

"MUGGING" INNOCENT PERSONS UNDER ARREST

LIGHTS AND SHADOWS OF A SYSTEM WHOSE ABUSE HAS SHAKEN NEW YORK'S POLICE FROM TOP TO BOTTOM



A FALSE NOSE



THE GENTLE ART OF "MUGGING"

A FEMININE MODE OF "BRIBING"



THE "MIRROR ATTACHMENT"



NOT A GALLERY BUT A GIRD CATALOGUE



SAME MAN PHOTO ON LEFT TAKEN FIRST



A FAKE ONE-ARM MAN

BY JOHN ELFRETH WATKINS.
UPON THE gentle art of "mugging" the authorities of two sovereign states have just placed some limitations which forewarn that in other commonwealths, as well as devotees of this calling may not forever be allowed to "mug" as hitherto, as now.

But for the benefit of the uninitiated let me first explain that the "mugger" is a gentleman who conducts a photographic studio at which only complimentary sittings are given, and where the sitter, that is, the "mugged," is required to assume different poses, as well as real notoriety and the honor of having his portrait study entered in the municipal salon, otherwise known as the "rogues' gallery."

Jumped Out Six-Story Window.

It is the terror of having to choose between exile and merciless, unending hounding by the police that has made the chair of "mugging" loom up wellnigh as black and formidable as the electric chair in Greater New York at least. A man sprung to the quick with this terror was one Samuel Levine, arrested some time ago in a Brooklyn tenement, where the police believed him about to commit arson with benzine. They locked him up overnight and next day took him to police headquarters, where he was brought to the mugger's studio, on the sixth floor. Levine took one terrified glance at the mugger's camera and jumped through that sixth-story window to the pavement below, where a group of pedestrians gathered around his quivering body. And right in this same city of Brooklyn has just been brought to a close another mugging case which has brought thence to an issue for the gentle art in question.

Dickens' "Little Joe" to Date.

Have you ever wept over the plight of Dickens' "Little Joe"—the poor, innocent street urchin of "Black House," whom the police were forever dogging and hounding and prodding to "move out" and "get on with you"? Next morning he was taken to this same dread chamber whence Levine had left by the six-story window, and here the boy was "mugged."

Two years ago, or so, he was explicit, June 14, 1907, the Brooklyn police arrested a lad on the streets. They had no warrant for his arrest, and they let him languish all night in a stuffy cell. Next morning he was taken to this same dread chamber whence Levine had left by the six-story window, and here the boy was "mugged."

Arrested "On Sight."

But after this boy's release new vicissitudes commenced to cross his path. It got noised about his neighborhood that he was a "rogue's gallery" exhibit, and this was enough for the denizens of the gutter. So whenever he was marked he now appeared as he was hounded and feared as a rogue from street corner to street corner. But this was only the beginning of his tribulations. The police, who study every new portrait entered in their gallery of rogues, now had the boy's face graven on their memory, and on passing him upon the street remembered him as a criminal of some sort and either ordered him to "move on" or arrested him "on sight."

Molineux's Appeal Futile.

But the police could still be mugging away at innocent men, women and children to their hearts' content had it not

been for an agitation sprung a few years back by Roland B. Molineux. About 1903 State Senator Molineux offered at Albany a bill for the return of all rogues' gallery material of persons who have been acquitted or have died. The bill passed both houses and came up to the then Governor Ben Odell for signature. But the police authorities persuaded him to veto it. Not only were they unwilling to let an innocent man get up, once he was down, but they could not condense even to let up on an unfortunate after the angel of death had wiped his record clean. The day following the veto Molineux, having been acquitted of the poisoning of Mrs. Katherine Adams, applied to a judge for an order requiring that his rogues' gallery pictures and measurements be expunged from the state records and returned to him. He argued that his acquittal made his status the same as though he had never been accused, and that the keeping of the pictures was an invasion of his right of privacy. But the application was denied on grounds of public policy and Molineux lost also on appeal.

The Baltimore Case.

And now the sovereign state of Maryland comes forward to the relief of the mugged innocents, the issue here being raised by William F. Downs, recently arrested on a charge of embezzlement from the city of Baltimore.

This man refused to be "mugged" when arrested. He got a lawyer and took the matter into court. The case has just passed the court of appeals at Annapolis, which decides that the police have no right to place Downs' picture in the rogues' gallery until he is convicted of a crime. The police department is, however, permitted to photograph Downs and hold his negative against conviction. But the ruling specifies: "We must not be understood by so ruling to countenance the placing in the rogues' gallery of the photograph of any person, not an habitual criminal, who has been arrested on the same manner and to the same extent as private individuals."

