

TO RUN CORRECTLY.

SERVICEABLE ADVICE BY A FORMER CHAMPION.

The Running Gait of Many Young Men Would Make Mercury Weep—Speedy and Graceful Gait Is Easily Acquired—Physical Director's Advice.

Anything faster than a walk in stiff, measured steps is considered by most people undignified, probably because a faster gait than a walk—a good, easy, graceful stride for running—is a thing almost impossible to them. To see many, even of our young men, speeding after a car or attempting to catch the last boat is a sight to make Mercury, the swift messenger of the gods, weep for very shame and to make an old trainer curl his lip with honest contempt.

A speedy and graceful gait, physical instructors say, is easily acquired. But attention must be paid to the proper position one should assume in order to obtain the greatest amount of progression with a maximum velocity and a minimum expenditure of bodily energy.

The correct position to be assumed when running is set forth clearly by Randolph Farley, the intercollegiate mile and half-mile champion runner, former president of the Intercollegiate Amateur Athletic Association of America, and now the director of physical education at the University of Pennsylvania.

"When running," declares this authority, "no matter what the distance, the arms, or, more properly speaking, the upper extremities, should be used chiefly from the shoulder with precision, and should swing in harmony with the legs or lower extremities. The right arm should move with the left leg, and the left arm with the right leg, in order to maintain perfect balance and to gain greater speed. The trunk and head should be allowed to assume their natural position, which, if a person carries himself properly, will be in the erect posture or nearly so. The runner ought never to lean forward."

"All distances under and including one mile should be run upon the toes, while distance over one mile should be run upon the ball of the foot, or the part just back of the toes. Runners should put their feet out in front of them in a perfectly straight line, making the advanced step with one foot when the other is directly beneath the body, keeping each arm in its relative position and the legs close together, in order to concentrate energy. A good stride will cover about seven feet, seven feet two inches, seven feet four inches or seven feet six inches. It is a great mistake to overstride, because in so doing an unnecessary amount of energy is wasted, and fatigue comes on more quickly. If one is able to stride seven feet at first he is doing well. It is best to increase the stride by inches. In this way a good stride may be obtained without unduly taxing the muscles.

"Never kick your heels up behind you—that is, behind the axis of the body—because it will cause a loss of locomotion and also of time by making the legs trail through a greater space, unnecessarily. As one progresses, alighting first upon one set of toes and then upon the other, or ball of the foot, as the case may be, great care should be exercised in coming down upon the ground lightly. If attention be paid to this the body will escape much jarring, which is important to the muscles and nerves."

A SENSIBLE HOME.

Laws of Common Sense Should Be Followed in Designing Homes.

In designing homes we must follow the laws of common sense and not sacrifice interior comfort to the satisfaction of displaying an outside show, which is offensive to the cultivated eye. If all houses were to be designed as carefully as conscientious artists paint pictures, the result in the appearance of our towns and cities would be eminently more satisfactory than it is to-day.

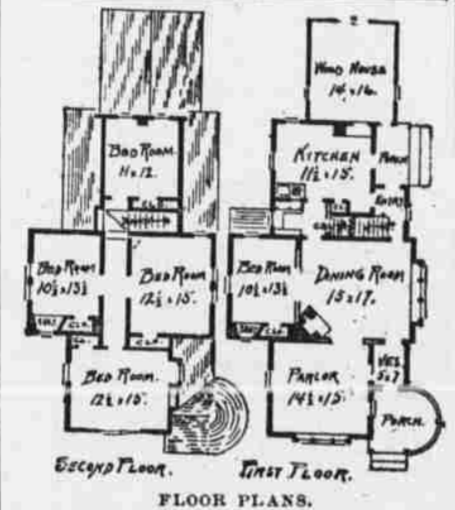


EXTERIOR VIEW.

The most convenient houses are those which are planned with a special reference to the needs of the occupants, and so as to avoid all useless expenditures; such houses are the most pleasing in point of aspect for the simple reason that they clearly show the purpose for which they are built. It should be borne in mind that it costs no more to make a house look attractive than it does to make it look ugly. The amount of labor and material which is required in one instance costs, practically, no more than the other. An attractive outline is no more expensive than one

which is ugly. It is true that a great many more houses are ruined as to their appearance from having work piled upon them than by having too little. Most of our houses are ugly because they are aggressive; because they have crude, heavy porches, out of keeping with the design of the building; clumsy towers; ill proportioned dormers and balconies, and other excrescences that are ugly.

