

Literary Women of New Haven.

Any article that aspires to recognize the literary women of New Haven would be incomplete and lacking in proper appreciation that did not grant first place to Ella Wheeler Wilcox, who, no matter what literary Brahmins may think about her, confers a distinction on New Haven by her residence here.

There is some enigmatical element in the attitude of the so-called literary people of this part of the country to "The Poetess of Passion." That Mrs. Wilcox has never made any literary or personal appeal to the people of New Haven is as incomprehensible as it is reflective on their cosmopolitanism. Her genius is so overwhelming as to be recognized by the entire literary world of Europe, and her poem on the death of Queen Victoria, called "The Passing of the Queen," was estimated as equal, if not superior, to Kipling in genuine worth. The nobility of England, those eminent in civil life and the domain of belles lettres, are flattered to receive her. She is an intimate of Carmen Sylvia, of Roumania. She has been feted as Joaquin Miller. She has per-



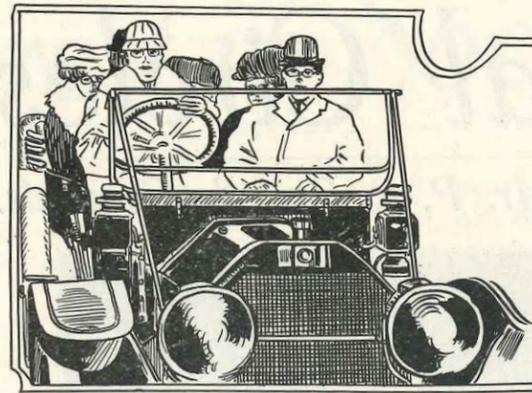
MRS. ELLA WHEELER WILCOX.

haps done more for the masses than any living woman, and yet she is a prophet without honor in her adopted country.

A person was once condoling Mrs. Wilcox on the fact that she is not valued as she should be in this city. Said the would-be literateur, "My dear Mrs. Wilcox, it is such a pity that New Haveners do not appreciate you; I know they will when you are gone."

"Indeed," said Mrs. Wilcox, "and is it really possible that I am not appreciated by the college highbrows? You can't imagine how badly I feel about it. The poor anaemic creatures! I never felt so sorry for any one in my life as I do for them. They look as if every emotion were atrophied in their spare frames, and nothing left but inconsequential intellect."

Mrs. Wilcox is essentially a genius of the heart. She is truly a Sappho of the East, with all the Aegean poetess' throbs of soul and fire. Sensual she undoubtedly is at times of the earth earthy, but her philosophy is wholesome and encouraging. No woman in America perhaps has ever been the comfort to so great a mass of people as Mrs. Wilcox. A little shop girl in Philadelphia said to a customer from New Haven, who chanced the remark that she was from the City of Elms. "And do you live near that wonderful woman Mrs. Wilcox? Doesn't she



MOTORS AND MOTORISTS

The Auto.

Rarefaction, velocity, fuel, viscosity,
Cylinders, throttles and pumps,
Are simply to me as A, B and C,
When the thingumbob sputters and jumps.
Of jacking and packing, connectors and sectors,
Flanges and bevels and joints;
Of shaft revolution and weight distribution
I know all the decimal points.
Selective control is dead easy to me,
The battery simply a snap;
The plug of the spark I could see in the dark,
Fix the nozzle while taking a nap.
The mud-guards I know from the lamps at a glance.
The tires I can tell from the brakes;
Garages, speedometers, gasoline, tanks,
Vibrations, displacement and sprays;
Bolts, rivets and chains, co-efficients and strains,
I can talk of in technical phrase.
There's only one thing I am waiting for now
Ere my knowledge can fully prevail;
If I only could steal an automobile!
I have cribbed all the rest by mail.

—H. C. Harbach in *The Regal Plugger*.

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Secretary Rogers and the Automobile Interests.

Matthew H. Rogers, Secretary of State, has proved a most valuable official in this important branch of the state government. He has placed the office on a systematic basis which has never been surpassed. The office to-day is a most important one, and the growth of the automobile business has done much to make it so.

