

A CHILDREN'S SCHOOL FARM IN THE HEART OF A GREAT CITY.

It may come as a surprise to some of our readers that there are children in New York that have never seen a tree—the parks are too far away, and the car fare is not forthcoming. Practical sociology in New York has developed wonderfully in the last few years, and some of its most interesting phases deal with children. We hear constantly of the "East Side" of New York, but how about the great *terra incognita*, the West Side? One block houses 636 families, and it has only one bathtub. This awful congestion results in the creation of a hotbed of crime. Environment is a most important element in life, and this fact is recognized by all workers for social and industrial betterment. To the poor child, flowers and plants are everything; their unfolding life and beauty is a constant source of wonderment and delight to them. What can be done in the way of uplifting a whole neighborhood can be seen at De Witt Clinton Park, a tract of barren and unpromising land at 53d Street and the North River. Here swings, band stands, and an open-air gymnasium are provided, and in time it will become a real park, but at present there is only one bright feature, and that is the Children's School Farm, which owes its being to the wise work of Mrs. Fannie G. Parsons.

A plot of ground 200x100 feet was fenced off, and surfaced with new earth. Then the area was broken up into plots 4x12 feet, the paths being 1½ feet wide. Each boy or girl is assigned one of these plots to cultivate, and they grow radishes, peas, lettuce, onions, beans, beets, turnips, endives, carrots, and kale, as well as buckwheat, wheat, and rye for nature-study in the schools. There is great rivalry among the children as to who shall grow the largest radish or have the best-kept plot. A gardener furnished by the city Park Department, together with the lady superintendent, who is a graduate from an agricultural school, furnish the instruction. The children are allowed to take home the produce or sell it. Gradually the parents become interested, and as a power for good this little plot of ground is phenomenal. As Mrs. Parsons says, it is easier to furnish an occasional farm plot than to maintain reformatories and prisons later on. To those who are not actually criminal, such an environment would be the salvation of many.

In addition to the farm, there is a farmhouse on a plot 50 x 50 feet. While very small and made of the cheapest materials, it shows how it is possible to make a single room home-like. Two little housekeepers a day are appointed, and they are taught how to clean a house, and in their excitement and pleasure they have been known to wash clean towels and dust the roof! In one corner of the yard is an inclosure devoted to "Clinty," the young pig, which is certainly the most bewashed young porker in the world. On the whole a trip to the park is an inspiring one, as showing what a few people are willing to do for the uplifting of their brethren of the slums.

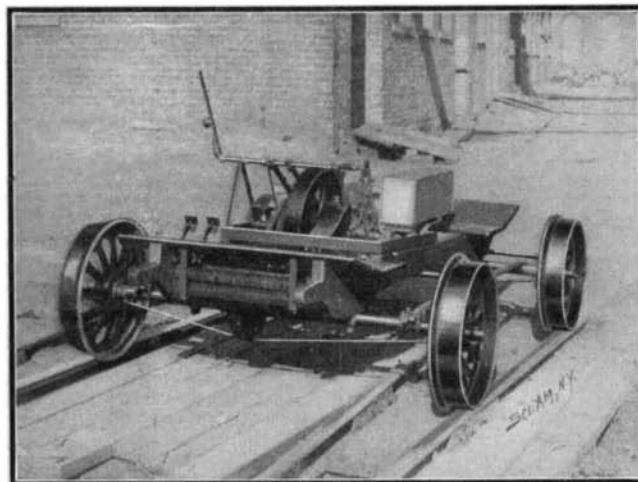


A CHILDREN'S FARM IN THE HEART OF NEW YORK.

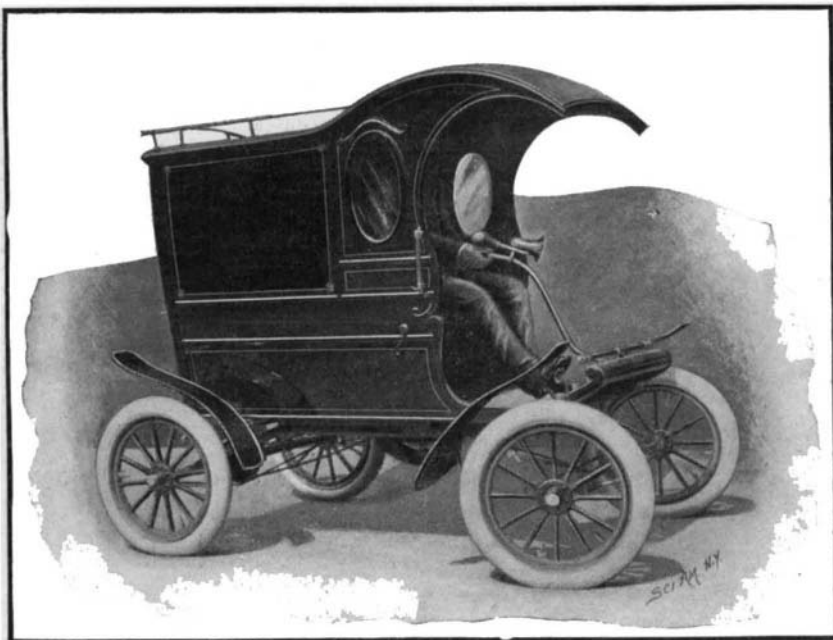
Our illustrations show a railway inspection car, consisting of a standard runabout outfit mounted on a suitable frame and carried on four 20-inch pressed steel car wheels of very light construction. The axles and underframe are of cold-rolled steel, with outer casings of number 11 gage steel tubing. As the motor, which is the standard, 4½-horsepower, runabout engine of 4½ inches bore by 6 inches stroke, is fitted with the regular two-speed-ahead-and-one-reverse transmission, the car will ascend any grade met with on rails up to a point where traction fails, and carry four people while so doing. The speed on the level which it is able to attain, is said to be 35 miles an hour, while it will travel from 80 to 100 miles on one filling of the water and gasoline tanks. The views of the inspec-