The view and plans shown herewith illustrate a neat and attractive home, well arranged and of moderate cost. It can be erected in most places complete for from \$1,800 to \$2,000. The convenience of the interior is apparent on examination of the floor plans, and the whole needs but little explanation. The rooms are of good average size for a dwelling of this class, and are well connected. The total size is 32½x65 feet, including the woodhouse in the rear. Cellar is provided under the sitting



room and bed room. The height of the first story ceiling is 9½ feet and the second story 8½ feet. The foundation is of stone, and the outside walls of the superstructure are sheathed and papered and covered with siding. The painting is three coat work; the inside is plastered and finished in natural color white and yellow pine throughout.

A worthy object in every man's life, and the first one to be gratified, ought to be the full possession of a home of his own. A shelter, no matter how humble, if it is his own, is preferable to one that is rented. There is no labor so pleasant, none so satisfactory, as that which leads up to this possession of a home.—E. A. Payne.

GENUINE LITERATURE.

That Is What the Declaration of Independence Is.

Yet despite its general acceptance, which showed its political strength, it was a great and memorable document. From that day to this it has been listened to with reverence by a people who have grown to be a great nation, and equally from that day to this it has been the subject of severe criticism. The reverence is right, the criticism misplaced and founded on misunderstanding.

The declaration is divided into two parts: First, the statement of certain general principles of the rights of men and peoples; and, secondly, an attack on George III. as a tyrant, setting forth in a series of propositions the wrongs done by him to the Americans which justified them in rebellion. Criticism has been directed first against the attack on the king, then to the originality of the doctrines enunciated, then against the statement of the rights of man. Jefferson's "self-evident truths," and finally against the style.

The last criticism is easily disposed of. Year after year, for more than a century, the Declaration of Independence has been solemnly read in every city, town and hamlet of the United States to thousands of Americans who have heard it over and over again, and who listen to it in reverent silence and rejoice that it is theirs to read. If it had been badly written, the most robust patriotism would be incapable of this habit. False rhetoric or turgid sentences would have been their own death-warrant, and the pervading sense of American humor would have seen to its execution. The mere fact that Jefferson's words have stood successfully this endless repetition is infallible proof that the Declaration has the true and high literary quality which alone could have preserved through such trials its impressiveness and its savor. To those who will study the Declaration carefully from the literary side, it is soon apparent that the English is fine, the tone noble and dignified, and the style strong, clear and imposing.—Senator Lodge, in Scribner.

She Was Lonely.

An American girl who was engaged for service by a West Philadelphia family, being directed to leave a candlestick and candle in the lower hall for the master of the house, amused herself by paring a potato into candle shape and sticking a clove in it for a wick. This she made ready with several matches for her employer, who, having turned out the gas, spent five minutes in vainly trying to light the potato candle. Then he stumbled upstairs in the dark and asked his wife to explain. She called upon the maid servant, who replied that it was so lonely there she wanted to be turned out the next day, when she would get her whole week's wages, and so she adopted the candle expedient.

BICYCLE ON THE FARM

WHEEL COMES INTO GENERAL USE IN THE COUNTRY.

Found to Be a Great Convenience for Short Errands or Trips to Town After the Day's Work Is Done and Horses Are in the Barn.

We are not prophesying but directing attention to simple facts and to changed conditions. The bicycle is on the farm. As you stand by the door of one farmhouse, at the close of a summer day, you see one and another young man go whizzing past on his wheel. They are off for the post office or the store. The older men use them, finding this a much more expeditious way of doing a business errand at a neighbor's, going to look up an additional hand for to-morrow's work, to return some borrowed tool, to inquire about some meadow grass that he wants to mow. There are many such neighborly errands that can be done promptly on the bicycle; besides the horses are tired from the day's work. The change for the man or boy makes the bicycle coasting or sprinting a recreation—far more so than taking out the tired horses or horse for a buggy ride would be.

The bicycle for the rural districts is a blessing socially. The young ladies use it; the teacher rides to her school; parties of young men and women go out for a moonlight ride. The sociability and social intercourse in the neighborhood is greatly increased for the reason already indicated, that the boys and girls find it play to go off on the wheel, whereas it would be much like work to hitch up and drive, even if the farmer were willing the team should be used. Most farmers are thoughtful and considerate of their horses. Even though the animals might not have worked during the day they often want to allow them a full day off and complete rest.

