# THE MAN BEHIND THE STEERING WHEEL

## A CHAT WITH A PROFESSIONAL CHAUFFEUR

By H. A. Crafts.

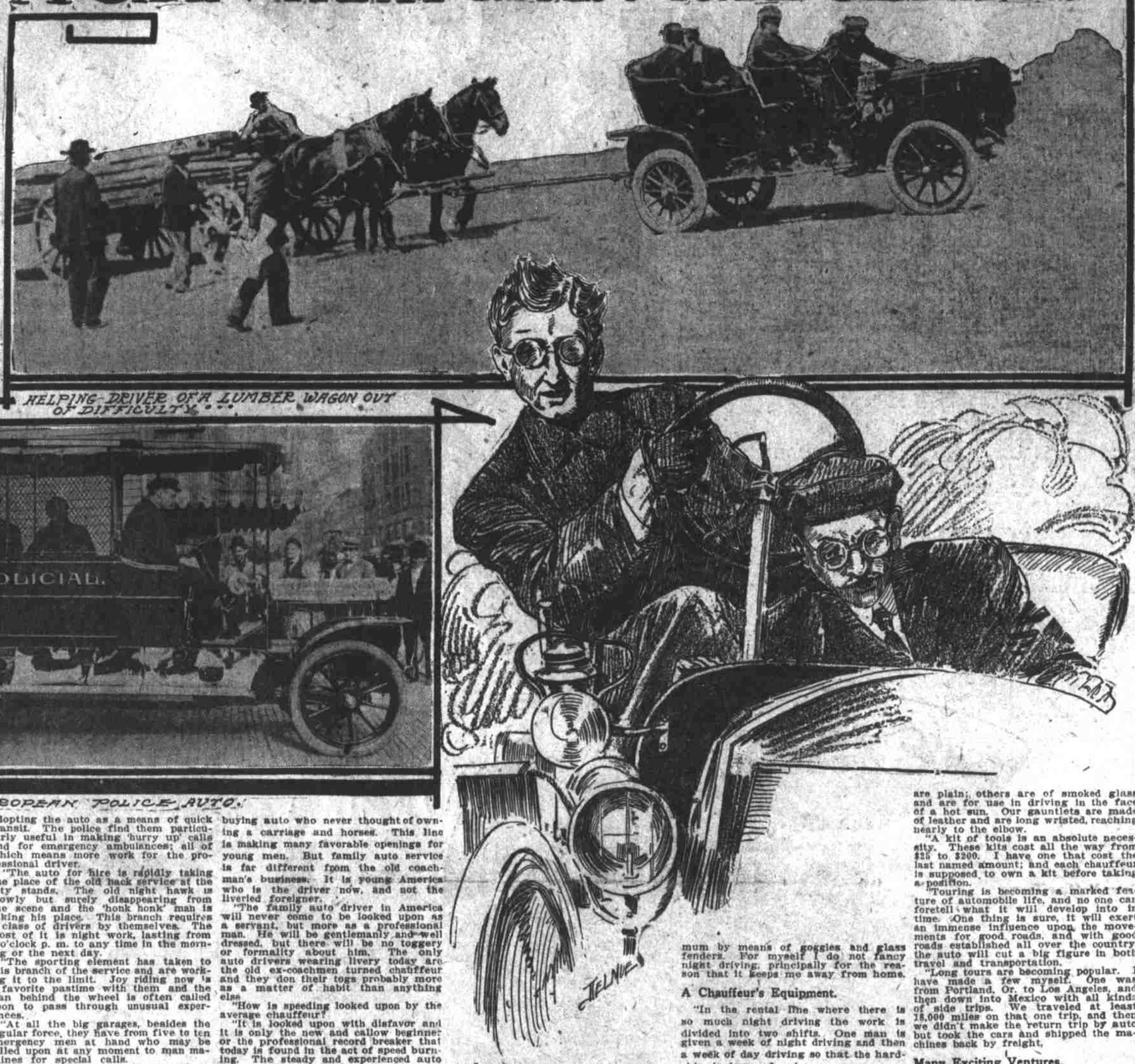
THE man behind the wheel is becoming a prominent character. He is in the public eye, so to speak. In fact, it is always within his power to catch that all-seeing optic.

