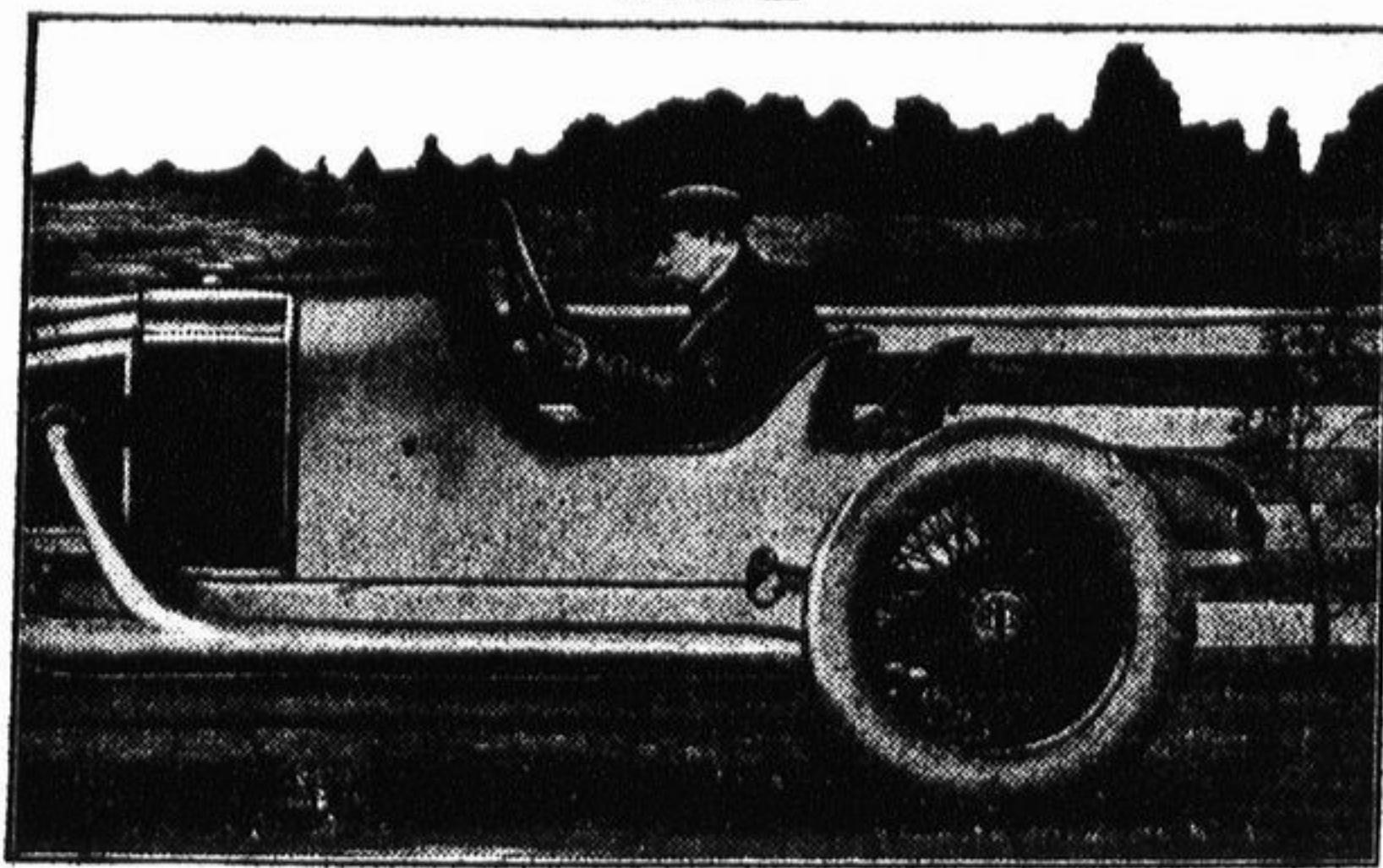


HAS MADE RECORD FOR DRIVING



"Bob" Burman, One of the Best of the Noted Racers, Whose Name is a Household Word to Lovers of the Auto.

TO REPLACE HORSE NOT MERELY A LUXURY

French Military Authorities Plan to Have Their Artillery Drawn by Motor Trucks.

IDEA CONSIDERED GOOD ONE

Experiments Already Made Seem to Demonstrate That it is Entirely Feasible and Will Give Army Much Better Service.