This automobile business made it necessary for Col. Rogers to plan a complete new department to the regular work of the secretary's office. And he was called upon to do it in a manner that demanded the most strenuous effort to organize the department in time, owing to the late adjournment of the last session of the General Assembly. But to-day the automobile department of the secretary of state's office is



ness. He was opposed to the contemplated piece of legislation during the last session of the legislature which would have established an automobile commission at an expense to the state of not less than \$25,000 a year. And it was largely due to his efforts that this piece of legislation was defeated, for he showed conclusively that the work could be done by the secretary of state's office for a small additional expense and be kept under the proper head instead of being placed outside of the jurisdiction of the secretary of state's office. In this one instance alone Secretary of State Rogers proved his value to the state. It requires a brave man who is in political office to oppose such pieces of legislation, which would have saddled upon the state a totally unnecessary expense of \$25,000, which had no virtue in it except to furnish high salaried positions for political workers. Col. Rogers won the admiration and support of the automobile interests of Connecticut when he took that decided and honest stand against that piece of legislation.

There are still some points in the automobile law that need attention, and Secretary of State Rogers will use his efforts in this coming session of the legislature to give to Connecticut the best automobile law in the United States. He knows, because of his intimate knowledge and acquaintance with the subject, just where the law needs fixing, and when any attempts are made to change the law in the coming session of the legislature the secretary of state will have the facts and figures to prove or disprove statements made concerning the new legislation.

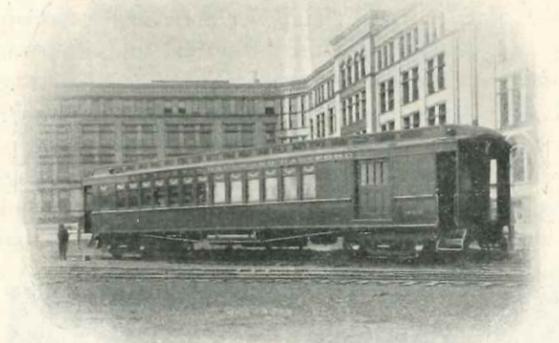
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Getting Ready for the Show.

With the running of the Grand Prize race at Savannah next month motordom's most successful racing season will come to an end, and then the eyes of the motor enthusiast will be focused on "show doings." Although the opening of the show season is several months off, the activity of preparation on the part of the committee in charge of the Eleventh National Automobile Show, to be held in Madison Square Garden, January 7 to 21, strongly indicates that the forthcoming exhibition, which will be divided into two parts, will be a record-breaker from every point of view. About this time of the year motorists and others who have kept close watch on the performances of cars in road and track races, tours, hill-climbs, and kindred contests all over the country, are eagerly waiting to see what the manufacturers have to offer for 1911. There is no better place to see the new wrinkles in

New Private Party Cars.

In these days of luxury and comfort in traveling, the New York, New Haven and Hartford road is not unmindful of the demands of the public, and has put upon the road two splendid private



ONE OF THE NEW CARS.

party cars for invalids, funeral parties, societies and organizations.

The cars are sumptuously furnished with every convenience. The floors are covered with heavy brussels carpet, and each car contains twelve swivel chairs and two double berths. The color scheme of green is carried out in upholstery and hangings of green velvet. In addition to this well-appointed room there is a stateroom attached which connects with the baggage compartment and the body of the car. The stateroom is equipped with private lavatory and toilet, handsomely appointed.



STATEROOM ATTACHMENT.



KITCHEN FACILITIES IN CAR

There are ample facilities afforded in cars to serve light refreshments, or food for invalids. Although there is a gas heater and broiler, sink with hot and cold water and such means of preparing a meal, silver-

gean poetess' throbs of soul and fire. Sensual she undoubtedly is at times of the earth earthy, but her philosophy is wholesome and encouraging. No woman in America perhaps has ever been the comfort to so great a mass of people as Mrs. Wilcox. A little shop girl in Philadelphia said to a customer from New Haven, who chanced the remark that she was from the City of Elms. "And do you live near that wonderful woman, Mrs. Wilcox? Doesn't she write the most encouraging stuff? I just live by what she writes. She is so helpful to us poor workers." Now a woman who can by her optimism and cheer, her encouragement to toilers, make their pathway in life smoother, does more good than all the preachers that were ever ordained, and her work cannot be lightly estimated.

