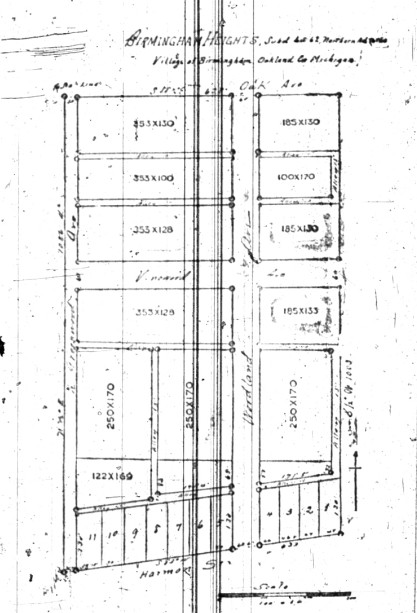


# HOME SITES.

# Real Estate Exchange

If you are planning a Country Home, convenient to the City, let us call your attention to one of the best locations for this purpose between Detroit and Bloomfield Hills. Our new

# Birmingham Heights



## HONORED VEHICLE

IN PARIS recently they held a "festival" for the last of the horse omnibuses. The thousands of people, some in motor cars and others on foot and wearing crepe-fur coats, marched in solemn procession behind a "bus" that was making its last journey as a public conveyance in the city streets. They hung magnificent wreaths about the old timer, and twice the legal allowance of thirty-four passengers crowded aboard for the last trip. An automobile, draped in black, followed close behind, grilling silver paper tents as it went, and that night every music hall venue included a song in its program that was supposed to be sung by the last conductor, the last driver, or one of the last two horses.

It will not be long before New York may have an opportunity to perform similar rites in honor of the horse car. The omnibus vehicle which has stubbornly refused to "die" these many years is destined soon to disappear from our streets. Will New York deign to pay its respects to that last horse car after the fashion of the Parisians with their lamented horse bus? It is possible, but unlikely.

Ashamed of Them.

New York is just a bit ashamed of the longevity of its horse car. That the second largest city in the world still trods in wheels that would be looked at in many a less pretentious western town, has been pointed out so prominently that it has begun to hurt. It is doubtful if New York will mourn—at an rate in public—the passing of the horse car. There are too many strangers in town who have come on from the west to gaze at the subway and remain gazing on the sidewalk as some gliding relic of the fifties goes clattering along West street.

A few there may be, however, who really might feel a pang of regret at the sight of the last horse car journeying through Manhattan streets. To them it would mean the passing of an institution that did all that could be expected of it, and did it well, too, the days when New York was not so dreadfully grown up. So long as the city did not demand the impossible, the horse car carried people to business in the morning and home in the evening; and it took them to the theaters at night in a manner that met all the requirements of the day and age. But in these pay-as-you-enter days it doesn't even pretend to be able to fulfill its share of the contract.

"You will have to excuse me," it seems to say, as it journeys through the thick of the waterfront traffic these days. "I used to be able to do your transportation work, but you grew altogether too fast for me and I can no longer manage you. So take your own way, by gas or tax, or Fifth Avenue motor bus, and leave me alone. I'll not be here to disgrace you much longer."

The horse car that says this to you is almost the identical horse car that supplied rapid transit on nearly all the main thoroughfares fifty or sixty years ago. It is the same, or very much the same. If you board one today, you are very likely to find that you are even being driven by an ancient who has been a horse-car driver most of his life. There's old George Lent who, at the venerable age of sixty-nine, is still commanading all of his car on the Belt Line that runs along the waterfront from the Battery to Fifty-fourth street. In the forty-three years of the horse car's career, it has had only the "one route, and it is said he can tell what street he is driving past, even with his eyes closed.

One of the nearest lots on the Buell Addition, facing on Woodward Ave., 50 feet wide, 100 feet deep, and 100 feet long, and one of the most desirable lots in the city. The owner is willing to sell for cash at a price that will surely appeal to all investors for building purposes or an investment.

New brick house, two blocks from Woodward Ave., in the Village of Royal Oak, one block from Woodward Ave. and 100 feet deep. The house is a two-story, five-room house, with a full bath, and a garage. The price is \$1,200.