Horses have been marked down for abolition from the artillery service of the French army. The French, who claim to have the finest artillery in the world, have come to the conclusion that better service can be obtained on the field with motor trucks than with teams of horses.

Higher speed and greater mobility is assured with the use of motor vehicles, the degree of reliability is higher, the number of men per gun is less, and all possibility of a battery being rendered useless by a stampede of horses is avoided.

Experiments have been carried out for a considerable length of time and such satisfactory results have been obtained that it has been decided to make use of motors in place of horses for all the regiments stationed in Africa. For the time being mechanical traction is being used for the heavy 220 millimeter guns, the lighter arms still being served by horses.

Orders have been placed with automobile manufacturers for special types of four-wheel drive tractors and some of these have been put through their paces on the military grounds at Vincennes, to the east of Paris.

The program called for an ability to haul a load of 12 tons over any kind of ground on which horses could operate. The tractors took in tow a line of gun carriages and ammunition wagons, the first carriage bearing the 220 millimeter gun, and was called upon to haul it over every kind of ground on which horses had successfully ventured.

The most severe tests consisted in taking the load up very steep banks of soft earth forming the background to the artillery firing ranges. The earth was either so soft or so muddy that there was very little grip for the wheels, yet all these tests were successfully accomplished.

In the mud-plugging competition the machines had to go through mud reaching to the hub caps.

Another test was the ability to get over the trunk of a big tree which had been laid across the track and pinned in position to prevent it being pushed out of the way by the wheels. This was also done successfully.

Finally, there was an immersion test, the tractor being taken down the muddy river bank under its own power and run into the stream until its wheels were entirely under water, the frame members just being submerged. After remaining in this position for a little while, the machine was brought out under its own power.—From Motor.

SONG OF THE AUTO.

The freedom of roads that go winding along Like ribbons of silver and gold, By orchards and meadows and gardens and woods, And rivulets crystalline cold; And a fair panorama of vines and farms As the milestones away from you reel, Are only a few of the pleasures that go With the price of an automobile. A rose on the cheek, and a song in the heart, An eye that is steady and clear, An appetite equal to pickles and pie Without a gastronomic fear; An apricot in peace and in time with the world, And nerves that are tempered to steel, Are some of the pleasures of health that you get When buying an automobile. The honk of the horn has a magical note That charms all your troubles away, And the hum of the motor invites you to go Where the blossoms and birds are at play, Where is somewhere a racy new model of speed, Awaiting my hand on the wheel, Be put on your hat and together we'll go And purchase an automobile. —Miss Irving, in Leslie's. Had One Already. "I should think you would get you a nice runabout." "I've got one. She's in this state collecting a hat right now."

WATCH CAR BEHIND

Danger From That Source Should Always Be Kept in Mind by Auto Drivers.

PAYS TO BE ON SAFE SIDE

Mistake to Wait Until the Last Moment Before Signaling That You Are About to Make a Turn —For Headlight Protection.

Skidding is only one of the dangers that the taxi pilot has to guard against. Getting around corners with a neat sweep that the touring car driver finds it difficult to imitate is one of his specialties, but he takes care that it doesn't lead to that worst form of all collisions, the broadside on. He keeps his weather eye on one of those little mirrors fastened to the side of the dash, or the windshield when there is one. Since the taxi driver is not a fairweather bird, protection in this form is usually lacking, as even a slight bump is fatal to plate glass. He can see what is ahead of him, but more important than that, what is behind him. A corner is never taken without the warning hand being stuck out at one side. Its sudden appearance is often apt to be disconcerting to the driver behind, but the signal is rarely lacking and avoids many a crash.

There's a lesson in this that the motorist who drives his own car will do well to profit by. Getting around in the crowded streets is nerve-racking work at best, for one not accustomed to it; but it can be made much easier by observing the ways of the taxi pilot and profiting by those that are good—many of his habits would not be safe to follow. If tempted to emulate all of them, bear in mind that he has a very short wheelbase machine designed to take sharp turns and built to take knocks. Keep your eye on the man behind. He represents a far more serious danger to you than all of the traffic in front. Watch his movements in the little mirror at the same time that you keep a sharp lookout for emergencies ahead of you. Every time you have to slow down or intend to take a turn, stick your hand out at right angles, and do it first. Don't wait until after you have applied the brakes. He may not be able to stop quickly enough; and while his lamps will suffer, the damage to the back of your own car will be greater. For protecting your own headlights, one of the spring bumpers is a good investment. It pays to be on the safe side.—Exchange.

