

# FASTER! FASTER! CRIES PROGRESS! ~ "GO SLOW BUT SURE" SAYS HARRIS

Street Railway Man Says—  
"Take It Easy! You'll Get  
There Just the Same"

JAMES W. HARRIS, America's oldest active street railway president, paused the other day to look through his office window at the 1933 transcontinental plane as it winged its way to New York from the Coast, silhouetted against the azure sky—then he turned his eyes down at the yellowed, musty ledger recording the profits of the world's first cable car.

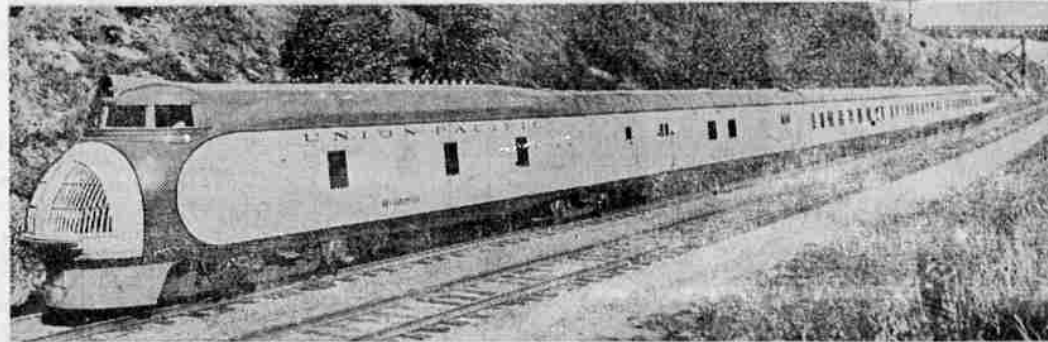
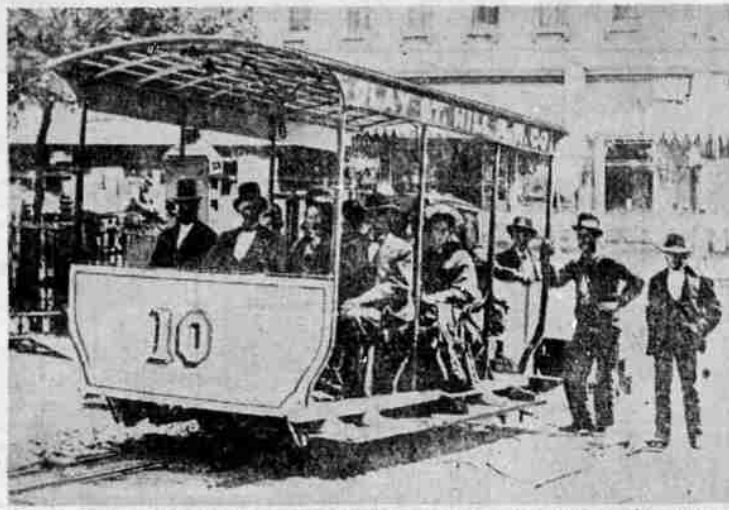
He heaved no sigh for "the good old days"—for his cable cars are still in operation and will probably continue to be in operation, because of the need for them, for many years. They still pay dividends, for the world still rides them! Rides them and discusses the fare of the new streamline trains that make a speed of 100 miles an hour.

Sixty-one years have elapsed since the world's first cable car slowly climbed Clay Street hill in San Francisco. Prophetic residents at that time expressed the confidence that this invention would revolutionize city transportation throughout the world, a vision that came true with surprising swiftness. New York, Chicago, Kansas City, Seattle and many other large cities here and abroad were soon boasting miles of cable road.

It was back in 1879 that "Jimmie" Harris came to work for the street railway company. He took to his work like the proverbial duck to water. Soon he was general manager and then president. Today at 81, Mr. Harris is on the job every morning at 7 o'clock, managing the affairs of one of the few, if any, street railway systems that have consistently operated on a five-cent fare without passing regular dividends. True, at times the stockholders' dividends have drifted downward, but never has there been any red ink on the president's report!

These cars seat 36 passengers but have been known to load as many as 150 fares on a single trip! They weigh 11,500 pounds each, and braking is accomplished through two sets of hand brakes, operated by the gripman and conductor, and a powerful track brake.