When he can't do it one way, he does it another. As a last resort he proceeds to split himself along the landscape, winding up in all probability in the receiving hospital. Then he comes in for a column or so in the local newspapers and a flyer in the dispatches.

But, all joking aside, the man behind the wheel is an interesting personality. His is a new profession; and the term "profession" seems a proper one to apply in this instance. The term "trade" would seem to be too narrow. The man who runs an auto must possess both technical knowledge and general adaptability; the calling is largely ethical. In its origin and growth it has been also largely evolutionary. The auto was perfected and then the man had to learn how to run it; his education has been acquired in the stern school of experience. Often he takes the wheel and then he has to learn how to run it afterward; in such cases he trusts largely to his inherent wit, inborn nerve and a kind providence. Usually he makes good, for he is young, strong, full of good red blood and bound to succeed.

To be sure, there have been established auto schools and systems of teaching by correspondence; but graduates of these institutions are said not to be very brilliant successes; they have to learn the most of it after they actually get behind the wheel.

And it is a great and growing profession, too. It is world wide and the wheel is in the ascendancy. Why, in



HELPING DRIVER OF A LUMBER WAGON OUT OF DIFFICULTY...

A EUROPEAN POLICE AUTO.

London, England, the biggest city in the world, they are already talking of a "Horseless Sunday."

That means that the faithful old horse will take a day off and the wheel will reign supreme in the busy realm of locomotion.

Next we may look for a horseless London, and a horseless New York; and so on all over the civilized world, until the faithful old horse shall be retired to private life forever, a "consummation devoutly to be wished" by the faithful old horse, at least.

Then the wheel will become triumphant, and the man behind the wheel an autocrat. We shall bow to his dictum, and he will rule like Fate itself.

### His Name Is Legion.

Today the man behind the wheel is legion, and his numbers are increasing by leaps and bounds. I was "put wise" the other day by a young man, but an old chauffeur, now foreman of a big garage. It was during a leisure hour and the interview ran off smoothly because the knight of the wheel was quick to see what I was after and came down the line with an open throttle.

"The business of driving," he said, "is becoming world wide, and the field for the professional chauffeur is enlarging constantly. This is because machines are becoming more and more numerous all the time. The general demand is increasing and again, the cost of machines is getting less, so that the man can afford one today who a few years ago never dared to dream of having one.

"And the more machines, the more men it will take to run them, for the machine has not yet been invented that is capable of running itself. These will all be young men, and eight out of every ten of them will be a mechanic. A few are coming to pick up the trade, but this class does not have the lasting quality.

"Real success in machine driving comes from thorough apprenticeship, and this apprenticeship has to be learned in the established machine shop. The man with the school diploma don't count for much, and the demand for really skilled men increases every day.

"Yet such is the demand for drivers that employers are not at all critical as to the qualifications of a driver. Some require credentials, but to do so is not the general rule.

"As yet our profession is in an unorganized condition. It is, as we all know, in its formative stage. We have no trade organization. In New York, I believe, there is what they call a 'chauffeurs' clearing house.' There we have a few protective associations and employment agencies, and that is about all.

"It is an unwritten law in the business, however, that a man must be sober and of good moral character to find permanent employment. Personally, too, he must have qualifications outside of these, and outside of mere technical qualifications; he must be quick of perception, of steady nerves and absolutely fearless. The man behind the wheel must know how to act upon the very spur of the moment, no matter what the emergency may be.

### Developing Many Side Lines.

"The business is developing many branches and sidelines, especially in the east, and this condition requires new men with varied capabilities all the time. Here on the coast the auto is used largely for business calls and family touring; but the time is not far distant when we shall see the auto taking nearly all the places now filled by the team horse and the roadster.

"We already have the auto bus and the taxicab. Hotels are adopting the auto bus quite generally. In the east autos are coming into use on stage lines and even the commercial traveler is splitting the railroad and taking his samples from point to point in an auto. His company furnishes the auto and the drummer drives it; but the time will come when the salesman will demand a driver, and that will open a new field for the professional chauffeur. It is said the commercial drumming with the auto is becoming very popular, as a drummer is said to be able to do about three times as much in the way of taking orders as he could in the old way; and this is because he is able to cover all the old side trips off the railroad in the regular course of his rounds.

