexperienced driver. In crowded city streets he is likely to find himself in a "buttonhole," as bicyclers call it—a pocket from which there is no escape without running up on the sidewalk.

Again, until one has acquired a little practice he is almost sure to apply his brake too impetuously, and often with startling results. When a vehicle that is running at the rate of fifteen or twenty miles an hour is stopped abruptly inside of a few feet, somebody is pretty sure to take a "header." The chauffeur himself is not easily unseated, but the chances are that his companion will pitch more or less gracefully over the dashboard and bite the dust. Such an experience is not necessarily destructive to life, or even injurious to limb, but it is eminently undignified, and usually makes sad havoc with one's raiment.

Another thing sometimes happens when brakes are applied too vigorously. The wheels will stop rotating, but the momentum of the vehicle will carry it forward over the pavement, nevertheless. Simultaneously, the carriage may execute a waltz movement in consequence of the rear part being heavier than the front. Nobody is hurt by the performance, and disinterested spectators are sure to be amused. But few people are so philanthropic as to entertain the public in this manner intentionally.

The sliding of wheels when brakes are put on too vigorously is a phenomenon with which the locomotive engineer soon becomes acquainted. He thus learns that the efficiency of a brake is not in direct proportion to the firmness with which it presses the wheel, but in an inverse ratio. In putting on brakes, as in turning on power, one should begin gently. In rare instances, a neglect of this policy not only fails to check an automobile's progress properly, but it also ruins the brake, and runs up a nice little bill for repairs.

Turning a corner at high speed when the pavement is slippery—as wet asphalt is pretty sure to be at all seasons—is another feat which the novice usually attempts once. He seldom does it again. The scare which he gets leaves a lasting impression on his mind, even if he does not hurt himself or his machine. The natural tendency of a heavy and rapidly moving object is to stick to the course on which it has started. One is very lucky, therefore, if in turning corners quickly he does not find himself against the further curbstone or on the sidewalk of the cross street before he knows it.

The novice is responsible for sins of omission as well as commission. He forgets to fill up his gasoline tank before starting, and comes to a standstill in a piece of woods, five miles from the nearest village. Or, if steam is his motive power, he may be so careless as to take an insufficient supply of water. In such a case he

will be lucky if he secures a fresh stock without a long tramp, and without damaging his boiler so that it will leak badly. Perhaps the most common piece of negligence of which chauffeurs are guilty is failure to lubricate the bearings of the machinery. These and other bits of carelessness result in great inconvenience, if not in damage to the machine. They are not to be classed with punctured tires, worn cogs, clogged carburetors and other purely accidental and unpreventable troubles. The owner of an automobile, therefore, should get into the habit of devoting a few minutes to the inspection of his machine every day it is in use, and hold that inspection before he starts rather than out on the road, where, for reasons that he does not immediately suspect, he is obliged to interrupt his run.

LAUNCHING A SUBMARINE.

AN ENGLISH PAPER SUGGESTS THAT SMALL CRAFT OF THAT KIND BE CARRIED ON BATTLESHIPS.

The United States, France and some other nations have already experimented with submarine torpedo boats, but until recently Great Britain has regarded such craft with scepticism and contempt. Now, however, she is building a few for test purposes, and in consequence the topic is one of great popular interest in the "right little, tight little isle."

"The King" stimulates public curiosity concerning boats of this type by picturing one of the situations in which they are likely to be found. Years ago some torpedo boats, for surface running only, were made small enough to be carried on a battleship. They were meant to be launched only temporarily, when their services were required. It is possible, of course, that a submarine may be handled in the same way, if not too big. And probably those now being built by Vickers' Sons & Maxim for John Bull come within the limit.

ENGLISH CROWNS AND FLORINS.

From The London Chronicle.

The coming issue of the new coins, for the obverse of which the King has sat, is a favorable opportunity to withdraw from circulation either the florin or half crown, preferably the latter. From the similarity in size of these two coins many disputes arise. Probably the florin is more in favor by reason of its beauty and lightness. The issue of the silver florin only dates from 1849; its name is a revival of that of the gold florin, said to have been first issued at Florence—whence its name—in the thirteenth century, and to have been current over all Europe in the fourteenth and fifteenth centuries. An English gold florin was issued in the reign of Edward III, and, according to Camden, was in 1337 of the value of six shillings. The silver half crown and crown pieces were first issued in the sixteenth century. None were coined in 1848, and they were gradually withdrawn from circulation, but the coinage of half crowns was begun again in 1874. The issue of the silver crowns was recommended in 1887, in which year the double florin was first coined. The latter is rarely met with now.

THE TSANG-PO.

IT IS THE HIGHEST OF ALL NAVIGABLE STREAMS, AND ITS OUTLET IS NOT DEFINITELY KNOWN.

From The National Geographic Magazine.

The Tsang-Po is in several respects the most remarkable river in the world. It is the highest of all navigable streams, flowing for nearly a thousand miles at an elevation of from 11,000 to 14,000 feet. During the greater part of its course its current is sluggish, but for a hundred miles or more the mighty river, in its descent to the coast plain, runs with the speed of a mountain torrent. Though one of the largest of Central Asian streams, it has never been followed from its source to its mouth, and until recently it was doubtful of which of two well known rivers it was the head waters. The attempts to solve its mysteries have been attended with an almost unparalleled heroism, endurance, steadfastness and self-sacrifice. For the principal explorers of the Tsang-Po have been animated, not as those who sought the fountain spring of the Nile, by the hope of the world's applause at their success—that was denied them—but for a simple daily wage and the consciousness of loyalty to duty.

The physical history of the Tsang-Po is briefly this: It rises in the extreme southwestern corner of Tibet, close to the sources of the Ganges, the Indus and its great affluent, the Sutlej, at a height of nearly 15,000 feet. Receiving the drainage of the slopes of the Himalayas and of a little known Tibetan range running parallel with these mountains, it soon becomes a stream wide and deep enough to be navigable. There is a considerable boat traffic upon it, at an elevation but little below the summit of Mont Blanc. It flows due east for some eight hundred miles, receiving numerous large tributaries from both south and north, and when near Lhasa it is, at low water, nearly a third of a mile wide and twenty feet deep; in flood, two miles wide and of unknown depth. In longitude 94 degrees east it makes a sharp bend to the south and passes through the Himalayas in a course known only to the savages who dwell upon its precipitous banks.

When last seen by an explorer it is at a height of from 8,000 to 11,000 feet, but when it emerges in Assam it is only 400 feet above sea level. From this point it pursues its sluggish way for another eight hundred miles as the Brahmaputra to the Ganges and the Bay of Bengal. There has been a long controversy, into the details of which it is not necessary to enter, as to whether the Irawadi or the Brahmaputra is the continuation of the Tsang-Po. Though there has been as yet no direct evidence—the last expedition of throwing in marked logs in Tibet having failed—the general consensus of scientific opinion is in favor of the Brahmaputra, and the latest English gazetteer describes it under this name.

It is hardly to be expected that pure science will be much benefited by the lifting of the veil which hangs over this part of the river's course. But there can be little doubt that it hides scenes of magnificent beauty and grandeur which will thrill the expectant world and give it new and nobler conceptions of the sublimity of nature.

SO IT WOULD SEEM.

From The Chicago News.

"That waiter girl," the poet said
Unto the regular boarder,
"Isn't what I'd call a ready maid—
Because she's maid to order."