WILL OPEN UP FARM LAND

Important Part Which the Motor Truck Seems Destined to Play in the Near Future.

The motor truck seems destined to play a tremendously important part in the development of the American farm. The motor truck will have a great influence in opening up farm land which has hitherto been inaccessible because of its distance from any kind of transportation," said a prominent farmer recently. "There are millions of acres of good farming land in various parts of the country which are lying idle because they are too far away from transportation.

"A one-ton truck can cover from 12 to 15 miles an hour, carrying capacity loads over ordinary country roads. A team with a heavy load is limited to about six miles an hour or even less. On the whole, a motor truck will cut the time required to carry produce to market to about one-third of what it is with horse drawn vehicles.

"No one but a farmer who is compelled to make a 20-mile haul to market can appreciate what this means. It will give the farmer far more time to spend on his farm, and will effect numerous savings in other ways. The next 20 years will bring about a wonderful development in agriculture, and the motor truck will be responsible for a large share of this advance."

Scored Cylinder. Of course a badly scored cylinder wall is about the most serious form of mishap that comes to the motorist, and a new cylinder or re-boring is the usual cure. It should be remembered, however, that a scored cylinder wall can sometimes be satisfactorily repaired by running some metal into the groove by the oxy-acetylene method, which various concerns make a specialty of doing. This method of handling the matter sometimes means a considerable saving in expense and saves a possible weakening of the cylinder, as it merely requires grinding out.—Motor.

English Contests in London. It is interesting to compare the Englishman's idea of what a motor car should stand up under with that of an American. The English have got a great deal of pleasure out of the racing held at the Brighton track. Recently they have taken up a new form of motor car endurance. The Royal Automobile club of England recently held what they call "A non-stop, high-speed contest" through the crowded streets of London. A wire was secured from the London dealer of the Paige car that the entire run was made in a Paige car without being penalized a single point.

DOWN COUNTRY LANES

ONE OF THE SUPREME JOYS AT MOTORIST'S COMMAND.

Get Away From the Main Highways and See the Real Country, is the Suggestion Made.

That the touring season will be welcomed again by people from all over the country is an assured fact. There are more miles of good roads this year. Massachusetts has stretched out her mileage. Maine has been improving the bad spots. New Hampshire will continue building its state highways, and the hotel men in the Bretton Woods district will soon be out with gangs making the highway safer and wider. Vermont is to spend more money this year, and Rhode Island and Connecticut are reporting progress.

The motorists now are taking up the suggestion "See America First" that has been made in many places, and those of us who live here should begin by seeing New England first. There are many interesting spots to be found in each state. Fortunately, indeed, are those in this section, for they have mountains, lakes, seashore and country all within easy touring distance.

Here is an example of what one may accomplish, the following story having been taken up by the United States government and sent out in one of its press sheets. It suggests what joys there are in store for the motorist who wish to try nomadic life in New England, for, while Maine is mentioned, the story applies equally well, perhaps, to some of the other states.

"There were three cars, one of them laden with a camping outfit remarkably ingenious and complete. In the others were the host, his family, and several friends. They were people of wealth, for only such can travel with a flock of \$5,000 cars and three chauffeurs, and, what was much more interesting, they were admirably sensible. They were homeward bound from a month in the woods and byroads of Maine, away from the beaten routes of the motoring guidebooks.

"Delighted to tell you all about it," affably cried the gentleman in command. "We are never in a hurry. That is half the charm of it. None of the miserable scurrying about as if the devil were at your heels. As fifty miles a day is our limit. I use the maps of the geological survey. They made camping by motor easy and delightful. Every road, lane, pond, hill, brook, and farmhouse is indicated. And there is nothing pleasanter than jogging over the grass-grown dirt roads of the back country that have not been spoiled by heavy travel. My dear sir, with these maps one can pass a whole summer in undiscovered New England regions. The average motorist is afraid to leave the main highways. He is as blind as a bat.

"I plan the day's journey by means of the map. If the destination is not attractive for camping, we can easily move on a few miles. My winter pastime is devising new wrinkles of camp equipment to carry in an automobile. Our tents are pitched by a lake, and Maine is fairly jeweled with them, or in a bit of woodland, and we have yet to find the slightest hardship or discomfort. Living expenses are absurdly small. The farmers sell us milk and fresh stuff. We live like kings. If you want to know the genuine joy of motoring, try it. I preach the gospel of camping by motor at the top of my voice. The country needs it. Get a friend to join you with his car next summer. Use one of them to carry your duffie. Buy some maps and take to the woods."—Ralph D. Paine in Scribner's for February.