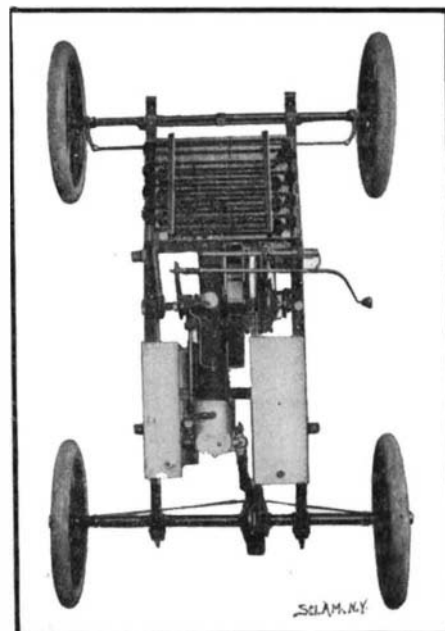
A Gasoline Inspection Car.



Chassis of the Inspection Car.



A Light Gasoline Delivery Wagon.



Chassis of Delivery Wagon.

THE LATEST APPLICATIONS OF THE GASOLINE AUTOMOBILE MOTOR.

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Following the lead of the De Dion & Bouton Company, of France, the Olds Motor Works, of Detroit, Mich., have started to adapt their automobile motor—a motor that has stood the test of three seasons' use in their popular runabout, one of which made the journey overland from San Francisco to New York recently—to some of the various uses to which it can be put.

tion car and its chassis give a good idea of its appearance and construction, and show some of the recent improvements that have been made. The Olds motor has been lightened by reducing the water jacket to about half the length of the cylinder. Heat radiating flanges are now cast on the lower half of the cylinder in place of the water jacket, which only covers the combustion chamber and the travel of the piston head. In all other respects the chassis is the same as that shown in our Automobile Number of April 11 last.

Another new application of the Olds motor is its use on a light delivery wagon. This wagon was designed to fill the demand for a vehicle which should be instantly available for quick work over long distances into the country, where the use of a horse-drawn or an electrically-propelled delivery wagon would not be considered. The machine has a carrying capacity of 500 pounds and a space in the box of one cubic yard. It is 8 feet, 2 inches long; 5 feet, 2 inches wide, and 6 feet, 8 inches high. Its wheel base is 6 feet, and its tread 4 feet 7 inches. The wheels are of the artillery type, and are fitted with 28 x 3-inch detachable tires. The water and gasoline tanks are of sufficient size to run the machine 100 miles on one filling. The vehicle is suitable for all kinds of light delivery work, and, although normally the heat of the motor is not communicated to the box to any great extent, a heat radiating system by means

of pipes coming from the muffler, can be arranged for use in winter, if the wagon is to be used for the delivery of perishable goods, such as flowers, or the like.

These two recent productions of the Olds Company will undoubtedly find a wide use in the field for which they are intended, and they are but a sample of the many fields of usefulness which lie open for the exploiting of the modern American gasoline motor.

French Naval Programme.

The naval construction programme of the French Admiralty for 1904 comprises 70 vessels. Of this huge total, 59 are to be torpedo boats, which are to be constructed by private shipbuilding firms. Sixteen new submarine boats are to be laid down. The remaining vessels comprise one armored cruiser of 13,644 tons and 23 knots speed and two torpedo-boat destroyers of the *Stylet* type with a displacement of 335 tons and a speed of 30 knots. The torpedo boats are to be of 26 knots speed, and, like the new English vessels of this type, are to be stoutly constructed without sacrificing strength for speed.

Rev. O. H. Lee, Milwaukee, Wis., has recently made arrangements with a company which will engage in the manufacture of typewriters after a design worked out and patented by him. The advantage of this machine is that the operator is not compelled to pause at the end of the line to return the carriage, as with nearly all of the machines at present on the market, but as the cylinder is perpendicular and the lines run around it, the writing is continuous.