"The summer resort hotels are also putting in autos for the use of their guests in taking outings; and at the same time the autos may be utilized in carrying guests between the hotels and railroad stations.

"Police and fire departments are adopting the auto as a means of quick transit. The police find them particularly useful in making 'hurry up' calls and for emergency ambulances; all of which means more work for the professional driver.

"The auto for hire is rapidly taking the place of the old hack service at the city stands. The old night hawk is slowly but surely disappearing from the scene and the 'honk honk' man is taking his place. This branch requires a class of drivers by themselves. The most of it is night work, lasting from 8 o'clock p. m. to any time in the morning or the next day.

"The sporting element has taken to this branch of the service and are working it to the limit. Joy riding now is a favorite pastime with them and the man behind the wheel is often called upon to pass through unusual experiences.

"At all the big garages, besides the regular force, they have from five to ten emergency men at hand who may be called upon at any moment to man machines for special calls.

"The regularly employed chauffeurs are paid from $75 to $150 per month, while those who run machines in the rental business are given 25 per cent of gross proceeds, and of course have what extra tips they may be able to pick up.

"As times go this is pretty good pay, but it implies skill and experience, and more than likely hard, nerve racking work on the part of the driver. And, as I have said, real skill must come from thorough apprenticeship. We have schools of automobile engineering and some of these are to be found on the coast. But they are not thorough enough. Diplomas are some times issued to graduates after five weeks' instruction, and this instruction is not personal, but is given in class. The most of the accidents that we hear of are the result of imperfect instruction."

### In Family Service.

"How about family service?" I asked.

"Family service in the auto business is gaining rapidly. Families are buying auto who never thought of owning a carriage and horses. This line is making many favorable openings for young men. But family auto service is far different from the old coachman's business. It is young America who is the driver now, and not the liveried foreigner.

"The family auto driver in America will never come to be looked upon as a servant, but more as a professional man. He will be gentlemanly and well dressed, but there will be no toggery or formality about him. The only auto drivers wearing livery today are the old ex-coachmen turned chauffeur and they don their togs probably more as a matter of habit than anything else.

"How is speeding looked upon by the average chauffeur?

"It is looked upon with disfavor and it is only the new and callow beginner or the professional record breaker that today is found in the act of speed burning. The steady and experienced auto driver with a good job on hand is usually a conservative mortal and recognizes fully the dangers to be encountered in high rates of speed.

"How about the usages and courtesies of the road?"

"Auto drivers have but little or no trouble between one another. Their entente cordiale is all right. If you don't want to take the other fellow's dust you slow down and let him go a head. Of course there is some racing on the road now and then, but it is not a rule. But when it comes to an accident and you need help the other fellow is quick to lend a hand, and in this the profession is noted for its obliegingness.

"In Europe and the east the field for the commercial auto is increasing rapidly, but not quite so fast on the coast. But it is only a question of time when it will become very popular here. The truck horse has got to go. He has already got his walking papers. This branch offers also a fine field of employment for young mechanics and engineers. It takes about the same kind of a man to run a commercial vehicle that it does a touring car; but of course he has a different kind of work to perform, and other problems to solve. He must acquire skill in transporting heavy loads, working in crowded thoroughfares, and around railroad terminals and warehouses. Really the field furnishes greater opportunity for fine work than the road. And then the driver has more frequent changes, making short trips, loading and unloading his truck, etc.

"From a standpoint of health and comfort, how is the calling considered?

"It is a very healthy business, being so much in the open air, having a constant change of air and of scene and the excitement of driving. It has built up the constitution of many a young man. Usually it is an agreeable occupation. Of course you have bad roads, bad weather and night driving to contend with occasionally. As far as wind and dust are concerned the discomfort has been reduced to a minimum by means of goggles and glass fenders. For myself I do not fancy night driving, principally for the reason that it keeps me away from home.

### A Chauffeur's Equipment.

"In the rental line where there is so much night driving the work is divided into two shifts. One man is given a week of night driving and then a week of day driving so that the hardship is lessened.