By the way, there are some 2,000 of these maps covering nearly 40 per cent. of the United States. They are published by the geological survey at Washington, D. C.

ROUGH ON SPRINGS



The Bridges Over the Red River in Texas. —From Motor.

Towing Cars is Dangerous. Unthinking motorists have one habit which should be stamped out by law. We refer to the towing of a "dead" car by a long rope through a crowded city street, says Collier's Weekly. The result is that most of those who hurriedly try to cross behind the first car will trip upon the taut and incooperative rope. The outcome is frequently a serious injury. A man in New York was thus thrown with such force that his neck was broken. The pedestrian is not to blame. Anyone in a hurry is justified in taking a chance between two motor cars. But he ought to have his chances without being tripped unawares. Trolley cars are equipped with coupling bars for use in time of dismemberment. The motor car should either be similarly fitted or the foremost of the two cars should display some warning signal. In any case the long tow rope must go. It belongs to the days of seethe heating chaises.

BACK YARD FARMER

Interesting Pointers on Gardening for the City Man or Suburbanite.

WHAT TO PLANT AND WHEN

Advice by an Expert on Agricultural Matters—Vines and Climbers—When to Plant Shrubs—Raspberries.

By PROF. JOHN WILLARD BOLTE. The function of vines and climbing plants in landscape art is to screen and soften mechanical features, to hide unsightly objects, to blend together into a harmonious whole, various discordant elements.

Varieties are a matter of taste, and if you will leave to your wife the question of proper location for vines, you will not go far wrong, from an artistic standpoint. The truth is that good vines are almost always in harmony, no matter where they are placed. Use them freely where you have a bare place.

Many an untidy fence can be made into a bower of delight by properly placed vines. The honeysuckles, woodbine from the deep woods, Kudu vine, wild grape, clematis paniculata, and many others, can be secured at a trifling expense, grow quickly, and are hardy.

In the more southern states, Smith's hybrid moon-vine is particularly delightful.

The jewel of porch climbers is the Jackmanii type of clematis. White, lavender and pink, the blossoms come in reckless profusion, and if you are careful to get strong pot-grown plants, plant them in a rich, deep earth, without disturbing the roots, and do your transplanting about June 1, you will almost certainly succeed.

Be sure to plant in a sunny spot, where water from the eaves will not compact the earth. Water well until the plant gets a good start.

A fast growing, pleasant vine for the new porch is the Japanese Ivy. A few plants put in the soil alongside the porch in the sun will rapidly spread by way of the roots, and will form a thick, fragrant curtain of light green, clear to the top of the porch by the middle of summer. This plant increases so rapidly that one must be careful to prevent its crowding out other less aggressive neighbors.

Scarlet runner beans are a great favorite in northern climes for yearly planting, as are the wild cucumbers with their tracery leaves and tendrils and their cool prickly fruit pods.

Of course where climbing roses can be successfully grown, there is absolutely nothing to compare with them in their gorgeous magnificence. They call for the same soil conditions and care as bush roses, but they are less hardy as a rule in the inland and northern states.

In the eastern states and anywhere that cool, moist summer and even winter temperature prevails, the English Ivy grows in profusion. Nothing can be more satisfactory, particularly in connection with stone or brick structures of massive appearance. It seems to live forever in hospitable environments, and it will frequently cover an entire house, even to the chimney top. It is well to prevent it from covering wooden surfaces, however, as its thick foliage holds moisture and hastens the decay of the wood, the rusting of nails, etc.

Many ways of supporting vines are used, from strings to graceful wooden trellises. Chicken wire may be used to advantage, and will last a number of years.

Planting Shrubs.

Spring is the favorite season for shrub planting. Not that most shrubs cannot be transplanted at almost any season of the year, but we all feel more interested in outdoor things when the robins first come back.

Shrubby about the house is a constant joy to all who behold it. Breaking up harsh lines and joining together the more antagonistic features, it gives a finish and an air of permanency to any place.

In choosing varieties for special uses, particular attention should be given to the form, color and character of blossoms, and foliage, together with blooming period and general appearance of the shrub. Tall, straggling shrubs, like some of the lilacs and azaleas, give better effects when placed at a distance, and either massed or planted against buildings, fences, etc. More symmetrical shrubs and the smaller varieties can be planted singly or grouped in beds in the foreground.