The cables pull cars over grades as high as 21 per cent and are 60,000 feet long. They consist of wire strands wound to a diameter of 1 1/4 inches with a hemp core to allow for the "squeeze" of car grips. Power is furnished by two 900-h.p. 2200-volt a.c. motors operating an ingeniously designed winding machine. In case of emergency involving motors, there is a 600-h.p. Corliss-type steam engine always ready for immediate action. A compensator wheel, weighing three tons, keeps tension



Cable cars are still needed, says James W. Harris, veteran street railway president, as he watches modern transportation grow to meet demands of speed.



equal as 30 cars grip and release their hold on the cables. Slack in cables, caused by stretching in use, is taken up by special equipment. The cable grip through which the car operator can pick up or drop the cable at will, is in itself a clever piece of mechanism, perfected by Mr. Harris shortly after he became superintendent.

There's just a trace of wistfulness in Mr. Harris' voice when he talks about the strides that are being made in transportation—when he talks about airplanes and streamlined trains and other modern-day distance-choppers.

"It had to come, or course," he says, "because the people who travel always are in a hurry. In a hurry to get to where they're going, and in a hurry to get back. And they'll always go rushing back and forth by the means that will take them the fastest."

"Because of the urge for speed, airplane builders will go ahead building faster stratosphere ships, and steamship builders will vie with one another to see which can build the vessel that will cross the ocean in the shortest time, and every other transport man will cry for something that will give his patrons more speed, but—

"Let me tell you one thing! When these people get along to my age, they'll find that most of this craving for speed that fills the world today is a false need. They'll find that the man who takes it slower and easier gets there just the same in the end. And they'll find the slower-going person probably will be trodding on his leisurely way long after the speed-cravers are gone and forgotten."

"If there is one message I'd like to pass along to the younger generation, it is this: take it easy! you'll get there just the same."

## Horoscopes Of Famous People FRANKLIN DELANO ROOSEVELT

By Laurie Pratt

THE horoscope of a President has an important bearing, during his term of office, on the affairs between conservative and progressive elements will continue to grow in heat. Roosevelt's policies will always favor experimentation, governmental regimentation and concentration of power in himself as a virtual dictator.

His Sun in humanitarian Aquarius indicates that his sympathies are broad and impersonal, truly concerned with the welfare of the common people. His courage and pioneering abilities are unquestionable, and history will remember him, not so much for the mostly mistakes, which are rather those of the head than of the heart, but as the fearless innovator of necessary and inevitable changes for America.

HIS chart shows clearly such extravagance and staggering financial problems that this country cannot hope, under his leadership, for restoration of normal conditions. He is, rather, the unusual leader for abnormal times than an influence for peace or security. The perspective of time will reveal him as the destined bridge-maker for the troubled waters of an outstanding transition-period in our national life. His New Deal uncomfortable, unbalanced and chaotic as it is to live under, is based on an American ideal of social progress that will grow in power, though under wiser and more acceptable forms.

### YOUR DAILY GUIDE

Sunday, January 19—An active day; use deliberation.

Monday—Good for nearly everything, especially travel and sports; avoid deceit.

Tuesday—Progressive and venturesome, but today and tomorrow are unfavorable for approaching those in authority.

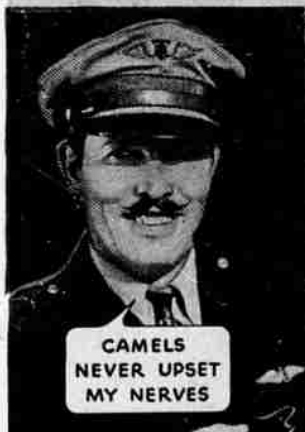
Wednesday—Inspirational; your business hunches are reliable, but do not start new ventures for the rest of this week.

Thursday—Finish up old matters and tasks already started.

Friday—Much violence in the world today and tomorrow; use caution.

Saturday—Social group and women's activities favorable; financial deals are deceptive.

## EVERYBODY'S TALKING... ABOUT CAMEL'S COSTLIER TOBACCOS!



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ROScoe TURNER—Famous Flyer



CAMELS APPEAL TO A WOMAN'S TASTE

MRS. WM. LA VARRE—Explorer



I SMOKE STEADILY. CAMELS NEVER AFFECT MY WIND

GENE SARAZEN—Golf Champion



CAMELS ARE A MILD CIGARETTE!

HUMEMAKER—Mrs. J. B. Feeley



CAMELS DON'T JANGLE MY NERVES

FRANK BUCK—Animal Collector



A CAMEL GIVES ME A 'LIFT,' FRESH VIGOR AND PEP

WM. T. TILDEN, 2nd—Tennis Star



CAMELS NEVER IRRITATE MY THROAT

SALESMAN—Allan M. Craig, Jr.

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Why offer can be made—We know smokers like Camels, once they try the costlier tobaccos in Camels.

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