

# MONORAIL SYSTEM TO REVOLUTIONIZE RAIL TRAVEL

## May Relegate Steam Locomotives and Heavy Coaches to the Scrap Heap.

New York—A young mechanical engineer, for a little more than three years, has been mystifying and amusing persons living near his father's home at Windsor Hill, just outside of Baltimore, by his experiments with a single rail railroad that he has constructed.

Recently all the newspapers in the city contained the authoritative announcement that John H. Starin, inventor of the "monorail," has made millions in transportation enterprises; Charles Stewart Smith and Woodbury Langdon, all members of the Rapid Transit commission, were to back a company which will build this young engineer's single rail road from Jersey City to Newark.

Formal announcement of the incorporation of the new "monorail" company is expected soon to be made in Trenton, and this, it is expected, is to be followed in the next four or five weeks by the announcement of a deal by which the new company has acquired a franchise and terminal sites in the two cities—rights presumably owned by some existing company. In the case of Jersey City, the "monorail" lines will be skinned across the marshes from Jersey City to Newark, realizing the newest slogan in modern rapid transit.

"To Newark, in ten minutes." "Idea is Revolutionary."

If what the young Baltimore engineer confidently claims for his "monorail" be true—and he has convinced sharp-headed businessmen as Starin, Langdon and Smith that it is true—modern railroading will be revolutionized by his invention, which will relegate to the scrap heap the two-track railroad, the ponderous, coal-burning locomotive and the big, heavy eight-wheeled cars along with the stage coach and the paddle-wheeled steamboat. His new invention, if his claims are well founded, is far ahead of the locomotive-driven train running on two tracks, as the flying machine is ahead of the balloon.

That trains will run on a single rail in perfect safety, without vibrations and the swinging side-to-side motion of the present day railroad, and that tracks and cars can be built and operated at less than half the cost

of the present equipment—this, in brief, is the young engineer's claim. That he can do what he says is not only believed by a practical transportation man of 40 years' experience like John H. Starin but by a big firm in Wall street which has agreed to underwrite all the local and travel of the new road was made in public, although for three years the young inventor, Howard Haniel Tunis, has been experimenting in the suburbs of Baltimore.

More than a dozen noted engineers, among them Chief Engineer George S. Rice, of the Rapid Transit commission, have investigated the new invention and have pronounced it practical. Some of them assert that it will revolutionize

modern railroading because of the tremendous speed which it makes possible and because of the enormous economies of building and operation.

Negotiations are under way to obtain the rights needed before building of the track may be begun and, although secrecy is maintained on this point and the precise route selected is slowly guarded, it is understood that the backers of the company are negotiating for franchise rights and terminal sites already possessed by an existing railroad company.

According to an interview printed in the Newark newspapers, the linking of the new "monorail" line with the "McAdoo tunnel" is a possibility. Hon. J. Burrows says that it would be the matter of the greatest ease to run the trains from the "monorail" road right through the tunnel to Newark.

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This new "monorail" system, invented by the young Baltimore, is totally different from the various other "monorail" systems, some of which are in practical operation in England, Ireland, Germany and Austria-Hungary, and which consist of a track with a footboard. It is entirely unlike the system, for instance, for which P. B. Fery, an Englishman, has been seeking a franchise to operate in the Ferris, Brooklyn and Coney Island. On Mr. Behr's road the cars "straddle" a single rail, as in Germany. In the "monorail" system, which has been successfully operated in one form which the cars hang suspended. In Ireland the present day railroad is very similar to the Behr system. The young Baltimore engineers

of the "X." The "X" is flexible, opening and closing to accommodate itself to the curves.

To build a four-track elevated road, similar to the present elevated system in this city, would cost \$900,000 per mile. This does not include the cost of power or equipment—only the structure and tracks.

The projectors of the new enterprise figure upon building the eight miles of elevated track between Jersey City and Newark for \$2,000,000. To build the ordinary type of elevated track with four tracks would cost between \$7,000,000 and \$8,000,000. In this cheapness of cost which favors the backers of the enterprise is the key to their very tremendous profits, and that the success of this initial road between the two Jersey cities will be followed quickly by the building of similar roads all over the United States. The overhead track system used in the Tunis system is patented.

How active interest in "monorail" railroads is to be shown by the fact that following the announcement of the plans to build the New Jersey line, the promoters of the company have been besieged with inquiries from persons who want to introduce the sys-

tem in other places. One inquirer was a capitalist who had a concession for a 400-mile railroad in South America, much of the route of which runs through inaccessible country. The Tunis "monorail" system is especially adapted for use in a rough country because of the fact that the high cost of construction is possible to operate the trains up almost any reasonable grade.

To all these inquirers the promoters say they have nothing to offer. They are not in the field for the evolution of the new system, or for the good treatment of employees. It is the enterprise, his associate, Tunis, who is to make money. So much as to put into practical use an invention which he believes will revolutionize the coming railroad system of the future. No stock to be sold.

His hope to have a railroad which will carry people from this city to Newark in almost an impracticable space of time, and to give an example to other railroad companies in the good treatment of employees. It is announced that no stock of the company is to be put on the market, and that all the money that is wanted to push the enterprise will be raised by an issue of bonds at the right time.