The "Mugger's" Studio.

The "mugger's" studio is not much given up to scenic effects and chairs with high backs richly carved. The plainest kind of background suffices, and the chair sometimes has no back at all. It is the man that is wanted, and nothing more, and the quicker the mugging the better for the mugger, the mugger and the latter's mug. The very latest invention for facilitating matters is the mirror attachment, which enables the artist to take at one shot the two views—front and profile—required by the Bertillon system. In some mugging studios they use the old-fashioned headrest—the pronged contrivance which catches you back of the ears. This is a great untidiness in the spine.

A skilled "mugger" is seldom out of a job. Indeed, there has been a great demand for these artists since the Army, some months ago, took it into its head to mug all our soldiers—good, bad and indifferent—that deserters might be more easily caught. And now all of our Chinese laborers must be "mugged" and Bertillonized before visiting their native land on leave to return.

Largest Collection of Mugs.

The largest collection of "mugs" in the country is to be found in the international bureau of identification at Washington, where men wanted in all parts of

the world are traced. Here is kept not a gallery, but a card catalogue—a vast collection of thousands of squares of pasteboard, each containing two photographs and measurements of a criminal.

Now, doesn't the question occur to you

how can they find a criminal in this index when he never gives his right name? That brings us right up to the keynote of the whole Bertillon proposition, its catalogue of the weaker brotherhood and sisterhood is not indexed by names at

all, but by head lengths. But suppose you have a lot of criminals with heads the same length, exactly? Well, you will find that the subdivided by head height, and where the same length and width run together, there are the length of the arm, middle finger, foot, trunk, etc., to fall back on. So in reaching for a man's record the superintendent of the international bureau first places his card in its proper place—so far as measurements are concerned. Then he compares the photographs posted on it with those on others with measurements very nearly corresponding.

Tricks to Foil the "Muggers."

Crooks' tricks to foil the "mugger" are illustrated by many interesting exhibits in this mammoth catalogue. For example, there are two cards representing the same man, which show him with a bald forehead in the earlier and yet a good growth of hair in the later photograph, he having

shaved his top head prior to his first crime to insure him against a lifeline "mug" if arrested. And in the later portrait the addition of a mustache makes identification more difficult. Hundreds of other sets of cards, each representing one person, arrested several times, show the care which criminals take to alter their appearance as they go from place to place, by adopting different modes of wearing the hair, beard and mustache. These pictures show how futile it would be to depend for identification on them alone and without the measurements of the unalterable bones of the body as the main guide to the system.

Some Odd Physiognomies.

Some grotesque pictures are also to be found in this catalogue of crooks. One shows the clumsy attempt of a man to thwart the mugger by setting in a very obviously false nose. Then there is quite a collection of awful grimaces made by

female delinquents bent upon keeping their true expressions from the rogues' gallery. And some photographs illustrate the criminal subject's stock in trade, as in the case of a "fake one-arm man" who was photographed in his shirt sleeves and with his left arm thrust straight down inside his trousers, made extra large in the water to aid in the deception, which became very lifelike when the imposter donned a coat now with a sleeve hanging limp and empty from the shoulder.

More and more cards with finger prints, added in blank spaces especially designed for them, are now coming in from both American and foreign cities. This system is now used in our military prisons, and an interesting result of the innovation some time since was the discovery of a long-sought British murderer in the person of a soldier serving a five-year term at the Fort Leavenworth penitentiary. The warden when taking the impressions of this man's digits met with such violent resistance that he sent the imprints to the London police headquarters at Scotland Yard, which reported back at once that the man was a most formidable criminal, who, after committing an atrocious murder, had escaped from prison and gone to the United States.

Latest Identification System.

But newer than finger prints is a means of identification just invented by Professor Tompasia, an Italian. He employs simply photographs of the veins on the back of the hand, which he claims are never alike in two persons. In making them he restrains the pulse of the prisoner's wrist or holds the latter's hand downward, so that the veins of the hand stand out, while the photograph is being made in a strong side light.

Criminals now alter their finger tip patterns readily, according to Professor Tompasia, a razor being used to erase them, or even burning being employed sometimes in preference to chance of identification.

Indeed, the whole world seems now to be crying out for the fixing of every one's identity. Banks are adopting for their employees the Bertillon system of "mugging," and hereafter each of our soldiers entering battle must wear suspended from his neck an aluminum identification tag about the size of a dollar and have stamped upon it his name, rank, company, regiment and corps. Thus will be obliterated a repetition of the error of the past, when a soldier died upon the battlefield that confronted the army after the engagements of the Spanish War. And, speaking of identification of the dead, Bertillon has recently invented a new system of "mugging" unknown corpses whose photographs are often difficult to identify, because of the ghostliness of the face. Bertillon overcame this by injections of glycerin, which cause the eyes to open and become lifelike, the lips to reddens and the whole face to appear as if the deceased were still alive.