Mrs. Wilcox is a western product, which may in some way account for her non-acceptance in the cultured east. Western ideals and viewpoints seem to be irreconcilable with eastern civilization. She has the breeziness of the prairies in her soul and writings. When her "Poems of Passion" were published a Chicago paper launched it as an effort "Too Loud for Chicago. The Scarlet City by the Lake shocked by a badger girl whose verses out-Swinburne Swinburne and out-Whitman Whitman." Shortly after this effort, which established her reputation as the "Poetess of Passion," Ella Wheeler was married to Robert Wilcox of Meriden, and came east to live, and the east has been her home since, except for long continued jaunts in the Orient and Pacific islands. The Bungalow at Short Beach has been the rendezvous of some of the most famous literary lights in this country and Europe.

When she was nine years old she put forth her first effort in writing a highly wrought romance written on odd slips of waste paper, sewed between covers of old wall paper. The title was "Minnie Tightwad and Mrs. Dunley." Several chapters were prefaced by original verses, her first attempt at rhyme. At fourteen she was writing sketches and stories for the New York Ledger and the New York Mercury. Her brother was reading to her at that time a poem of Ethel Lynn's. "When I hear a poem like that it makes me suffer so, I feel I shall faint or die," said Ella Wheeler.

"If you feel like that you can write poetry," said her brother. Encouraged by this, she sent a desperate love song to the Mercury. It was published, ridiculed, burlesqued, but the name of the author was withheld. Since then Mrs. Wilcox has turned out volume upon volume of verse, until, as she says, it is easier for her to think in poetry than in prose. Throughout the whole is evident that all-absorbing love for humanity, unbounded sympathy for the workers, and that cheerful and holy call to the less sordid things of earth.

In her autobiography Ella Wheeler Wilcox has said somewhere, "Everything was material to me. The singing of a bird outside my window, the compliments paid me by an escort, conversation of callers, everything, gave me food for verses and romances." This materialism has always pervaded her poems, and it has been lamented by some that so grand a talent as hers was allowed to go astray by too copious and sensual efforts in her youth. Edmund Clarence Stedman said, "I wish I had the control of Mrs. Wilcox's education after she passed her ninth year. I would have made an immortal and compelling poet of her. What a loss to literature that her talents have gone wrong." The world at large would differ widely with Mr. Stedman in this respect.



SECRETARY MATTHEW H. ROGERS.

the kind in any state in the United States. Courteous and expeditious treatment is accorded to everyone who applies, either by mail or in person.

The enormous additional work that has been placed upon the office of the secretary of state is indicated by the fact that the gross revenue accruing from the automobile business for the year has been \$162,375. This is an increase of over \$100,000 over the previous year.

Col. Rogers has always exercised the same rigid economy in conducting the office of secretary of state as has characterized his own private busi-

ness. Although she is not now living, the name of Tenie Ingersoll is so indissolubly connected with the intellectual and literary life of New Haven, and her personality was so dominant a factor of social activities here, that second place must be accorded her in discussing women of New Haven who were authors. It must be confessed that her strictly literary efforts were inconsequential and of an ephemeral nature. True enough, her most famous bon mots were sold to Life, Puck and Judge, and her best short stories were accepted by that most critical periodical, the Atlantic Monthly, but it is her magnetic self that will live in the history of New Haven rather than her writings. She was, without exception, the most subtly interesting woman that ever graced this city. She would have been famous in court or cottage for her originality, her vivacity, her coquetry and her magnanimity.

She had the unquenchable temperament of her brilliant ancestor, Grace Ingersoll, who broke more hearts than a Pompadour before she finally married the Marshall Grellet of France, and became the reigning beauty at the court of the first Napoleon. She had histrionic ability of no mean order, and it was whispered among her intimates that only the iron determination of her father, Governor Ingersoll, debarred her from the professional stage. As it was she took part in many private theatricals and was the admirer and friend of many noted actresses. She was devotedly attached to Mary Anderson, now Mrs. Navarro of England, and frequently sat for photographs with her. Her resemblance to "Our Mary" was most pronounced. Justine Ingersoll, in one of her stories, "All That I Know of a Certain Star," makes the story-teller say these words, which are so characteristic of her own self: "All my life I suffered from these two words, the inaccessible and remote. It was when I was very young I first began to worship people, and these were always beings of a different world from that in which I lived. Perhaps the one who most stirred the fresh fancies in my young breast was a radiant creature whom I once saw play Lady Macbeth."