"Auto drivers adopted equipments especially for road service. We have a long double breasted coat in the first place, and the breast is thickly padded to protect the chest from cold and cutting winds, otherwise the driver would be in danger of getting pneumonia. Then we have guantlets or wind shields in the sleeves to prevent the wrists and arms becoming chilled when driving against a strong cold wind. This coat is sometimes of kahki and sometimes of dark worsted.

"As a rule we wear a cap that fits the head closely. Some chauffeurs make a practice of wearing leather caps, but if they do this for any length of time they lose the most of their hair from the cap keeping the scalp too warm. For myself I wear a light cloth cap with ear flaps.

"As for goggles there are a hundred different kinds, but they involve about the same principle, the rubber enclosures with glass lenses. Some lenses are plain; others are of smoked glass and are for use in driving in the face of a hot sun. Our gauntlets are made of leather and are long wristed, reaching nearly to the elbow.

"A kit of tools is an absolute necessity. These kits cost all the way from $25 to $200. I have one that cost the last named amount; and each chauffeur is supposed to own a kit before taking a position.

"Touring is becoming a marked feature of automobile life, and no one can foretell what it will develop into in time. One thing is sure, it will exert an immense influence upon the movements for good roads, and with good roads established all over the country, the auto will cut a big figure in both travel and transportation.

"Long tours are becoming popular. I have made a few myself. One was from Portland, Or. to Los Angeles, and then down into Mexico with all kinds of side trips. We traveled at least 18,000 miles on that one trip, and then we didn't make the return trip by auto but took the cars and shipped the machines back by freight.

### Many Exciting Ventures.

"We have many exciting adventures and narrow escapes. One of the narrowest escapes I ever experienced occurred one time while I was running a machine down in southern California. I was coming down out of the mountains one evening with a party of four. I ran out of prestolite, or headlight oil and had to run in the dark. The road was awful—one of the worst I ever traveled over. But I got over the bad road all right, and hadn't a fear about the balance of the trip. Just as I struck level ground I had to take a bridge on a curve, and was about to throw the steering gear back when it stuck and wouldn't budge. The consequence was the big machine started to jump off into the creek. I recovered, threw on the brakes and did everything possible to stop the machine.

"But it had too much headway, and the front wheels went over the edge of the bridge, dropped a foot or so, threw me over the steering gear and down into the bed of the creek. It was a fall of fully 25 feet, and although I lit on a bed of sand, for it was a dry creek, I was stunned, and it took them fully an hour to bring me around.

"Then it was that I learned that in the very nick of time the machine had stopped and was just poised on the edge of the bridge. The bridge had been fenced with three strands of barbed wire. Two of the wires had been snapped off by the impact of the machine; the third held, and that was just enough to hold the machine.

"The people in the tonneau simply climbed out over the rear and suffered not the slightest scratch; but if it hadn't been for that one strand of barbed wire it would have been the end of me, and the fate of the others would have been doubtful. After laboring 36 hours I got the machine on the bridge, and we went on our way. I found that the shaft of the steering gear had been made of soft metal, and in turning it had been 'sheared,' as we say, and was effectual in one way only, and that was the wrong way.

"I suppose there is a hold-up now and then on the road?"

### Had Heard of Holdups.

"Yes, I've heard of them; but never experienced one. The worst holdups we meet with are the farmers out in the country when we are compelled to call on them for assistance in case of accident. Why, they'll charge one $25 or $30 for pulling a machine only a few miles. But they've got you, and you have to dig up. Of course, there is a real holdup on the road now and then, but an auto party is something that the average highwayman is cautious about tackling, for he usually gets the worst of it. Not that the auto man shoots back with a gun, but shoots to much better effect with his machine.

"A case in point: One night a machine came tooling in toward Oakland on the boulevard at a pretty lively pace, when a man with a mask and a gun dodged out from behind a clump of low bushes and, running in front of the machine, covered the driver with a six-shooter and ordered a halt. Not a bit of it! Nothing doing! Instead the man behind the wheel just pulled her wide open and shot at the holdup like a battering ram.