House, barn, wagon shop, blacksmith shop, two houses, electric light, and land, the orchard, buildings in good repair, 2 1/2 miles from Detroit, in the Village of Franklin, prettiest village in Michigan. The owner is willing to sell for cash at a price that will surely appeal to all investors for building purposes or an investment.

One of the finest lots on the Buell Addition, facing on Woodward Ave., 50 feet wide, 100 feet deep, and 100 feet long, and one of the most desirable lots in the city. The owner is willing to sell for cash at a price that will surely appeal to all investors for building purposes or an investment.

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Oh, yes, there was a rush hour as far back as the sixties. It lasted from six to nine in the morning, Matt says, and the TBMV avenue line handled it by pressing nearly all of their rolling stock, numbering 160 cars, into service and sending them downtown at intervals of one minute and forty seconds. At other times of the day there would be fewer cars and longer gaps between them. There were only twelve cars running. But then New York kept earlier hours in those days.

In those days we drivers usually knew most of the people who lived along the line and traveled with them every day, and they knew us," said Matt. "So in the morning, when the rush was on, I'd often wait at a corner when I saw the man who always took my car there, hadn't finished his breakfast yet. Sometimes a steady passenger would open his dining-room window and call out to him: 'Just finishing breakfast, and ask me to hold up a minute until he came out. Would I do it? Of course, I would. That was the way we ran horse cars in the old days.'

Matt says it was the usual thing for horse-car drivers to work sixteen and seventeen hours a day in those days. Each driver had his own car, that is, a car which he alone used, and also his own team and his regular conductor. He was responsible for the general condition and appearance of the car, and usually took personal pride in it. The fare for the entire trip on the Third Avenue line was six cents. Matt says the conductor would collect five of it in the beginning, and then go around and exact an extra cent from every passenger still on board when the car reached Sixty-fifth street. In the beginning, the conductor didn't ring up fares; he just pocketed them.

There was no heating system—not even a stove—in the old cars, according to Matt. In winter, passengers kept their feet warm by plugging them into the stoves, and the heat was thrown on the car floor. Also there was no cushion on the long wooden seats inside. This made it rather uncomfortable for people traveling any distance, and Matt says that Peter Cooper, who was one of his regular passengers, always brought a cushion with him.

Really New Idea in Music.

The latest musical innovator in Germany, Herr Schoenberg, is, according to a critic whose views appear in Musical America, in music what the Futurists or the Cubists are in painting, or that still cruder cult that represents a hand-drawn painting a succession of overlapping hands "—in his music there's no harmony, no polyphony, no rhythm, no form, no logic. Which makes one curious to know why it is called music.

"How do you know you didn't" asked Herr Schoenberg, "and you're a musician."

"Well," explained Tompkins, "just as we were leaving I heard Mr. Jones tell papa that he'd better stick around as far as to see some of the pretty chick ones."—The Popular Magazine.

It's Oddity.

"There is one queer thing about an embroiderer of letters and monograms."

"What is that?"

"No matter how many alphabets the latest is always an initial venture."

It's Exceptions.

"Unrestrained human speech is one of the modern engines of progress."

"Yes, when it is run by hot air."

It's Mean Nature.

"Dear, the people in town again!"

"There! That stoppage, I believe, is a putup job."

If at first some woman don't see they secure a divorce and try again.

Value of Accuracy.

We strive so much to know everything that we lose sight of the fact that accuracy is more important than knowledge, since knowledge that is misty and fragile is a poor guide. But it is not only that what we know should be true, but that the fact that accuracy is one of the most important elements of character.

Vague ideas tend to make a weak character, since character is only another name for truth. So that in the education of every man and child, accuracy should be made a vital part. One of the tests for entrance to the naval academy is, or was, an addition of a column of figures to ascertain the quantity of carelessness. If any applicant has in his character, it should be made an important item in our education to require accuracy.—Ohio State Journal.

New Side Show.

"You may be seen to the circus with it in her and was telling his mother all about it."

"But," he said, regretfully, "there was no side show we didn't see."

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