For planting about porches, nothing is more handsome or more graceful than bridal wreath. It can well be supplanted with several other shrubs which bloom at different times, however.

The hardy snowball is more satisfactory planted alone in an expanse of green lawn. This is also the case with any of the larger symmetrical shrubs.

For hedges, probably nothing will give better results than California Privet or Arbor Vitae. Barberry, Japanese Quince, Sweet Briar and many others are frequently used for lower and less compact hedges, road borders, etc.

the holes or trenches a foot deeper than necessary, and fill in that part with rich earth over six inches of stable manure, leaving the earth rather loose.

Trim off all broken, rotten, or diseased roots, spread the roots well and set the plant in the hole so that it will be an inch or two deeper than it was before. Fill the hole half-way with fine rich earth, mix in a quarter of a pound of some complete fertilizer, soak the earth with water and then fill up the rest of the hole. Tamp the earth down firmly and heap it up to take care of settling later on.

The branches should be trimmed in proportion to the root trimming, or the plant will die through lack of food. Keep unplanted shrubs moist and cool. If necessary to delay planting, lay them slanting in a trench, cover the roots with moist earth and keep them watered.

Raising Raspberries.

There is no fruit more desirable or more easily grown than the red or black raspberries. The plants come little and one can get them for nothing by making cuttings from wild bushes.

They are much more easily grown than strawberries, and are much less trouble. The strawberry bed must be hoed, trimmed and weeded regularly or it will be completely covered up, but the raspberry will produce luxuriantly under adverse conditions and even downright neglect.

Two thirty-foot rows, one of a good red and one a black variety, will furnish abundant fruit for the average family and the entire cost of having all the raspberries you want for a month's time every year need not exceed the cost of a little fertilizer and a little Bordeaux mixture.

A raspberry patch will bear some fruit the second year and it will carry a heavy crop thereafter, for as much as ten years.

They will grow well in any well-drained, fertile soil and the black varieties require a little richer soil than the reds. Neither will do as well as the blackberry on sandy or poor soils.

Buy your plants from a nursery man and put them into a well prepared seed bed in the spring. Plant in rows, having the plants about two and one-half feet apart. Set the plants a little deeper than they were at the nursery, firm the soil well and water occasionally for a week or two.

The ground should have a liberal covering of stable manure before turning over, and it will be well to work into the soil around each plant about one-fourth of a pound of a mixture of bone meal, three parts and muriate of potash one part. Fertilize in this proportion each year, keep the ground cultivated and you should have heavy crops of large, juicy berries every year.

Beds located in exposed positions in very cold climates will need to have the canes laid down and covered with earth and straw during the winter.

When the bushes are properly pruned and fertilized, it will not be necessary to support them, but there are many advantages in tying the canes up to wire supports.

Be careful in the pruning. After the first year cut all of the old canes out as soon as they have fruited. At the same time cut out surplus and feeble canes. In the early spring cut out all canes which have been winter killed and trim all remaining stalks about a third.

Rust and anthracnose are the most common diseases. Spray with Bordeaux for the first one and cut out and burn the diseased canes if rust appears. Slugs or worms can be killed by spraying with hellebore or arsenate of lead.

Raspberries frequently produce 2,500 quarts of fruit per acre in a single year.

Planting Apples.

I would plant Baldwins the same as other standard kinds, 40 by 40 feet, and between them I would set Duchesse and Wealthy, which bear early and can be removed when they begin to be crowded, says a writer in an exchange. For an orchard to receive good average care, I would prefer the standard varieties, including Baldwins, Greenings, Spies, Stark, Hubbardston.

Cause of Bumble Foot. While bumble foot is generally caused by fowls jumping from some high point to the ground and striking a stone or some other obstacle, it can also come from a fowl treading heavily on such an object.

Improvement of Horses. The improvement of the quality of the grade horse in the country has been made by farmers who are willing to pay a reasonable price for the services of a high class stallion.

Yard for Colts. During the first winter provide some sort of sheltered yard for the colts so that they may run about and exercise for a few hours every day when the weather is not too stormy.

Planting a Tree. Planting a tree does not consist simply in digging a hole and placing the tree in it and filling up the hole. Many trees are planted that way, though.

Cinders for Hens. Hens will eat a great quantity of coal cinders and they are very good for them. Try putting a load in the chicken yard and watch the result.

Horse-Raising. The farmer who goes into the business of rearing draft horses should stick by the business through thick and thin, through good times and bad.