"The thing was done so quickly that the thug didn't even have time to pull the trigger. He was knocked silly and was taken to the hospital, where he remained, to my own knowledge, for six months."

"How are the people of the rural districts disposed toward the auto?"

"In some localities they are well disposed; in others they have a chronic grouch. They say we scare their teams, kill their chickens, pigs, sheep, etc. Of course, we run over an animal or fowl now and then; but you bet we have to pay for them, and I really believe that there are farmers who deliberately turn their critters into the road on purpose to get them run over by the autos and then soak the owner of the machine for them. In that way they can easily get four or five prices for them."

"But are not the farmers themselves buying machines as well as the city people?"

"You bet they are! The more well-to-do are buying them to take the place of the old horse and family carriage. After a while you'll see the farmers doing the most of their hauling with the commercial vehicle.

So it will be seen that the auto is here to stay, and that its uses are destined to be of "infinite variety," and that the man behind the wheel will figure very prominently in the affairs of the future.

He will be a man of wit and resources. A dull or weak man has no place behind the wheel, and the wheel will brighten up and sharpen the wits of many a dullard.

### Auto Rules for Pedestrians.

The man behind the wheel will be a man of humor, too, for his life and opportunities for observation will awaken latent proclivities. He will have a literature all to himself; and this reminds me of a humorous skit that I saw typewritten and posted on the office wall of a big garage. It follows:

"AUTOMOBILE RULES FOR PEDESTRIANS.

"Rule No. 1.—Pedestrians crossing boulevards at night shall wear white lights in front and red lights in the rear.

"Rule No. 2.—Before turning to right or left they shall give three short blasts on a horn, at least three inches in diameter.

"Rule No. 3.—When an inexperienced driver is made nervous by a pedestrian he shall indicate the same and the pedestrian shall hide behind a tree until the automobile has passed.

"Rule No. 4.—Pedestrians shall not carry in their pockets sharp substances which are liable to cut automobile tires.

"Rule No. 5.—In dodging automobiles pedestrians shall not run more than seven miles an hour.

"Rule No. 6.—Pedestrians must register at the beginning of each year and pay a fee of $5 for the privilege of living. There shall be no rebate if he fails to live through the year.

"Rule No. 7.—Pedestrians will not be allowed to emit cigarette smoke on any boulevard in an offensive or unnecessary manner.

"Rule No. 8.—Each pedestrian before receiving his license to walk upon the boulevard must demonstrate before an examining board his skill in dodging, leaping, crawling and extricating himself from machinery.

"Rule No. 9.—Pedestrians will be held responsible for all damage done to autos or their occupants by collisions."

### American Immigration to Canada.

From the London Times.

This year it is estimated that 70,000 Americans will come into the country. They will take up between 20,000 and 25,000 homesteads, and as it is considered that they bring property to the average value of $1000 each, this would give a total new capital of $70,000,000. In 1907, the year in which we had our greatest volume of immigration, there were 178,500 British and Americans as compared with 84,000 from the continent of Europe. For the last year there were 100,000 British and Americans and not a third as many from Europe.

It is apparent that even with the best business management the empire can apply to the direction of its population the American immigration to Canada will continue to exceed that from Great Britain. One of the most careful and sober-minded of our public men with whom I talked a few days ago, a man who knows the west and for years has had intimate official knowledge of the movements of population on both sides of the border, believes that in the next 10 or 12 years 6,000,000 of Americans will come into Canada. Upon this I pronounce no opinion, save to agree that the overflow from the United States is bound to increase in volume. Naturally there are those among us who regard "the American invasion" with uneasiness, and fear the ultimate effect upon our institutions and upon the relation of Canada to the empire. In this connection I can only say that for some years I have been at pains to consult men from all parts of the west who should know the mind of these American settlers and their general disposition toward the social and political institutions of the country, and as yet I have not found a single western Canadian to express apprehension. They all agree that while the Americans have a natural affection for "Old Glory" and as yet may confuse the Fourth with the First of July, they pay ready allegiance to the flag under which they have come to live, and very generally agree that the impartial and inflexible administration of justice in Canada is in itself sufficient reason for the permanence of the British allegiance and an honest loyalty to Canadian institutions.