In many of the families the bicycle is used to go to church. There is not always room enough in the family buggy for all. There are in every neighborhood some who thus go to the mid-week prayer meeting, to the lodge, and any social gathering that may be planned. The bicycle is thus a promoter of what is best in the social life of rural districts.

For some years the bicycle was a kind of city or village "fad." Young people were crazy over it, going out to make their "centuries" on a holiday and coming home utterly worn out and perhaps their health impaired for months if not for life. The country boys and girls are more sensible and are restrained by their circumstances from such foolishness. To them the wheel is an eminently practical and useful vehicle.

Our personal observations in Western New York opened our eyes to the fact that the wheel is not by any means confined to the prairie or comparatively level roads. Young men and women came down the long hills with an abandon and an evident sense of enjoyment that proved that there was something exciting and out-of-the-common in the use of the bicycle on these roads which made it more truly recreation than in the other conditions.

How has it come about that the wheel is now to be found in every country neighborhood when at first it was a city luxury? It is easy to answer this question. First of all the bicycle is much cheaper. A good wheel can be had as low as \$25 or \$30 and one of a high class for \$40 to \$50. Formerly prices were from \$75 to \$150. The writer several years ago paid \$150 each for bicycles for two of his boys when they were college students. Mark the difference in prices with all the different manufacturers. But a second reason why the wheel is now coming to be so common in rural districts is that there is more money there to spend for anything really wanted. We are not now indicating the reasons or causes of the hard times nor even the causes of the relief, but it is evident there is more money to spend in the country regions.

In the third place, as already indicated, the wheel is really a means of economy. It saves time for the horses in necessary business trips and they can be kept at work; it saves wear and tear to the carriage; it saves the strength of the team and gives the horses needed rest. A fourth reason why wheels begin to be seen in so many out-of-the-way country places is that the people there are learning of their advantages and that they can really afford to have them. Wheels have gone down to as low a price as they are likely to reach. Every economy has been sought in their manufacture, every possible invention, not only for their improvement as a vehicle, but in facilitating and cheapening their manufacture.

To summarize: It is good economy; it is healthful recreation; it promotes social life; it is a constant convenience; and to those who have used them, even including men and women well along in years, bicycles are felt to be a necessity.—Farm, Field and Fireside.

Place de la Concorde.

There is said to be no equal in the world to this grand and imposing

square of Paris. On one side of it is the Tuilleries, on the opposite side the Champs Elysees, and on a third the River Seine. In the center stands the obelisk of Luxor, a magnificent monolith of red Egyptian granite, 74 feet high and weighing 500,000 pounds. This obelisk was one of two of the same shape and size, erected in 1350 B. C., by Rameses the Great, at the entrance of the Temple of Thebes. Mohammed Ali, Pasha of Egypt, presented it to the French government, and in 1830 it was removed to its present position in the Place de la Concorde. The removal and erection on the new site required an outlay of £80,000 and the employment of 800 men, the obelisk being transported to France in a vessel built especially for the purpose. The Place de la Concorde is rich in historic interest. It was there that the guillotine was erected in the "reign of terror," after the death of Louis XVI., and it was there that the signal was given for the attack on the bastille in 1789. Louis XVI. and Marie Antoinette were beheaded there in 1793, and it was the scene of great rejoicing in 1848, when France was proclaimed a republic. The Place de la Concorde has also been termed the Place Louis XV. and Place de la Revolution.



Clouds that move in a contrary direction to that of the surface current indicate a change of weather, because they prove the existence of two air currents, one warm and the other cold; and the mingling of these frequently causes rain.

Poisonous snakes when with young are sluggish and retiring in their habits. The little ones are born with fangs and poison glands in full perfection, and are dangerous even before tasting food or water. The young are much more active than the adults and probably their poison is more virulent.

Trees and shrubs are being planted along the Suez canal as a measure of protection against drifting sand. The idea which is being carried out embraces the principle of snow fence along railroads. A system of irrigation has been organized for these plantations and the results so far have been promising.

Compressed cork, the form of tiles has made its appearance in the market. It is claimed that this material is admirable for flooring, because of its noiselessness and its waterproof qualities. It is also said to be inimical to germs. The degree of compression can be varied in the process of manufacture.

In a paper communicated to the Royal Meteorological Society on "The mean temperature of the surface waters of the sea round the British coasts, and its relation to the mean temperature of the air," Mr. Dickson arrived at the conclusion that the mere presence of Atlantic water is more effective in depressing the summer temperature in Britain than in raising that of the winter months.