JOHN ELFRETH WATKINS.

New Machine of War Has Arrived

Germany Has Created the First Aerial Gunboat, Patterned on Von Zeppelin's Airship—Will Civilization Permit It to Exist, or Will It Mean the End of War?

McCLURE'S MAGAZINE for August contains a highly interesting and illuminative article, "The Aerial Battleship," by Carl Dienstbach and T. R. MacMahon. Several of the facts presented are startling; yet there can be no doubt that the statements made are authentic. McClure's publishers have permitted The Oregonian to make the following extracts.

In the Fall of 1908 the third airship built by Count Ferdinand von Zeppelin was bought by the German government, officially commissioned as a warship, and given a military crew. On May 23, 30 and 31 his fifth and last ship, the Zeppelin II, made, without landing, a flight of 24 hours, covering 80 miles. This flight would have carried it from German soil to London, Paris, Vienna or Stockholm, and back again. In secret trials by the German government during March, nearly 60 1.5-inch shells a minute, were fired with entire success from the deck of the Zeppelin II. This means that the end of the world is not far off, and the situation, about which there is now the densest popular ignorance, should be understood.

Count Zeppelin had completed his first rigid airship—a structure 254 feet long—by 1900. It was a crude thing, directed up and down by shifting weights, and capable of only a low speed. He immediately adopted steamships, after they became public property in 1903; but he had built three of his ships before he discovered, in the summer of 1907, the secret of steering them up and down. This problem was solved by placing two sets of large air-planes on each side of the ship, one forward and the other aft. Since that time he has possessed, in the Zeppelin I and Zeppelin II, two huge power-driven airships, 445 feet long; capable of being driven at a speed of 35 miles an hour through the air; and handled as quickly and easily not merely as an ocean-going ship, but as an automobile. Nothing could be more wonderful than the control of these great craft. Turning figures of eight is a common trick; perpendicular dives have been taken at a speed that caused every spectator to believe that the ship, by some accident, was going to destruction.

A distinction must be made between the Zeppelin airships and the dirigible balloons adopted by France, England and the United States. The last are simply motor balloons; the first is as true a ship as any on the ocean. It is protected by a cover of tough rubber-cloth, stretched over aluminum ribs and ribs, each strong enough to support a man's weight; and

the whole is greatly strengthened by the upward pressure of the hydrogen in its inside balloons. It is fully as strong for its purposes as an iron steamship. The airship is never strained by rolling or pitching, like the steamer, because the air acts upon it as a current and not as waves—exactly as the water acts on submarine craft.

The strength and stability of these new ships are not a matter of theory or belief; they are already demonstrated facts. The Zeppelin I, under her military crew, made 19 ascensions between March 9 and April 6, in the mountainous country about Lake Constance, which is 1300 feet above sea level. Three of these were made in snowy storms; one of them lasting seven and one-half hours, in a blizzard. In another trial, the ship flew for hours, landed and anchored safely, in a tremendous 40-mile gale. The Zeppelin II, on May 31 crushed her whole bow in while landing, spent a full day, in a heavy wind, floating on her collision bulkheads, was temporarily repaired, and then flew with her own motors 55 miles to her home port in perfect safety. No ocean steamship could have done more than this after an equally serious accident.

A new instrument for the general service of civilization has arrived. Its uses, as distinct from those of ships upon water, can be clearly and definitely seen. Water being 800 times heavier than air, airships will never compete with steamships as freight carriers. For exactly the same reason, they will develop double or triple the speed of the ship in the water; they will do this driven by engines of less than 2 per cent of the power of the steamer; and their lighter material will allow them to be built at within 15 per cent of the cost and time that are required for the building of a first-class ocean-going steamer of the same length. The Zeppelin II—445 feet long and the largest airship in existence—cost less than \$250,000, has a speed of 35 miles an hour, and is driven by two separate engines of 200 combined horse power, less than that of two racing automobiles.

The engines of these ships can handle them perfectly in a gale of wind, and there is virtually no danger that both of them will break down at once—a fact that cannot be disputed since the recent trip of gasoline-motor automobiles about the earth.

has concerned their employment for this purpose. German military experts, immediately after taking over the Zeppelin I, conceived the idea of using rapid-fire guns and asked their gun-makers to prepare special airship artillery. The Krupps produced their gun last Spring. It is a light, high-powered weapon, said to weigh 150 pounds. It fires a 1.5-inch shell, and can throw nearly 60 a minute to a distance of several miles.