# FAMOUS SONGS *and* THEIR HISTORY

No. 5.

MARCHING THROUGH GEORGIA.

Bring the good old bugle, boys! We'll sing another song,
Sing it with a spirit that will start the world along,
Sing it as we used to sing it, fifty thousand strong,
While we were marching through Georgia.

CHORUS.

Hurrah! Hurrah! we bring the jubilee!
Hurrah! Hurrah! the flag that makes you free!
So we sang the chorus from Atlanta to the sea,
While we were marching through Georgia.

How the darkeys shouted when they heard the joyful sound!
How the turkeys gobbled which our commissary found!
How the sweet potatoes even started from the ground,
While we were marching through Georgia.

Yes, and there were union men who wept with joyful tears,
When they saw the honor'd flag they had not seen for years;
Hardly could they be restrained from breaking forth in cheers,
While we were marching through Georgia.

"Sherman's dashing Yankee boys will never reach the coast!"
So the saucy rebels said—and 'twas a handsome boast,
Had they not forgot, alas! to reckon with the host,
While we were marching through Georgia?

So we made a thoroughfare for Freedom and her train,
Sixty miles in latitude—three hundred to the main;
Treason fled before us, for resistance was in vain,
While we were marching through Georgia.

—Henry C. Work.

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"MARCHING THROUGH GEORGIA" was one of the many inspiring songs called out by the civil war. It came into being to commemorate one of the most striking episodes of the war, the famous march of Sherman from Atlanta to the sea, which was begun on November 16, 1864, and ended December 10, just 30 days after leaving the smoking ruins of Atlanta behind. It had a powerful influence from the first in reviving hope and courage, particularly during the closing days of the war.

In 1841 a man named Alanson Work was walking along a road in Missouri when he was overtaken by some fugitive slaves, who asked him the way to a free state. He directed them and responding to their pitiable beseechings, gave them a little money to aid them in their escape from bondage.

For this he was arrested, tried and convicted and sentenced to 12 years at hard labor in the state prison at Jefferson City. After serving a term of three or four years he was pardoned on condition that he should return to Connecticut, his native state. He returned in 1845, dying in Hartford, in 1879.

But how true are the words of Shakespeare: "Thus the whirligig of time brings his revenges."

One morning, in the early months of the war, a young man climbed up to the private room of Dr. George F. Root in Chicago with the manuscript of a song for the doctor to examine. He was a tall, careworn, invalidlike fellow, with sadness in his voice and bearing and poverty in his dress. The composer looked at the finely written music and then with astonishment and pity he gazed at the forlorn apparition before him and wondered how such a soul as that could produce music.

He was a printer by trade, but was sickly and could do but little work. The song was the popular "Kingdom Coming," the first great humorous song of the war. The youth's name was Henry C. Work, who was 9 years old when his father, Alanson Work, was sentenced to 12 years' imprisonment in Missouri.

The song, however, which supersedes all others of his making, was written shortly after General Sherman began his great march from Atlanta to the sea, the movement of the army beginning about the 16th of November, 1864.

So universal in its use was "Marching Through Georgia" that General Sherman heard it with supreme disgust. It pursued him from city to city and from state to state, and in all the great cities of Europe in which he was received with distinguished honors, the burden of the music was "Marching Through Georgia."

When the general attended the national encampment of the Grand Army of the Republic in Boston in 1890 he saw from the reviewing stand 250 bands and 100 drum and fife corps pass in review and the old warrior stood for seven mortal hours listening to the never ending strains of the music which commemorates the most triumphant march of modern times.

His patience collapsed and with a grim gravity, peculiar to him, and in language too emphatic for repetition, he declared that he would never attend another national encampment until every band in the United States had signed an agreement not to play "Marching Through Georgia" in his presence.

The melody of "Marching Through Georgia" has found its way into nearly every country of the globe. At a dinner in New York two or three years before his death General Sherman related this amusing incident:

"Wherever I go in my own country and in Europe 'Marching Through Georgia' pursues me. On one occasion, arriving at a Dublin hotel in a driving rain, I was congratulating myself that the weather was such as to preclude the possibility of the usual serenade, and drawing forth my writing material, I addressed myself to my long neglected correspondence.