That they ultimately expect their promoters of the new road to attempt to conceal. This, they expect, will speedily follow a practical demonstration of the new system.

Howard Haniel Tunis, the young inventor of the system, is at James-town, where he is superintending the construction of the new road. The experiment is a much longer track, but it is said that the money companies of Newark were too influential with the exposition management and he was restricted.

Knows When He's Sold Enough. The New York Judge who holds that the oyster is a wild beast is careful not to let it know it kills or castrates it can outrun the caribou.

grasped his wrist and proceeded to test his pulse. The beats were 114 the minute. To Court. Statement to "Your honor, the normal pulse rate is 72 to the minute. I have known it to drop as low as 54 and go as high as 146. The usual limits are 60 and 120."

"When I arrested this prisoner his pulse was 114. He is a healthy man but has excited. The pulse rate is to be increased by his pulse being of the high rate of speed at which he is riding. By my method of riding he has had a pulse of 114 when he has ridden nothing less than 55 miles an hour."

The chamber (judge) replied: "Your honor, this officer is foolish. It is true that my pulse was 114 when he tested me, but it was due to the excitement of the chase he was giving me."

JUDGED BY THE PULSE. Bicycle Cop with Medical Training Brings Speedsters to Terms.

Out in—Well, it is beat not to say where. To tell all would break the case. The cop, who is a young doctor, got tired of his profession and became a bicycle policeman, riding a "writing devil" capable of making 45 miles an hour.

He learned years ago at the "quiz" that great speed makes the pulse beat fast. He now applies that little secret. By my method of riding he has had a pulse of 114 when he has ridden nothing less than 55 miles an hour."

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## LINGERS IN MEMORY Cough Caution

MARK TWAIN RECALLS "STUNTS" OF BICYCLE DAYS.

His Efforts to Tame the Wild and Unruly "Ordinary"—Deserved Compliment Paid Him by His Teacher.

See's next date is Nov. 23, 1883, the day of my first ride on a bicycle. It seems a good while ago. I must have been rather young for my age then, but I remember to this day an old-fashioned bicycle nine feet high. It is so almost unbelievable, at my present stage of life, that there have been men who have ridden such a machine as if it were a toy, and that I was one of them. I recall and I took lessons from a man who succeeded and became master of the art of riding that wild, weird, but I had no gift in that direction, and I never could stay on mine long enough to go any satisfactory view of the planet. Every time I tried to get a look at a pretty girl or a young fellow, I fell off. It was a bicycle, but I had been waiting for a long time for that. I had a bicycle, but I had been waiting for a long time for that. I had a bicycle, but I had been waiting for a long time for that.

### Dr. Shoop's Cough Cure

CHARLES J. SHAIN

The Old Way TO SAW WOOD

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Try the New Way! Use 6-5-4!

It thins them, is applied like glue, and is not sticky, and is safe for all application verses months.

If your dealer hasn't J. R. BLAKESLEE HAS IT.

### FENWICK'S Lunch Parlors

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Everything home-made and palatable. Purest checked free. Refreshments especially invited to our restaurant and bar at home.

G. O. FENWICK.

### ORDER FOR PUBLICATION—State of Michigan.

State of Michigan, the Probate Court for the County of Wayne, do hereby certify that the within and foregoing is a true and correct copy of the will of John A. D. 1907, four months after the date of his death, to wit: the 15th day of June, A. D. 1907.

Witness my hand and the seal of said court, this 15th day of July, A. D. 1907.

J. R. BLAKESLEE, Probate Clerk.

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The Lady Burglar. A lady burglar in Baltimore is a serious proposition for, while we have plenty of other communities to defend, we have a unique reputation for gallantry to keep up, and in the case of lady criminals the two are rarely out of variance. Still, it must be admitted that our proverbial gallantry is very seldom put to so painful a test.—Baltimore American.

Several Words for Birds. Let the birds alone. A world without birds, with their gay plumage and sweet voices, would be a much less cheerful world than this. The birds, even the greatly disliked sparrow, were created for some purpose, though it is not ours to inquire into some of us may doubt that statement.—Cedar Rapids Gazette.

### DR. S. S. BLAND'S GIVES QUICK RELIEF

A PROMPT, EFFECTIVE REMEDY FOR ALL FORMS OF RHEUMATISM

THE ONLY TRIPLE PREPARATION

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WANTS A PRIVATE DENTIST.

And When This Man Gets Real Rich He'll Have One.

"If ever I get really rich," said the man with a toothache, "I shall have a private dentist. What I want with a private dentist? Well, I'll tell you."

"It had enough anyway to suffer from your teeth," said the man suffering by the circumstances attendant upon my visit to the dentist's office.

"I arrived there to find the dentist sitting away upon the teeth of some patient in his chair, and that always sort of disturbs me—to find somebody else being worked over and cared for while I wait, in a man's chair, I am entitled to all the care and sympathy. And so I find somebody else waiting, perhaps a friend of the person in the chair, or somebody waiting his turn ahead of time; and that dis-

turbs me, for I like to wait with my pain in solitude.

"But the dentist gets through with the patient in the chair day for me and I take my place under his hands. And I don't mind that I get his concentration and complete attention and skill while he is operating upon me, but I can't get away from the idea that he is working as rapidly as he can so as to be ready for the next patient.