Hers was a spectacular and radiant career. She left a trail of broken hearts behind her, but a breath of scandal never tainted her name. She was a queen of society, a beauty, and a brilliant wit who could not fail to attract men, but the attraction on

her part was purely platonic. It was a tradition at Yale that every student had to pass through the experience of falling in love with Tenie Ingersoll. Her soul was like a star and dwelt apart, but her broad humanity and sympathy were mundane. She conquered all hearts. Genius in any form she adored, and many are the persons of talent who bless her for their start in life. For the commonplace she had no tolerance, and she despised the snugly, respectable middle class. Everyone has heard the story of the young Yale sophomore who went home and told his father that he was to be married. "To whom?" asked the father in fear at hearing his son's course so precipitately interrupted. "To Justine Ingersoll the daughter of Governor Ingersoll of New Haven," the youth answered. "Go ahead. Good luck to you," said the father, "I was engaged to Tenie Ingersoll myself when I was a Yale freshman."

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One Race Enough for Him.

There's one man who has tried auto racing for whom one event was enough. He is Al Schillo, a young Chicagoan, who entered the recent Elgin races and finished fourth in the Kane trophy race at 169 miles. During and after the event other

(Continued on fourth column.)

drivers and mechanics noticed with wonder that Schillo's repair pit was empty. In the other pits in front of the judges' stand were all manner of parts, oil, gasoline, tires, each being in fact a miniature factory, filled with everything that might be needed to repair a car during the gruelling races. In Schillo's there was nothing but an ordinary repair kit and a bucket of water.

The fact was that Schillo had never driven in a race before and had no idea what it took to be prepared for one. Luck smiled upon him, however. He entered his Overland car upon his own responsibility, as the factory would not back him. His procuring fourth place in the Kane trophy race, without one stop, and against bigger and more expensive cars, was a surprise.

"I demonstrated that I did not need a repair kit at all," he said, after the race, "and I did not run any risks by driving fast. All I wanted was to finish with my heart beating. I'll never race again."

Civic Federation.

The Civic Federation, at its meeting last Saturday, appointed a committee to look into the moving-picture house situation here in town. The following committees for the year were named:

Sanitary and Hygienic Conditions—Supt. H. T. Summerskill of the New Haven hospital, chairman.
Industrial Conditions—Rev. Robert C. Denison, chairman.

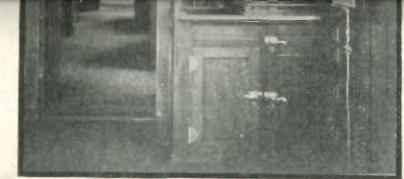
Tenement House Conditions—Rev. J. Edward Newton, chairman.

Legislation and Law Enforcement—John K. Beach, chairman.

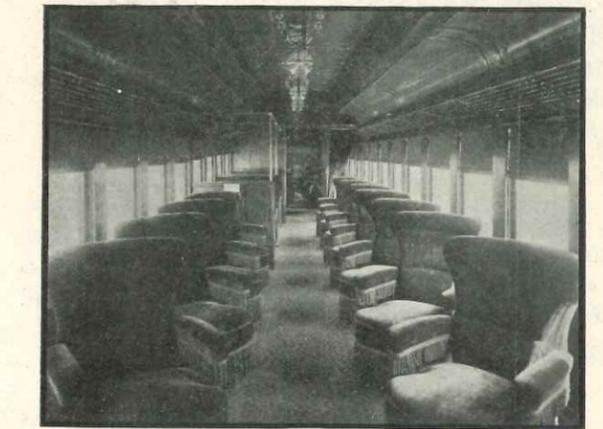
Education—Prof. E. Hershey Sneath, chairman.
Recreation—Walter Camp, chairman.

Buildings, Streets and Shade Trees—Edward H. Jenkins, chairman.

Household Economics—Mrs. Percy T. Walden, chairman.



KITCHEN FACILITIES IN CAR.



THE COMFORTABLE CHAIRS.

(Continued from third column.)

for invalids. Although there is a gas heater and broiler, sink with hot and cold water and such means of preparing a meal, silverware and dishes must be provided by those chartering the car.