"Scarcely had I gotten under way, however, when the strain of that infernal tune smote upon my ear. I sprang up and hustling into my uniform, stepped out upon the veranda. In the distance a band was approaching, followed by a number of men with guns on their shoulders.

"I advanced to the railing and was prepared for the pending oration, but without a pause, or even a glance toward the spot where I stood, they went on 'Marching Through Georgia.' It was a gunning club so some one told me afterward, going to a certain place to shoot at a target."

Henry C. Work was born in Middletown, Conn., on October 1, 1832. At the breaking out of the rebellion he went to Chicago, where he remained until 1871, when he lost all the money he had accumulated in the big fire. After this reverse he went to Vineland, N. J., and engaged in real estate speculation, and died in Hartford, in 1884, while on a visit to his mother.

His first composition was "We're Coming Sister Mary," which was written for and sung by the Christy minstrels. Another of his compositions that became very popular was the temperance song, "Father, Dear Father, Come Home With Me Now," and still another, "Babylon Is Fallen."

"Marching Through Georgia" was first published in February, 1865, and was shortly taken up in all the camps of the army and became the most popular of the war songs. In June last a monument was unveiled in the Spring Grove cemetery at Hartford, Conn., to the memory of the composer of "Marching Through Georgia," at which time addresses were made by the governor of the state, as well as many other notables.

### Teaching.

From the St. Louis Star.

What distance we have traveled, to be sure. A few years ago a school teacher stood "in loco parentis," and whaled the boys and girls liberally when they misbehaved, just as the father or mother would have done or should have done. Solomon was then considered a man of wisdom, and his method of keeping children from spoiling with the rod had general popular indorsement. Now if a school teacher becomes impatient of an unruly and obstreperous pupil and taps it gently on the cheek there is a great uproar. But, changed as have been our methods of training, there is no great improvement noticeable in either the manners or obedience of the rising generations.

### Measuring Tenths.

From Youth's Companion.

It is not common to find a person who can correctly estimate the lapse of a single second. But, as an English writer remarks, in these days of speeding automobiles, the exact time when each two colliding vehicles must have occupied particular spots may be a matter of great importance. In a recent experiment a car took nearly two seconds to stop after brakes were applied, and in that time it moved 19 feet. So even fractions of a second are important. One can train one's self to estimate even tenths of a second. Try it with a watch, and it will be found that it is just possible to count 10 in the lapse of a single second. But one must count very fast to do it.

# HER FIRST TRIP IN A PULLMAN

SHE had never traveled in a Pullman sleeper before, though her seventy-fifth birthday was a thing of the past, and so she had pretty nearly exhausted the patience of her white haired husband and the train attaches by her constant questions. The transcontinental flyer had stopped to change engines, and her husband was taking a constitutional on the station platform with the rest of the men, when the little old lady decided that she must have a drink. She knew there was ice water aboard, because her husband had furnished it on demand. That was why one of the women passengers, following her to the narrow corridor running past the drawing room section found her turning on the cock of the chemical fire extinguisher.

"My gracious," she exclaimed, "ain't this the funniest water cooler you ever see? I've been turning this nozzle this way and that, but I guess it's run dry."

She had almost succeeded in tilting the extinguisher over, per directions which she had not read, and one of the train attaches dubbed the rescuer as the Pullman life saver, because he said that in a moment more the old lady would have been snuffing out her own life instead of a fire.

### Civilization Battling Disease.

From the New York World.

As civilization gains one battle it may lose in another while on the whole we advance. Thus we are gaining on consumption and diptheria and losing in diabetic and cancerous diseases, but the total death rate falls. A drunkard's excesses may harm his children and his grand children, yet their other conditions may be so improved as to turn the scale in their favor. Germans drink much beer. But with prosperity, good government and skilled medical guidance the average of German health is rapidly rising.

French health is also improving, in spite of well founded alarm about absinthe and brandy toping. If English stamina has declined it is not because of liquor drinking, for that has decreased, but mainly perhaps because of the decline of agriculture and the growth of an ill regulated factory system. Better sanitation, shorter hours and the extension of the ballot and of education are probably arresting the tendency.