The British Meteorological Council has just issued a discussion of the diurnal range of rain in Great Britain. The general conclusion drawn by Dr. Scott is that everywhere in the British islands the forenoon hours, from about 10 o'clock, are drier than the rest of the day, and that although the temperature has not then nearly reached its maximum, invalids would be less likely to get wet if they went out in the morning.

Prof. R. S. Woodward, of Columbia University, in a recent paper shows reasons for thinking that the earth's atmosphere extends to a height varying with the distance from the equator. At the equator he estimates the height to be 26,000 miles, which diminishes to only 17,000 miles at the poles. But of course, beyond a few hundred miles above the ground, the density of the atmosphere becomes so slight that its effects are imperceptible.

In the light of recent discoveries one of the greatest wonders of the heavens appears even more wonderful. There is a small class of variable stars, less than twenty in known number—the most conspicuous member of which is Algol, the "Demon" of the Arabs—which at brief intervals suffer a partial eclipse from the interposition of dark or invisible companions revolving around them. Mr. Roberts of Cape Colony and Mr. Russell of Princeton, working independently, have lately shown that all of these bodies are surprisingly light in their composition, hardly more than whirling clouds. In only one case can the limiting density exceed half that of water, and in six cases it is less than one-tenth that of water. The average is one-sixth that of water. This density these stars cannot exceed, although they may fall far below it. The density of our sun compared with water is 1.41. The possibility exists that the Algol stars may each have a denser nucleus surrounded by an enormous cloudy envelope.

The complaint is frequently made by married women that their husbands don't compliment them. Have they ever tried good cooking on them?

NOVEL AUTOMOBILES.

Electrically Propelled Ambulance and Patrol Wagon.

The predictions about the passing of the horse and the universal employment of the automobile are slow of fulfillment, but signs are not lacking that the change is gradually coming about and that the horseless carriage is surely, if slowly, supplanting its equine competitor in the struggle which can only end in the survival of the fittest. Motor cabs and carriages are on the increase and seem to be giving good satisfaction wherever they have been introduced; automobile fire engines have been employed for some time and mechanical power has been used to propel various other heavy vehicles; and now we have an automobile hospital ambulance and an automobile po-



NEW ELECTRIC AMBULANCE.

lice patrol wagon. The first vehicles of this kind that have been built are shown in the accompanying illustrations which are reproduced from the Scientific American. The town of Akron, Ohio, claims the distinction of having constructed the first automobile patrol wagon, while the ambulance will run on the streets of New York, having been built for St. Vincent's Hospital of that city. Both vehicles are propelled by electricity, the current in each case being supplied by storage batteries. The patrol wagon has an accumulator of forty cells by means of which a maximum speed of twenty miles an hour can be attained, while in the ambulance the current is supplied by forty-four cells, which give a maximum speed of thirteen miles an hour. The cost of the ambulance is not given but that of the patrol wagon was about \$3,000.

There are many reasons why mechanical power is better than horse power for the propulsion of such vehi-



AUTOMOBILE PATROL WAGON.

cles. In the case of an automobile ambulance, for instance, it is capable of greater sustained speed than a horse vehicle, and when the destination is reached no care has to be paid to the steaming horse, so that both surgeon and driver can devote their attendance to the injured person. Accidents to ambulances are of frequent occurrence, owing to their speed and their right of way, but electric vehicles can be stopped in their length. Every second is of importance to an injured person, and speed and ease of riding will undoubtedly soon make them a great favorite among hospital authorities. Another feature of interest is the lower cost of maintenance. An ambulance is usually idle twenty or more hours out of the twenty-four, and this gives ample time for charging the batteries. There is no time lost in hitching up, and the stable may be in the hospital proper, without the dangers of stable odors.

They Muted the Noise and Light.

They were little city children—not the city children who are so poor that they have never been out of sight of their hot nest of streets where they live, but little children who were well cared for and supposed to know all about the joys of the country. But it so happened that they had never been taken into the country or anything that approximated country directly from home and at night. It was only a Long Island town to which the little ones had been transported, but when the darkness closed in around them and there were no noises and no bright electric lights, and instead of a little spot of sky just over their heads a big broad expanse filled with stars, closing in all around them, and the katydid called aloud at them, they cried to go home. "I am afraid of the dark," sobbed one. "I am afraid of the katydid," cried the other, and "There are so many stars," they both cried together.—New York Times.

When a woman is too sick to go to funeral she finds a satisfaction in sitting at the window and watching for the procession, but a man can't.

You must move or have a fire to form any idea of what is stored away in your house.