A new machine of war has arrived. It will be a ship as large and eventually much larger than present ocean battleships. It will fight from the height of a mile above the earth, and will maneuver, during battle, at a rate of 60 or 55 miles an hour. The winds at this elevation average over 24 miles an hour, and on break days often reach 30. The aerial battleships will move to windward, and sweep down these winds when passing over the enemy. In this way they can direct an absolutely certain fire upon the earth, while they are themselves practically out of danger.

The general discussion of experts for a number of years has established a so-called "zone of safety," in which the last German airship, the Zeppelin II, has been built to travel in time of action. This is about 1600 yards (nearly a mile) above the earth. The reason for adopting this level was that here the airship is out of range of the military rifle, which constitutes its chief danger. Punctures of its sustaining balloons by small bullets would not use it to sink immediately, but would create small leaks, which would eventually bring it to earth.

In destroying troops on the ground

the airship will take no serious risk. Its position makes it practically omniscient, so far as the movements of its enemy on the ground are concerned. Only prepared artillery can possibly hit it; therefore it will attack only when artillery is not ready to answer.

Count Zeppelin announced some time ago that he could easily build an airship with a displacement of 30,000 cubic meters—just twice that of the Zeppelin I. Forty craft of this kind could be built at a cost of one Dreadnought battleship. The number of ships produced would depend only on the capacity of the docks to assemble them. Forty craft of this kind could be built and armed at the cost of one Dreadnought battleship. And such a fleet, without opposition from other airships, could conquer Western Europe. The moment it is launched, the standing armies of Europe become an anachronism.

That the new machine of war will cause great changes in the history of nations cannot be doubted—if aerial warfare is permitted to exist. But will it be permitted? War a mile above the earth, between corps of artillery firing into huge bodies of inflammable gas, where the defeated plunge down to the ground a mass of charred pulp, will become a thing too spectrally horrible for conception. Will civilization permit it to exist? Or does this new machine mean the end of war?

Rearing a Son of 70.

Success.
An old couple lived in the mountains of Eastern Tennessee; he was 95 and she 70. Their son, a man of 70, died. As the

Is an ordeal which all women approach with indescribable fear, for nothing compares with the pain and horror of childbirth. The thought of the suffering and danger in store for her, robs the expectant mother of all pleasant anticipations of the coming event, and casts over her a shadow of gloom which cannot be shaken off. Thousands of women have found that the use of Mother's Friend during pregnancy robs confinement of all pain and danger, and insures safety to life of mother and child. This scientific liniment is a God-send to all women at the time of their most critical trial. Not only does Mother's Friend carry women safely through the perils of child-birth, but its use gently prepares the system for the coming event, prevents "morning sickness," and other discomforts of this period. at \$1.00 per bottle. Book of valuable information free. THE BRADFIELD REGULATOR CO. Atlanta, Ga.

RESERVE AERO FIGHTERS

Britain Plans Emergency Corps of Aeronauts for War Time.

LONDON, July 24.—(Special).—The Army Council is at present considering the advisability of raising an aeronautical corps on the lines of the army motor reserve. Memberships of this new corps would be dependent on the possession of a balloon, aeroplane, or some other means of carrying persons in the air. The army motor reserve is composed of men who undertake to be in possession of efficient motor cars and to place them and their own service as drivers at the disposal of the Army Council for not less than six days in each year. During the period of service they receive pay and allowances, also a petrol allowance.

The members of the corps receive commissions in various ranks, from Lieutenant to Lieutenant-Colonel, and are liable for service in national emergency, when the government has the special option of buying or hiring the car at a price to be fixed by a committee of the officers of the corps.

A similar constitution for the proposed aeronautical corps will probably be laid down.

BECOMING A MOTHER
Is an ordeal which all women approach with indescribable fear, for nothing compares with the pain and horror of childbirth. The thought of the suffering and danger in store for her, robs the expectant mother of all pleasant anticipations of the coming event, and casts over her a shadow of gloom which cannot be shaken off. Thousands of women have found that the use of Mother's Friend during pregnancy robs confinement of all pain and danger, and insures safety to life of mother and child. This scientific liniment is a God-send to all women at the time of their most critical trial. Not only does Mother's Friend carry women safely through the perils of child-birth, but its use gently prepares the system for the coming event, prevents "morning sickness," and other discomforts of this period. at \$1.00 per bottle. Book of valuable information free. THE BRADFIELD REGULATOR CO. Atlanta, Ga.

MOTHER'S FRIEND